JEPPESEN
JeppView for Windows

List of pages in this Trip Kit

General Information

Location: CARDIFF GBR
ICAO/IATA: EGFF / CWL
Lat/Long: N51° 23.8', W003° 20.6'
Elevation: 220 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: +0:00 = UTC
Magnetic Variation: 1.0° W

Fuel Types: 100 Octane (LL), Jet A-1
Repair Types: Minor Airframe, Minor Engine
Customs: Yes
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: No

Sunrise: 0358 Z
Sunset: 2026 Z

Runway Information

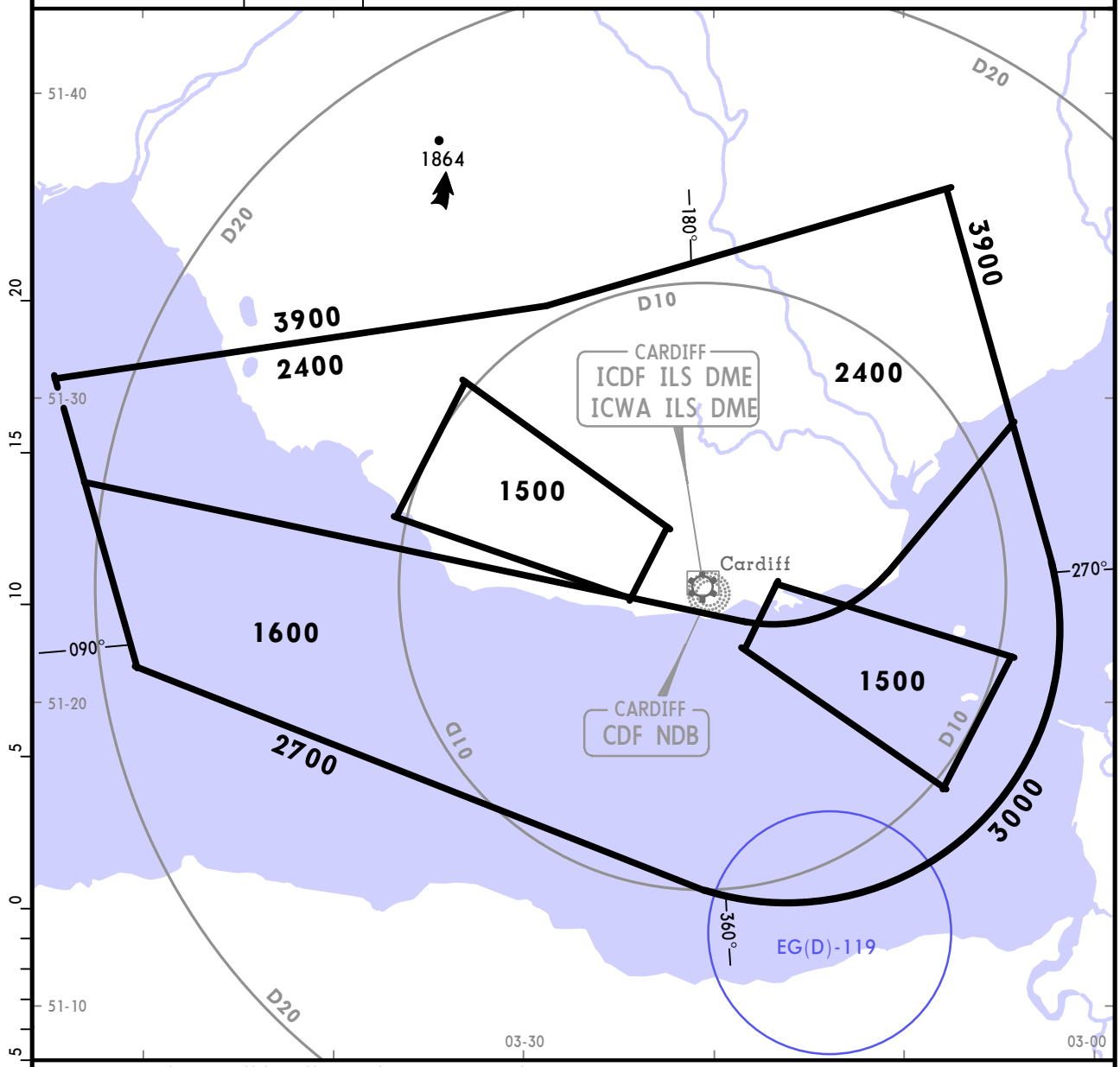
Runway: 12
Length x Width: 7723 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 217 ft
Lighting: Edge, ALS, Centerline
Displaced Threshold: 722 ft

Runway: 30
Length x Width: 7723 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 218 ft
Lighting: Edge, ALS, Centerline
Displaced Threshold: 499 ft

Communication Information

ATIS: 132.480 At or below 20000 ft
Cardiff Tower: 133.100 At or below 4000 ft Out to 25 mi.
Cardiff Approach: 119.150 At or below 19000 ft Out to 50 mi.
Cardiff Approach: 125.855 At or below 19000 ft Out to 40 mi.
Cardiff Radar: 125.855 At or below 19000 ft Out to 50 mi.

*CARDIFF Radar 125.855	Apt Elev 220	Alt Set: hPa Trans level: By ATC Trans alt: 6000' This chart may only be used for cross-checking of altitudes assigned when in receipt of an ATC surveillance service.



RADAR headings will be allocated so as to avoid EG(D)-119 when active.

OUTSIDE THE DESIGNATED RADAR MINIMUM ALTITUDE AREA
The minimum altitude to be allocated by the RADAR controller will be either the Minimum Sector Altitude or 1000 above any fixed obstacles:
- within 5 NM ❶ of the aircraft
- within the sector 15 NM ❷ ahead of and within 20° either side of the aircraft's track.

3 NM ❶ or 10 NM ❷ when the aircraft is within 15 NM of the RADAR antennae.

PROCEDURE	LOSS OF COMMUNICATION PROCEDURE
INITIAL APPROACH	Continue visually or by means of an appropriate approved final approach aid. If not possible proceed at 2500, or last assigned level if higher to CDF.
INTERMEDIATE AND FINAL APPROACH	Continue visually or by means of an appropriate final approach aid. If not possible follow the Missed Approach Procedure to CDF.

When vectoring an aircraft within the Final Approach Vectoring Area descent clearance below the Surveilance Minimum Altitude Area to the Final Approach Vectoring Area altitude may only be issued if the aircraft is either established on the final approach track or on an intercept of 40° or less, and in the case of instrument approaches other than SRA is cleared to intercept the final approach track.

CHANGES: Communication.

ATIS	Apt Elev	Alt Set: hPa
132.480	220	Trans level: By ATC

CDF 1A, CDF 1C, CDF 1E ❶ ARRIVALS

SPEED: CROSS SLP OR 3 MIN BEFORE HOLDING FACILITY AT 250 KT OR LESS.

SLP Speed Limit Point

WARNING
Do not proceed beyond CDF without ATC clearance.

DESCENT PLANNING/ATC REQUIREMENTS
When determining top of descent point, pilots should plan for possible clearance as follows:
CDF 1A: FL160 by AMRAL, descent below FL160 after RILES.
CDF 1C: FL260 by CPT.
CDF 1E: FL160 by 10 NM before TALGA.
Pilots unable to comply must notify ATC as soon as possible.
ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC

❶ For use when N-862 not available due to glider activity NORTH of RILES and for aircraft joining N-864 below FL145 15 NM NORTH of TALGA.

4000
2000
CONTOUR INTERVALS

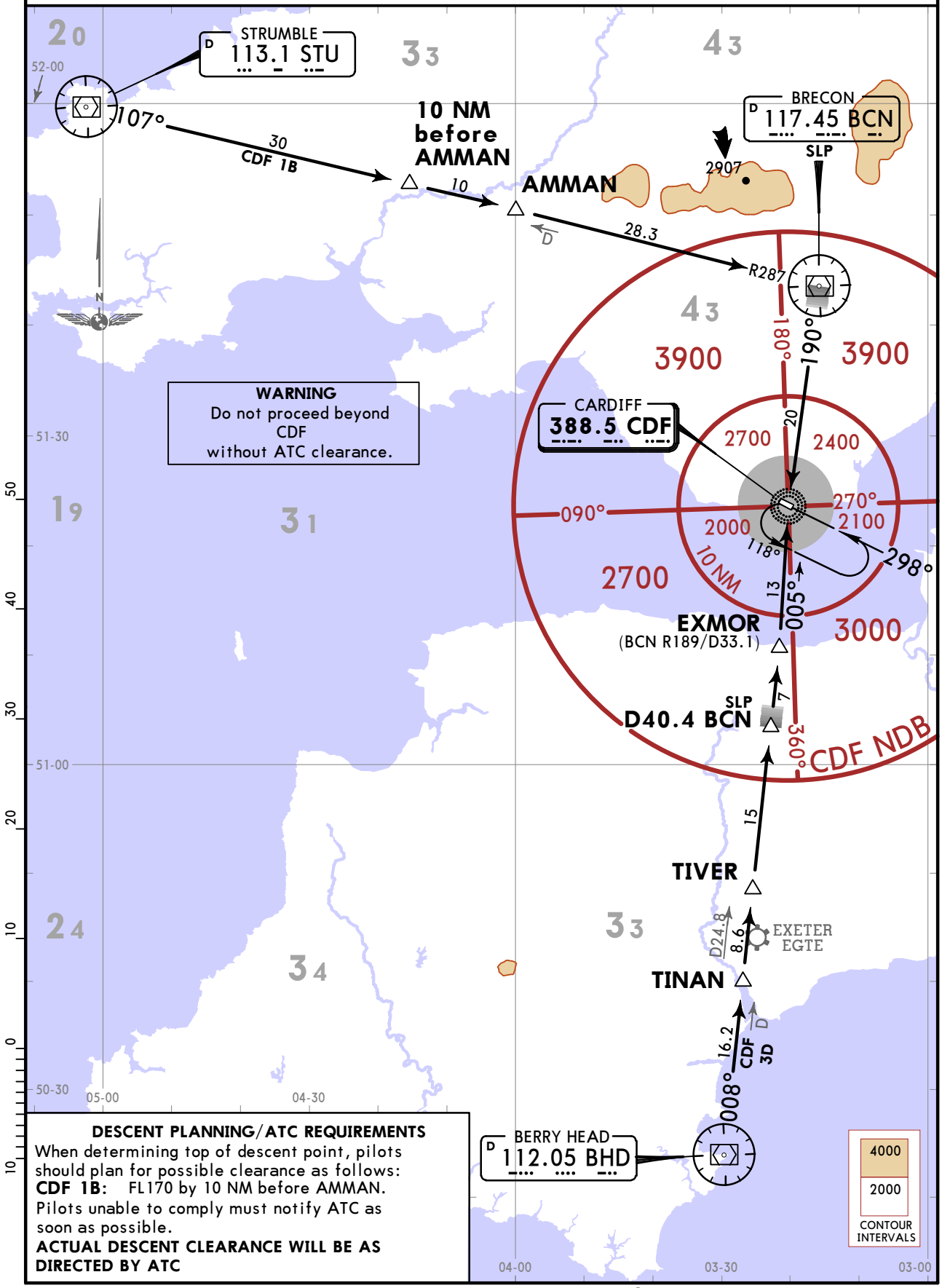
N862
RETSI
AMRAL
FL160
RILES
FL160
TALGA
DOBEM
CDF NDB
BRECON
117.45 BCN
SLP
KUKIS
SLP
CARDIFF
388.5 CDF
BRISTOL
414 BRI
SLP
ABDAL
COMPTON
114.35 CPT
BIRMINGHAM EGBB
COVENTRY EGBE
GLOUCESTERSHIRE EGBJ
OXFORD EGTK
BRIZE NORTON EGVN
FAIRFORD EGVA
BENSON EGUB
BRISTOL EGGD
FARNBOROUGH EGLF
ODIHAM EGVO
BOSCOMBE DOWN EGDM
MIDDLE WALLOP EGVP
2907
3900
2700
2400
2000
2100
3000
10 NM

ATIS	Apt Elev	Alt Set: hPa	Trans level: By ATC
132.480	220		

CDF 1B, CDF 3D ARRIVALS

SPEED: CROSS SLP OR 3 MIN BEFORE HOLDING FACILITY AT 250 KT OR LESS.

SLP Speed Limit Point



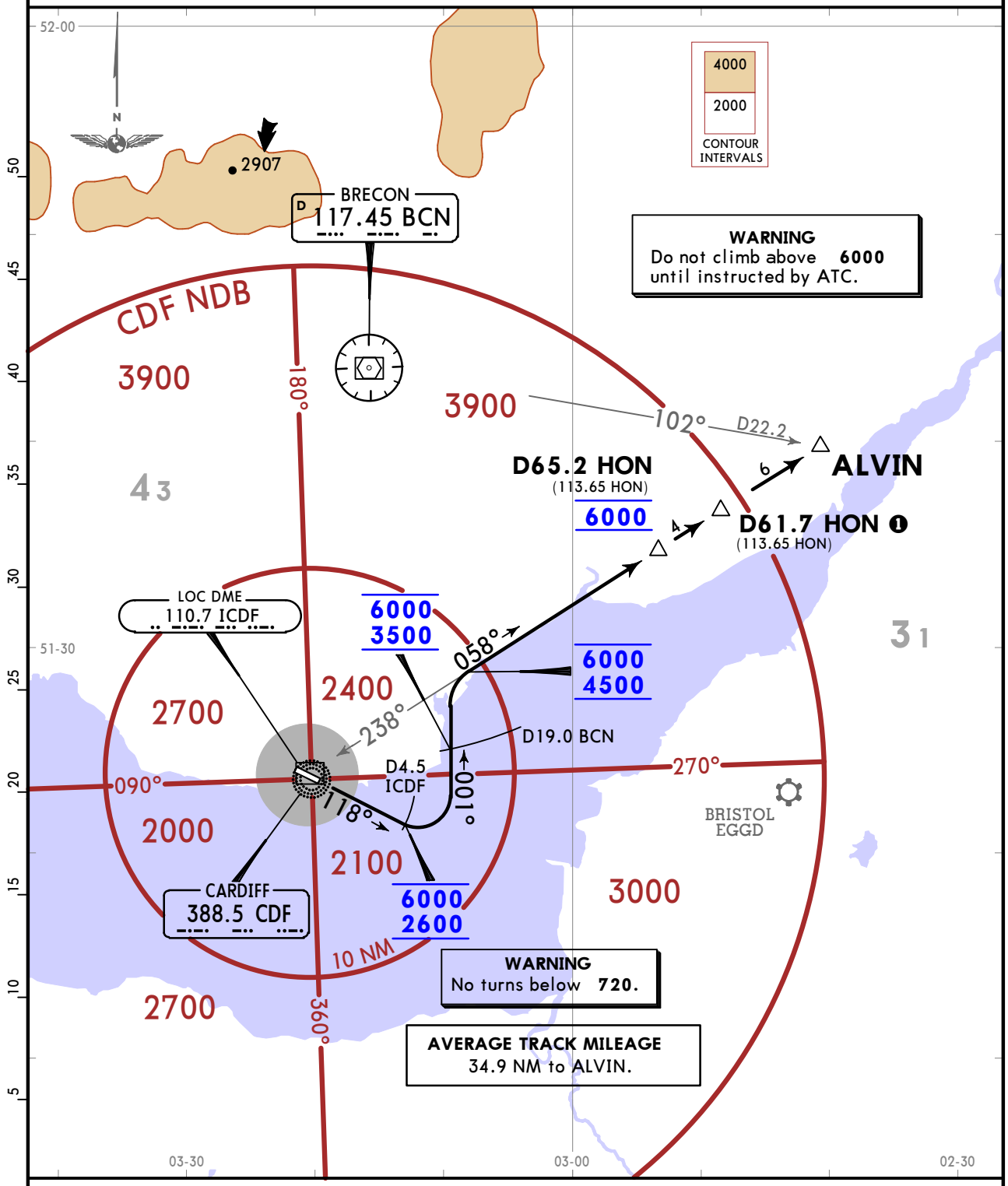
DESCENT PLANNING/ATC REQUIREMENTS

When determining top of descent point, pilots should plan for possible clearance as follows:
CDF 1B: FL170 by 10 NM before AMMAN.
Pilots unable to comply must notify ATC as soon as possible.
ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC

CHANGES: Communication.

