

**GENERAL****Operational Hours****ATS Hours:** H24**AD ADMIN Hours:** 0600-1400**Airport Information****RFF:** CAT 9**PCN:** RWY 05L/23R: 100/F/B/W/U, RWY 05R/23L: 100/F/B/W/T, RWY 05C/23C: 100/F/A/W/T**Operation****Traffic Notes**

Flights within Cairo TMA, outside a circle of 25NM centered CVO VOR/DME, shall not be flown below FL90.

**Transponder Mode S**

Select assigned transponder Mode A and activate Mode S, set to AUTO if technically AVBL;

- from push-back or taxi, whichever comes earlier.
- after LDG, continuously until fully parked on stand.

Select ACFT identification feature if AVBL, before activating transponder.

**RWY Restrictions**

RWY 05L: TKOF only

RWY 23R: TKOF/LDG

RWY 05R/23L, 05C/23C: TKOF/LDG

RWY CLSD due to MAINT:

- RWY 05C/23C: TUE 0900-1100.
- RWY 05L/23R: WED 1000-1200.
- RWY 05R/23L: MON 0900-1100.

**TWY Restrictions**

BAY 5, 7 and 8 Taxilane MAX wingspan 48m / 157ft.

BAY 6 Taxilane MAX wingspan 36m / 118ft.

TWY C between TWY E and BAY 5 AVBL up to code letter D ACFT.

Transverse slope of taxilane W2 strips up to 5%. Taxi with MNM speed.

**Taxi/Parking**

Follow-me/Marshaller O/R.

All ACFT stands nose-in except stand 27 nose-out.

Taxi with MNM speed on intersection TWY E, D and B, C.

Cargo village stands: Nose-in. MAX A300/600. MAX wingspan 45m / 148ft and MAX length 55m / 180ft.

Visual Docking Guidance System (VDGS) AVBL at stands: F1-F3, F5, F5A, F5B, F7, F7A, F7B, F8, F9, F9A, F9B, G1-G5, G5A, G5B, G7, G8, G8A, G8B, G9, E1-E9, E9L, E9R, E10, E11L, E11R, E12-E14.

**Fuel Dumping Area:** Located 15NM south of CVO VOR/DME on R161 at ALT not less than 4500FT.**Warnings**

Unauthorized laser beams have been observed in vicinity of AD. Protect eyes and inform ATC immediately.

**ARRIVAL****Speed**

Reduce speed so as to reach 170KT shortly prior to 5NM from the relevant RWY THR. If unable to comply, inform ATC.

**Communication****COM Failure**

Contact Cairo TWR telephone: +20 (2) 22677179 or Cairo APP telephone: +20 (2) 22693750

**Arrival Procedure**

**Reverse:** Do not use more than idle reverse if possible.

**Warnings**

Do not mistake fence lighted (red + white) 1500m before THR 05C and 500m to right.

Do not mistake lighted road for RWY 05L/23R.

Due to a late left turn into final parking position AGNIS for F5B is located left of AGNIS for F5.

**DEPARTURE****Take-off Minima**

RWY		05C/23C	
All ACFT	ft - m/km	0 - 150R/200V	-
RWY		05R/23L	
All ACFT	ft - m/km	0 - 200V	-
RWY		05L/23R	
All ACFT	ft - m/km	0 - 400R/400V	HJ only
		0 - 800R/800V	HN

**Communication****COM Failure**

Contact Cairo TWR telephone: +20 (2) 22677179 or Cairo APP telephone: +20 (2) 22693750

**Departure Procedure**

**Noise Abatement Procedure:** Use ICAO Standard TKOF PROC A and follow TWR instructions.

**ATC Slot, Clearance**

REQ start-up on CLR, report:

- Call-sign
- Type of ACFT
- Registration mark
- Stand number
- D-ATIS broadcast received
- Slot time

