CAIRO INTERNATIONAL AIRPORT (CAI/HECA)

BRIEFING & AERODROME CHARTS

DOCUMENT VERSION 3.1

February 2024

!

__Usage Notice__

!

__تحذير__

Table of Contents

1. Introduction

Cairo International Airport (CAI/HECA) serves as the main hub for EgyptAir (Egypt's national airline) while serving other airlines like Egypt Air Express and many more. The airport is located 15 kilometers north-east of the Egyptian capital. Cairo International Airport currently serves flights from/to many destinations in Africa, Middle East, Asia, and lastly Europe and North America to John F. Kennedy and Toronto-Pearson International airport, in the US and Canada respectively.

2. Aerodrome Information

Airport codes (IATA / ICAO): CAI / **HECA**.
Serves: Cairo, Cairo Governorate, Egypt.
Latitude: 30.121901 | 30 7.314034 N | N30 07 18
Longitude: 31.405600 | 31 24.335976 E | E031 24 20
Field elevation: **467 ft**/142m MSL.
Time Zone Conversion: **UTC +2:00**.
Usage Type: Airport and heliport open to the public.
Transition Altitude and Transition Level: **4,500 ft / FL060**

3. Runways and Approaches in Use

Runways and Approachs Available	ILS FREQ/ID	Runway Heading	Runway Dimensions
05R CAT II ILS	108.9/IZFR	045	13,123 x 197 ft
05C CAT II ILS DME/ VOR DME/RNAV	109.9/IZFC	045	13,120 x 197 ft
05L ILS DME/VOR DME/ RNAV	110.9/IZFL	045	10,830 x 197 ft
23L CAT II ILS/VOR DME	108.7/ITTL	225	13,123 x 197 ft
23C CAT II ILS DME/ VOR DME/ RNAV	109.5/ITTC	225	13,120 x 197 ft
23R ILS DME/VOR DME/RNAV (*)	110.3/ITTR	225	10,830 x 197 ft

(*) Note: Some navigation databases only provide LOC 23R approach. However, the simulators (as in real life as well) have fully operational ILS/DME beams.

4. Nearby NAVAIDs

VOR Name/ID/Freq	NDB Name / ID / Freq
Cairo / **CVO** / 115.20	Almaza / **A** / 490.0
Cairo / **CAI** / 112.50	Cairo / **ALI** / 310.0
Fayoum / **FYM** / 117.30	Mokattam / **MKT** / 317.0

5. ATC Frequencies used on VATSIM

Cairo ATIS	122.600
Cairo Preflight	120.100
Cairo Ground (main)	121.900
Cairo North Ground	120.400
Cairo Tower	118.100
Cairo Director	119.050
Cairo Radar (TMA)	125.300

6. Airport Operations

6.1. Use of Runways

Cairo Intl. Airport has 3 runways. Runways 05C/23C and 05R/23L are the most frequently used due to ongoing maintenance being performed on 05L/23R. Default runway operations are on the 05 side of the runways up to 5kts of tailwind. Aircraft parked at Terminal 1 should expect departure clearance from 05L. Pilots using default/old sceneries should be aware the runway 05C/23C is 05R/23L on their simulators.

| Runway (s)	Departure / Arrival
05R / 23L	DEP / ARR
05C / 23C	DEP / ARR
23R	DEP / ARR
05L	DEP ONLY

6.2. Terminals and Gates

Cairo Intl. Airport consists of 3 main terminals, a cargo apron, a VIP Hall, a general aviation area, and a seasonal terminal. In general, all-star alliance airlines use Terminal 3, and all cargo aircrafts use the Cargo Village while the rest use Terminal 1 and 2. A detailed table could be found below as well as further details regarding each terminal/apron.

