

Cardiff International Airport

IATA/ICAO CODE:	CWL/EGFF
CITY:	Cardiff
COUNTRY:	UK

AIRPORT CONTACT

Information confirmed as current by the airport 3/2011

Name:	Patrick Duffy	Russell Clements
Title:	Airport Manager	Airfield Operations Manager
Airport:	Cardiff International Airport Ltd.	
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Airport Web Site:	www.tbicardiffairport.com	

ELEVATION: 220 ft.

RUNWAY INFORMATION				
Orientation	Length (m)	Displaced Threshold (m)	Glide Slope(deg)	Width (m)
12/30	2392	12/227 30/183	-	46

NOISE ABATEMENT PROCEDURES

See UK AIP EGFF AD 2.21 Noise Abatement Procedures for details

- 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 Routings (NPR) given below are compatible with ATC requirements and shall apply in both VCM 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 interest of safety.

The NPRs are incorporated in ATC Standard Instrument Departure procedures:

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 4 nm before turning either left or right

- 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.

CONTINUOUS DESCENT ARRIVAL (CDA)

- 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.

AIRPORT CURFEWS - NONE

PREFERENTIAL RUNWAYS - NONE

OPERATING QUOTA - NONE

ENGINE RUN-UP RESTRICTIONS

- 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.

APU OPERATING RESTRICTIONS - NONE

NOISE BUDGET RESTRICTIONS - NONE

NOISE SURCHARGE - NONE

NOISE MITIGATION/LAND USE PLANNING PROGRAM INFORMATION

Type of Program	Date Implemented	Status
Sound Insulation (Residences and Public Buildings)	-	-
Purchase Assurance for Homeowners Located Within the Airport Noise Contours	-	-
Avigation Easements	-	-
Zoning Laws	-	-
Real Estate/Property Disclosure Laws	-	-
Acquire Land for Noise		

Compatibility to date	-	-
Population within each noise contour level relative to aircraft operations	-	-
Airport Noise Contour Overlay Maps	-	-
Total Cost of Noise Mitigation Programs to Date	-	-
Source of Noise Mitigation Program Funding for Aircraft Noise	-	-

NOISE MONITORING SYSTEM - [NONE](#)

FLIGHT TRACK MONITORING SYSTEM - [NONE](#)

NOISE LEVEL LIMITS - [NONE](#)

CHAPTER 2 RESTRICTIONS

Chapter 2 airplanes >75,000 lbs are banned from operating at airports in EU Member States as of April 1, 2002.

CHAPTER 2 PHASEOUT

From April 1, 2002 all civil subsonic jet aeroplanes >75,000 lbs operating at airports in EU Member States must comply with the standards specified in Part II, Chapter 3, Volume 1 of Annex 16 in accordance with EU Council Directive 92/14/EEC.

CHAPTER 3 RESTRICTIONS - [NONE](#)