



## HURGHADA INTERNATIONAL AIRPORT (HRG/HEGN)

### BRIEFING & AERODROME CHARTS

DOCUMENT VERSION 2.0

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## تحذير

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## 1. Introduction

The airport is located inland, 5 km (3 miles) southwest of the downtown of the city of Hurghada (El Dahar district). It serves Hurghada, the center of the Red Sea Governorate of Egypt, seaport city Safaga and a lot of amazing Red Sea beaches and aquatic sports resorts. Hurghada's route network consists of scheduled and chartered passenger services to the Egyptian capital city of Cairo and direct connections to a multitude of European destinations. More than 40 airlines operate seasonal charter flights to the cities in Western and Eastern Europe, Scandinavia, Russia and the CIS countries. Nowadays the airport has undergone massive renovations to accommodate drastically rising leisure traffic.

## 2. Aerodrome Information

Airport codes (IATA / ICAO): HRG/ **HEGN**.

Serves: Hurghada, Red Sea Governorate, Egypt.

Latitude: 27.178301 | 27 10.698051 N | N27 10 41

Longitude: 33.799400 | 33 47.964020 E | E033 47 57

Field elevation: **52 ft**/16 m MSL.

Time Zone Conversion: **UTC +2:00**.

Usage Type: Airport and heliport open to the public.

Transition Altitude and Transition Level: **9,500 ft / FL110**

## 3. Runways and Approaches in Use

<i>Runways and Approaches Available</i>	<i>ILS FREQ/ID</i>	<i>Runway Heading</i>	<i>Runway Dimensions</i>
34R ILS, VOR DME, RNAV	110.3/HIL	341	13123 x 148 ft
16L VOR DME, RNAV	N/A	161	13123 x 148 ft
34L VOR DME, RNP	N/A	341	13123 x 197 ft
16R VOR DME, RNP	N/A	161	13123 x 197 ft

## 4. Nearby NAVAIDs

### VOR Name/ID/Freq

Hurghada / HGD / 116.50

Sharm El-Sheikh / SHM /114.20

## 5. ATC Frequencies used on VATSIM

Hurghada ATIS	120.450
Hurghada Ground	121.900
Hurghada Tower	119.600
Hurghada Radar	123.400
Cairo Control	127.700

## 6. Airport Operations

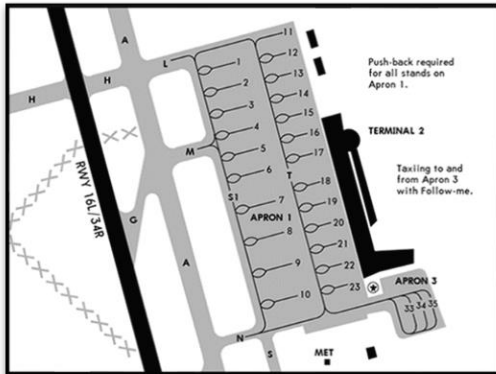
### 6.1. Use of Runways

Hurghada International Airport has 2 operational runways. Default operations are runway 34R operations with up to 5 kts of tailwind.

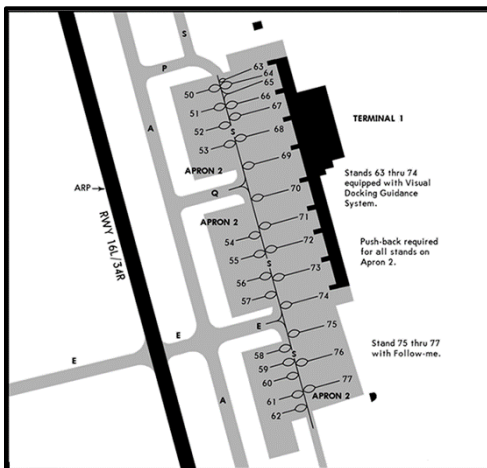
### 6.2. Terminals and Gates

Hurghada International Airport constitutes 2 commercial passenger terminals. Terminal 1, and the newly constructed, state of the art Terminal 2.