Airline	Terminal	Airline	Terminal	Airline	Terminal
Aegean Airlines	3	Emirates	2	Qatar Airways	2
Aeroflot	1	Eritrean Airlines	1	Royal Air Maroc	1
African Express Airways	1	Ethiopian Airlines	3	Royal Jordanian	2
Afriqiyah Airways	1	Etihad Airways	2	Saudia	2
Air Algérie	1	Flynas	1	Smart Aviation	1
Air Arabia	1	Gulf Air	2	Sudan Airways	1
Air Cairo	1	Iraqi Airways	1	Sun Air	1
Air France	2	Jazeera Airways	1	Syrian Air	1
Air Leisure	1	Kenya Airways	1	Swiss Air Lines	3
Alexandria Airlines	1	KLM	2	Tarco Airlines	1
Alitalia	2	Korean Air	1	TAROM	1
AlMasria Universal	1	Kuwait Airways	2	Tunisair	1
Austrian Airlines	3	Libyan Airlines	1	Turkish Airlines	3
Badr Airlines	1	Lufthansa	3	Yemenia	1
British Airways	2	Meridiana	1	Nile Air	1
EgyptAir	3	Middle East Airline	2	Oman Air	1
Nesma Airlines	1	Petroleum Air Services	PAS Aprn		
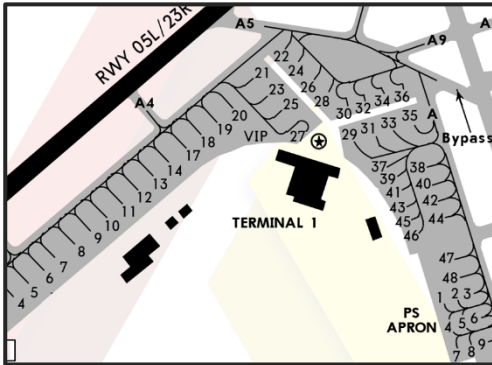
Terminal 1 is used for all non-Star Alliance Flights.
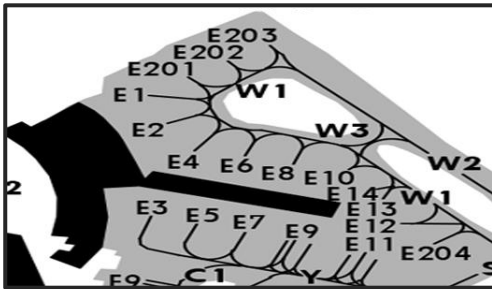
Terminal 2 *is used by several non-Star Alliance Flights. It was closed for renovations and the renovated terminal launched in early 2017.*
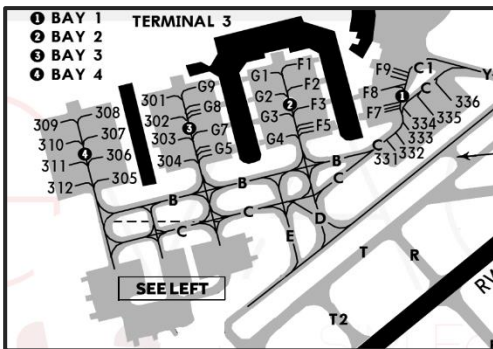
Terminal 3 is used by all Egyptair flights and all Star Alliance flights. It has 6 stands capable of handling the A380 (305/307/310/312/F5/G5). It consists of Bays 1 to 8. Generally, Egyptair parks at the stands number 3XX and at the G gates, while other Star Alliance airlines use the F gate.
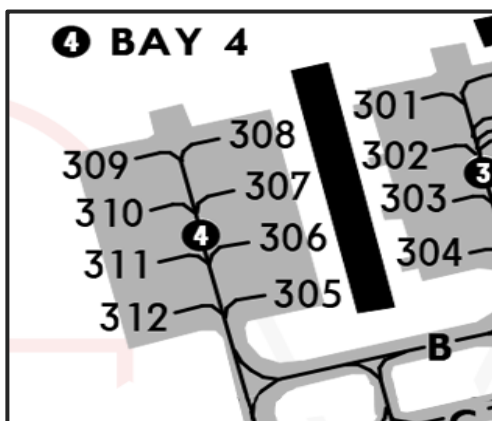
Seasonal Terminal is a small hall that is operated under Terminal 3. The hall is solely used for Egyptair flights flying from Cairo to Jeddah (OEJN) and Madinah (OEMA) throughout the year. It's located west of Terminal 3 and has 8 stands numbered 305 through 312 at Bay 4.
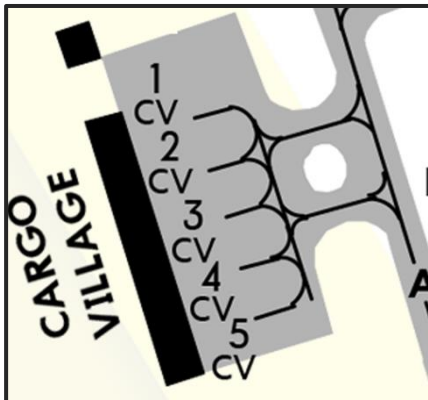
Cargo Village is an apron that specializes in the operation of cargo flights into/out of Cairo. The "Cargo Village" has 5 gates numbered C1 through C5.
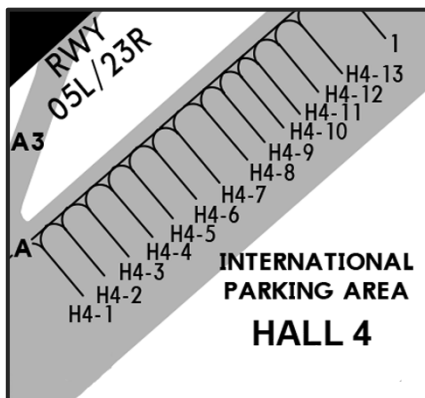
VIP Hall (Hall 4) also called Terminal 1, Hall 4 is dedicated to private and executive jet services. They are numbered H4-1 through H4-13 and are located parallel to TWY A just after Stand 4.
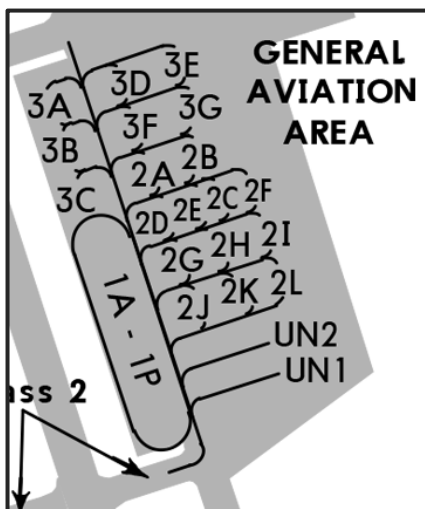
General Aviation Area is an apron that has all the general aviation aircraft that operate to/from Cairo. It is also sometimes used as a parking stand for some executive and private jets in case they'll be parked for a long time.

