

## CARDIFF (CWL/EGFF)

Elevation 220ft

### CATEGORY A

AV brief – not required

### GENERAL

- No catering is provided on these flights. Cardiff engineering facility restaurant opens 7am until 1pm. Coin operated vending machines are available out of hours for drinks, sandwiches and snacks. If required, the Airport Terminal has a first floor landside cafe, open while commercial flight are operating.

### Threats

#### Special Considerations

- Review of the FCOM regarding Positioning Flights may be prudent.
- Many operations to this airfield are at weights that are considerably lighter than normal operations. Consider briefing the effect of this on aircraft handling and performance including data entry. The Critical Data Procedure should be completed thoroughly as ZFWs will be unusually low and CARD speeds may not match those generated by the FMC.

- **A32N A350 A380 B777 B787**

Not Applicable

#### **B747**

If CARD output shows as 'VMCG limited', use highest assumed temperature displayed and associated speeds. In contaminated conditions the use of TO power will often result in the take-off weight becoming VMCG limited. If the VMCG restricted take-off weight is insufficient for the operation, the use of a fixed derate TO1 or TO2 power (TO1 – 10% power reduction, TO2 – 20% take-off power reduction) is approved and can result in take-off weight improvement as the min VMCG speed for TO1 and TO2 power settings are lower than that for TO power.

#### **ALL**

#### Runway Excursion

- Degraded braking action at intersection of Rwy 12/30 and Twys G and E when wet.

### ARRIVAL

#### **A32N A350 B747 B777 B787**

Not Applicable

#### **A380**

- Cardiff should currently only be used for diversion in the event of an aircraft emergency.
- ETACS **must** be serviceable for taxi at Cardiff.
- If ETACS is u/s, stop on the runway and request a tug.

ALL

## Approach

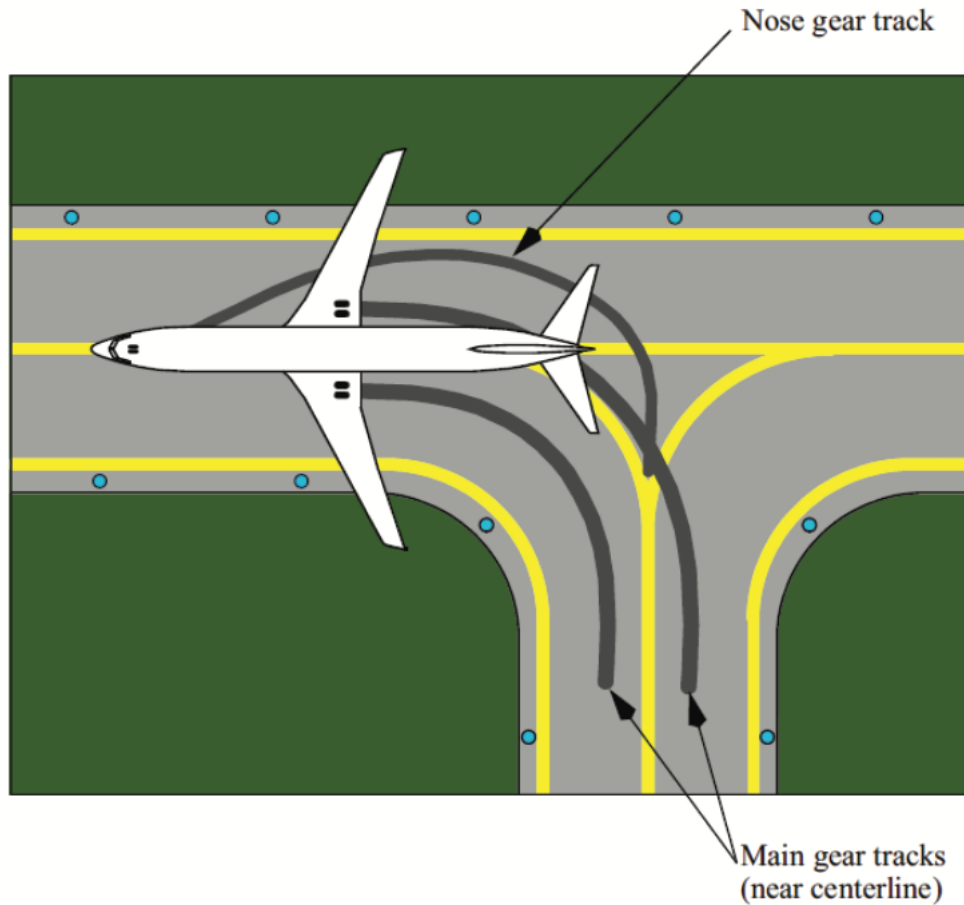
- ATC are very used to BA maintenance flights and are normally very accommodating.