Airlines	Terminal	Airlines	Terminal
Adria Airways	2	Luxair	2
Aeroflot operated by Orenair	2	Monarch Airlines	1
Air Berlin	1	Niki	1
Air Berlin operated by Belair	1	NordStar	2
Air Cairo	2	Nordwind Airlines	2
Air Leisure	1	Novair	2
Austrian Airlines	2	Orenair	2
Aviolet operated by Air Serbia	2	Pegasus Airlines	2
Condor	1	Small Planet Airlines	2
Corendon Dutch Airlines	2	SunExpress Deutschland	1
easyJet	1	Thomas Cook Airlines	1
easyJet Switzerland	1	Thomas Cook Airlines Belgium	1
Edelweiss Air	2	Thomson Airways	1
EgyptAir	1	Transavia	2
EgyptAir Express	2	Transavia France	2
Germania	1	Travel Service Airlines	2
Germanwings	1	TUI Airlines Netherlands	1
HolidayJet operated by Germania Flug	2	TUIfly	1
Jet Time	2	Turkish Airlines	1
Jetairfly	1	Ural Airlines	1
Wizz Air	2		



**Terminal 1** consists of 35 stands numbered 1 through 35 that make up Apron 1.



**Terminal 2** is the newly built terminal just south of the old Terminal 1. It has 9 gates and 18 stands which constitute Aprons 2 and 3 numbered 50 to 77.

### 6.3. Transponder

Squawk codes are assigned by controllers and **SHOULD BE ABIDED BY** at all times. Hurgada is not equipped with ASDE-X. Hence, 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.** If in doubt, ASK!

## 7. IFR Departures Clearance

IFR Clearances in Cairo are released by Hurghada Ground on 121.900. If Hurghada Ground 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 request 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: Hurghada Ground, MSR123 is a Boeing 738 at stand 20 request IFR clearance to Cairo with information Foxtrot onboard.

Controller: Good morning! MSR123 Squawk 4465, expect vectors departure runway 34. Cairo Control clears you to your final destination Cairo as filed FL220 within controlled airspace.

**All SIDs/STARs for Hurghada Airport are suspended and not used. Thus, normally, all departures are to expect vectors departure with the initial climb and initial heading 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

Hurghada SIDs and STARs are currently suspended thus departures shall expect to be vectored to one of the following waypoints: ALMOD, BOTIX, IMLUX, KUSAT, LUGAT, SOBEL, SOKOT or SOLOX based on their flightplan. Initial departure clearance usually contains an initial climb to FL110 and maintenance of runway heading. **However, different vectors and altitudes could be instructed depending on the traffic load.** Thus, always listen to your clearance to avoid any confusion. And again, if in doubt, simply ask.

## 9. Approach

As previously stated in the aforementioned segment, Hurghada's SIDs and STARs are currently suspended, thus arrivals are radar vectored to ensure smooth operation of the aerodrome. Arrivals generally have flight plans that end at HGD VOR (116.500). Pilots should expect to be vectored in for the approach well beforehand based on your direction of flight. If no vectoring is provided, pilots should proceed and hold at HGD, or one of the outer holding fixes (LUGAT or LOSIK) as published.

## 10. 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 Hurghada 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.

## 11. Resources:

### 11.1. Scenery:

The default Hurghada scenery one runway, but a rather old ground layout. 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 Hurghada as much as possible. Furthermore, the default scenery does not include the new Terminal 2. Please check the EGvACC Website for the latest sceneries/AFCADs available: <http://www.vateg.net>

### 11.2. Ground Charts:

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



## 12. Feedback

### 12.1. 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: <http://www.vateg.net/>

All of the controllers and staff of EGvACC wish to thank you for choosing Hurghada 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!

### 12.2. 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](mailto:info@vateg.net). Special thanks to all the members that contributed in writing this briefing file.