Apt Elev	
220	Trans alt: 6000 1. SIDs include noise preferential routes. 2. Cruising levels will be allocated by BRISTOL Radar (below FL105) or enroute by LONDON Control (above FL105). 3. EXPECT first CPDLC Data Link Authority to be EGTT.

ALVIN 1B [ALVI1B]
RWY 12 DEPARTURE



This SID requires a minimum climb gradient of 8.2% to achieve FL80 by D61.7 HON ❶, due to ATC and airspace requirements.

Gnd speed-KT	75	100	150	200	250	300
8.2% V/V (fpm)	623	830	1246	1661	2076	2491

If unable to comply inform ATC for alternative clearance.
Do not climb above 6000 until instructed.

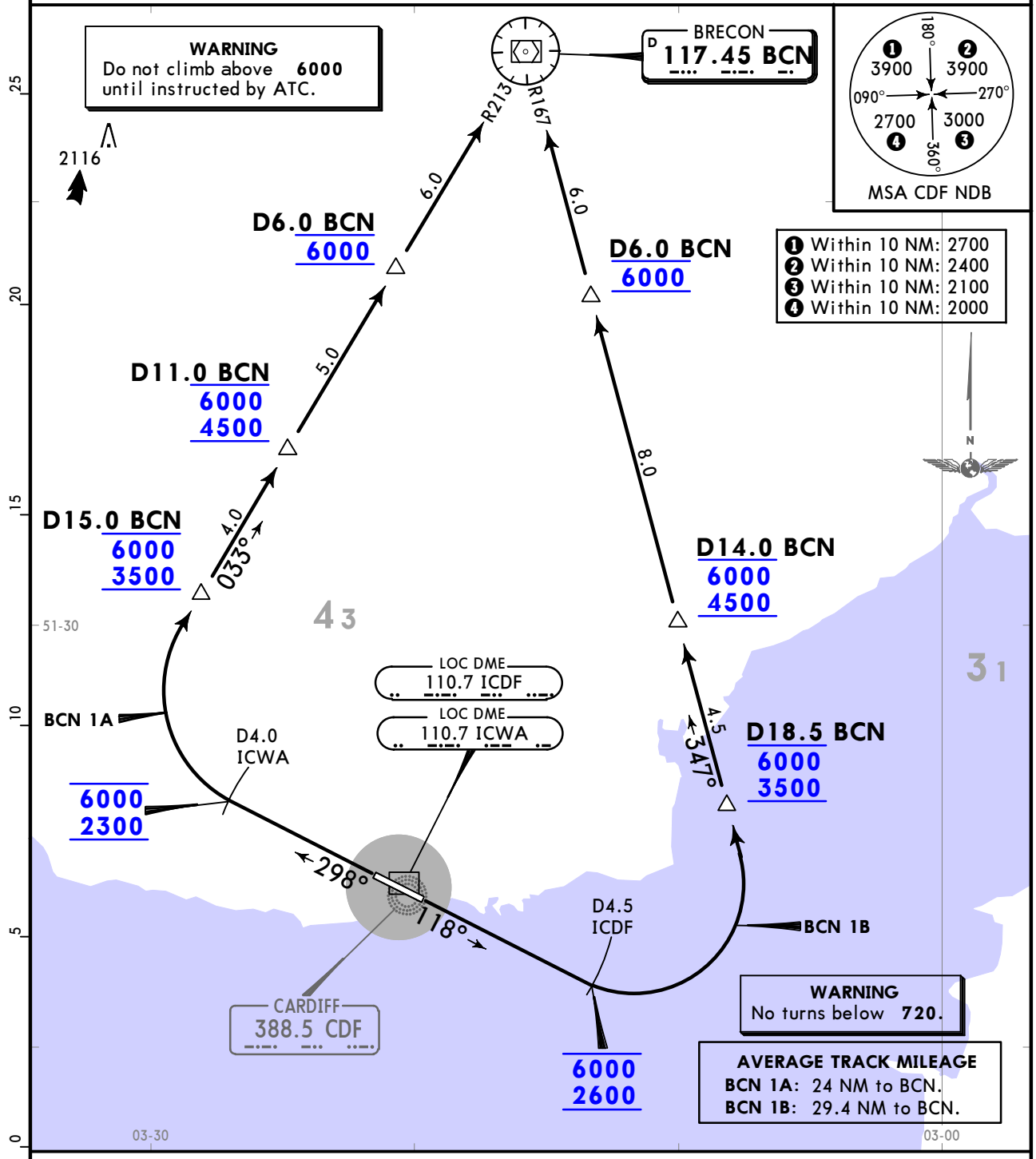
ROUTING/ALTITUDE

Climb straight ahead to D4.5 ICDF, cross at or above 2600 (MAX 6000), turn LEFT, 001° track cross D19.0 BCN above 3500 (MAX 6000), intercept 058° bearing from CDF above 4500 (MAX 6000), cross D65.2 HON at 6000, then to ALVIN.

CHANGES: General instructions note 3 established.

Apt Elev	
220	Trans alt: 6000 1. SIDs include noise preferential routes. 2. Cruising levels will be allocated enroute by LONDON Control (above FL165). 3. EXPECT first CPDLC Data Link Authority to be EGTT.

BCN 1A, BCN 1B
DEPARTURES



These SIDs require minimum climb gradients of

BCN 1A

8.0% due to ATC and airspace requirements.

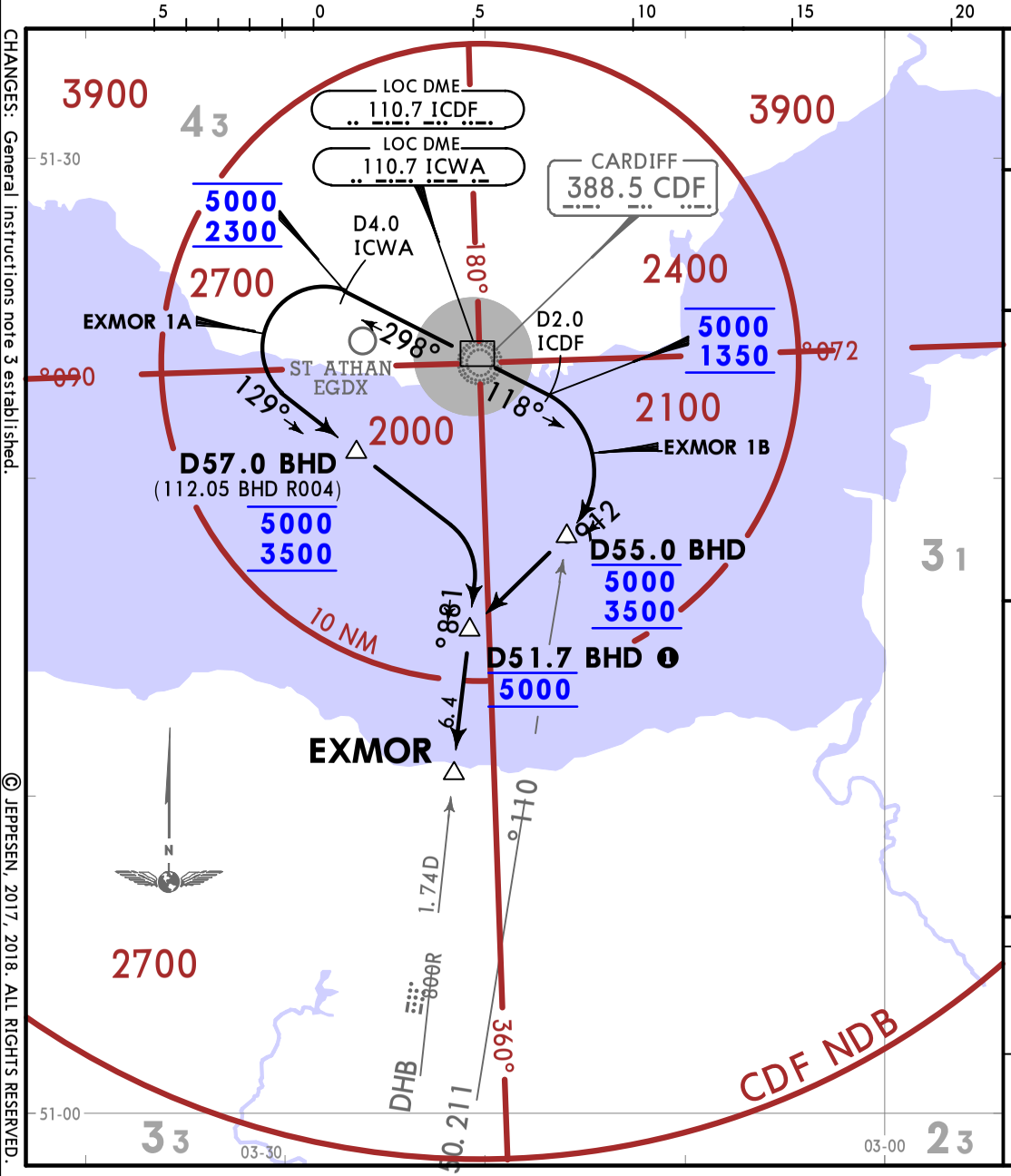
BCN 1B

8.2% due to ATC and airspace requirements.

Gnd speed-KT	75	100	150	200	250	300
8.0% V/V (fpm)	608	810	1215	1620	2025	2430
8.2% V/V (fpm)	623	830	1246	1661	2076	2491

SID	RWY	ROUTING/ALTITUDE
BCN 1A	30	Climb straight ahead to D4.0 ICWA, cross at or above 2300 (MAX 6000), turn RIGHT, intercept BCN R213 inbound, cross D15.0 BCN above 3500 (MAX 6000), D11.0 BCN above 4500 (MAX 6000) and D6.0 BCN at 6000, then to BCN.
BCN 1B	12	Climb straight ahead to D4.5 ICDF, cross at or above 2600 (MAX 6000), turn LEFT, intercept BCN R167 inbound, cross D18.5 BCN above 3500 (MAX 6000), D14.0 BCN above 4500 (MAX 6000) and D6.0 BCN at 6000, then to BCN.

CHANGES: General instruction note 3 established.



Apt Elev	
220	Trans alt: 6000 1. SIDs include noise preferential routes. 2. Cruising levels will be allocated enroute by LONDON Control (above FL165). 3. EXPECT first CPDLC Data Link Authority to be EGTT.

EXMOR 1A [EXM01A]
EXMOR 1B [EXM01B]
DEPARTURES

AVERAGE TRACK MILEAGE
EXMOR 1A: 25 NM to EXMOR.
EXMOR 1B: 17 NM to EXMOR.

WARNING
Do not climb above **5000** until instructed by ATC.

WARNING
No turns below **720.**

To achieve 5000 by D51.7 BHD ❶these SIDs require minimum climb gradients of
EXMOR 1A: 8.0% due to ATC and airspace requirements.
EXMOR 1B: 8.2% due to ATC and airspace requirements.

Gnd speed-KT	75	100	150	200	250	300
8.0% V/V (fpm)	608	810	1215	1620	2025	2430
8.2% V/V (fpm)	623	830	1246	1661	2076	2491

If unable to comply inform ATC and EXPECT an alternative clearance.

SID	RWY	ROUTING/ALTITUDE
EXMOR 1A	**30**	Climb straight ahead to D4.0 ICWA, cross at or above 2300 (MAX 5000), turn LEFT, 129° track, cross BHD R004 above 3500 (MAX 5000), intercept BHD R008 inbound, cross D51.7 BHD at 5000, then to EXMOR.
EXMOR 1B	**12**	Climb straight ahead to D2.0 ICDF, cross at or above 1350 (MAX 5000), turn RIGHT, 219° track, cross BHD R011 above 3500 (MAX 5000), intercept BHD R008 inbound, cross D51.7 BHD at 5000, then to EXMOR.

NOISE ABATEMENT

SUMMER	:	**LT minus 1 HOUR**	=	**UTC (Z)**
WINTER	:	**LT . . . . . .**	=	**UTC (Z)**

GENERAL

The following procedures may at any time be departed from to the extent necessary for avoiding immediate danger. 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.

ARRIVAL

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.

DEPARTURES

JET & TURBO-PROP of 5700 KG MTWA or more:

Rwy 12, to north: Climb straight ahead to ICDF 4.5 DME before turning LEFT.

Rwy 12, to south: Climb straight ahead to ICDF 2 DME before turning RIGHT.

Rwy 30, all departures: Climb straight ahead to ICWA 4 DME before turning.

NOTE: The obligation of the Noise Preferential Routes ceases at or above 3000'.

RUN-UP TESTS

In the interest of noise abatement, restrictions are imposed on the ground running of engines between 2230-0730LT. Operators are advised to contact the Airport Operations Director for details.

REVERSE THRUST

Use of reverse thrust is to be kept to minimum consistent with operational needs, particularly after 2130LT.

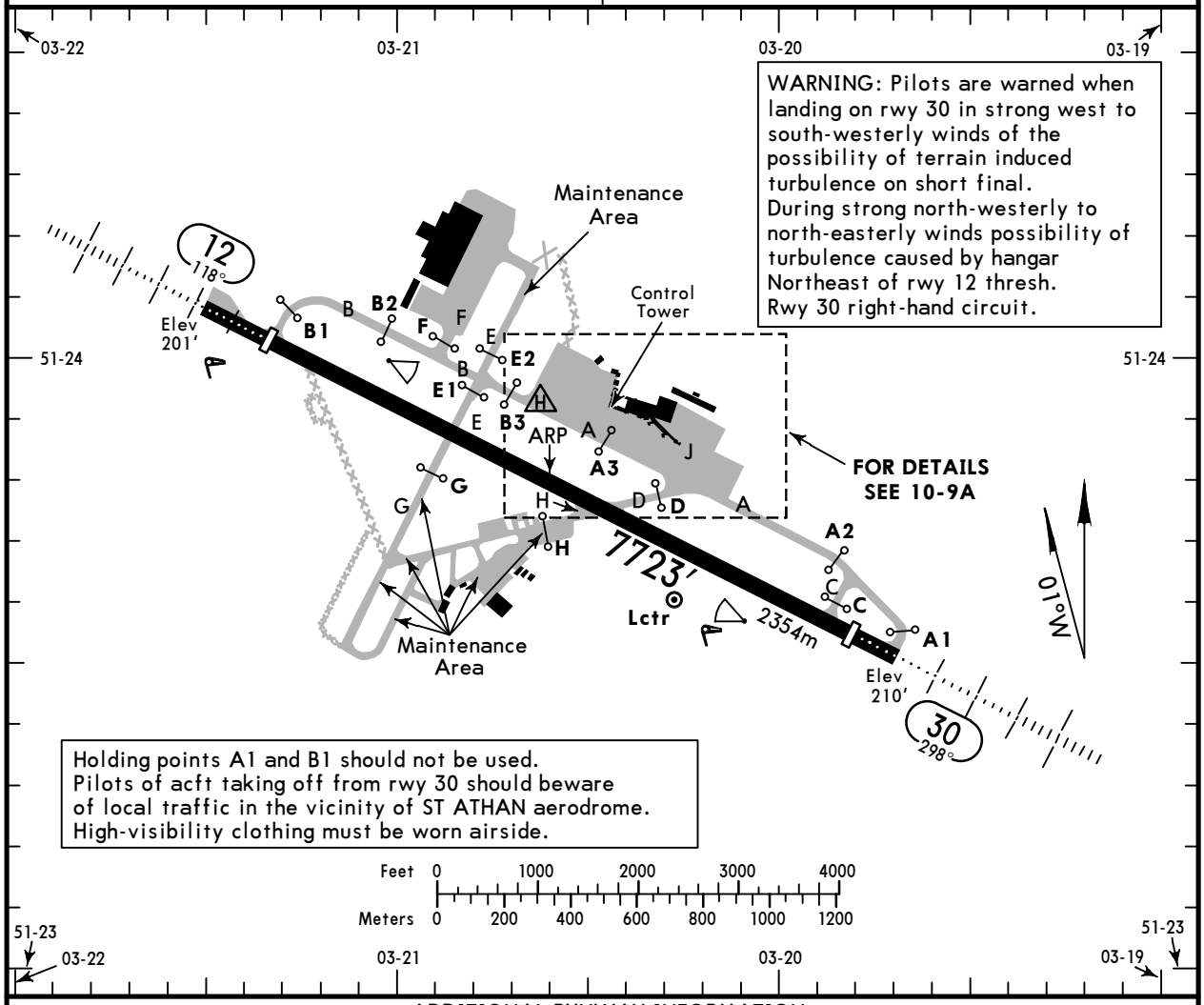
EGFF/CWL

Apt Elev **220'**
N51 23.8 W003 20.6

JEPPESEN
1 MAR 19 (10-9)

CARDIFF, UK
CARDIFF

ATIS	CARDIFF Tower
132.480	133.1



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND — Threshold	Glide Slope	TAKE-OFF	WIDTH
12 ❶ 30	HIRL CL (30m) HIALS PAPI-L (angle 3.0°) RVR	6883' 2098m 7224' 2202m	5911' 1802m 6313' 1924m	❷	148' 45m

❶ Rwy grooved.