Effective 13-SEP-2018

06-SEP-2018

CAI-HECA

2-10

Egypt Cairo Cairo Intl

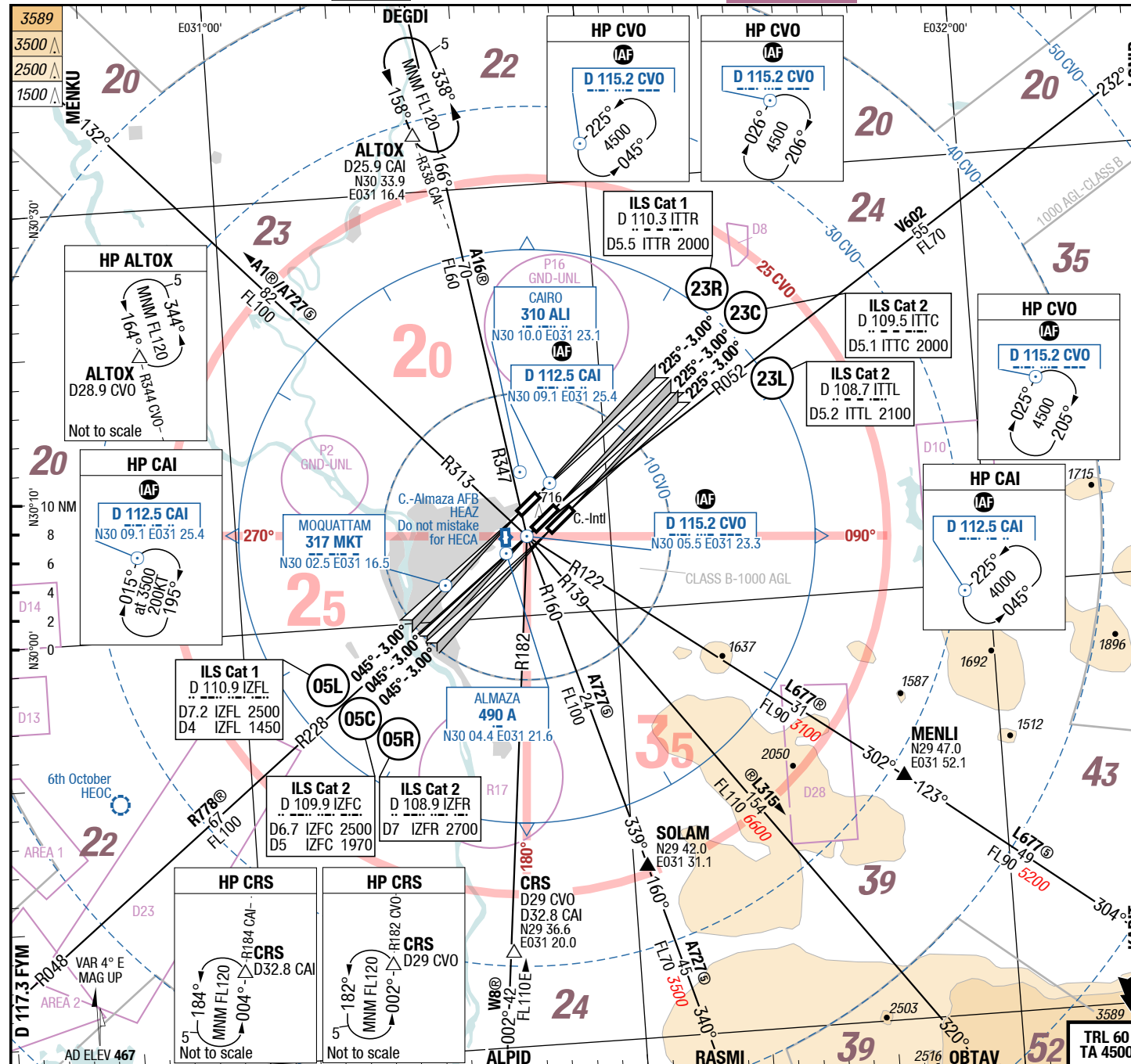
AGC  
AFC

AFC

AFC

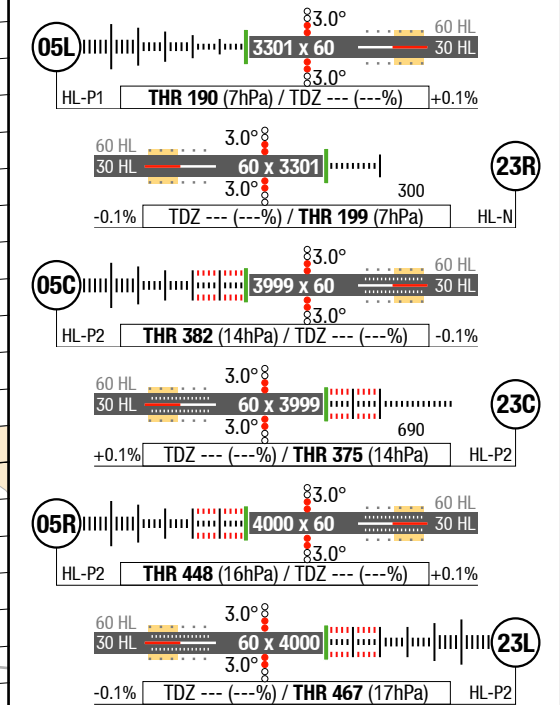
Cairo Intl Cairo Egypt

AGC  
AFC



D-ATIS	122.600	
APP	119.050	119.975
	120.700	124.375
	119.550	
TWR	118.100	125.875
GND	121.900 N	120.400 s
	126.375 s	
DLV	120.100	127.600