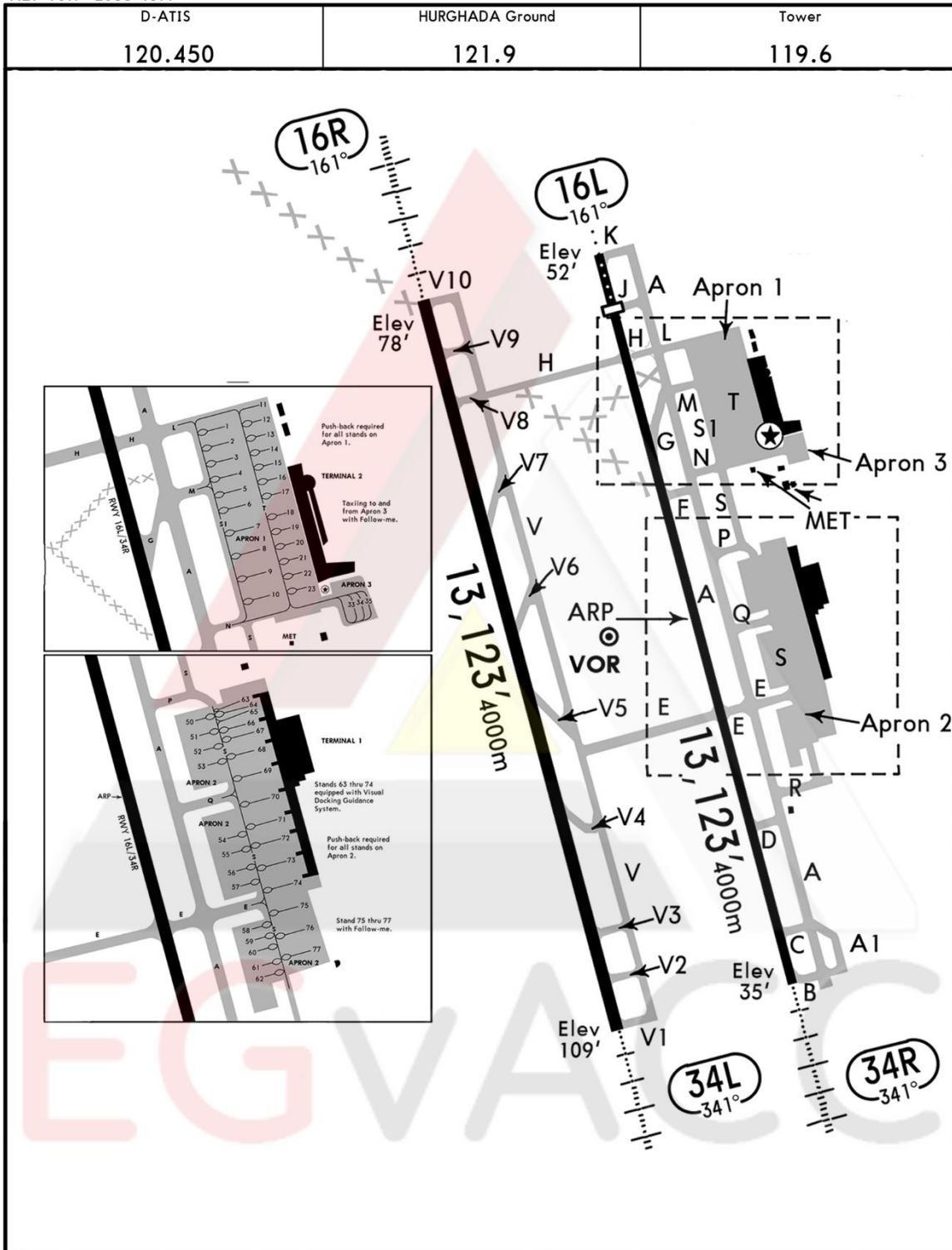
Your input is both desired and encouraged. All of our documents are designed to be "living" documents, readily adaptable to new and better ideas and easily revised.

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**HEGN/HRG**  
 Apt Elev **109'**  
 N27 10.7 E033 48.1



**HURGHADA, EGYPT**  
 HURGHADA INTL



Initial climb for departing ACFT is FL110 with runway heading or as instructed by ATC.

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

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