❷ TAKE-OFF RUN AVAILABLE

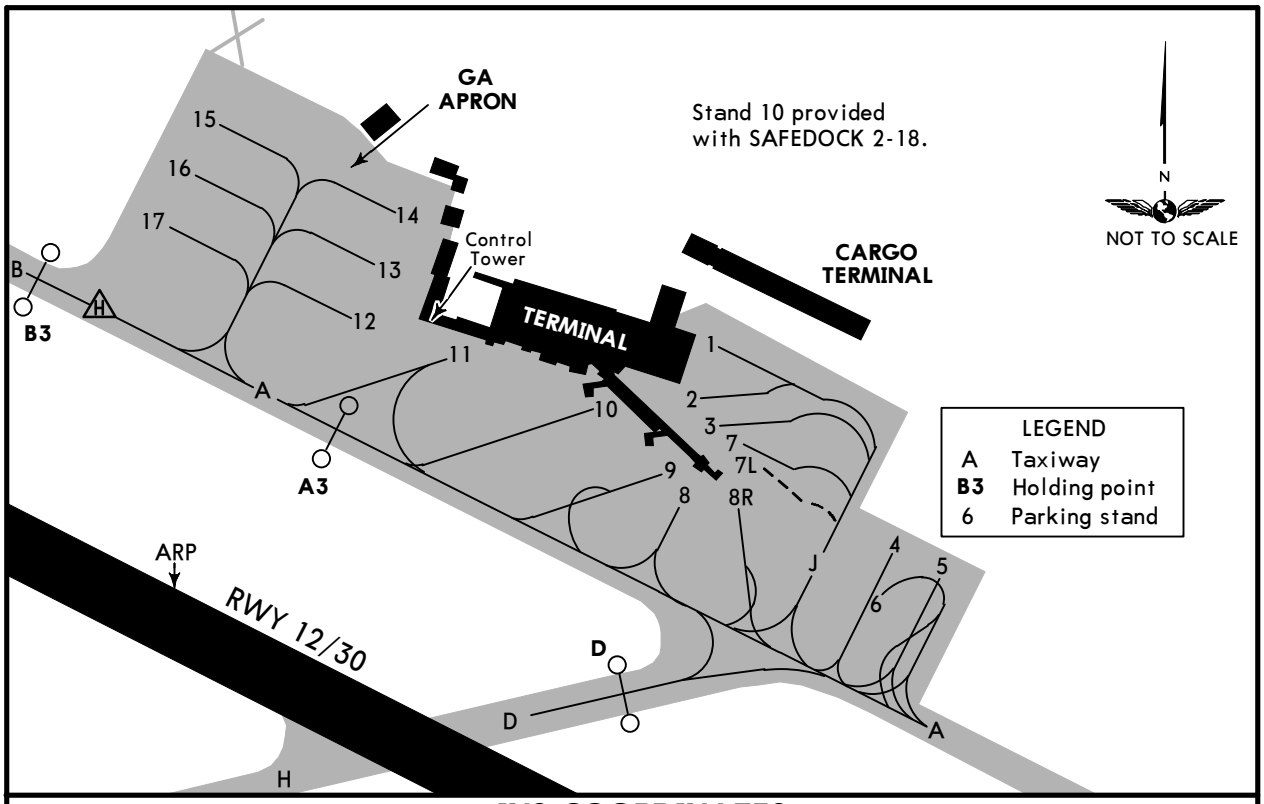
RWY 12:
From rwy head 7605' (2318m)
twy B int 6883' (2098m)
twy E int 4902' (1494m)

RWY 30:
From rwy head 7723' (2354m)
twy C int 6988' (2130m)
twy D int 4678' (1426m)

Standard TAKE-OFF

	Low Visibility Take-off: RL, CL & relevant RVR	RL & CL	Day: RL & RCLM Night: RL or CL	Day: RL or RCLM Night: RL or CL	Adequate vis ref (Day only)
A B C D	TDZ, MID, RO RVR 150m	RVR 200m	RVR 300m	400m	500m

CHANGES: None.



INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
1 thru 3	N51 23.9 W003 20.3	7L	N51 23.9 W003 20.2
4	N51 23.8 W003 20.2	8R thru 10	N51 23.9 W003 20.3
5	N51 23.8 W003 20.1	11	N51 23.9 W003 20.4
6	N51 23.8 W003 20.2	12, 13	N51 23.9 W003 20.5
7	N51 23.9 W003 20.3	14	N51 24.0 W003 20.5
		15 thru 17	N51 24.0 W003 20.6

GROUND MOVEMENT

Departing acft on first contact with ATC must state acft type, stand number and the code letter of latest ATIS received. Pilots of departing acft are reminded to contact TWR for clearance 10 min before start up.

Code D and E acft (excluding B757 and B767) cannot make turns from Twy E in a westerly direction onto Twy B.
Twy C must not be used by Code D or E acft to enter or vacate the rwy with the exception of the B757 and B767 series acft.

One way traffic flow system Southside using holding points G and H:
- Access through holding points G and H is restricted to one acft at a time
- when Rwy 30 is in use acft will line up via holding point H and vacate via holding point G, or as directed
- when Rwy 12 is in use acft will line up via holding point G and vacate via holding point H, or as directed
- during Low Visibility Procedures access to and from the rwy in use will be via holding point H.

For jet blast protection, during push-back from stands 12 thru 17 engines are not to be started until abeam stand 12.

LOW VISIBILITY PROCEDURES (LVP)

Low Visibility Procedures will commence when RVR/Met visibility falls to 800m or less reported by ATIS or RTF.

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

CHANGES: Taxi lanes stands 8 & 9.

CARDIFF, UK
CARDIFF

STRAIGHT-IN RWY		DA(H) / MDA(H)	RVR (ALS/ALS out)
12	ILS DME	405′ (200′)	500m / 1000m
	LOC	470′ (265′)	600m / 1000m
	RNAV (LPV)	455′ (250′)	600m / 1000m
	RNAV (LNAV/VNAV)	460′ (255′)	600m / 1000m
	RNAV (LNAV)	590′ (385′)	800m / 1000m
	NDB DME	630′ (425′)	800m / 1000m
	SRA	770′ (565′)	1000m / 1000m
30	ILS DME	413′ (200′)	500m / 1000m
	LOC	500′ (287′)	600m / 1000m
	RNAV (LPV)	463′ (250′)	600m / 1000m
	RNAV (LNAV/VNAV)	470′ (257′)	600m / 1000m
	RNAV (LNAV)	540′ (327′)	800m / 1000m
	NDB DME ❶	570′ (357′)	800m / 1000m
	NDB DME ❷	620′ (407′)	800m / 1000m
	SRA ❸	770′ (557′)	1000m / 1000m
	SRA ❹	620′ (407′)	800m / 1000m

❶ With DME.
❷ W/o DME.
❸ Missed apch climb gradient mim 2.5%.
❹ Missed apch climb gradient mim 3.5%.

CIRCLE-TO-LAND	MDA(H)	VIS
	680′ (480′) ❺	1000m

❺ After SRA 30 apch with climb grad mim 2.5%: 780′ (560′).

TAKE-OFF RWY 12, 30

LVP must be in Force ❻				
RL, FATO LTS, CL & RVR info	RL, FATO LTS & RCLM	Unlit/unmarked defined RWY/FATO	Nil Facilities DAY	Nil Facilities NIGHT
150m	200m	200m	250m ❼	800m

❻ Without LVP 400m are stipulated.
❼ Or rejected take-off distance whichever is the greater.

EGFF/CWL
CARDIFF

JEPPESEN
9 NOV 18 (11-1)

CARDIFF, UK
❶ NDB ILS DME
or NDB LOC DME Rwy 12

BRIEFING STRIP ™

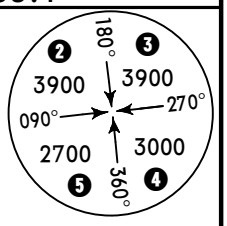
ATIS	CARDIFF Approach	CARDIFF Tower
132.480	119.150	133.1

LOC ICDF	Final Apch Crs	GS	ILS DA(H)	Apt Elev / Rwy
*110.7	118°	D4.0 ICDF 1530′ (1325′)	405′ (200′)	Apt Elev 220′ / Rwy 205′

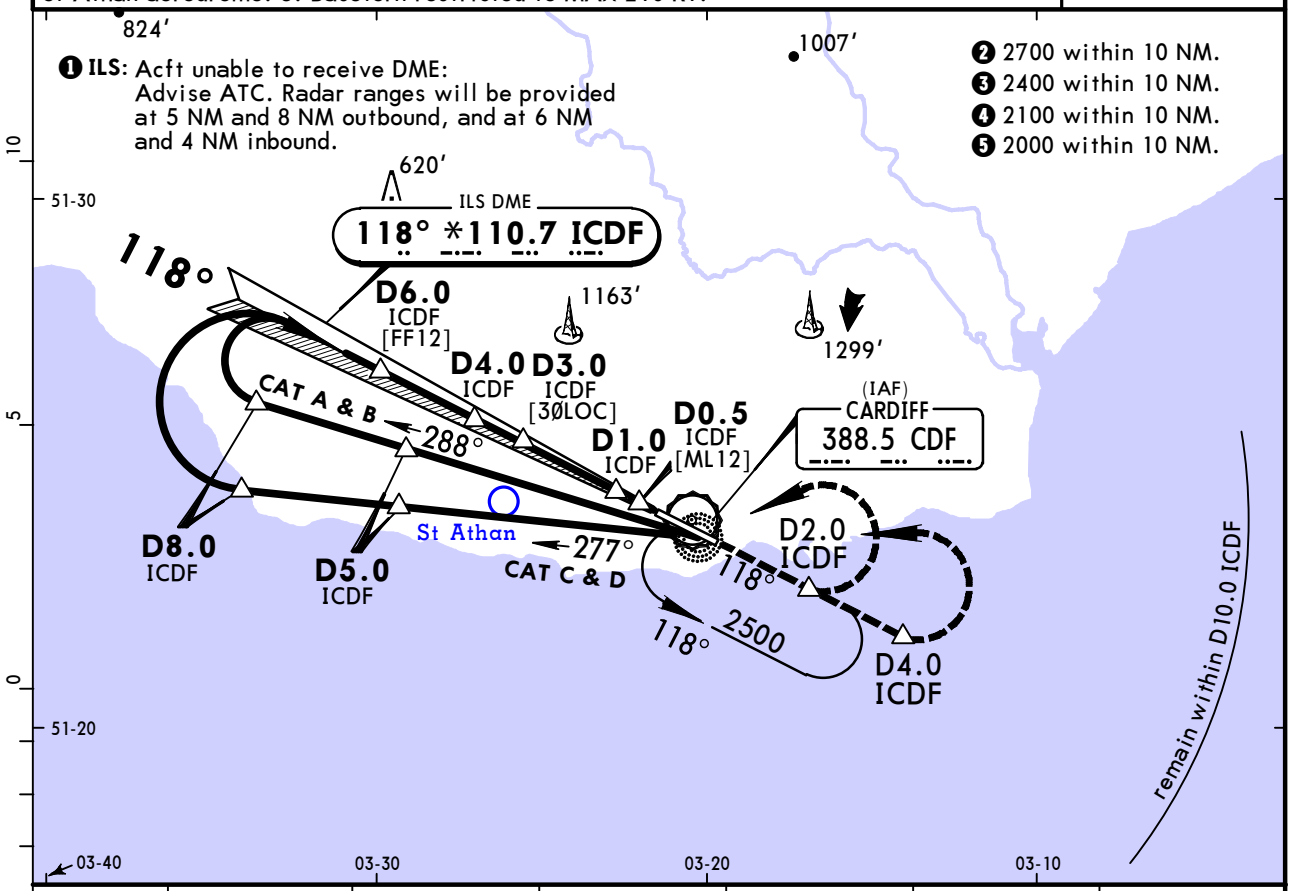
MISSED APCH: Climb STRAIGHT AHEAD. On reaching 3000′ or CAT A&B: D2.0 ICDF CAT C&D: D4.0 ICDF, whichever is later, turn LEFT to Lctr at 3000′. Remain within D10.0 ICDF. If unable inform ATC.

Alt Set: hPa Rwy Elev: 7 hPa Trans level: By ATC Trans alt: 6000′

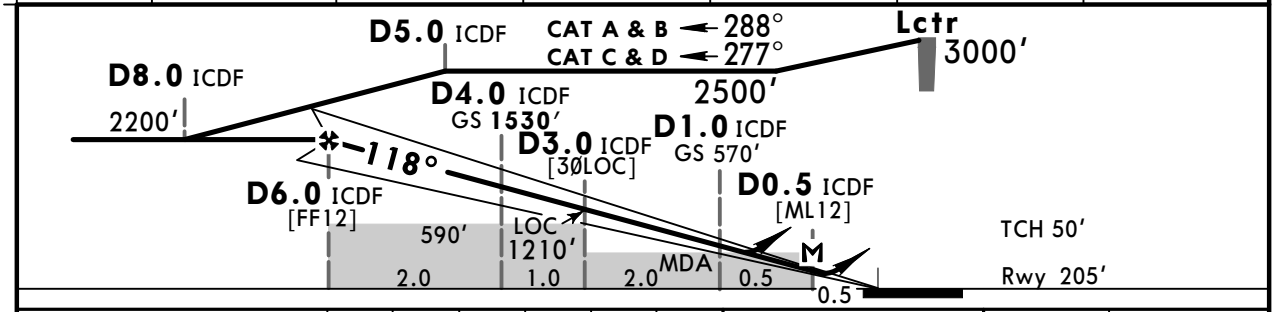
1. ILS DME reads zero at rwy 12 threshold. 2. Beware of local traffic in the vicinity of St Athan aerodrome. 3. Baseturn restricted to MAX 210 KT.