6.3. Transponder

Squawk codes are assigned by controllers and **SHOULD BE ABIDED BY** at all times. Although Cairo is now equipped with ASDE-X, kindly keep the XPNDR on standby while on taxiways. XPNDR should be set to mode C when at a holding point of a runway and set to STBY straight after vacating a runway.

6.4. Taxi

Taxi instructions are assigned by GND controller. Taxi instructions **SHOULD BE ABIDED BY** to maintain smooth flow of aircraft. **HOLD SHORT INSTRUCTIONS SHOULD BE READ BACK ASAP AFTER STOPPING THE AIRCRAFT.** Arriving aircraft should **make sure they're cleared to cross RWY 05C/23C** if landing on 05R/23L before crossing. If in doubt, ASK!

7. IFR Departures Clearance

IFR Clearances in Cairo are released by Cairo Preflight on 120.100. If Cairo Preflight is not online, the IFR clearance is to be requested from the higher station. Pilots are **ENCOURAGED** to request the IFR clearance at least 15 minutes before the ETD. A typical IFR clearance <u>request</u> would state the following:
1) Callsign
2) Aircraft type and Position
3) ATIS info onboard
4) Requested destination and any other requests

A typical IFR clearance would constitute the following:
1) Squawk code and Departure RWY
2) Clearance to destination and other requests if needed
3) Final cruise level within controlled airspace
4) Exit Point from the Egyptian Airspace

For example:

Pilot: Cairo Preflight, MSR123 is a Boeing 777-300ER at Golf 5 request IFR clearance to Jeddah with information Foxtrot.

Controller: Good morning! MSR123 Squawk 4465, expect vectors departure runway 05C. Cairo Control clears you to your final destination Jeddah as filed FL350 within controlled airspace. Exit point PASAM.

All SIDs/STARs for Cairo Airport are <u>suspended and not used</u>, and thus all departures are to expect <u>vectors departure</u> with the initial climb and heading instructions to be received with the takeoff clearance.