#### Landing RWY system:



Changes: IAF, HLDG, SUAs, AWY

Effective 13-SEP-2018

06-SEP-2018

CAI-HECA

Egypt Cairo Cairo Intl

AGC

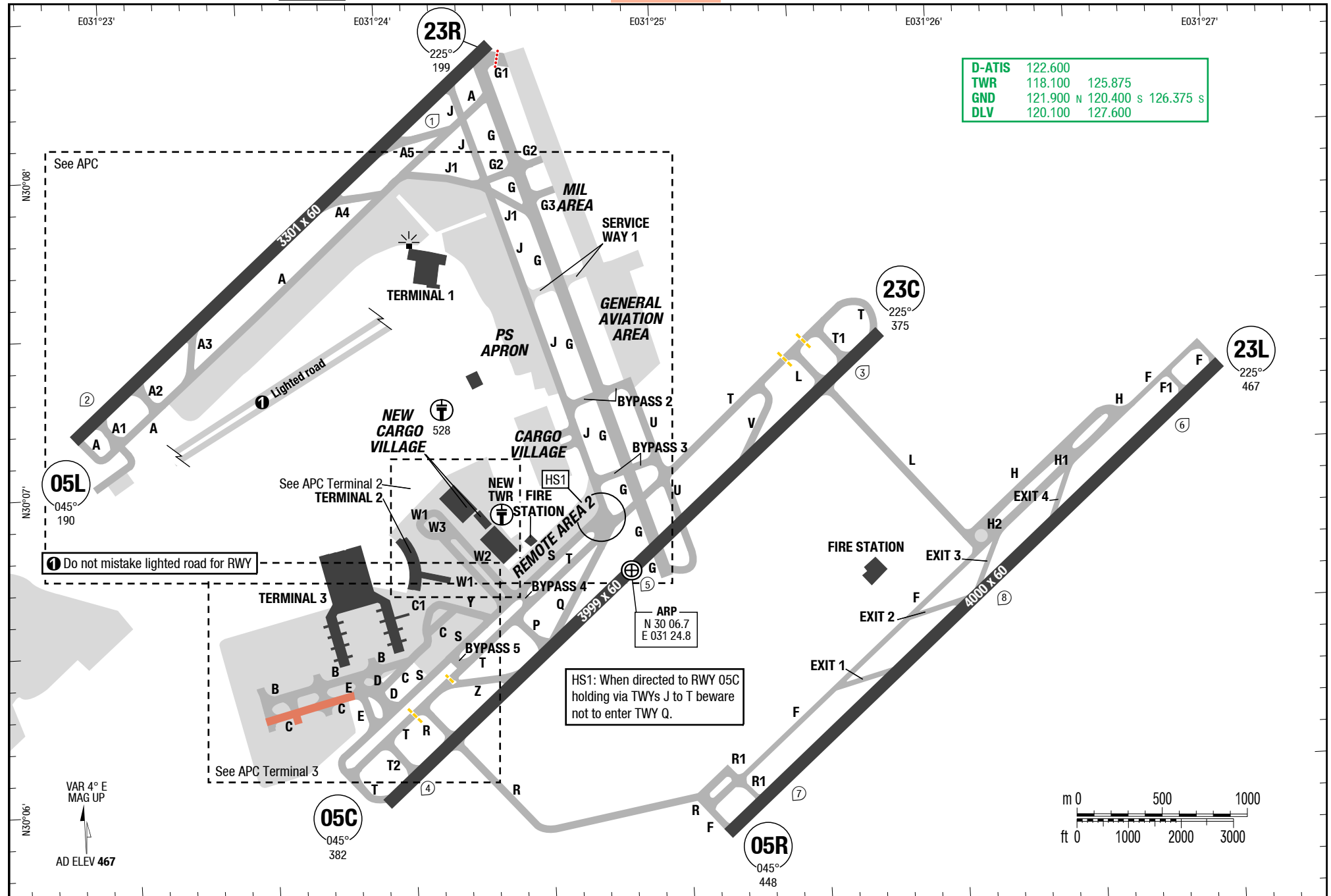
AGC

AGC

Cairo Intl Cairo Egypt

AGC

3-20



Changes: Nil

08-FEB-2018  
CAI-HECA

3-30

Egypt Cairo Cairo Intl

APC Terminal 2

APC

APC

