

CHANGE (3/23): VRP UPDATE.

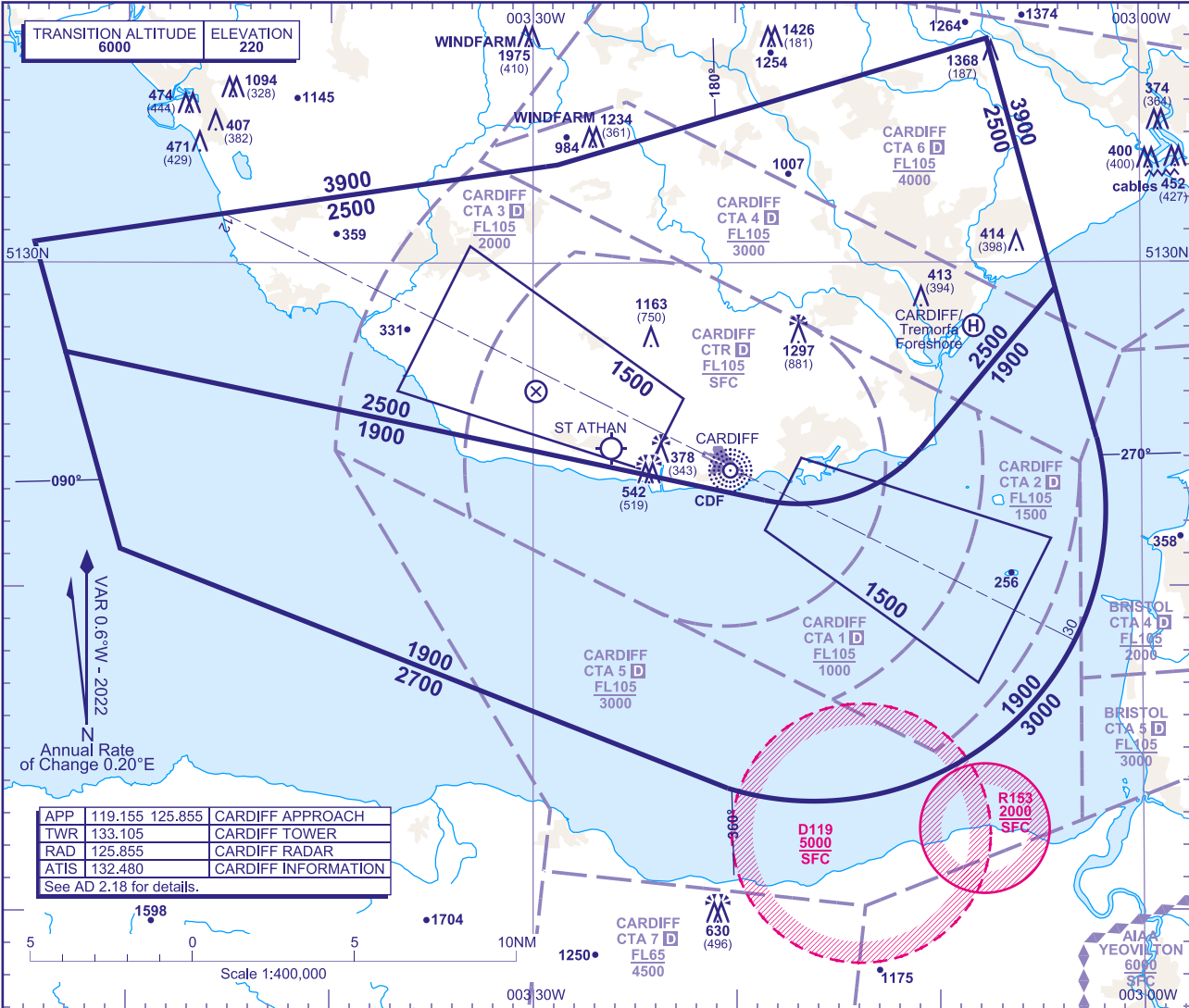
AERO INFO DATE 05 JAN 23

AD 2-EGFF-4-2

ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO

BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ELEVATIONS IN FEET AMSL 1975
HEIGHTS IN FEET AGL (410)

CARDIFF



MINIMUM INITIAL ALTITUDE

Within the ATC Surveillance Minimum Altitude area the minimum initial altitude to be allocated by the approach surveillance controller is:

- 2500** in the sector defined by the lateral limits; 513039N 0035438W - 513302N 0032847W - 513655N 0030733W - 512913N 0030413W - 512416N 0031053W thence clockwise by an arc of a circle radius 5NM centred on 512734N 0031654W to 512241N 0031835W - 512715N 0035305W - 513039N 0035438W.
- 1900** in the sector defined by the lateral limits; 512715N 0035305W - 512241N 0031835W thence anticlockwise by an arc of a circle radius 5NM centred on 512734N 0031654W to 512416N 0031053W - 512913N 0030413W - 512435N 0030213W thence clockwise by an arc of a circle radius 9NM centred on 512224N 0031610W to 511348N 0032026W - 512111N 0035021W - 512715N 0035305W.

NOTE: Radar headings will be allocated so as to avoid Danger Area D119 when active.

OUTSIDE THE DESIGNATED ATC SURVEILLANCE MINIMUM ALTITUDE AREA

The minimum altitude to be allocated by the approach surveillance controller will be either the Minimum Sector Altitude, or **1000** above any fixed obstacles:

- within 5NM of the aircraft*, and
- within the sector 15NM ahead of and within 20° either side of the aircraft's track*.

*When the aircraft is within 15NM of the radar antennae, the 5NM in a) and the 15NM in b) may be reduced to 3NM and 10NM respectively.

LOSS OF COMMUNICATION PROCEDURES

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 **NDB(L) 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 **NDB(L) CDF†**.

† In all cases where the aircraft returns to the holding facility the procedure to be adopted is the Radio Failure Procedure detailed at ENR 1.1.3.

GENERAL INFORMATION

- Levels shown are based on QNH.
- Only significant obstacles and dominant spot heights are shown.
- The minimum levels shown within the ATC Surveillance Minimum Altitude Area are in conformance with the Standard European Rules of the Air - SERA.5015.
- Minimum Sector Altitudes are based on obstacles and spot heights within 25NM of the Aerodrome Reference Point.
- Controlled airspace with a base in excess of **5000** or FL55, as appropriate, is not shown.
- This chart should only be used for the cross-checking of assigned altitudes whilst in receipt of an ATC Surveillance service.**
- When vectoring an aircraft within the Final Approach Vectoring Area descent clearance below the SMAA to the FAVA 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.**
- Detailed description of FIR, UIR, CTA and TMA see ENR 2.1.
- Detailed description of ATS airspace organized at the aerodrome see AD 2.17.

CHANGE (8/21): FREQUENCIES UPDATED.