When ready for departure and before contacting the TWR (or higher), please reset the XPNDR to Mode C.

8. Departure

Departures from Cairo Airport shall expect to be routed to the following points: MENKU, DEGDI, MENLI, or SOLAM. Aircraft are **vectored** based on their initial waypoint by climbing to **3,500ft** and maintaining RWY HDG or as follows:

First Waypoint/Airway	05 Operations	23 Operations
MENKU/L617	Left HDG 320	Right HDG 320
DEGDI/A16		
MENLI/L677	Right HDG 120	Left HDG 120
SOLAM/A727	Right HDG 160	Left HDG 160
ALPID/W8		

However, vectors are provided depending on the traffic load and may be different than the ones in the table above. Thus, always listen to your clearances to avoid any confusion. And again, if in doubt, simply ask by using the "say again" phrase.

9. Approach

As previously stated in the aforementioned segment, Cairo does not use any SIDs or STARs. Hence, departures and arrivals are radar vectored to ensure smooth flow of arrivals and departures. Arrivals generally have flight plans that end at CVO VOR (115.20). Pilots should expect to be vectored in for the approach to any of the runways well beforehand based on your ENTRY POINT into HECC FIR. If no vectoring provided, pilots should proceed and hold at CVO as published.

10. Outer Fixes Holding Procedure

Fix Ident	Turn direction	Inbound	Leg Length	Minimum FL
ALTOX	Left Turn	163°	5 NM	FL120
CRS	Left Turn	001°	5 NM	FL120

11. VFR Flying

As per real life procedures in Egypt, self-controlled VFR is not allowed, only controlled VFR (CVFR) and instrument flight (IFR), however on VATSIM, the controller may or may not allow VFR flights depending on the traffic situation. Also although that Cairo is a class B airspace, VFR traffic patterns may or may not be approved according to the traffic situation. VFR flights shall be conducted so that the aircraft is flown in conditions of visibility and distance from clouds equal to or greater than the VFR minimums.

Except when a clearance is obtained from an air traffic control unit, VFR flights shall not take off or land at an aerodrome within a control zone, or enter the aerodrome traffic zone or traffic pattern:
    a. when the ceiling is less than 1500 ft or
    b. when the ground visibility is less than 5000 meter (5 kilometers)

Unless authorized by ATC, VFR flights shall not be operated:
    a. above FL160
    b. at transonic and supersonic speeds

On initial contact VFR traffic shall contact the online ATC with their registration or callsign, aircraft type and position followed by the request.

12. Resources:

12.1. Scenery:

The default Cairo scenery has RWY 05L/23R, RWY 05R/23L (currently 05C/23C), and RWY 34/16 (currently TWY G). As a result, it's crucial to download at least an updated AFCAD for the airport as to be able to enjoy your flight to/from Cairo as much as possible. Furthermore, the default scenery does not include the new Terminal 3 and the renovated Terminal 2 which are both located at the southwest end of the airport. Please check the EGvACC Website for the latest sceneries/AFCADs available: http://vateg.net.
If you are unable to use an updated scenery under any circumstances, please inform Cairo Director and clarify that in your remarks to prevent conflicts and get vectored to a proper runway.

In Microsoft Flight Simulator 2020, ~~the runway elevations are not accurate, thus glideslope tends to be inaccurate as well~~. Fixed in a recent MSFS sim update.

12.2. Ground Charts:

The aerodrome and parking charts for Cairo Airport can be found at the end of this document.

13. Feedback

13.1. Feedback for controllers:

EGvACC always welcomes feedback from pilots visiting our FIR. We ask that you provide specific information whenever possible including controller and pilot details. Please feel free to do so by visiting: https://hq.vatme.net/atc/feedback

All of the controllers and staff of EGvACC wish to thank you for choosing Cairo International Airport! We sincerely hope that your flight is a pleasant and memorable experience. EGvACC hopes you will visit our area again during future travels!

13.2. Document Feedback

This document is a result of efforts to combine ATC documents, ICAO standards and local procedures. All users of this document are encouraged to comment on its contents, since its sole purpose is to provide everyone within the Egyptian airspace with accurate and effective information. Suggestions, critiques, comments, and corrections should be in writing and e-mailed to us on info@vateg.net. Special thanks to all the members that contributed in writing this briefing file.