MSA
CDF Lctr



LOC (GS out)	ICDF DME	5.0	4.0	3.0	2.0	1.0
	ALTITUDE	1850′	1530′	1210′	890′	570′



Gnd speed-Kts		70	90	100	120	140	160
ILS GS or LOC Descent angle	3.00°	372	478	531	637	743	849
MAP at D0.5 ICDF							

HIALS
PAPI

Refer to Missed Apch above

PANS OPS

Standard STRAIGHT-IN LANDING RWY 12

	ILS DA(H) 405′ (200′) FULL	ILS DA(H) 405′ (200′) ALS out	LOC (GS out) CDFA DA/MDA(H) AB: 470′ (265′) CD: 510′ (305′)	LOC (GS out) ALS out
A	RVR 550m ❶	RVR 1200m	RVR 750m	RVR 1300m
B				
C				RVR 1400m
D				

❶ W/o HUD/AP/FD: RVR 750m.

CIRCLE-TO-LAND

Max Kts	Southwest of runway 12/30 MDA(H)	VIS	MDA(H)	VIS
100	680′ (460′)	1500m	680′ (460′)	1500m
135	820′ (600′)	1600m	820′ (600′)	1600m
180	920′ (700′)	2400m	1560′ (1340′)	2400m
205	920′ (700′)	3600m	1690′ (1470′)	3600m

CHANGES: Communications. Note. Bearing.

EGFF/CWL
CARDIFF

JEPPESEN

9 NOV 18 (11-2)

CAT C & D

CARDIFF, UK
❶ NDB ILS DME Z or NDB LOC DME Z Rwy 30

BRIEFING STRIP ™

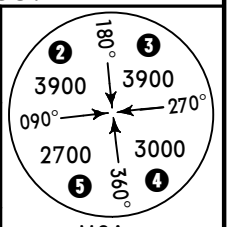
ATIS	CARDIFF Approach	CARDIFF Tower
132.480	119.150	133.1

LOC ICWA	Final Apch Crs	GS	ILS DA(H)	Apt Elev 220′ / Rwy 213′
*110.7	298°	D3.0 ICWA 1220′ (1007′)	413′ (200′)	

MISSED APCH: Climb STRAIGHT AHEAD. On reaching 3000′ or D4.0 ICWA, whichever is later, turn RIGHT to Lctr at 3000′. Remain within D11.0 ICWA. If unable inform ATC.

Alt Set: hPa Rwy Elev: 8 hPa Trans level: By ATC Trans alt: 6000′

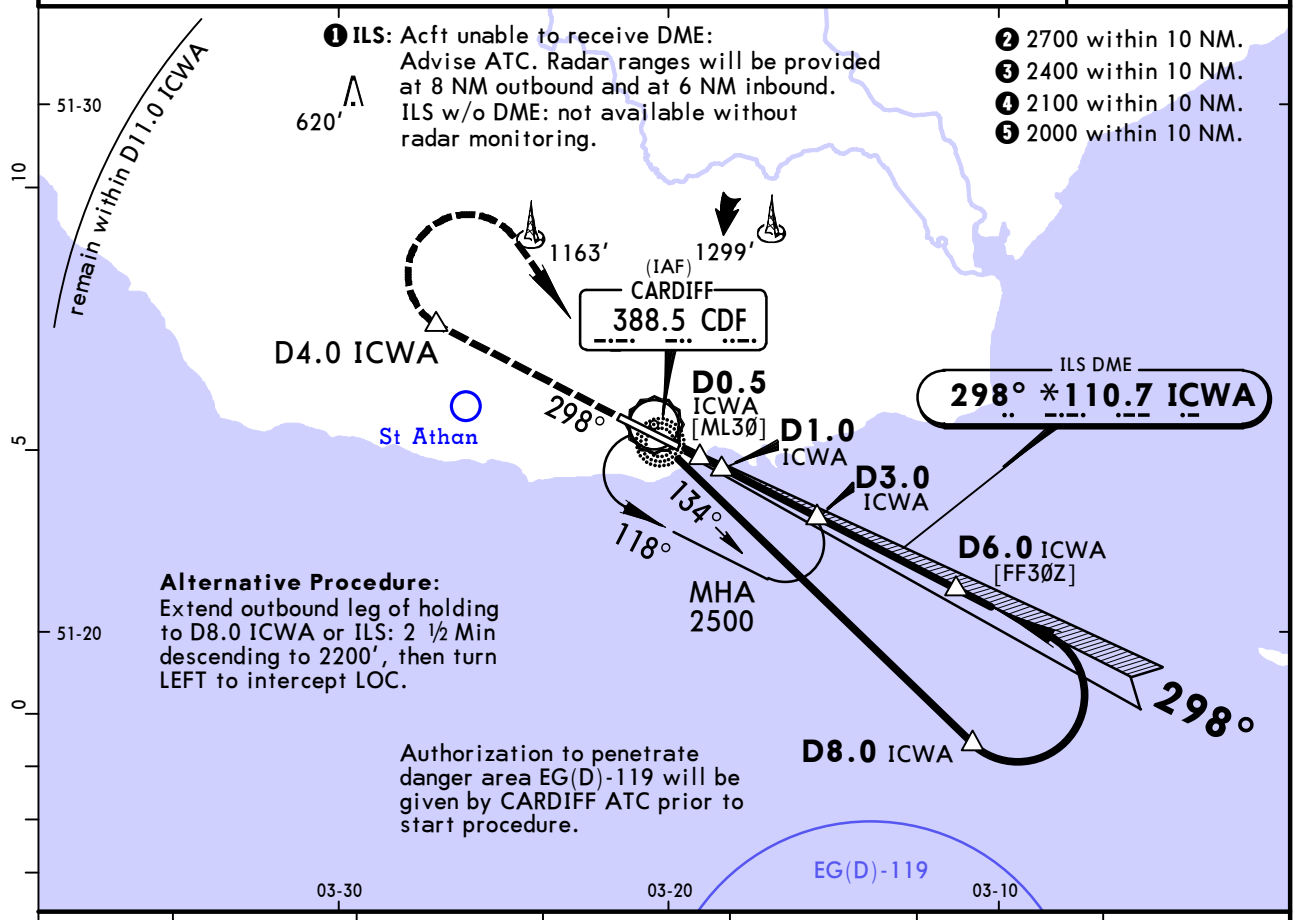
1. ILS DME reads zero at rwy 30 threshold. 2. Beware of local traffic in the vicinity of St Athan aerodrome. 3. Procedure restricted to MAX 185 KT.



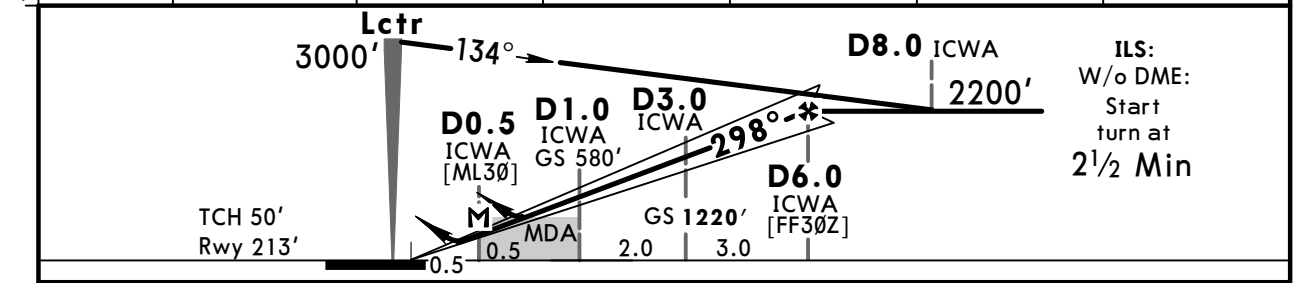
MSA
CDF Lctr

❶ ILS: Acft unable to receive DME: Advise ATC. Radar ranges will be provided at 8 NM outbound and at 6 NM inbound. ILS w/o DME: not available without radar monitoring.

❷ 2700 within 10 NM.
❸ 2400 within 10 NM.
❹ 2100 within 10 NM.
❺ 2000 within 10 NM.



LOC (GS out)	ICWA DME	1.0	2.0	3.0	4.0	5.0
	ALTITUDE	580′	900′	1220′	1540′	1860′



Gnd speed-Kts		70	90	100	120	140	160
ILS GS or LOC Descent angle	3.00°	372	478	531	637	743	849
MAP at D0.5 ICWA							

HIALS
PAPI

3000′ whichever is later
D4.0 ICWA

Standard STRAIGHT-IN LANDING RWY 30

ILS DA(H) 413′ (200′)		LOC (GS out) CDFA DA/MDA(H) 500′ (287′)	
FULL	ALS out		ALS out
A / B: see 11-3		see 11-3	
C / D: RVR 550m ❶	RVR 1200m	RVR 750m	RVR 1400m

CIRCLE-TO-LAND

Southwest of runway 12/30

Max Kts	MDA(H)	VIS	MDA(H)	VIS
A / B	see 11-3		see 11-3	
180	920′ (700′)	2400m	1560′ (1340′)	2400m
205	920′ (700′)	3600m	1690′ (1470′)	3600m

❶ W/o HUD/AP/FD: RVR 750m.

PANS OPS

CHANGES: Communications. Note. Bearing.

EGFF/CWL
CARDIFF

JEPPESEN

9 NOV 18 (11-3) CAT A & B

CARDIFF, UK
❶ NDB ILS DME Y
or NDB LOC DME Y Rwy 30

BRIEFING STRIP ™

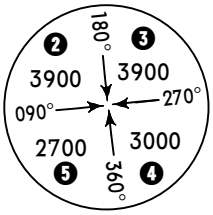
ATIS	CARDIFF Approach	CARDIFF Tower
132.480	119.150	133.1

LOC ICWA	Final Apch Crs	GS	ILS DA(H)	Apt Elev 220′
*110.7	298°	D3.0 ICWA 1220′ (1007′)	413′ (200′)	Rwy 213′

MISSED APCH: Climb STRAIGHT AHEAD. On reaching 3000′ or D2.0 ICWA, whichever is later, turn RIGHT to Lctr at 3000′. Remain within D11.0 ICWA. If unable inform ATC.

Alt Set: hPa Rwy Elev: 8 hPa Trans level: By ATC Trans alt: 6000′

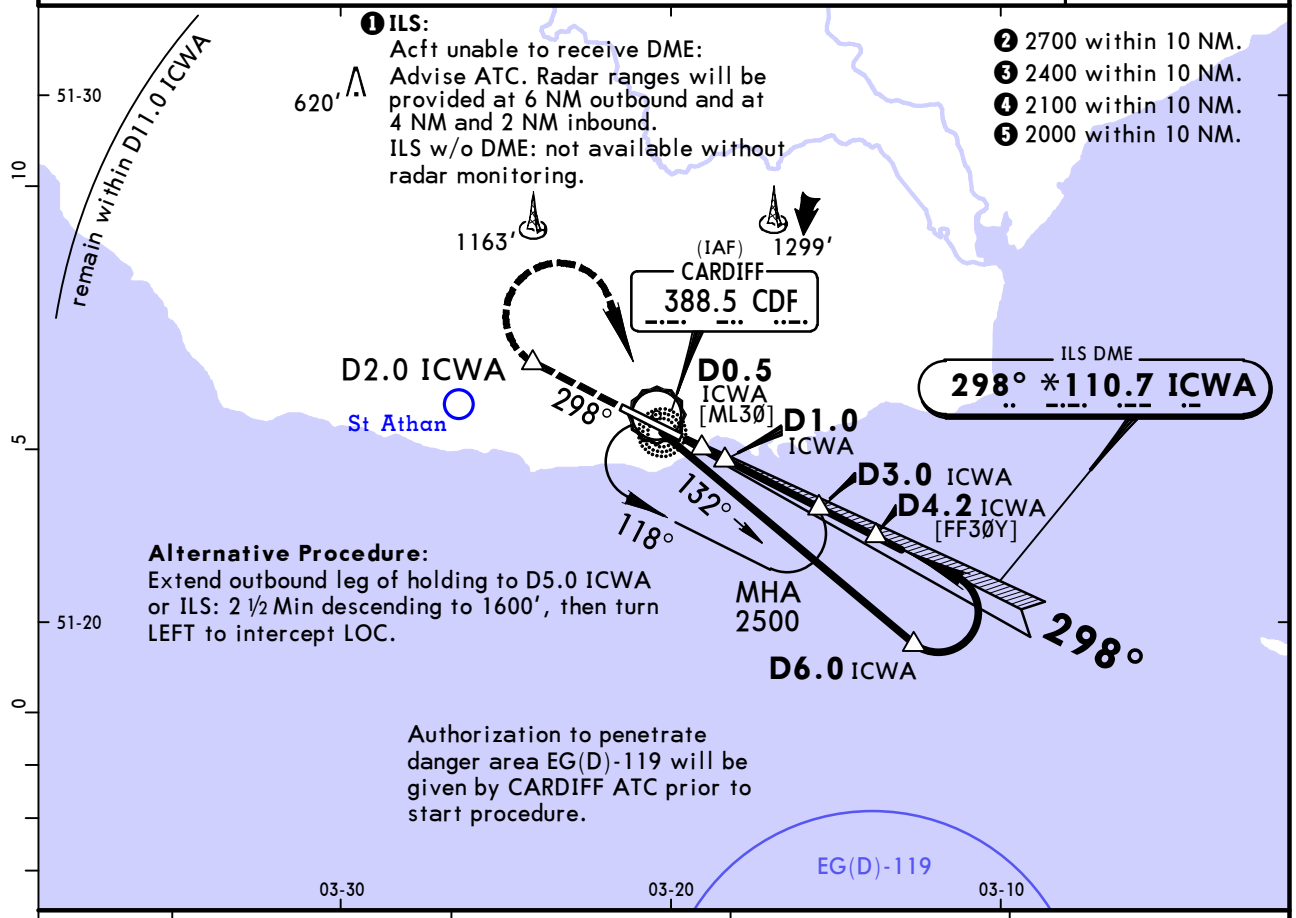
1. ILS DME reads zero at rwy 30 threshold. 2. Beware of local traffic in the vicinity of St Athan aerodrome.



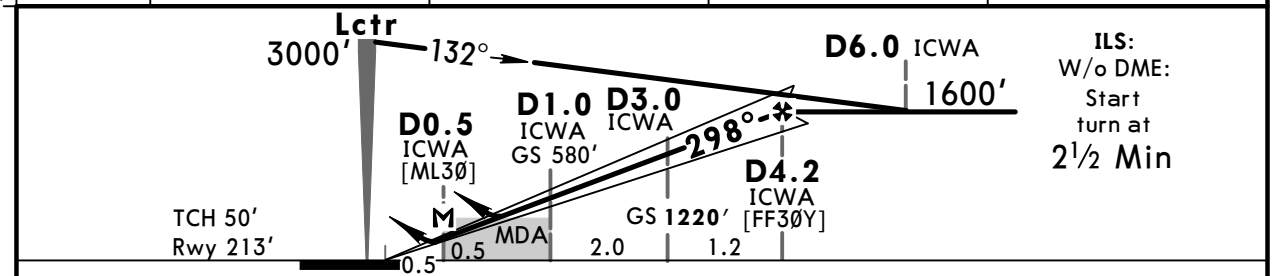
MSA
CDF Lctr

❶ **ILS:**
Acft unable to receive DME:
Advise ATC. Radar ranges will be provided at 6 NM outbound and at 4 NM and 2 NM inbound.
ILS w/o DME: not available without radar monitoring.

❷ 2700 within 10 NM.
❸ 2400 within 10 NM.
❹ 2100 within 10 NM.
❺ 2000 within 10 NM.



LOC (GS out)	ICWA DME	1.0	2.0	3.0
	ALTITUDE	580′	900′	1220′



Gnd speed-Kts		70	90	100	120	140	160
ILS GS or LOC Descent angle	3.00°	372	478	531	637	743	849
MAP at D0.5 ICWA							

HIALS
PAPI

3000′ whichever is later
D2.0 ICWA

PANS OPS

Standard STRAIGHT-IN LANDING RWY 30

	ILS DA(H) 413′ (200′) FULL	ILS DA(H) 413′ (200′) ALS out	LOC (GS out) CDFA DA/MDA(H) 500′ (287′)	LOC (GS out) CDFA DA/MDA(H) 500′ (287′) ALS out
A	RVR 550m ❶	RVR 1200m	RVR 750m	RVR 1400m
B				
C	see 11-2		see 11-2	
D				

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	680′ (460′)	1500m
135	820′ (600′)	1600m
C	see 11-2	
D		

❶ W/o HUD/AP/FD: RVR 750m.