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

DISTANCES IN NAUTICAL MILES
BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

CARDIFF LEKCI 1B

TRANSITION ALTITUDE
6000
AREA MNIM ALT (x100)
43

TWR	133.105	CARDIFF TOWER
APP	125.855	CARDIFF RADAR
APP	125.650	BRISTOL RADAR
ACC	134.755	LONDON CONTROL

AVERAGE TRACK MILEAGE TO: **LEKCI**
LEKCI 1B 25.6

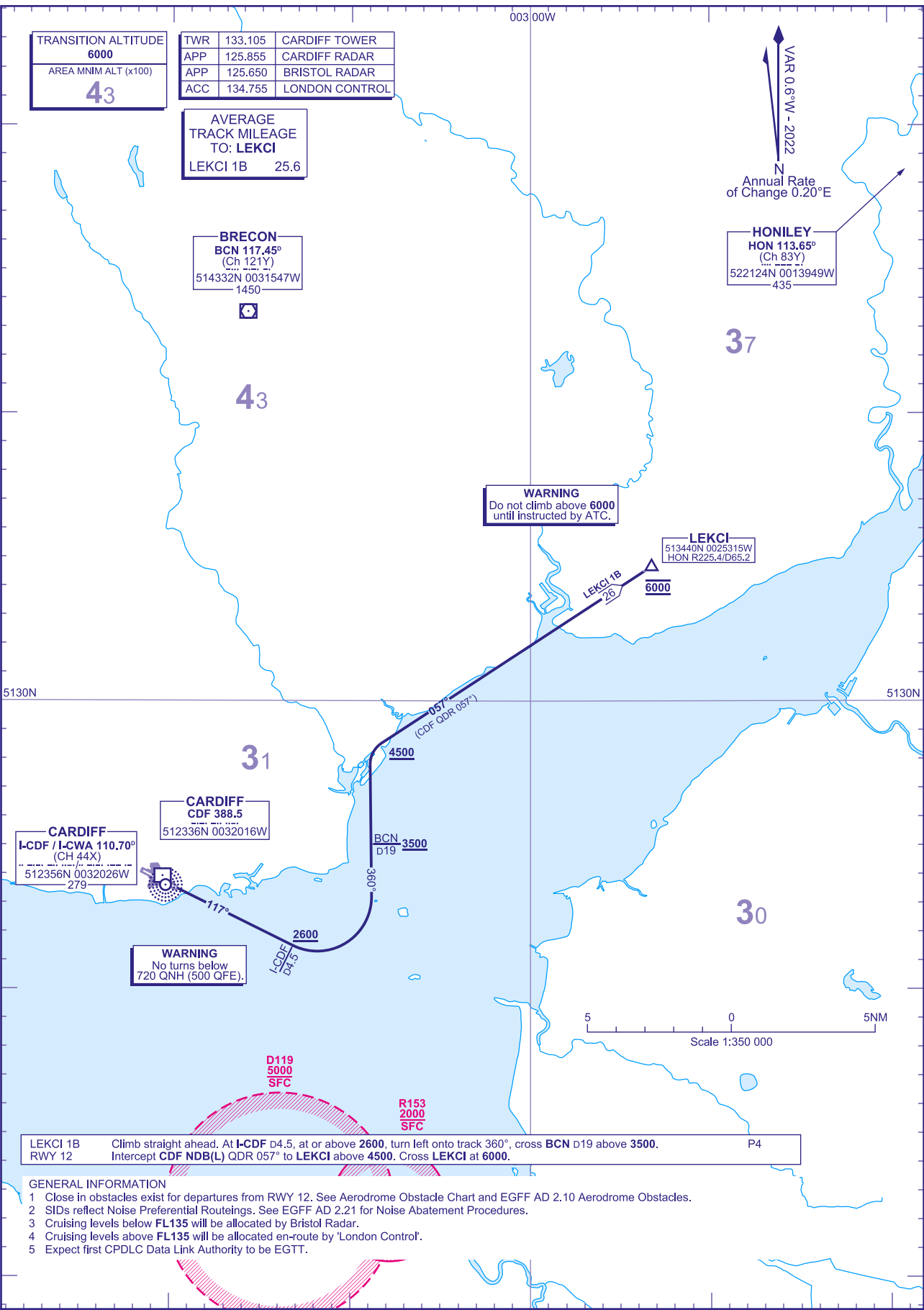
BRECON
BCN 117.45°
(Ch 121Y)
514332N 0031547W
1450

VAR 0.6°W - 2022
N
Annual Rate of Change 0.20°E

HONILEY
HON 113.65°
(Ch 83Y)
522124N 0013949W
435

WARNING
Do not climb above **6000** until instructed by ATC.

LEKCI
513440N 0025315W
HON R225.4/D65.2



LEKCI 1B RWY 12 Climb straight ahead. At **I-CDF D4.5**, at or above **2600**, turn left onto track **360°**, cross **BCN D19** above **3500**. Intercept **CDF NDB(L) QDR 057°** to **LEKCI** above **4500**. Cross **LEKCI** at **6000**. P4

- GENERAL INFORMATION**
- 1 Close in obstacles exist for departures from RWY 12. See Aerodrome Obstacle Chart and EGFF AD 2.10 Aerodrome Obstacles.
 - 2 SIDs reflect Noise Preferential Routeings. See EGFF AD 2.21 for Noise Abatement Procedures.
 - 3 Cruising levels below **FL135** will be allocated by Bristol Radar.
 - 4 Cruising levels above **FL135** will be allocated en-route by 'London Control'.
 - 5 Expect first CPDLC Data Link Authority to be EGTT.

CHANGE (8/23): I-CDF/I-CWA DME ELEVATION REVISED.
AERO INFO DATE 16 MAY 23

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

DISTANCES IN NAUTICAL MILES
BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

CARDIFF BCN 1A 1B (RNAV SUBSTITUTION ONLY)

TRANSITION ALTITUDE
6000
AREA MNM ALT (x100)
43

TWR	133.105	CARDIFF TOWER
APP	125.855	CARDIFF RADAR
ACC	133.600	LONDON CONTROL (Northbound)
	129.380	LONDON CONTROL (Westbound)

AVERAGE TRACK MILEAGE TO BCN VOR
BCN 1A 24.0
BCN 1B 29.4

BRECON
BCN 117.45°
(Ch 121Y)
514332N 0031547W
1450

VAR 0.6°W - 2022
Annual Rate of Change 0.20°E

WARNING
Do not climb above 6000 until instructed by ATC.

WARNING
RNAV SUBSTITUTION ONLY
DUE: BCN VOR N/A

WARNING
No turns below 720 QNH (500 QFE).

CARDIFF
I-CDF/I-CWA 110.70°
(Ch 44X)
512356N 0032026W
279

CARDIFF
CDF 388.5
512336N 0032016W

Scale 1:250 000

BCN 1A RWY 30	Climb straight ahead. At I-CWA D4, at or above 2300, turn right to intercept BCN VOR R211, cross BCN D15 above 3500, cross BCN D11 above 4500, cross BCN D6 at 6000 to BCN VOR.	P4, P69.
BCN 1B RWY 12	Climb straight ahead. At I-CDF D4.5, at or above 2600, turn left to intercept BCN VOR R165, cross BCN D18.5 above 3500, cross BCN D14 above 4500, cross BCN D6 at 6000 to BCN VOR.	P4, P69.