Your input is both desired and encouraged. All of our documents are designed to be "living" documents, readily adaptable to new and better ideas and easily revised.

HECA/CAI
APT ELEV 467'

EGvACC
VATSIM Egyptian vACC

JAN 22

CAIRO, EGYPT
CAIRO INTL

Alt Set: hPa	Trans level: FL060			Trans alt: 4500'
ATIS **122.6**	Cairo GROUND South **121.9**	Cairo GROUND North **120.4**	Cairo TOWER **118.1**	Cairo Preflight **120.1**

All 3 runways equipped with HIRL CL HIALS TDZ PAPI (3.0°) - Runway Width **197'**/60m
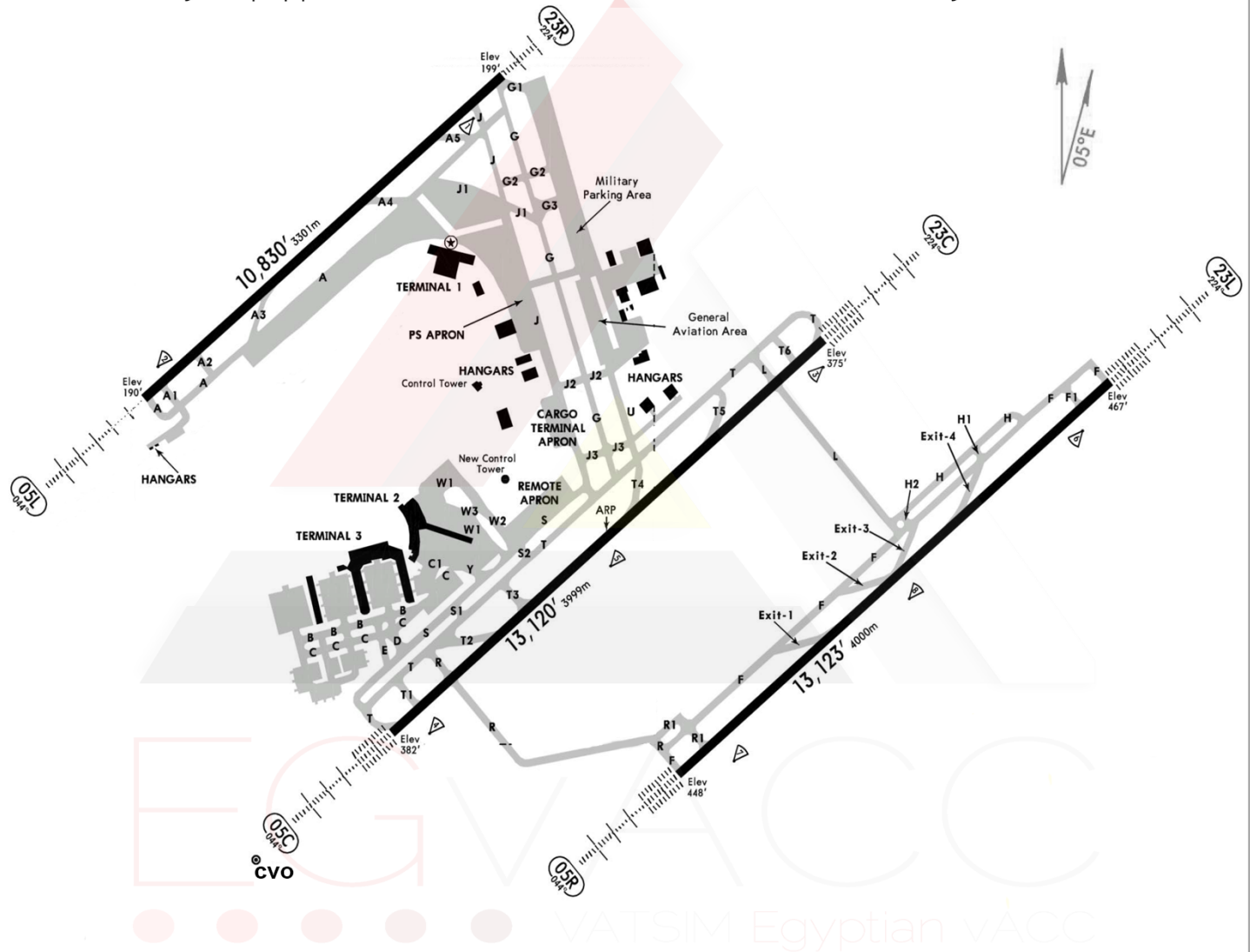
Taxiway G is RWY 16/34 on default and old sceneries.
RWY 05C/23C is 05R/23L on default and old sceneries.