CHANGES: Communications. Note.

EGFF/CWL
CARDIFF

JEPPESEN
9 NOV 18 (12-1)

CARDIFF, UK
RNAV (GNSS) Rwy 12

BRIEFING STRIP

ATIS	CARDIFF Approach	CARDIFF Tower
132.480	119.150	133.1

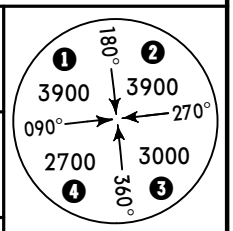
EGNOS	Final Apch Crs	Minimum Alt	LPV DA(H) Refer to Minimums	Apt Elev 220′
Ch 77380 E12A	118°	FF12F 2200′ (1995′)		Rwy 205′

MISSED APCH: Climb to 3000′, STRAIGHT AHEAD to FFMØ1, then turn LEFT to FFMØ2, then turn LEFT to FFMØ3, then turn LEFT to Lctr to join the holding at 3000′. MAX 200 KT.

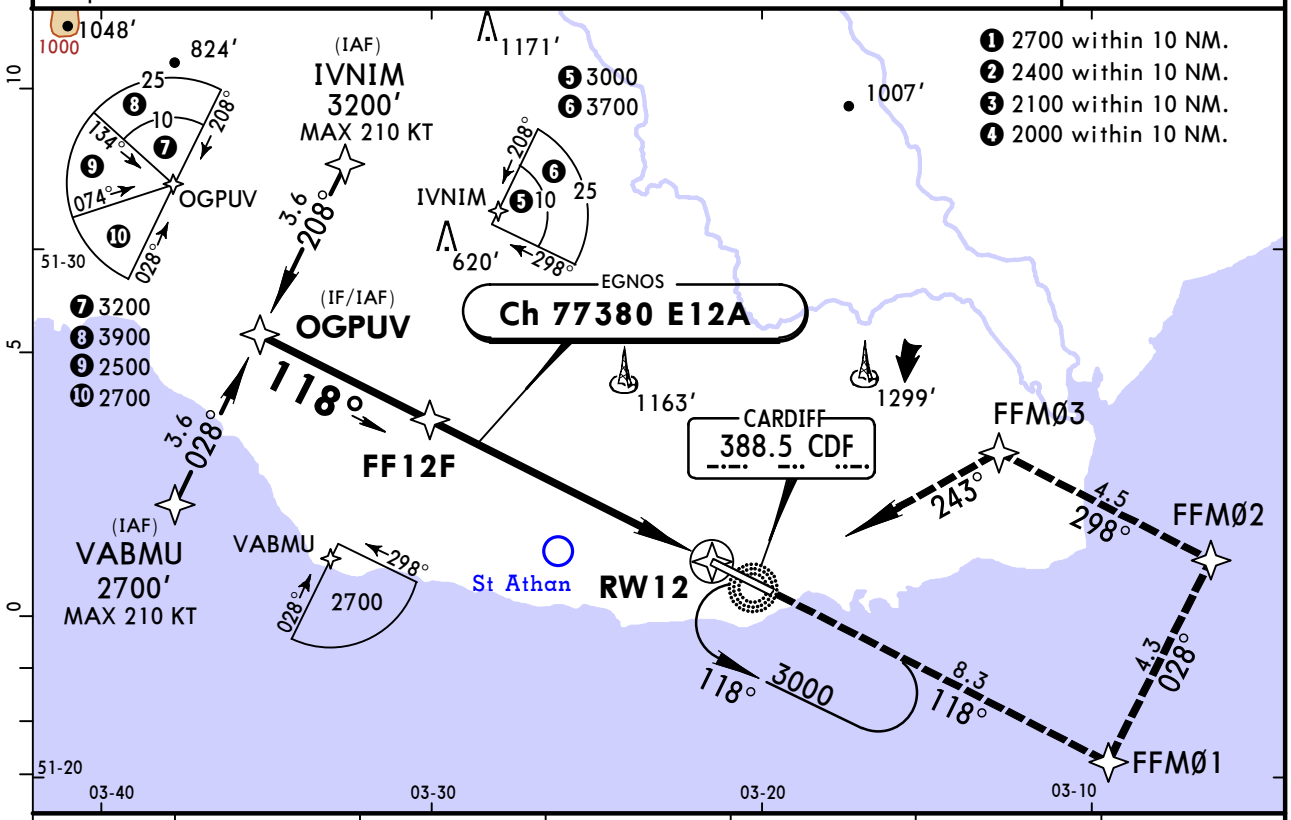
Alt Set: hPa Rwy Elev: 7 hPa Trans level: By ATC Trans alt: 6000′

1. CDF Lctr required for missed approach holding.

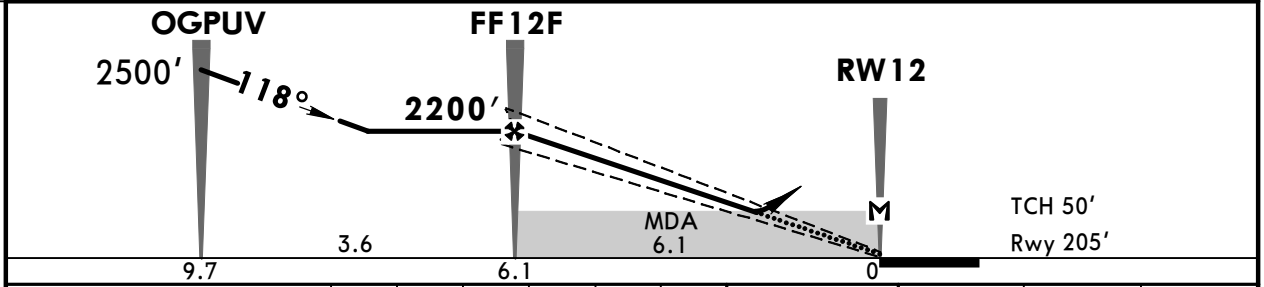
2. Beware of local traffic in the vicinity of St Athan aerodrome. 3. Minimum temperature -10°C.



MSA
CDF Lctr



DIST to RW12	6.0	5.0	4.0	3.0	2.0	1.0
ALTITUDE	2170′	1850′	1530′	1210′	890′	570′



Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849
LPV, LNAV/VNAV: MAP at DA							
LNAV: MAP at RW12							

HIALS
PAPI

200 KT MAX

3000′

PANS OPS

Standard STRAIGHT-IN LANDING RWY 12

LPV	LNAV/VNAV	LNAV
DA(H) A:455′ (250′) B:467′ (262′) C:475′ (270′) D:486′ (281′)	DA(H) A:460′ (255′) B:470′ (265′) C:480′ (275′) D:490′ (285′)	CDFA DA/MDA(H) 590′ (385′)

	ALS out	ALS out	ALS out
A	RVR 750m	RVR 1300m	RVR 750m	RVR 1300m	RVR 1100m	RVR 1500m
B						
C						RVR 1800m
D		RVR 1400m		RVR 1400m		

CIRCLE-TO-LAND

	Southwest of Rwy 12/30	
Max Kts	MDA(H) VIS	MDA(H) VIS
100	680′ (460′) 1500m	680′ (460′) 1500m
135	820′ (600′) 1600m	820′ (600′) 1600m
180	920′ (700′) 2400m	1560′ (1340′) 2400m
205	920′ (700′) 3600m	1690′ (1470′) 3600m

CHANGES: Communications. Bearings.

EGFF/CWL CARDIFF

JEPPESEN

9 NOV 18 (12-2)

CARDIFF, UK RNAV (GNSS) Rwy 30

BRIEFING STRIP™

ATIS	CARDIFF Approach	CARDIFF Tower
132.480	119.150	133.1

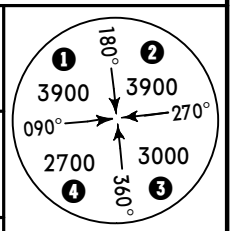
EGNOS	Final Apch Crs	Minimum Alt	LPV DA(H)	Apt Elev 220′
Ch 84240 E30A	298°	FF3ØF 1600′ (1387′)	Refer to Minimums	Rwy 213′

MISSED APCH: Climb to 3000′, STRAIGHT AHEAD to FFMØ4, then turn RIGHT to FFMØ5, then turn RIGHT to FFMØ6, then turn RIGHT to Lctr to join the holding at 3000′. MAX 200 KT.

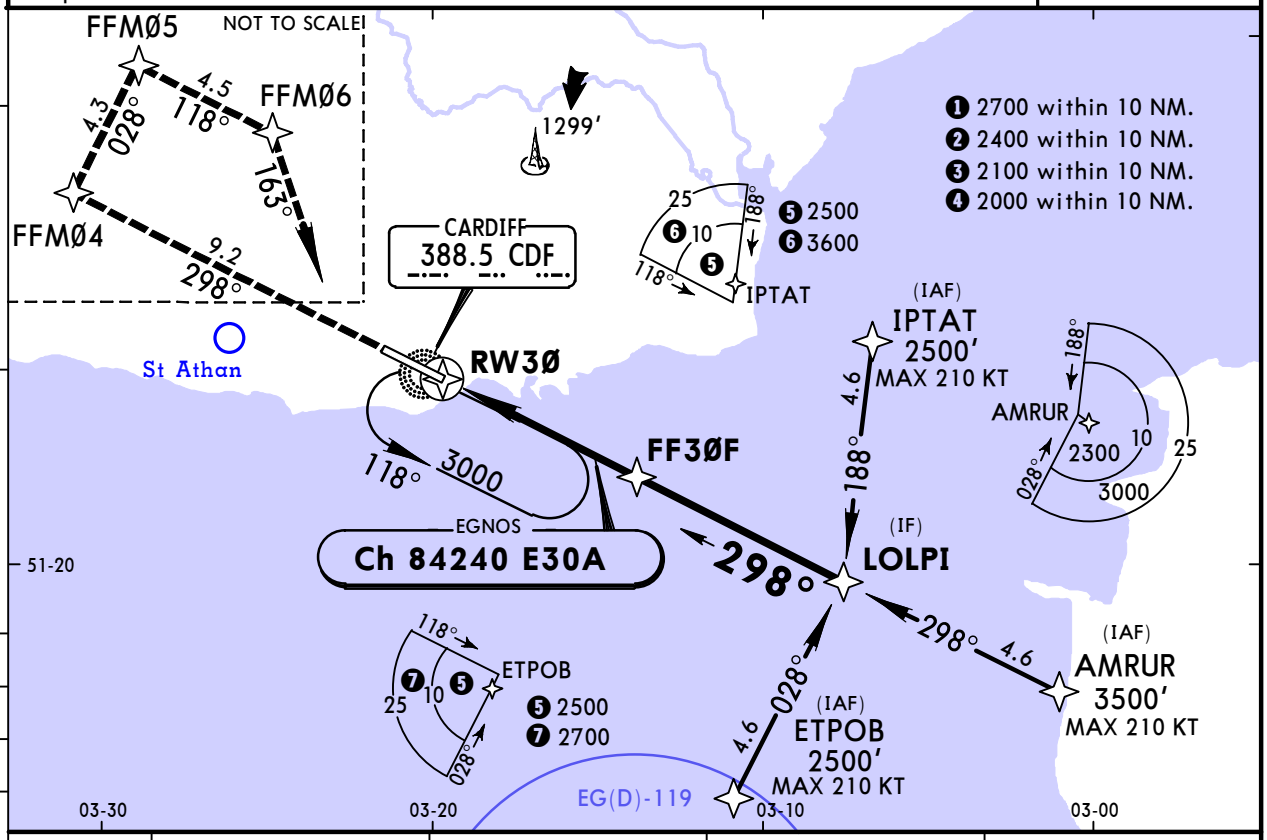
Alt Set: hPa Rwy Elev: 8 hPa Trans level: By ATC Trans alt: 6000′

1. CDF Lctr required for missed approach holding.

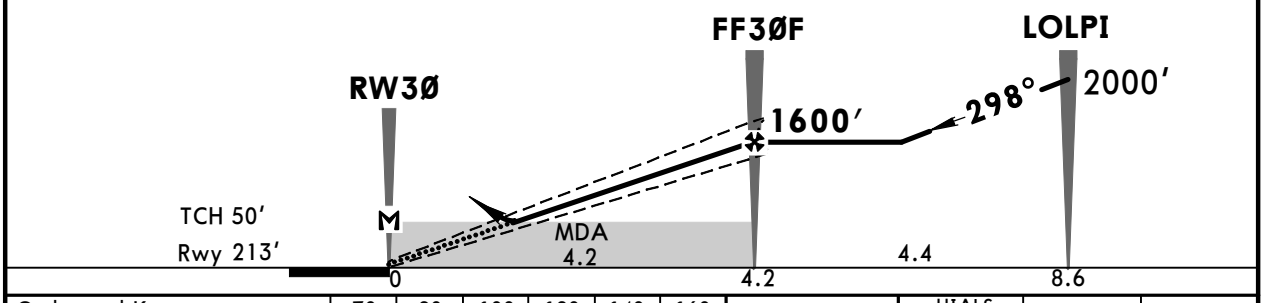
2. Beware of local traffic in the vicinity of St Athan aerodrome. 3. Minimum temperature -10°C.



MSA
CDF Lctr



DIST to RW3Ø	1.0	2.0	3.0	4.0
ALTITUDE	580′	900′	1220′	1540′



Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849
LPV, LNAV/VNAV: MAP at DA							
LNAV: MAP at RW3Ø							

HIALS
PAPI

200 KT MAX

3000′

Standard STRAIGHT-IN LANDING RWY 30

	LPV		LNAV/VNAV		LNAV	
DA(H)	A: 463′ (250′) B: 467′ (254′) C: 475′ (262′) D: 486′ (273′)		DA(H) 470′ (257′)		CDFA DA/MDA(H) 540′ (327′)	
		ALS out		ALS out		ALS out
A	RVR 750m	RVR 1300m	RVR 750m	RVR 1300m	RVR 800m	RVR 1500m
B						
C						
D						

CIRCLE-TO-LAND

Southwest of Rwy 12/30

Max Kts	MDA(H)	VIS	MDA(H)	VIS
100	680′ (460′)	1500m	680′ (460′)	1500m
135	820′ (600′)	1600m	820′ (600′)	1600m
180	920′ (700′)	2400m	1560′ (1340′)	2400m
205	920′ (700′)	3600m	1690′ (1470′)	3600m

PANS OPS

CHANGES: Communications. Bearings.