- GENERAL INFORMATION
- 1 Close in obstacles exist for departures from RWY 12/30. See Aerodrome Obstacle Chart and EGFF AD 2.10 Aerodrome Obstacles.
 - 2 SIDs reflect Noise Preferential Routeings. See EGFF AD 2.21 for Noise Abatement Procedures.
 - 3 Cruising levels above FL165 will be allocated en-route by 'London Control'.
 - 4 Expect first CPDLC Data Link Authority to be EGTT.

CHANGE (8/23): I-CDF/I-CWA DME ELEVATION REVISED.

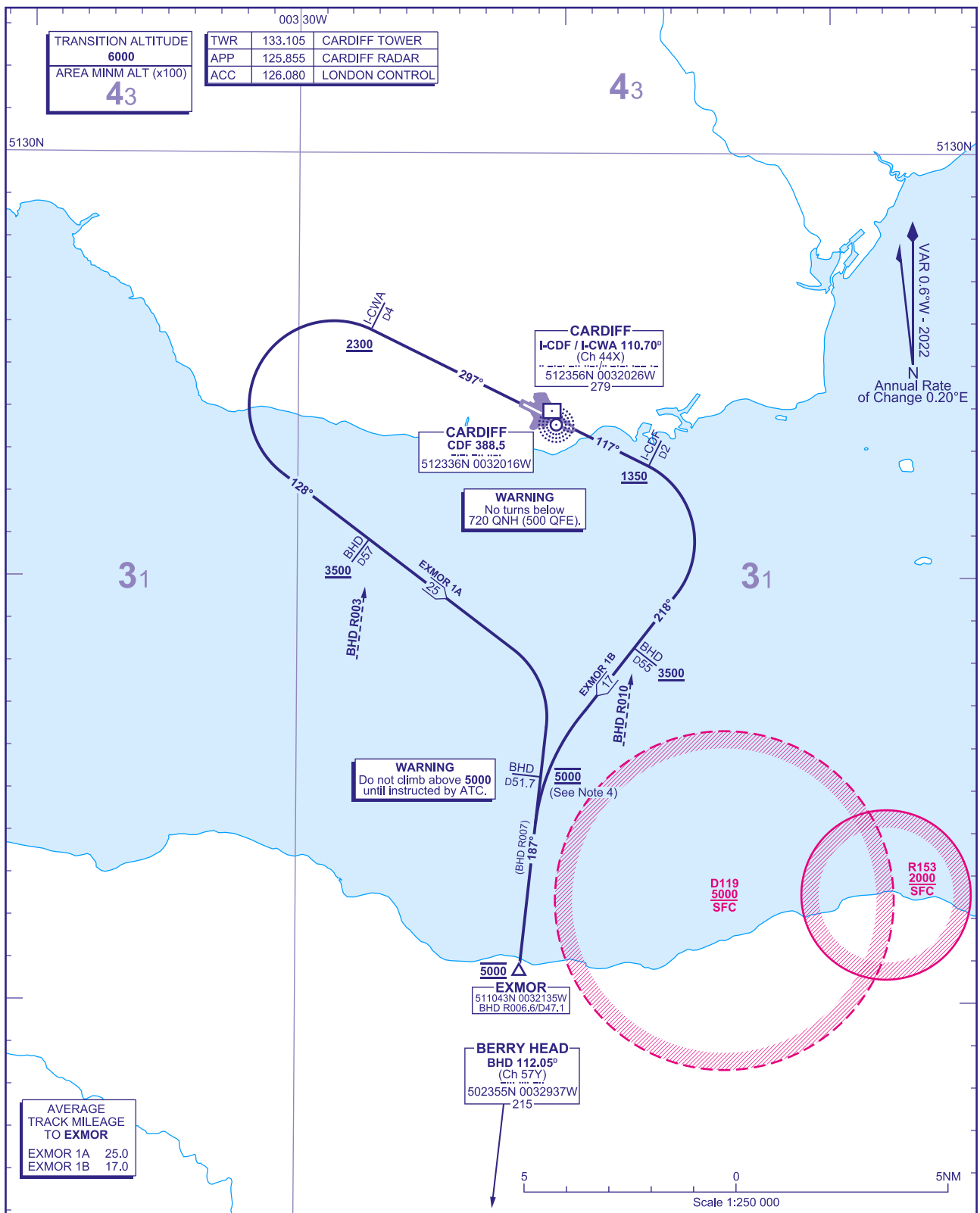
AERO INFO DATE 16 MAY 23

AD 2-EGFF-6-2

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

DISTANCES IN NAUTICAL MILES
BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

CARDIFF
EXMOR 1A 1B



TRANSITION ALTITUDE	6000
AREA MINM ALT (x100)	43

TWR	133.105	CARDIFF TOWER
APP	125.855	CARDIFF RADAR
ACC	126.080	LONDON CONTROL

AVERAGE TRACK MILEAGE TO EXMOR	
EXMOR 1A	25.0
EXMOR 1B	17.0

EXMOR 1A RWY 30	Climb straight ahead. At I-CWA D4, at or above 2300, turn left onto track 128° to cross BHD VOR R003 above 3500, intercept BHD VOR R007, to EXMOR. Cross BHD D51.7 at 5000.	N40, N92.
EXMOR 1B RWY 12	Climb straight ahead. At I-CDF D2, at or above 1350, turn right onto track 218° to cross BHD VOR R010 above 3500, intercept BHD VOR R007, to EXMOR. Cross BHD D51.7 at 5000.	N40, N92.

- GENERAL INFORMATION
- 1 Close in obstacles exist for departures from RWY 12/30. See Aerodrome Obstacle Chart and EGFF AD 2.10 Aerodrome Obstacles.
 - 2 SIDs reflect Noise Preferential Routings. See EGFF AD 2.21 for Noise Abatement Procedures.
 - 3 Cruising levels above FL165 will be allocated en-route by 'London Control'.
 - 4 Pilots of aircraft which are unable to maintain climb gradients to achieve 5000 by BHD D51.7 must inform ATC for alternative clearance.
 - 5 Expect first CPDLC Data Link Authority to be EGT.

CHANGE (8/23): I-CDF/I-CWA DME ELEVATION REVISED.