### GROUND

- Taxi with caution. BA operational experience at Cardiff has shown the risk of landing gear on wide-body aircraft leaving the paved surface during turns. Particular threat is at the following junctions:
  - Twy B and Rwy 12/30 via B1
  - Twy A and Rwy 12/30 via A1
  - -Twy B and Twy F
  - Twy E into Twy B and Twy B into Twy E due absence of fillet. Note AOI restriction: Code letter D and E aircraft cannot make turns from taxiway E in a westerly direction onto taxiway B.
- Parking is in the large maintenance area N of the Rwy.
- Marshalls should be waiting for the aircraft.
- On arrival there may be a lack of steps. Crew will be asked to stay onboard until the aircraft is next to the gantry in the hangar.
- As the aircraft approaches the hangar doors crew will be asked to shut down the APU. No power is available from the tug.
- It is worth noting that the aircraft may be positioned outside the hangar for shutdown.

### A350 B777

- When landing on Rwy 12, vacating via Hold A1:
  - **Based on previous operational experience, crew should be particularly vigilant in accomplishing this manoeuvre. This is due to significant risk of the left main gear departing the paved surface during the turn.**
  - It may be prudent to alert ATC during initial contact on approach, that extra time may be required to vacate.
  - Maximum use should be made of all available aids to increase situational awareness in respect of safely vacating the runway.
  - Crew are reminded of Turning Radius and Gear Tracking considerations. B777 crew should refer to FCTM Chapter 2 for techniques and recommendations. Ensure you brief the HOWs.

**Figure 1 B777 Oversteer Technique**


- Taxiway C is NOT available for code letter D and E aircraft to enter or vacate the runway.
- B777-300ER and A350-1000 should avoid vacating RWY 12/30 at TWY E. This is due to significant risk of the main gear departing the paved surface when turning left into TWY B due to the absence of a fillet.

**A380**

- Two-engine taxi-in at Cardiff is not permitted.
- Cardiff is a limiting airfield for A380 operations and extreme care must be taken in the event of diversion due to the lack of taxiway fillets for turns.
- Care must be taken to ensure the inside wing gear does not leave the paved surface during turns.
- Cardiff is in the OANS database and ROW/ROP/BTV are available

**ALL****BAV Crew Reports**

- Crew report that the lack of headset operator and the difficulties in confirming ground crew clearance can lead to a distracted engine start process.

**A380****Landing 12 – BAMC Parking**

- *The runway exit at Alpha is **not** suitable for A380 use and Charlie must be used to vacate the runway.*
- *If Charlie is missed, stop on the runway and request a tug.*
- Having vacated at Charlie, caution must be exercised when turning left from
- Charlie onto Alpha to ensure the left wing gear remains on the paved surface.
- Parking can be expected at BAMC with a taxi routing via Alpha onto Echo.
- The aircraft will be requested to shut down engines on Echo facing North-East and will be towed into BAMC.

**Landing 12 – Stand 6 Parking**

- The right turn from taxiway Alpha onto Stand 6 is not achievable, and the aircraft must taxi along Alpha to turn left at Echo and re-enter runway 12.
- The runway must be vacated at Delta.
- From Delta follow the marshaller's guidance onto Stand 6.
- Wingmen will be provided to ensure clearance on the floodlight towers at the Northern edge of the Apron.

**Landing 30 – BAMC Parking**

- The runway turn pad is suitable for A380 ops and the standard FCOM technique can be used.
- Taxiway Bravo is **not** approved for A380 use and having landed on 30, the turn pad must be used to backtrack and vacate at Charlie as per the 'Runway 12' guidance above.

**Landing 30 – Stand 6 Parking**

- Taxiway Bravo is not approved for A380 use and having landed on 30, the turn pad must be used to backtrack and vacate at Delta.
- Having vacated follow the marshaller's guidance onto Stand 6.
- Wingmen will be provided to ensure clearance on the floodlight towers at the Northern edge of the Apron.
- Refer to OIS for Rwy bearing strength limitations.
- Twy bearing strength limitation is 500T, except for Twy E which is limited to 430T.

**DEPARTURE**
**ALL**

- Ex-CWL there may well be a large number of entries in the AML, all of which should have been signed off. It may be useful for the Chief Engineer to highlight any relevant items for your flight, e.g. if an autoland is required on return to London.
- The aircraft may have been fuelled and defuelled for inspections a number of times with no supporting documentation available. As long as there is an entry in the AML and the engineers have signed to confirm the fuel onboard, then no further action is required.
- OFP and Loadsheet should be available at the Hangar.

**B747**

- Airstart for B747 is available in BA Hangars if required.

**ALL**
**OPERATIONAL INFORMATION**

<b>Handling Agent</b>	Swissport
<b>Handling Agent VHF</b>	129.75
<b>Potable Water</b>	Not Assessed