EGFF/CWL
CARDIFF

JEPPESEN
9 NOV 18 (16-1)

CARDIFF, UK
NDB DME Rwy 12

ATIS	CARDIFF Approach	CARDIFF Tower
132.480	119.150	133.1

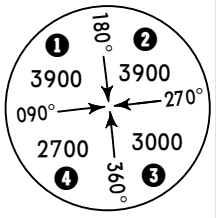
BRIEFING STRIP

Lctr CDF	Final Apch Crs	Procedure Alt	DA/MDA(H)	Apt Elev 220′
388.5	120°	D6.0 2200′(1995′)	630′(425′)	Rwy 205′

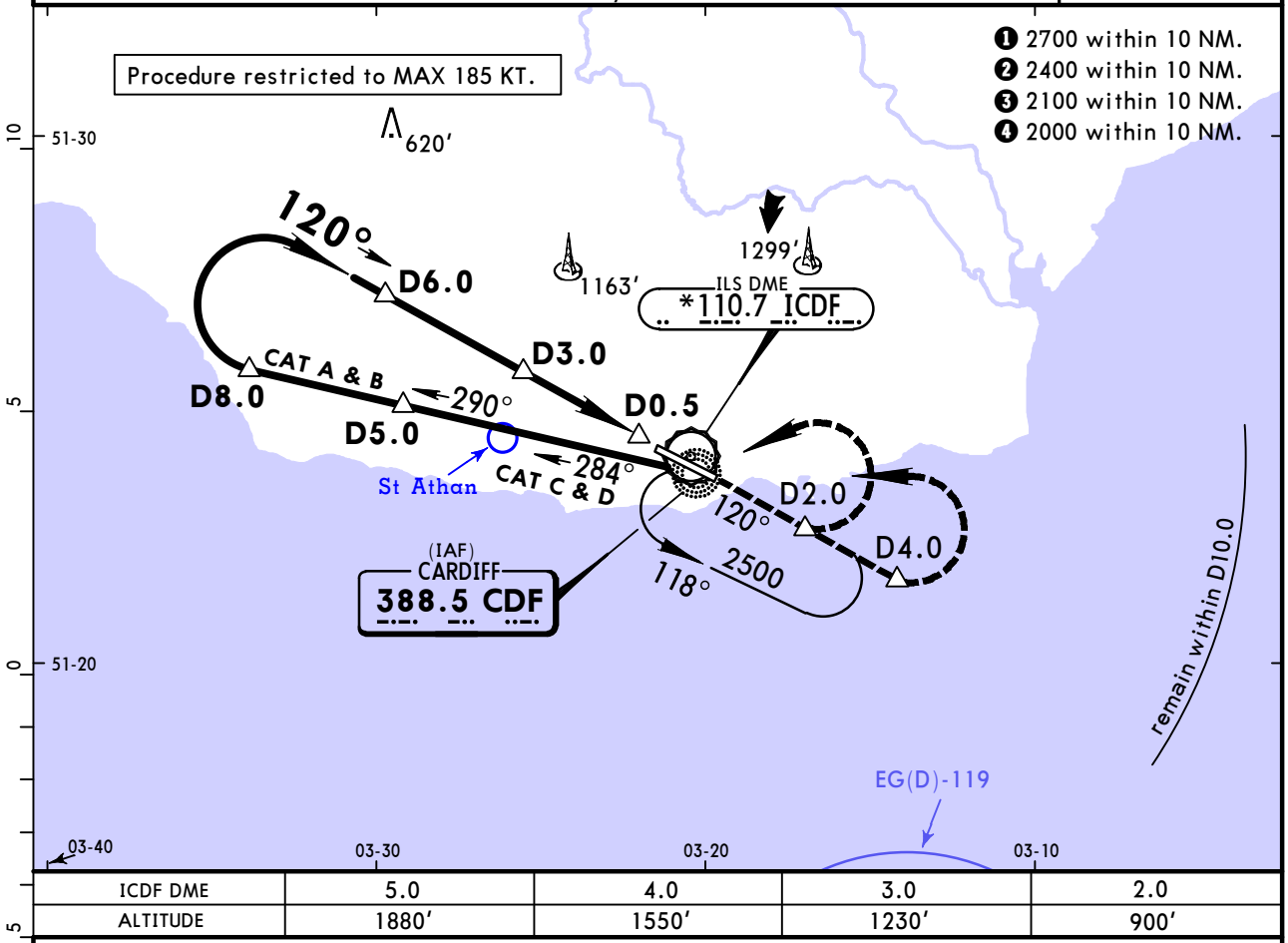
MISSED APCH: Climb STRAIGHT AHEAD. On reaching 3000′ or CAT A & B: D2.0 CAT C & D: D4.0, whichever is later, turn LEFT to Lctr at 3000′. Remain within D10.0. If unable inform ATC.

Alt Set: hPa Rwy Elev: 7 hPa Trans level: By ATC Trans alt: 6000′

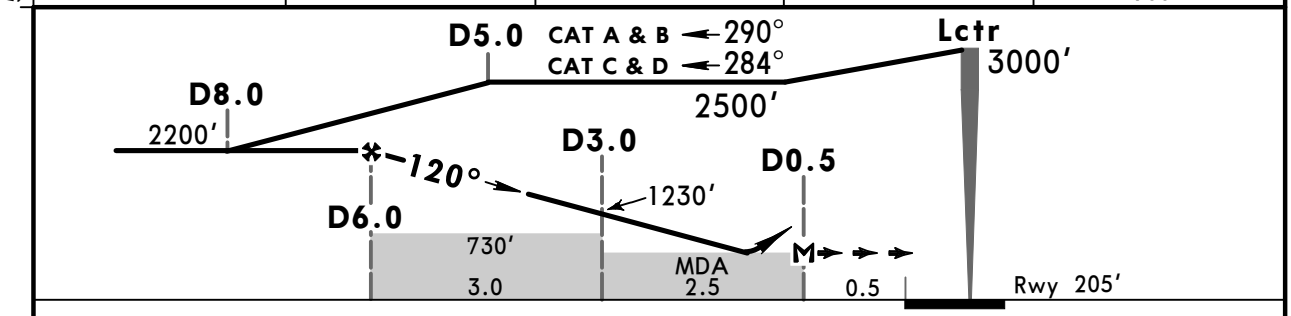
1. DME reads zero at rwy 12 threshold. 2. Final apch track offset 2° from rwy centerline. 3. Beware of local traffic in the vicinity of St Athan aerodrome.



MSA
CDF Lctr



ICDF DME	5.0	4.0	3.0	2.0
ALTITUDE	1880′	1550′	1230′	900′



Gnd speed-Kts		70	90	100	120	140	160
Descent angle	3.03°	375	482	536	643	750	858
MAP at D0.5							

HIALS
PAPI

Refer to Missed Apch above

PANS OPS

Standard STRAIGHT-IN LANDING RWY 12
CDFA
DA/MDA(H) 630′(425′)

		ALS out
A	RVR 1300m	RVR 1500m
B		
C		RVR 2000m
D		

CIRCLE-TO-LAND

Max Kts	Southwest of runway 12/30 MDA(H)	VIS	MDA(H)	VIS
100	680′(460′)	1500m	680′(460′)	1500m
135	820′(600′)	1600m	820′(600′)	1600m
180	920′(700′)	2400m	1560′(1340′)	2400m
205	920′(700′)	3600m	1690′(1470′)	3600m

CHANGES: Communications. Note. Bearings.

EGFF/CWL CARDIFF

JEPPESEN

9 NOV 18 (16-2) CAT C & D

CARDIFF, UK ❶NDB DME Z Rwy 30

BRIEFING STRIP ™

ATIS	CARDIFF Approach	CARDIFF Tower
132.480	119.150	133.1

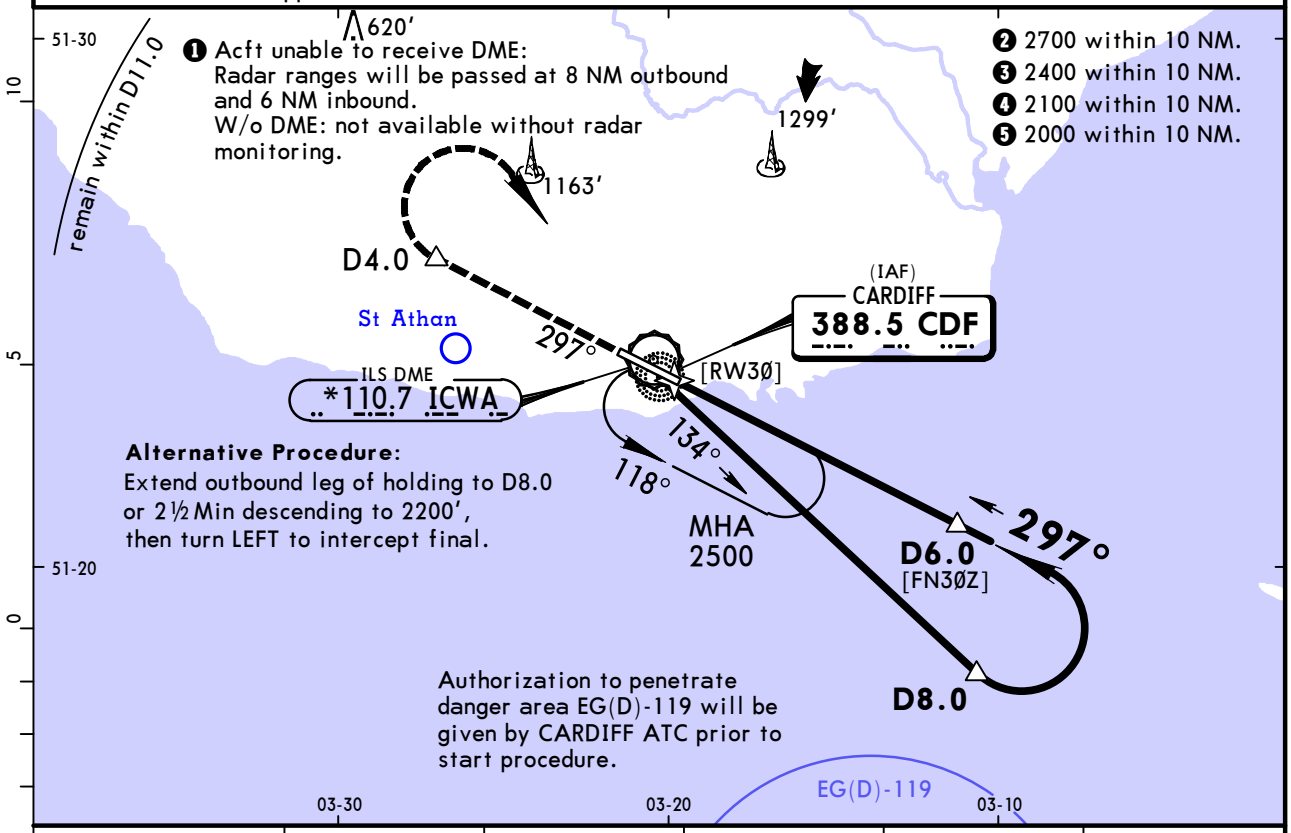
Lctr CDF	Final Apch Crs	With DME Minimum Alt	With DME CDFA DA/MDA(H)	Apt Elev 220′
388.5	297°	D6.0 2200′ (1987′)	570′ (357′)	Rwy 213′
		W/o DME Minimum Alt No FAF	W/o DME CDFA DA/MDA(H) 620′ (407′)	

❷ 3900 ❸ 3900 ❺ 2700 ❹ 3000 — 180° 270° 090° 360° — MSA CDF Lctr

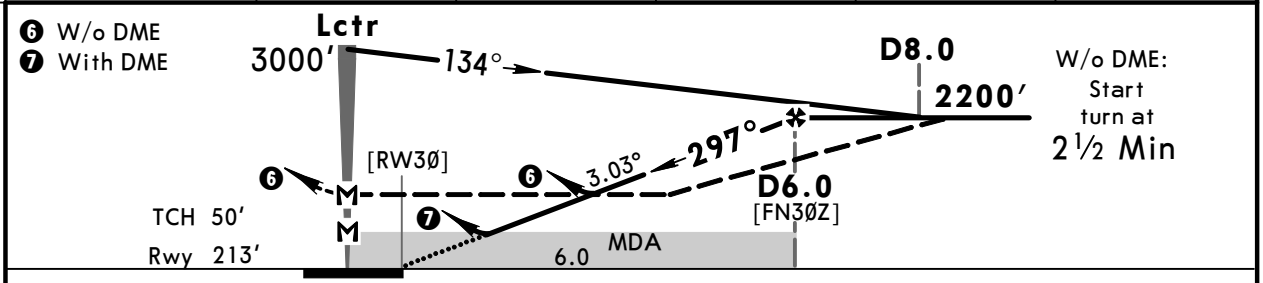
MISSED APCH: Climb STRAIGHT AHEAD. On reaching 3000′ or D4.0, whichever is later, turn RIGHT to Lctr at 3000′. Remain within D11.0. If unable inform ATC.

Alt Set: hPa | Rwy Elev: 8 hPa | Trans level: By ATC | Trans alt: 6000′

1. DME reads zero at rwy 30 threshold. 2. Beware of local traffic in the vicinity of St Athan aerodrome. 3. Final approach track offset 1° from RCL. 4. Procedure restricted to MAX 185 KT.



ICWA DME	1.0	2.0	3.0	4.0	5.0
ALTITUDE	590′	910′	1230′	1550′	1880′



Gnd speed-Kts		70	90	100	120	140	160
Descent angle with DME	3.03°	375	482	536	643	750	858
MAP at Lctr							

HIALS PAPI

3000′ | D4.0 whichever is later

Standard STRAIGHT-IN LANDING RWY 30

	With DME CDFA DA/MDA(H) 570′ (357′)		W/o DME CDFA DA/MDA(H) 620′ (407′)		W/o DME non-CDFA MDA(H) 620′ (407′)	
		ALS out		ALS out		ALS out
A	see 16-3		see 16-3		see 16-3	
B						
C	RVR 900m	RVR 1600m	RVR 1200m	RVR 1900m	RVR 1600m	RVR 2300m
D						

CIRCLE-TO-LAND

Southwest of runway 12/30

Max Kts	MDA(H)	VIS	MDA(H)	VIS
A	see 16-3		see 16-3	
B				
180	920′ (700′)	2400m	1560′ (1340′)	2400m
205	920′ (700′)	3600m	1690′ (1470′)	3600m

PANS OPS

CHANGES: Communications. Note. Bearings.