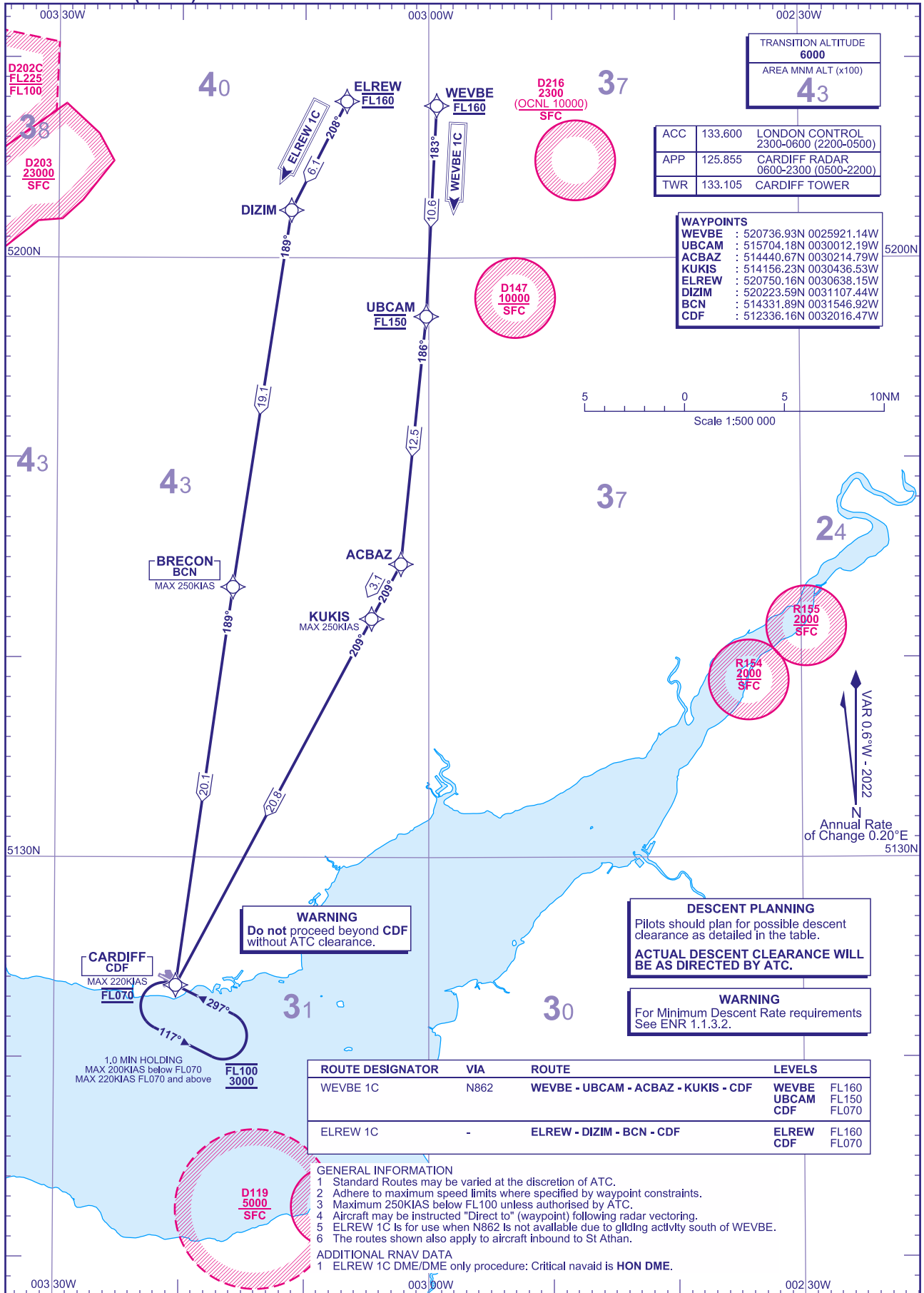
AERO INFO DATE 16 MAY 23

AD 2-EGFF-6-3

**RNAV5 (DME/DME or GNSS)
STANDARD ARRIVAL CHART -
INSTRUMENT (STAR) - ICAO**

DISTANCES IN NAUTICAL MILES
TRACKS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

**CARDIFF
WEVBE 1C ELREW 1C**



TRANSITION ALTITUDE	6000
AREA MNM ALT (x100)	43

ACC	133.600	LONDON CONTROL	2300-0600 (2200-0500)
APP	125.855	CARDIFF RADAR	0600-2300 (0500-2200)
TWR	133.105	CARDIFF TOWER	

WAYPOINTS	
WEVBE	: 520736.93N 0025921.14W
UBCAM	: 515704.18N 0030012.19W
ACBAZ	: 514440.67N 0030214.79W
KUKIS	: 514156.23N 0030436.53W
ELREW	: 520750.16N 0030638.15W
DIZIM	: 520223.59N 0031107.44W
BCN	: 514331.89N 0031546.92W
CDF	: 512336.16N 0032016.47W



WARNING
Do not proceed beyond CDF
without ATC clearance.

DESCENT PLANNING
Pilots should plan for possible descent
clearance as detailed in the table.
**ACTUAL DESCENT CLEARANCE WILL
BE AS DIRECTED BY ATC.**

WARNING
For Minimum Descent Rate requirements
See ENR 1.1.3.2.

ROUTE DESIGNATOR	VIA	ROUTE	LEVELS
WEVBE 1C	N862	WEVBE - UBCAM - ACBAZ - KUKIS - CDF	WEVBE FL160 UBCAM FL150 CDF FL070
ELREW 1C	-	ELREW - DIZIM - BCN - CDF	ELREW FL160 CDF FL070

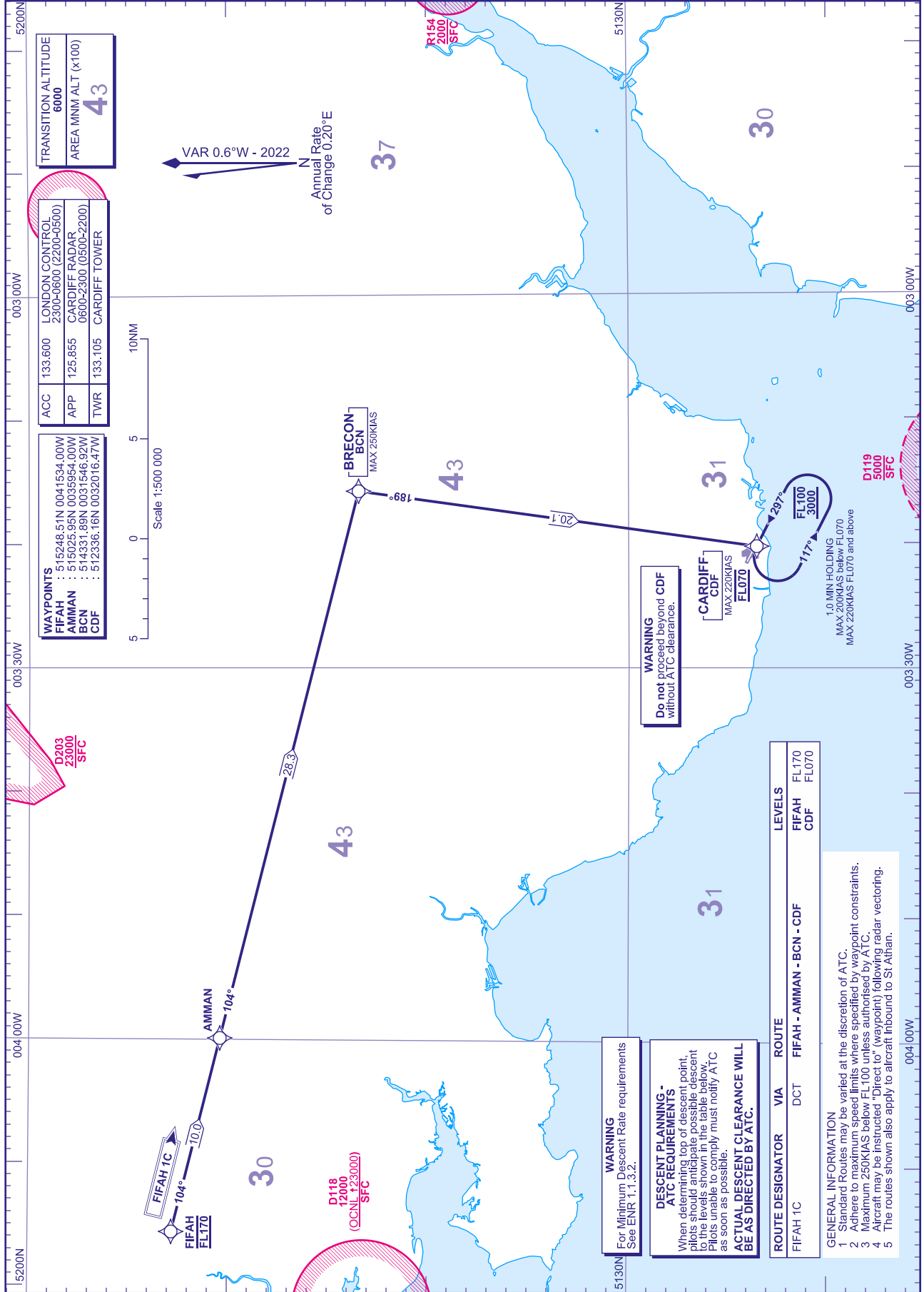
- GENERAL INFORMATION**
- Standard Routes may be varied at the discretion of ATC.
 - Adhere to maximum speed limits where specified by waypoint constraints.
 - Maximum 250KIAS below FL100 unless authorised by ATC.
 - Aircraft may be instructed "Direct to" (waypoint) following radar vectoring.
 - ELREW 1C is for use when N862 is not available due to gliding activity south of WEVBE.
 - The routes shown also apply to aircraft inbound to St Athan.

