 CAMBRIDGE AIRPORT <small>PART OF THE MARSHALL GROUP</small>	Cambridge Operating Procedure	Section:	General
		No	1.12
	Wide Bodied Aircraft	Date	03 Nov 11
		Issue	1

Introduction

Turning some wide bodied aircraft such as B747 at the end of the runway, either after landing or prior to departure, is an exacting exercise in the limited space available. All aircraft captains, arriving or departing Cambridge Airport, must be familiar with this procedure and briefed accordingly.

Procedures


When dark, self turning at the runway ends is not permitted and all wide bodied aircraft are to be towed to and from the runway threshold.

Responsibility for briefing aircraft captains unfamiliar with Cambridge Airport lies with:

- Arriving Aircraft: ATC
- Departing Aircraft: Hangar Managers, Airport Operations or ATC depending upon the circumstances

Cambridge Airport has a single bitumen runway which is 1965 metres long and 46 metres wide with fillets providing an additional 15 metres width at each end to facilitate a safe 180° turn by large aircraft up to and including B747 size.

Captains are advised to taxi along the right-hand side of the runway, turn left towards the fillet, complete the turn and regain the centreline. A yellow line, approximately 10 metres from the right-hand edge of the runway provides a guide for nose wheel tracking and yellow reflective markers in the grass off the end of the runway provide continuity of visual reference when the painted line is lost from sight under the aircraft nose. It is the captain's responsibility to judge when to turn. If in doubt captains should be encouraged to seek a marshals assistance to ensure main wheel clearance from the edge of the runway or a tug can be made available to position the aircraft at the take-off point.

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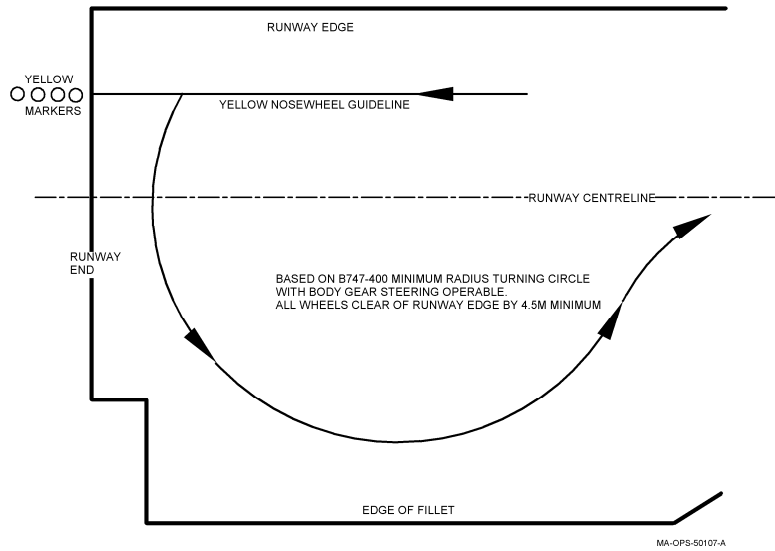


Figure 1: Nosewheel Guidelines - Runway 23 and 05

General

Any questions regarding this procedure should be addressed to the Airport Manager.