EGFF/CWL
CARDIFF

JEPPESEN
9 NOV 18 (16-3) CAT A & B

CARDIFF, UK
❶ NDB DME Y Rwy 30

BRIEFING STRIP

ATIS	CARDIFF Approach	CARDIFF Tower
132.480	119.150	133.1

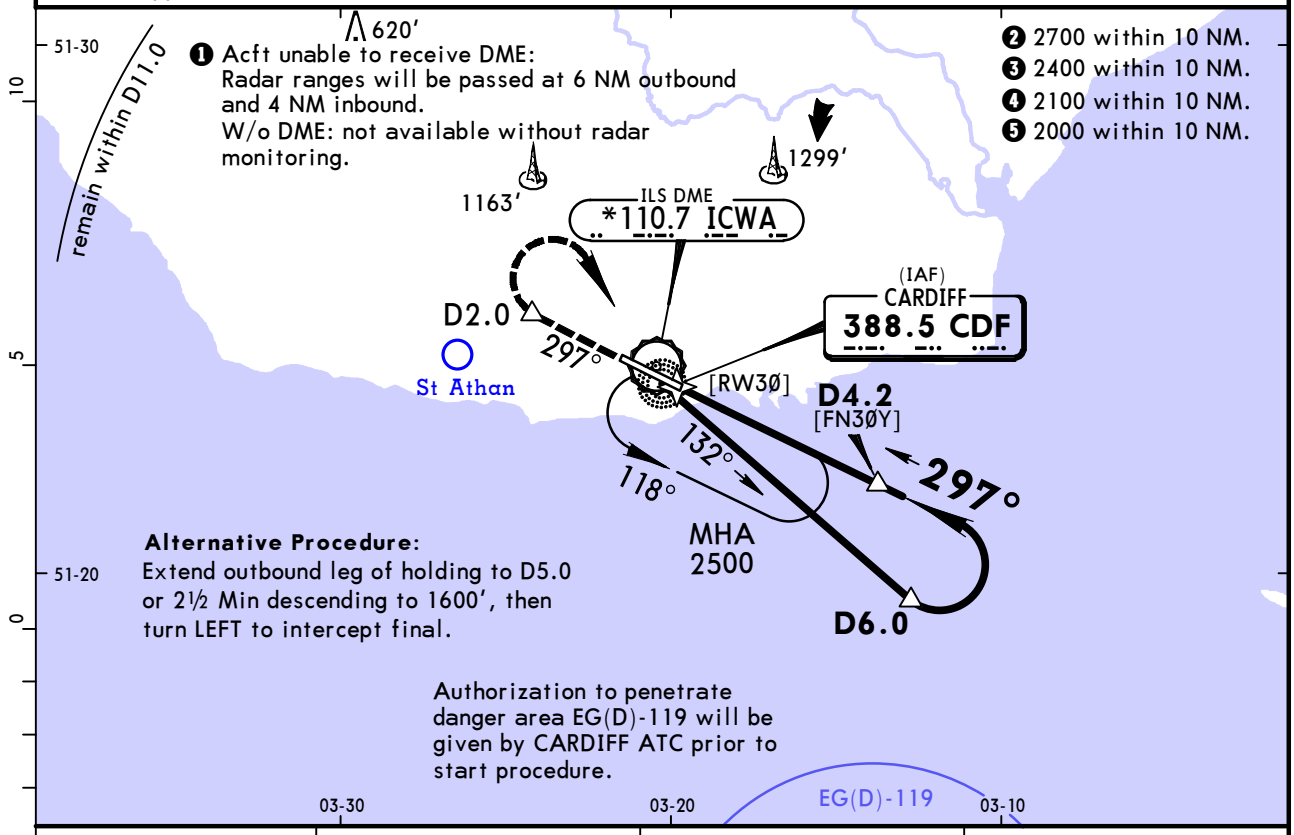
Lctr CDF	Final Apch Crs	With DME Minimum Alt D4.2	With DME CDFA DA(H)	Apt Elev 220′
388.5	297°	1600′ (1387′)	570′ (357′)	Rwy 213′
		W/o DME Minimum Alt No FAF	W/o DME CDFA DA/MDA(H)	
			620′ (407′)	

MSA CDF Lctr: ❷ 3900 (180°–090°) ❸ 3900 (090°–270°) ❺ 2700 (270°–360°) ❹ 3000 (360°–180°)

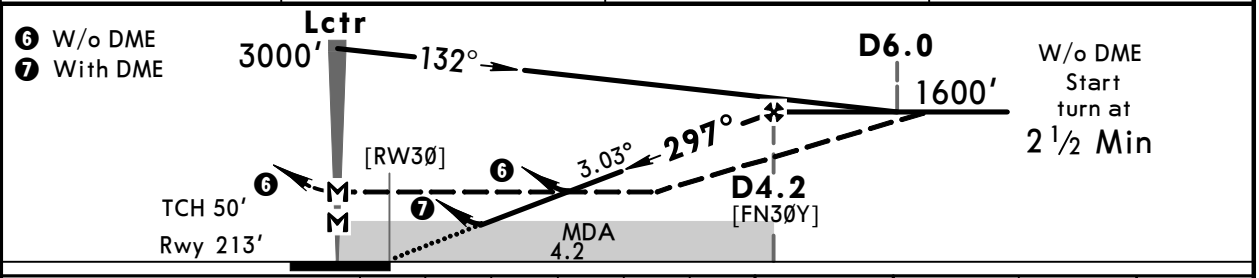
MISSED APCH: Climb STRAIGHT AHEAD. On reaching 3000′ or D2.0, whichever is later, turn RIGHT to Lctr at 3000′. Remain within D11.0. If unable inform ATC.

Alt Set: hPa Rwy Elev: 8 hPa Trans level: By ATC Trans alt: 6000′

1. DME reads zero at rwy 30 threshold. 2. Beware of local traffic in the vicinity of St Athan aerodrome.
3. Final approach track offset 1° from RCL.



ICWA DME	1.0	2.0	3.0
ALTITUDE	590′	910′	1230′



Gnd speed-Kts		70	90	100	120	140	160
Descent angle with DME	3.03°	375	482	536	643	750	858
MAP at Lctr							

HIALS
PAPI

3000′ | D2.0
whichever is later

PANS OPS

Standard STRAIGHT-IN LANDING RWY **30**

	With DME CDFA DA/MDA(H) 570′ (357′)		W/o DME CDFA DA/MDA(H) 620′ (407′)		W/o DME non-CDFA MDA(H) 620′ (407′)	
		ALS out		ALS out		ALS out
A	RVR 900m	RVR 1500m	RVR 1200m	RVR 1500m	RVR 1400m	RVR 2100m
B						
C	see 16-2		see 16-2		see 16-2	
D						

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	680′ (460′)	1500m ❶
135	820′ (600′)	1600m ❶
C	see 16-2	
D		

❶ or higher straight-in minimums.

CHANGES: Communications. Bearings. Note.

EGFF/CWL
CARDIFF

JEPPESEN
9 NOV 18 (18-1)

CARDIFF, UK
*SRA All Rwys

ATIS	CARDIFF Approach	*CARDIFF Radar	CARDIFF Tower
132.480	119.150	125.855	133.1

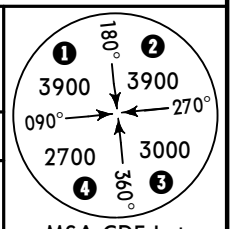
BRIEFING STRIP ™

RADAR	Final Apch Crs By ATC	Minimum Alt See table below	DA(H) Refer to Minimums	Apt Elev 220′ Rwy 12 205′ Rwy 30 213′

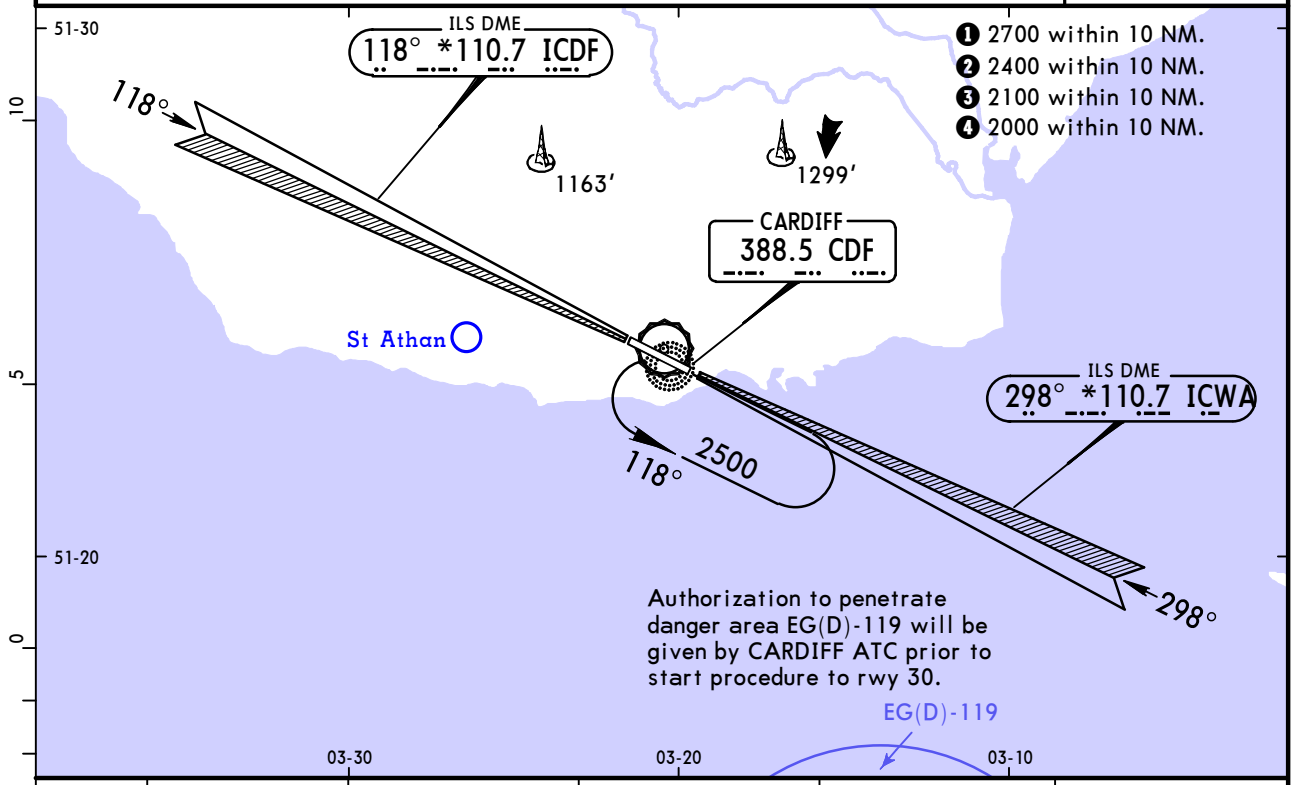
Missed Approach-See below

Alt Set: hPa Apt Elev: 8 hPa Trans level: By ATC Trans alt: 6000′

1. Procedures restricted to MAX 185 KT. 2. Beware of local traffic in the vicinity of St Athan aerodrome. 3. Radar ranges measured to touchdown.



MSA CDF Lctr



1 2700 within 10 NM.
2 2400 within 10 NM.
3 2100 within 10 NM.
4 2000 within 10 NM.

SRA 12	RADAR FIX	5.0	4.0	3.0	2.0
	ALTITUDE	1800′	1480′	1160′	840′
SRA 30	RADAR FIX	5.0	4.0	3.0	2.0
	ALTITUDE	1800′	1480′	1170′	850′

Minimum Alt/NM	5.0 FAF
SRA 12 Tmn 2.0	**1800′**
SRA 30 Tmn 2.0	**1800′**

MISSED APCH:
Runway 12: Climb STRAIGHT AHEAD. On reaching 3000′ or 1 Min after Lctr, whichever is later, turn LEFT to Lctr at 3000′.
Runway 30: Climb STRAIGHT AHEAD. On reaching 3000′ or 1 Min after Lctr, whichever is later, turn RIGHT to Lctr at 3000′.

Gnd speed-Kts	70	90	100	120	140	160
Descent angle 3.00°	372	478	531	637	743	849
MAP at 1 NM from touchdown or TMN 2 to MAP 1.0	0:51	0:40	0:36	0:30	0:26	0:23

Lighting-Refer to Airport Chart

Refer to Missed Apch above

Standard

STRAIGHT-IN LANDING

	SRA 12		SRA 30			
	DA(H) **770′** (565′)		Missed apch climb gradient mim 3.5% DA(H) **620′** (407′)		Missed apch climb gradient mim 2.5% DA(H) **770′** (557′)	
		ALS out		ALS out		ALS out
A	RVR 1500m		RVR 1200m	RVR 1500m	RVR 1500m	
B						
C	RVR 1900m	RVR 2400m		RVR 1900m	RVR 1800m	RVR 2400m
D						

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	**680′** (460′)	1 1500m
135	**820′** (600′)	1600m
180	**1560′** (1340′)	1 2400m
205	**1690′** (1470′)	1 3600m

1 or higher straight-in minimums.

PANS OPS

CHANGES: Communications.

CARDIFF

CARDIFF
UNITED KINGDOM

EGFF
Elev 220'/67m
N51 23.8
W003 20.6
8.5 NM SW Cardiff

(APP) *Lower Airspace Radar Service (LARS)
**At ATC discretion
CARDIFF APPROACH 119.150* 125.855**
CARDIFF RADAR 125.855

ATIS 132.480
*ILS/DME freq paired. DME reads zero at THRs.

RWY	ILS	RWY	ILS
12*	110.70 ICDF 118°	30*	110.70 ICWA 298°

(TWR)
CARDIFF TOWER 133.100

LLANDEGFEDD RES.
103°/11 BCN
N51 41.5 W002 58.3

TAFF ELY WINDFARM
222°/12 BCN
N51 34.1
W003 28.3

M4 JUNCTION 36
227°/16 BCN
N51 31.9
W003 34.4

M4 JUNCTION 24
123°/15 BCN
N51 36.1 W002 55.5

OLD SEVERN BRIDGE
109°/24 BCN
N51 36.7 W002 38.6

WENVOE TV MAST
185°/16 BCN
N51 27.6 W003 16.9

ST. HILARY TV MAST
200°/17 BCN
N51 27.5 W003 24.2

CARDIFF DOCKS
168°/17 BCN
N51 27.4
W003 09.1

LAVERNOCK POINT
172°/20 BCN
N51 24.4 W003 10.2

NASH POINT LIGHTHOUSE
211°/22 BCN
N51 24.1
W003 33.1

NASH SOUTH
210°/23 BCN
N51 22.9
W003 33.5

FLAT HOLM LIGHTHOUSE
168°/22 BCN
N51 22.5
W003 07.1

MINEHEAD
197°/32 BCN
N51 12.4
W003 28.5

CLATWORTHY RES.
188°/39 BCN
N51 04.4 W003 22.2

CTA (D) Cardiff 8 FL 75 5500'
CTA (D) Cardiff 6 FL 105 4000'
CTA (D) Cardiff 4 3000'/FL 105
CTA (D) Cardiff 3 FL 105 2000'
CTA (D) Bristol 7 FL 105 4000'
CTA (D) Bristol 4 FL 105 2000'
CTA (D) Bristol 2 FL 105 1500'
CTA (D) Cardiff 1 FL 105 1000'
CTA (D) Cardiff 2 FL 105 1500'
CTA (D) Cardiff 5 FL 105 3000'
CTA (D) Bristol 5 FL 105 3000'
CTR (D) SFC/FL 105
ATZ
SFC/2000' AAL
MIL Training Area 4 FL 240 2000'
EG-R153 2000' SFC
EG-D119 5000' SFC
AIAA Yeovilton 6000' SFC
Small Arms Range 500' SFC SFC
Gas Venting Site 3500' SFC
FMC CARDIFF APPROACH 119.150 SQUAWK 3636
FMC BRISTOL RADAR 125.650 SQUAWK 5077
388.50 CDF
NDB 414 BRI
M5 AVON BRIDGE
M5 SEDGEMOOR SERV.
CHURCHILL
CHEDDAR RES.
BARROW TANKS RES.
EAST NAILSEA
CLEVEDON
WELLS MAST 2003'
Altitudes in ft
Distances in NM

1 St. Athan Local Flying Zone MAX 1700' (Cardiff QNH)
1 VFR St. Hilary (In/Out)
2 VFR North (In/Out)
3 VFR Wenvoe (In)
4 VFR Wenvoe (Out)
5 VFR Cardiff Docks (In)
6 VFR Flat Holm (In/Out)
7 VFR South (In/Out)
8 VFR Nash Point (In/Out)

ARR/DEP MAX 1500'

CHANGES: OBST.