ADDITIONAL RNAV DATA
1 ELREW 1C DME/DME only procedure: Critical navaid is **HON DME**.

RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

DISTANCES IN NAUTICAL MILES
TRACKS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

**CARDIFF
FIFAH 1C**



CHANGE (5/23): NOTE 5 ADDED.

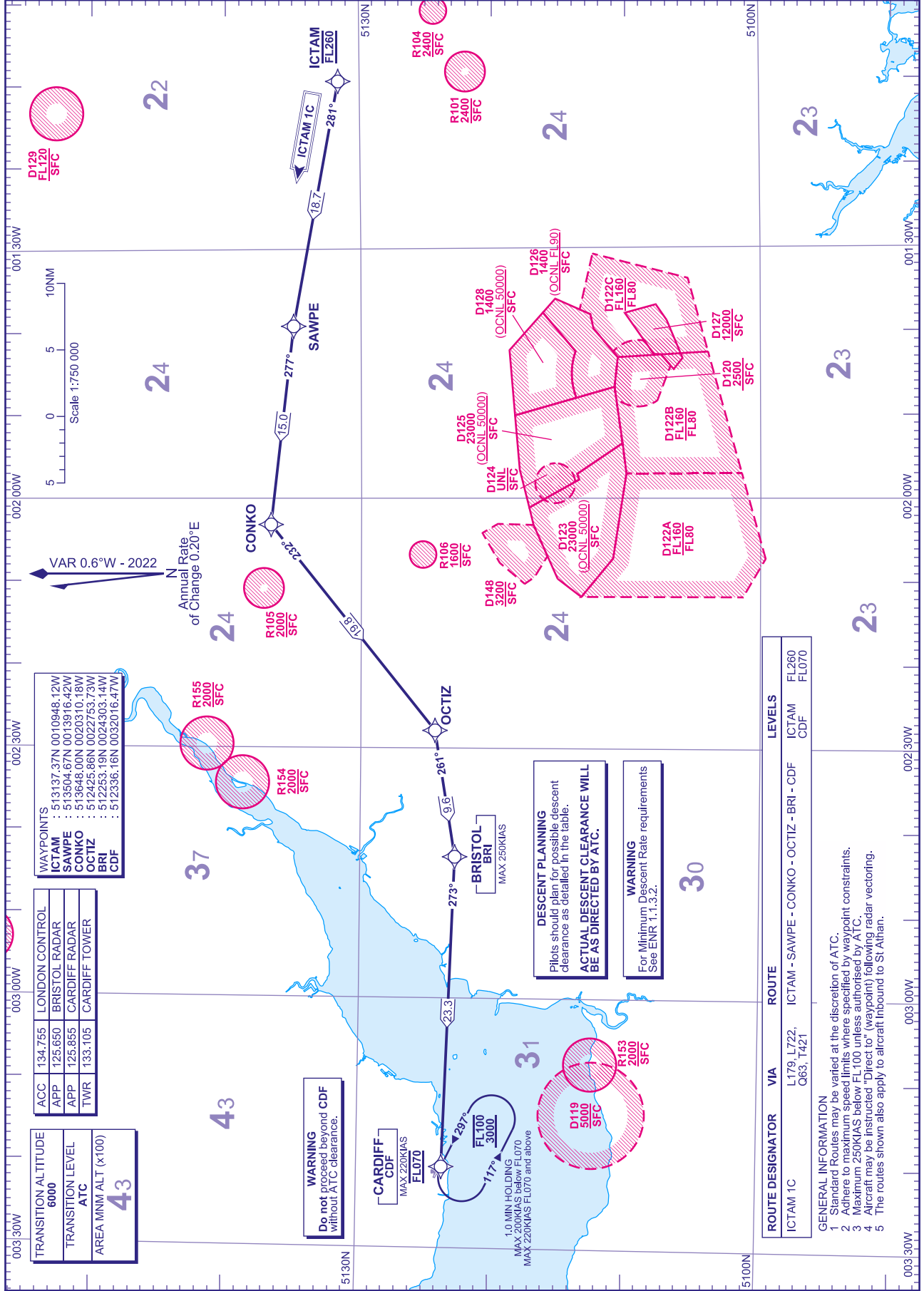
AERO INFO DATE 10 FEB 23

AD 2-EGFF-7-2

RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

DISTANCES IN NAUTICAL MILES
TRACKS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

CARDIFF
ICTAM 1C



CHANGE (6/23): D148 ADDED.