RWY 05L is used for departure only.
RWY 23R is used for arrivals only.
RWYs 05C/23C is used for arrivals and departures.
RWYs 05R/23L is used for arrivals and departures.
Taxiway ident may differ from latest sceneries availabe due to recent changes in the aerodrome

Standard Cairo Ground FREQ is **121.9**. Cairo Ground North station is only used during high volume of traffic.

Initial climb for departing ACFT is **3500'** at all times.

Arriving ACFT should maintain 250 KT IAS + 10KT below FL100. Speed should be reduced continuously so as to reach 170KT IAS + 10 KT shortly prior to 5NM from RWY THR, except when ceiling is below 500' and/or go around visibility is less than 2km. Pilots unable to comply should advise ATC.

HECA/CAI
APT ELEV 467'

EGvACC — VATSIM Egyptian vACC

JAN 22

CAIRO, EGYPT
CAIRO INTL

Alt Set: **hPa**	Trans level: **FL060**	Trans alt: **4500'**

ATIS	Cairo GROUND South	Cairo GROUND North	Cairo TOWER	Cairo Preflight
122.6	**121.9**	**120.4**	**118.1**	**120.1**

RWY 05L/23R

A3 · A

1
H4-13
H4-12
H4-11
H4-10
H4-9
H4-8
H4-7
H4-6
H4-5
H4-4
H4-3
H4-2
H4-1

INTERNATIONAL PARKING AREA

HALL 4

RWY 05L/23R

A · A1 · A · A

AA4 · AA3 · AA2 · AA1

SEE LEFT

G1
J
G
MILITARY PARKING AREA
A5
J
G2
G2
J
G3
Taxilane U1 restricted to Code E.
Taxilane U2 restricted to Code C.
HANGAR
HANGAR
A4
19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40
18 17 16 14 15 12 11 10 VIP
13
9 8 7 6 5 4 3 2 1
A3
A2
A1
A
J1
J1
G
U2 U1
112
101
GENERAL AVIATION AREA
M3
M2
M1
TERMINAL 1
PS APRON
1 2 3
4 5 6
7 8
HANGARS
Control Tower
J2
J2
U
HANGAR
C1
C2
C3
C4
C5
CARGO TERMINAL APRON
J3
J3
G
T4

At Terminal 1, all stands push-back required expect stands 15 and 34 thru 36.
At Terminal 3, all stands push-back required.
At PS Apron, stands PS3, PS6 and PS9 push-back required.
At GA Area, stands M1, M2 and M3 push-back required.

New Control Tower
REMOTE APRON
E203 E202 E201
E1 W1
E2
E4 W3 W2
E6 E8 E10 W1
E3 E5 E7 E9 E11 E12 E13 E14
TERMINAL 2
TERMINAL 3
E212 E211 E210 E209 E208 E207 E206 E205 E204
S
S
S2
G1 F1
G9 F2
G8 F3
G2 F4
G3 F5
G7 G4 G5 G6
F9 F8 F7 F6
C1
C
C
336
335
334
333
332
331
301 302 303 304 305 306 307 308 309 310 311 312
B B B
① BAY 1
② BAY 2
③ BAY 3
④ BAY 4
C
S1
T3
RWY 05C/23C
T2
313 314 315 316 317 318 319 320 321 322 323 324 325 326 327 328 329 330
⑤ BAY 5
⑥ BAY 6
⑦ BAY 7
⑧ BAY 8
T1
T R
T

Twy C portion between twy E and bay 5 MAX wingspan code D acft.
Bays 5, 7 and 8 MAX wingspan 157' / 48m.
Bay 6 MAX wingspan 118' / 36m.
NO entry to bay 6 from bay 8.