CARDIFF

CARDIFF

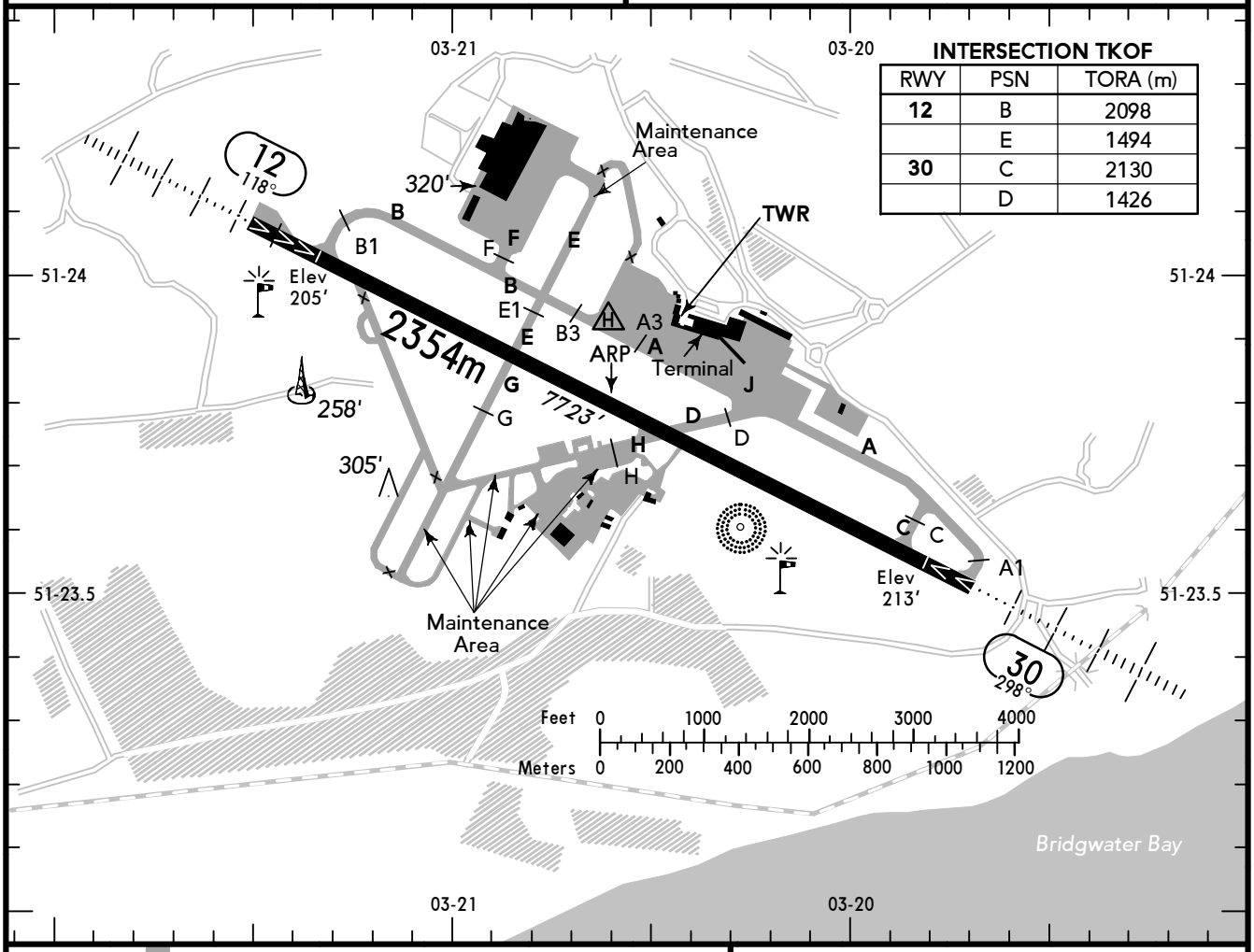
UNITED KINGDOM

JEPPESEN

ATIS **132.480**

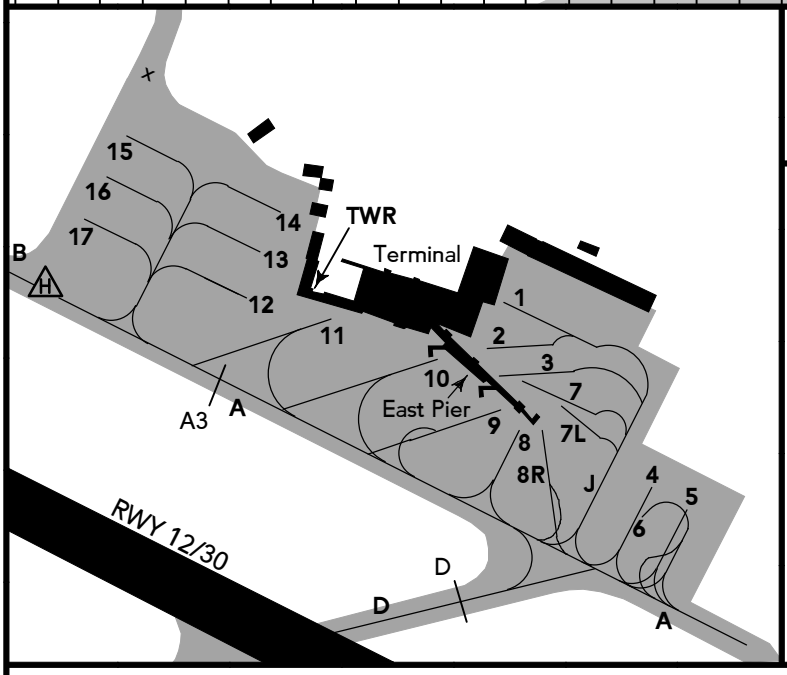
(FIS)

LONDON INFORMATION **124.750**



INTERSECTION TKOF

RWY	PSN	TORA (m)
12	B	2098
	E	1494
30	C	2130
	D	1426



LEGEND

- **A** Taxiway
- E1 Holding Position
- **2** Parking Stand

NORDO ACFT PPR.

All training flights in the Cardiff CTR/CTA are PPR from CARDIFF APPROACH.

High-visibility clothing MUST be worn airside.

Circuit direction is normally to the N.

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

Stands 1-9 and 11-17 parking with marshaller guidance.

1 (Limited) (Limited) TAXI

ALS - PAPI - THRL - RL - RCLL - TWYL - APRON - WDI - OBSTL.

RWY No	Dimension (m) - Surface	TORA (m)	LDA (m)	Strength	Lights
12 30	2354 x 45 Asphalt grooved	2318 2354	2098 2202	PCN 50/F/A/W/T	

CHANGES: TWY Desgnation - Apron - Parking Stands - OBST.

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

Additionally, St. Athan based ACFT may carry out aerobatic manoeuvres and other unusual activities above, within and below the western part of the Cardiff CTA. Pilots transiting above or below the CTA are strongly recommended to contact CARDIFF APPROACH for appropriate traffic information.

VFR flights and flights requesting SVFR clearance will normally be instructed to route via one of the VRPs as depicted on 19-1.

Pilots are advised to use caution when routing via CARDIFF DOCKS VRP due to its proximity to Cardiff Heliport.

CAUTION:

Pilots are reminded of the close proximity of RAF St Athan to the WNW of Cardiff AD.

Pilots are warned, when landing on RWY 30 in strong W to SW winds, of the possibility of terrain induced turbulence on short finals.

Due to possibility of turbulence caused by hangar NE of THR 12 caution should be exercised during periods of strong NW to NE winds.

Grass cutting takes place MAY-OCT.

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

Red Stop Bars in operation H24.

St Athan AD - Local Flying Zone and Procedures

St Athan AD lies within the Cardiff CTR/CTA to the west of Cardiff.

Flights by St Athan based ACFT may take place in VMC, without reference to Cardiff ATC, within a Local Flying Zone (LFZ).

The following conditions apply to ACFT operating within the St Athan Local Flying Zone:
– ACFT are to be in communication with and comply with instructions from St Athan ATC;
– All ACFT conduct their flights within the weather criteria specified for VFR flights within Class (D) Airspace;
– Maximum altitude 1700′ (Cardiff QNH);
– Pilots operating in the St Athan LFZ are responsible for maintaining their own visual separation from other ACFT, including ACFT on final approach to RWY 12 and departing from RWY 30 at Cardiff, which are in close proximity to the Local Flying Zone. (Traffic information will be passed by St Athan ATC).

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.

Visual approaches to Cardiff RWY 12 are unavailable when the Local Flying Zone is active.

All VFR flights are expected to comply with the following published VFR routes:

Departure Routes

Route Designator	RWY	MAX ALT	Route
East	07/25	1500′	ACFT remain west of Aberthaw power station over water, clearance limit Aberthaw power station, then as directed by Cardiff ATC.
South	07/25	1500′	ACFT remain west of the quarry and leave CAS (Controlled Airspace) towards MINEHEAD VRP.
Nash Point	07/25	1500′	ACFT remain within the confines of the LFZ and leave CAS to the west towards NASH POINT VRP.
Nash South	07	1500′	Right turn-out after St Athan village but within the confines of the LFZ, track 250° to exit CAS via NASH SOUTH.
Nash South	25	1500′	Leave CAS via NASH SOUTH.
North	07/25	1500′	Leave CAS between the ST HILARY and WENVOE TV MASTs.

Arrival Routes

Route Designator	RWY	MAX ALT	Route
East	07/25	1500′	From the northeast, route as directed by Cardiff ATC to hold east of Aberthaw power station and as directed by St Athan ATC.
South	07/25	1500′	Enter CAS from the south, remain west of the quarry and as directed by St Athan ATC.
Nash Point	07/25	1500′	Enter CAS via NASH POINT, route eastbound along the coast over water, then as directed by St Athan ATC.
Nash Arrival	07/25	1500′	Enter CAS towards the ST HILARY VRP to orbit and remain north of the mast, then as directed by Cardiff ATC.
Nash South	07/25	1500′	Enter CAS via NASH SOUTH, then as directed by St Athan ATC.
Straight In	07/25	Subject to co-ordination	Enter CAS to position straight in for the RWY in use.

Standard VFR Routes to/from Cardiff AD

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.

Inbound Visual Routes

Route Designator	Entry Point	RWY	Route
VFR St. Hilary	Bridgend	30/12	Enter CAS via Bridgend and route N of ST HILARY TV MAST, than as directed by Cardiff ATC. **MAX ALT 1500'**.
VFR North	N	30/12	Enter Cardiff CAS from N between the ST HILARY and WENVOE TV MASTs, then as directed by Cardiff ATC. **MAX ALT 1500'**.
VFR Wenvoe	W Cardiff Docks	30/12	Enter Cardiff CAS via the WENVOE TV MAST, then as directed by Cardiff ATC. **MAX ALT 1500'**.
VFR Cardiff Docks	Cardiff Docks	30/12	Enter Cardiff CAS via CARDIFF DOCKS, then as directed by Cardiff ATC. **MAX ALT 1500'**.
VFR Flat Holm	N of Flat Holm Lighthouse	30/12	Enter Cardiff CAS via Weston AD, route N of FLAT HOLM LIGHTHOUSE towards LAVERNOCK POINT, then as directed by Cardiff ATC. **MAX ALT 1500'**
VFR South	N Minehead	30	Enter Cardiff CAS from the S, then as directed by Cardiff ATC. **MAX ALT 1500'**.
VFR South	N Minehead	12	Enter Cardiff CAS from the S, remaining E of the quarry (1 NM W of Cardiff AD), then as directed by Cardiff ATC. **MAX ALT 1500'**.
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. **MAX ALT 1500'**. Route normally only AVBL 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 E of the quarry (1 NM W of Cardiff AD), then as directed by Cardiff ATC. **MAX ALT 1500'**. Route normally only AVBL when St. Athan is not active.

Outbound Visual Routes

Route Designator	Exit Point	RWY	Route
VFR St. Hilary	Bridgend	30/12	Route N of ST HILARY TV MAST and leave CAS to the W routeing N of Bridgend at VRP 36 Junction. **MAX ALT 1500'**.
VFR North	N	30/12	Route between the ST HILARY and WENVOE TV MASTs and leave CAS to the N. **MAX ALT 1500'**.
VFR Wenvoe	W Cardiff Docks	30/12	Route E of the WENVOE TV MAST and leave CAS to the NE. **MAX ALT 1500'**.
VFR Flat Holm	NE Flat Holm Lighthouse	30/12	Route N of Barry then N of Flat Holm Island, and leave CAS at the E/SE zone boundary. **MAX ALT 1500'**.
VFR South	N Minehead	30	Route E of the quarry (1 NM W of Cardiff AD) and leave CAS to the S towards MINEHEAD VRP. **MAX ALT 1500'**. Cardiff will endeavour to remove the 1500' restriction for flight over water as soon as possible.
VFR South	N Minehead	12	Route S and leave CAS to the S towards MINEHEAD VRP. **MAX ALT 1500'**. Cardiff will endeavour to remove the 1500' restriction for flight over water as soon as possible.
VFR Nash Point	Nash Point	30	Route E of the quarry (1 NM W of Cardiff AD) and leave CAS to the W along the coast, over water, via NASH POINT. **MAX ALT 1500'**. Route normally only AVBL when St. Athan is not active.
VFR Nash Point	Nash Point	12	Leave CAS to the W along the coast, over water, via NASH POINT. **MAX ALT 1500'**. Route normally only AVBL when St. Athan is not active.

Special VFR Clearances

Special VFR clearance 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 ACFT which carry RTF including the appropriate frequencies.

Frequency Monitoring Code (FMC)

Pilots operating in the vicinity of, but intending to remain outside Cardiff controlled airspace and maintaining a listening watch only on CARDIFF APPROACH are encouraged to select SSR code 3636.

Selection of 3636 does not imply the receipt of an ATC service. ACFT displaying the code are not expected to contact ATC under normal circumstances, remain responsible for their own navigation, separation, terrain clearance and are expected to remain clear of the controlled airspace at all times.

Whilst squawking 3636 pilots should be aware that CARDIFF APPROACH may make blind transmissions in order to ascertain a particular ACFT's intentions/route.

When a pilot ceases to maintain a listening watch, code 3636 shall be deselected.

Chart changes since cycle 10-2019

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

CARDIFF, (CARDIFF - EGFF)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport EGFF

Chart Change Notices for Country GBR

Type: Gen Tmnl
Effectivity: Permanent
Begin Date: Immediately
End Date: No end date

The following Take-off minima according to Commission Regulation No. 965/2012 (EASA Air Operations Regulation) are applicable for Low Visibility Take-off Operations within the UK FIR for CAT ABCD aircraft: 1. With RL and RCLM during day or with RL or CL during night: RVR 300m 2. With RL and CL: RVR 200m 3. With RL and CL and TDZ, MID and RO RVR: RVR 150m 4. With HIRL and CL and TDZ, MID and RO RVR: RVR 125m 5. On CAT III RWYs with approved guidance system or HUD/HUDLS: RVR 75m

Type: Gen Tmnl (VFR)
Effectivity: Permanent
Begin Date: Immediately
End Date: No end date

CS WARTON APPROACH and WARTON ZONE chgd to WARTON RADAR.

Type: Gen Tmnl (VFR)
Effectivity: Permanent
Begin Date: Immediately
End Date: No end date

Waddington & Scampton MATZ crossing freq chgd to 119.500.

Type: Gen Tmnl (VFR)
Effectivity: Permanent
Begin Date: Immediately
End Date: No end date

Text section 2.2: EFF 28 FEB 19 Danger Area EG-D323 sectors estbld: E FL 50/FL 660; F, G, H, J, K FL 150/FL 660; L, M, N, P, Q, R FL 100/FL 660.

Type: Gen Tmnl (VFR)
Effectivity: Permanent
Begin Date: Immediately
End Date: No end date

London CTR ASP class chgd to (D), Mode S Transponder is mandatory.

Type: Gen Tmnl (VFR)
Effectivity: Permanent
Begin Date: Immediately
End Date: No end date

East Midlands Lower Airspace Radar Service (LARS) freq 134.175 chgd to 134.180.

Type: Gen Tmnl (VFR)
Effectivity: Permanent
Begin Date: Immediately
End Date: No end date

Text section 2.2: EFF 28 MAR 19 Danger areas redesignated: EG-D6 to EG-D6B, EG-D7 to EG-D7C, EG-D8 to EG-D8C, EG-D9 to EG-D9B, EG-D133 to EG-D133B and EG-D138 to EG-D138D.

Type: Gen Tmnl (VFR)

Effectivity: Permanent
Begin Date: Immediately
End Date: No end date

Marham Lower Airspace Radar Service (LARS) CS chgd from MARHAM DIRECTOR to MARHAM ZONE.

Type: Gen Tmnl (VFR)
Effectivity: Permanent
Begin Date: Immediately
End Date: No end date

Text section 2.3.3.4: EFF 28 MAR 19 Brize Radar Frequency 119.000 chgd to 124.275.

Type: Gen Tmnl (VFR)
Effectivity: Permanent
Begin Date: Immediately
End Date: No end date

Text section 2.2: EFF 25 APR 19 Danger areas EG-D403 redesignated to EG-D403B, EG-D406 redesignated to EG-D406A, EG-D512 redesignated to EG-D512B and EG-D513 redesignated to EG-D512C.