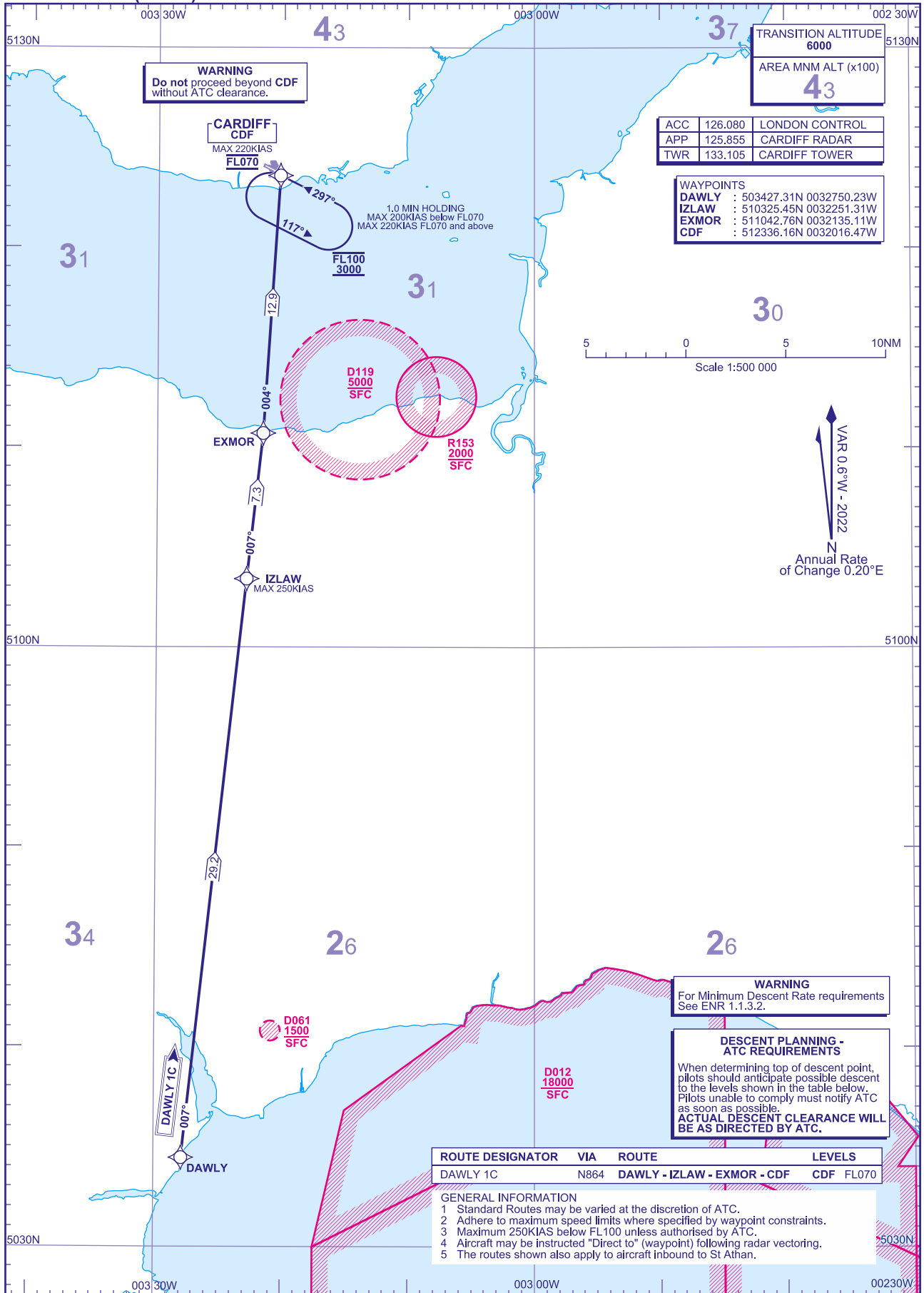
AERO INFO DATE 31 MAR 23

AD 2-EGFF-7.3

RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

DISTANCES IN NAUTICAL MILES
TRACKS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

**CARDIFF
DAWLY 1C**



WARNING
Do not proceed beyond CDF
without ATC clearance.

**CARDIFF
CDF**
MAX 220KIAS
FL070

1.0 MIN HOLDING
MAX 200KIAS below FL070
MAX 220KIAS FL070 and above

FL100
3000

ACC	126.080	LONDON CONTROL
APP	125.855	CARDIFF RADAR
TWR	133.105	CARDIFF TOWER

WAYPOINTS	
DAWLY	: 503427.31N 0032750.23W
IZLAW	: 510325.45N 0032251.31W
EXMOR	: 511042.76N 0032135.11W
CDF	: 512336.16N 0032016.47W

TRANSITION ALTITUDE
6000
AREA MNM ALT (x100)
43



VAR 0.6°W - 2022
Annual Rate of Change 0.20°E

WARNING
For Minimum Descent Rate requirements
See ENR 1.1.3.2.

**DESCENT PLANNING -
ATC REQUIREMENTS**
When determining top of descent point,
pilots should anticipate possible descent
to the levels shown in the table below.
Pilots unable to comply must notify ATC
as soon as possible.
**ACTUAL DESCENT CLEARANCE WILL
BE AS DIRECTED BY ATC.**

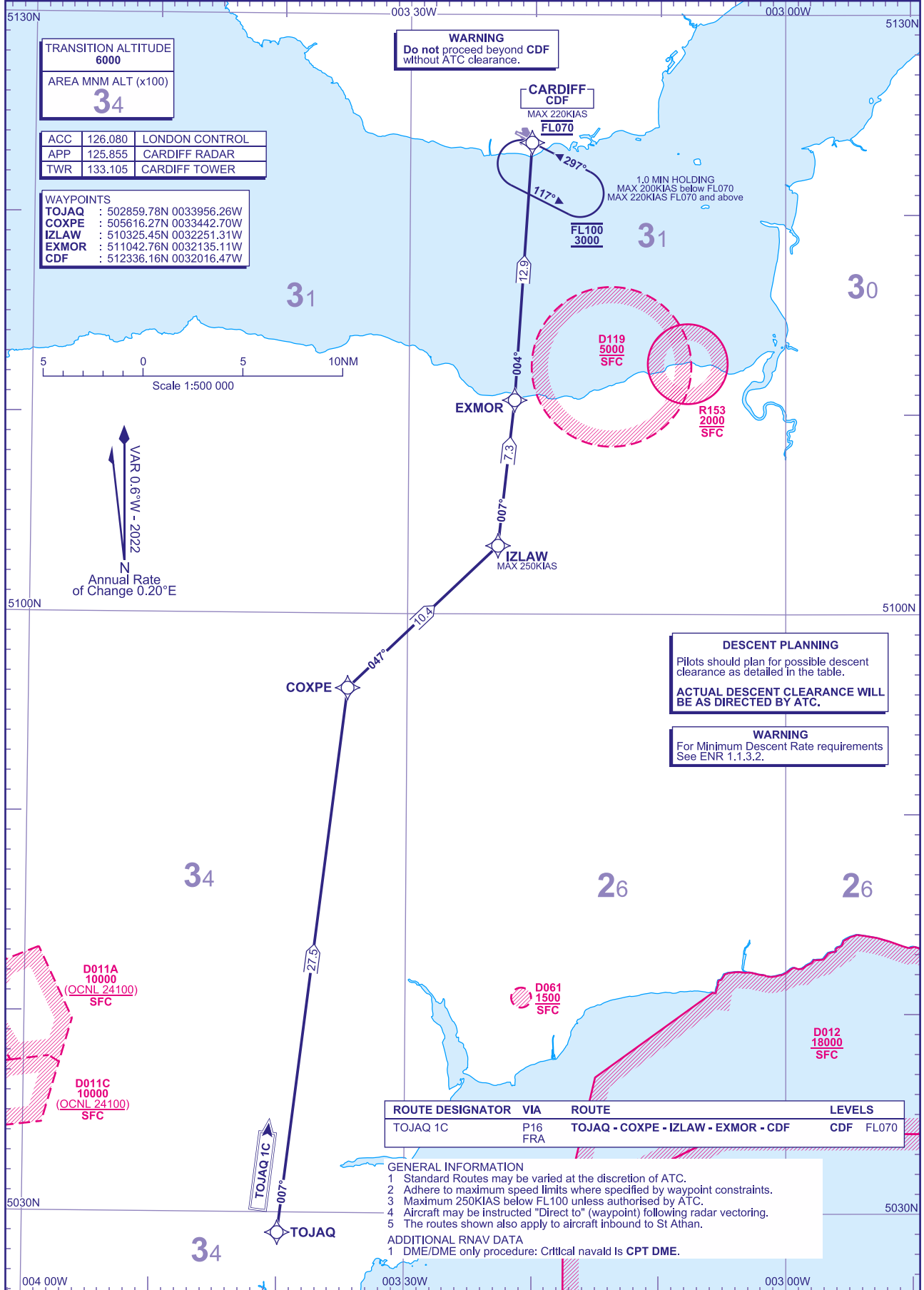
ROUTE DESIGNATOR	VIA	ROUTE	LEVELS
DAWLY 1C	N864	DAWLY - IZLAW - EXMOR - CDF	CDF FL070

- GENERAL INFORMATION**
- Standard Routes may be varied at the discretion of ATC.
 - Adhere to maximum speed limits where specified by waypoint constraints.
 - Maximum 250KIAS below FL100 unless authorised by ATC.
 - Aircraft may be instructed "Direct to" (waypoint) following radar vectoring.
 - The routes shown also apply to aircraft inbound to St Athan.

RNAV1 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

DISTANCES IN NAUTICAL MILES
TRACKS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

CARDIFF
TOJAQ 1C



TRANSITION ALTITUDE
6000

AREA MNM ALT (x100)
34

ACC	126.080	LONDON CONTROL
APP	125.855	CARDIFF RADAR
TWR	133.105	CARDIFF TOWER

WAYPOINTS

TOJAQ	: 502859.78N 0033956.26W
COXPE	: 505616.27N 0033442.70W
IZLAW	: 510325.45N 0032251.31W
EXMOR	: 511042.76N 0032135.11W
CDF	: 512336.16N 0032016.47W

WARNING
Do not proceed beyond CDF
without ATC clearance.

CARDIFF CDF
MAX 220KIAS
FL070

1.0 MIN HOLDING
MAX 200KIAS below FL070
MAX 220KIAS FL070 and above

FL100
3000

D119
5000
SFC

R153
2000
SFC



VAR 0.6°W - 2022
Annual Rate of Change 0.20°E

DESCENT PLANNING
Pilots should plan for possible descent
clearance as detailed in the table.
**ACTUAL DESCENT CLEARANCE WILL
BE AS DIRECTED BY ATC.**

WARNING
For Minimum Descent Rate requirements
See ENR 1.1.3.2.

ROUTE DESIGNATOR	VIA	ROUTE	LEVELS
TOJAQ 1C	P16 FRA	TOJAQ - COXPE - IZLAW - EXMOR - CDF	CDF FL070

GENERAL INFORMATION

- Standard Routes may be varied at the discretion of ATC.
- Adhere to maximum speed limits where specified by waypoint constraints.
- Maximum 250KIAS below FL100 unless authorised by ATC.
- Aircraft may be instructed "Direct to" (waypoint) following radar vectoring.
- The routes shown also apply to aircraft inbound to St Athan.

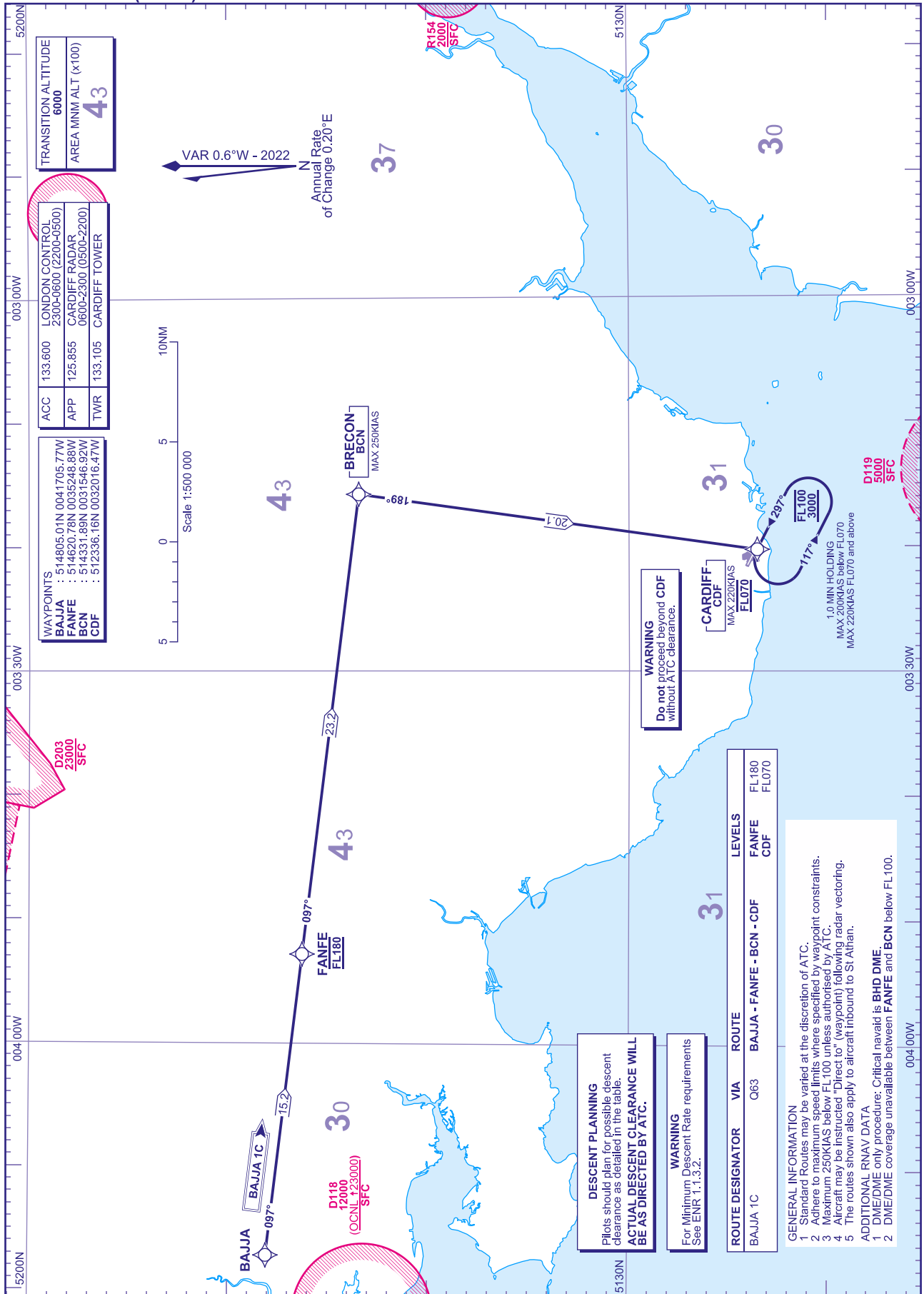
ADDITIONAL RNAV DATA

- DME/DME only procedure: Critical navaid Is **CPT DME**.

**RNAV1 (DME/DME or GNSS)
STANDARD ARRIVAL CHART -
INSTRUMENT (STAR) - ICAO**

DISTANCES IN NAUTICAL MILES
TRACKS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

**CARDIFF
BAJJA 1C**



CHANGE (3/23): NEW CHART.

AERO INFO DATE 05 JAN 23

AD 2-EGFF-7-6

Standard Instrument Arrival Coding Tables

CARDIFF WEVBE 1C

Designator	Sequence Number	Path Terminator	Waypoint Name	Co-ordinates	Fly-over	Course/Track °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Level Constraint	Speed Constraint	Navigation Performance
WEVBE1C	001	IF	WEVBE	520736.93N 0025921.14W	N	-	-	-	-	FL160	-	RNAV5
WEVBE1C	002	TF	UBCAM	515704.18N 0030012.19W	N	183° (182.9°)	-0.6	10.6	-	FL150	-	RNAV5
WEVBE1C	003	TF	ACBAZ	514440.67N 0030214.79W	N	186° (185.8°)	-0.6	12.5	RIGHT	-	-	RNAV5
WEVBE1C	004	TF	KUKIS	514156.23N 0030436.53W	N	209° (208.2°)	-0.6	3.1	-	-	-250	RNAV5
WEVBE1C	005	TF	CDF	512336.16N 0032016.47W	N	209° (208.2°)	-0.6	20.8	-	FL070	-220	RNAV5

CARDIFF ELREW 1C

Designator	Sequence Number	Path Terminator	Waypoint Name	Co-ordinates	Fly-over	Course/Track °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Level Constraint	Speed Constraint	Navigation Performance
ELREW1C	001	IF	ELREW	520750.16N 0030638.15W	N	-	-	-	-	FL160	-	RNAV5
ELREW1C	002	TF	DIZIM	520223.59N 0031107.44W	N	208° (207.0°)	-0.6	6.1	LEFT	-	-	RNAV5
ELREW1C	003	TF	BCN	514331.89N 0031546.92W	N	189° (188.7°)	-0.6	19.1	-	-	-250	RNAV5
ELREW1C	004	TF	CDF	512336.16N 0032016.47W	N	189° (188.0°)	-0.6	20.1	-	FL070	-220	RNAV5

CARDIFF FIFAH 1C

Designator	Sequence Number	Path Terminator	Waypoint Name	Co-ordinates	Fly-over	Course/Track °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Level Constraint	Speed Constraint	Navigation Performance
FIFAH1C	001	IF	FIFAH	515248.51N 0041534.00W	N	-	-	-	-	FL170	-	RNAV5
FIFAH1C	002	TF	AMMAN	515025.95N 0035954.00W	N	104° (103.7°)	-0.6	10.0	-	-	-	RNAV5
FIFAH1C	003	TF	BCN	514331.89N 0031546.92W	N	104° (103.9°)	-0.6	28.3	RIGHT	-	-250	RNAV5
FIFAH1C	004	TF	CDF	512336.16N 0032016.47W	N	189° (188.0°)	-0.6	20.1	-	FL070	-220	RNAV5

Standard Instrument Arrival Coding Tables

CARDIFF ICTAM 1C

Designator	Sequence Number	Path Terminator	Waypoint Name	Co-ordinates	Fly-over	Course/Track °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Level Constraint	Speed Constraint	Navigation Performance
ICTAM1C	001	IF	ICTAM	513137.37N 0010948.12W	N	-	-	-	-	FL260	-	RNAV5
ICTAM1C	002	TF	SAWPE	513504.67N 0013916.42W	N	281° (280.8°)	-0.6	18.7	-	-	-	RNAV5
ICTAM1C	003	TF	CONKO	513648.00N 0020310.18W	N	277° (276.8°)	-0.6	15.0	LEFT	-	-	RNAV5
ICTAM1C	004	TF	OCTIZ	512425.86N 0022753.73W	N	232° (231.4°)	-0.6	19.8	RIGHT	-	-	RNAV5
ICTAM1C	005	TF	BRI	512253.19N 0024303.14W	N	261° (260.9°)	-0.6	9.6	RIGHT	-	-250	RNAV5
ICTAM1C	006	TF	CDF	512336.16N 0032016.47W	N	273° (272.0°)	-0.6	23.3	-	FL070	-220	RNAV5

CARDIFF DAWLY 1C

Designator	Sequence Number	Path Terminator	Waypoint Name	Co-ordinates	Fly-over	Course/Track °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Level Constraint	Speed Constraint	Navigation Performance
DAWLY1C	001	IF	DAWLY	503427.31N 0032750.23W	N	-	-	-	-	-	-	RNAV5
DAWLY1C	002	TF	IZLAW	510325.45N 0032251.31W	N	007° (006.2°)	-0.6	29.2	-	-	-250	RNAV5
DAWLY1C	003	TF	EXMOR	511042.76N 0032135.11W	N	007° (006.3°)	-0.6	7.3	LEFT	-	-	RNAV5
DAWLY1C	004	TF	CDF	512336.16N 0032016.47W	N	004° (003.6°)	-0.6	12.9	-	FL070	-220	RNAV5

Standard Instrument Arrival Coding Tables

CARDIFF TOJAQ 1C

Designator	Sequence Number	Path Terminator	Waypoint Name	Co-ordinates	Fly-over	Course/Track °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Level Constraint	Speed Constraint	Navigation Performance
TOJAQ1C	001	IF	TOJAQ	502859.78N 0033956.26W	N	-	-	-	-	-	-	RNAV1
TOJAQ1C	002	TF	COXPE	505616.27N 0033442.70W	N	007° (006.9°)	-0.6	27.5	RIGHT	-	-	RNAV1
TOJAQ1C	003	TF	IZLAW	510325.45N 0032251.31W	N	047° (046.2°)	-0.6	10.4	LEFT	-	-250	RNAV1
TOJAQ1C	004	TF	EXMOR	511042.76N 0032135.11W	N	007° (006.3°)	-0.6	7.3	-	-	-	RNAV1
TOJAQ1C	005	TF	CDF	512336.16N 0032016.47W	N	004° (003.6°)	-0.6	12.9	-	FL070	-220	RNAV1

CARDIFF BAJJA 1C

Designator	Sequence Number	Path Terminator	Waypoint Name	Co-ordinates	Fly-over	Course/Track °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Level Constraint	Speed Constraint	Navigation Performance
BAJJA1C	001	IF	BAJJA	514805.01N 0041705.77W	N	-	-	-	-	-	-	RNAV1
BAJJA1C	002	TF	FANFE	514620.78N 0035248.88W	N	097° (096.4°)	-0.6	15.2	-	FL180	-	RNAV1
BAJJA1C	003	TF	BCN	514331.89N 0031546.92W	N	097° (096.7°)	-0.6	23.2	RIGHT	-	-250	RNAV1
BAJJA1C	004	TF	CDF	512336.16N 0032016.47W	N	189° (188.0°)	-0.6	20.1	-	FL070	-220	RNAV1