APC

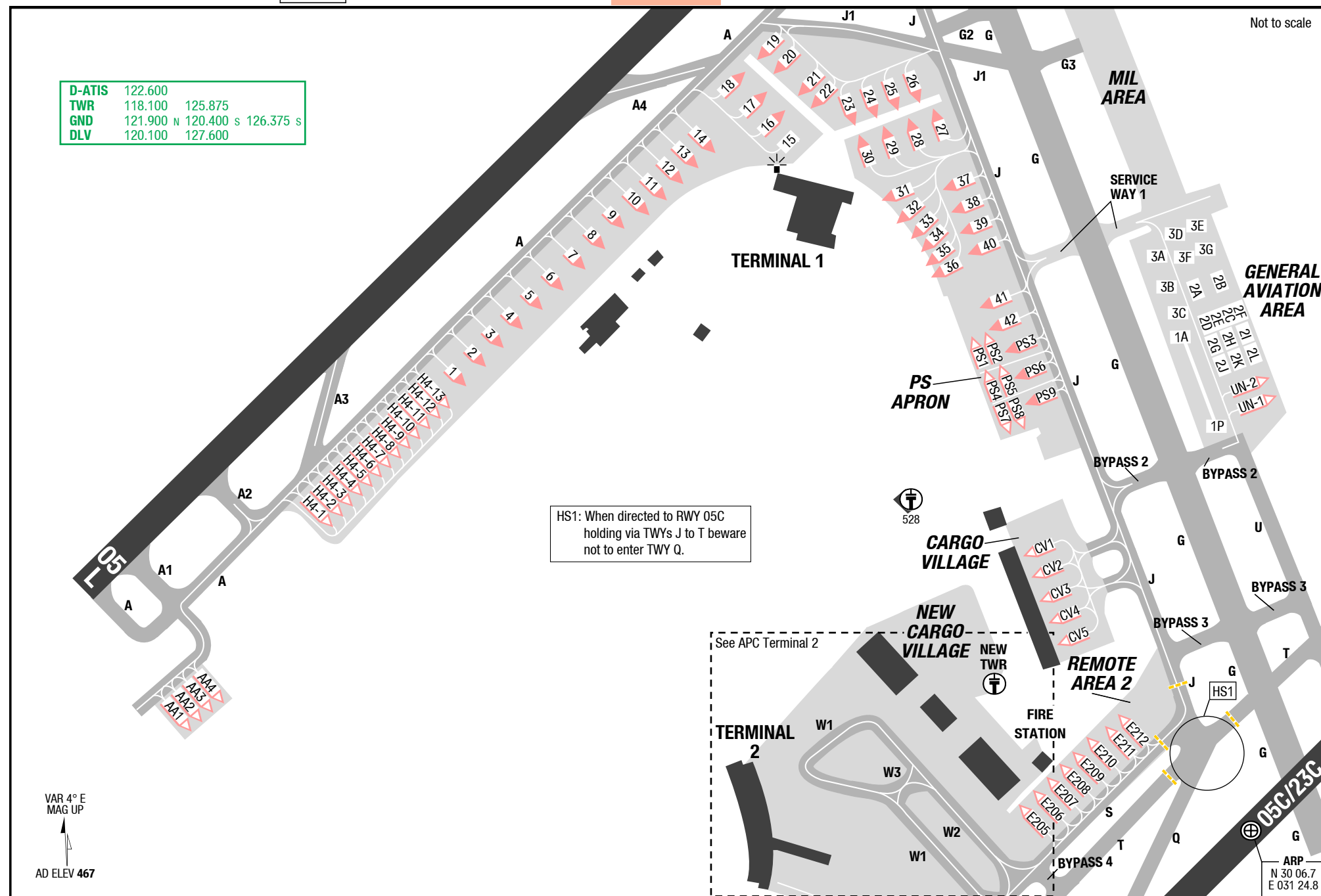
Cairo Intl Cairo Egypt

APC Terminal 2

APC

D-ATIS	122.600	
TWR	118.100	125.875
GND	121.900	N 120.400 S 126.375 S
DLV	120.100	127.600

Not to scale



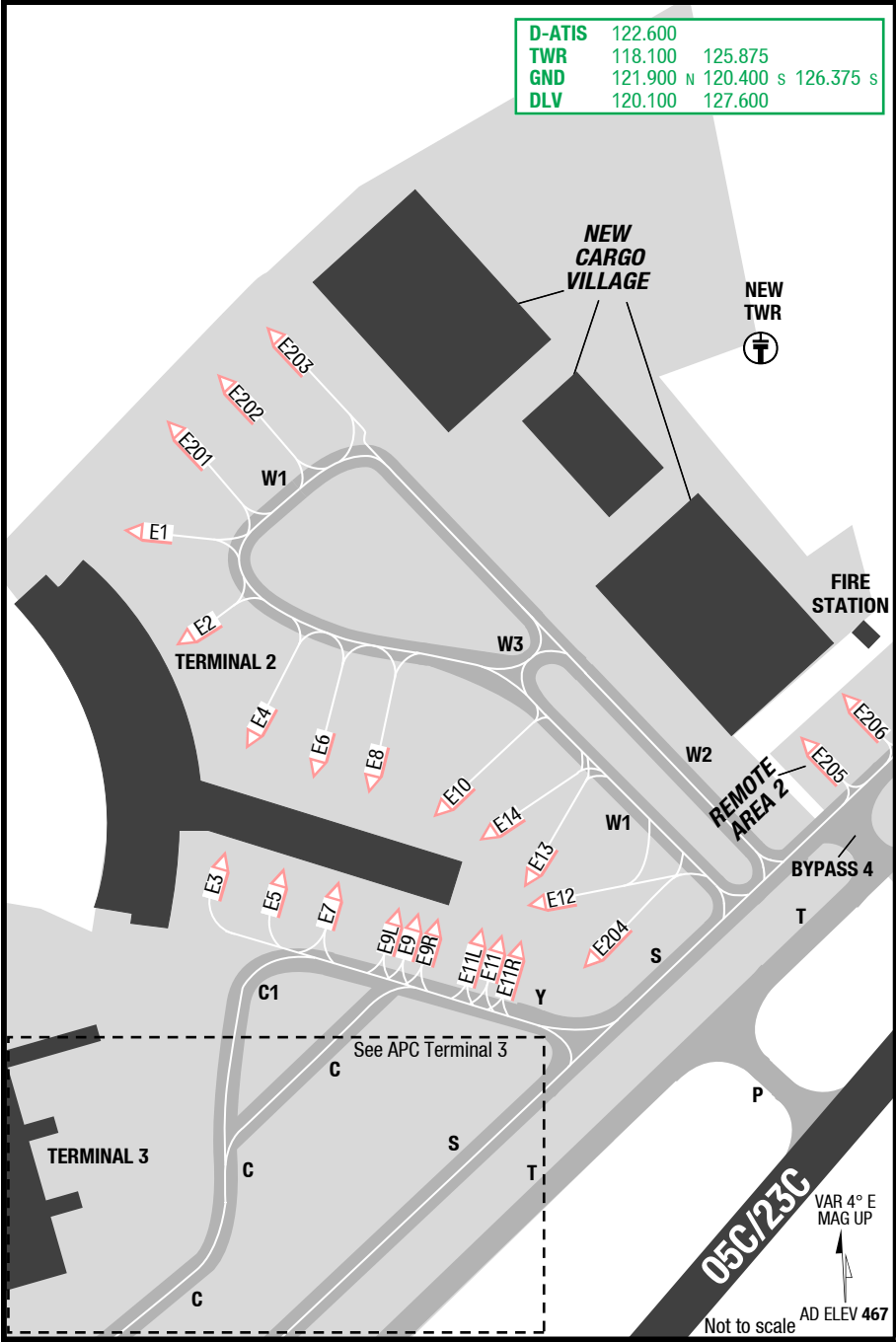
Changes: hot spots

08-FEB-2018  
CAI-HECA

3-40

APC Terminal 2

D-ATIS	122.600	
TWR	118.100	125.875
GND	121.900	N 120.400 S 126.375 S
DLV	120.100	127.600



Changes: Nil

APC

APC

Cairo Intl Cairo Egypt  
APC Terminal 2

Effective 04-JAN-2018

28-DEC-2017

CAI-HECA

3-50

Egypt Cairo Cairo Intl

Stand Coordinates

APC Terminal 3

APC

APC

Cairo Intl Cairo Egypt

Stand Coordinates

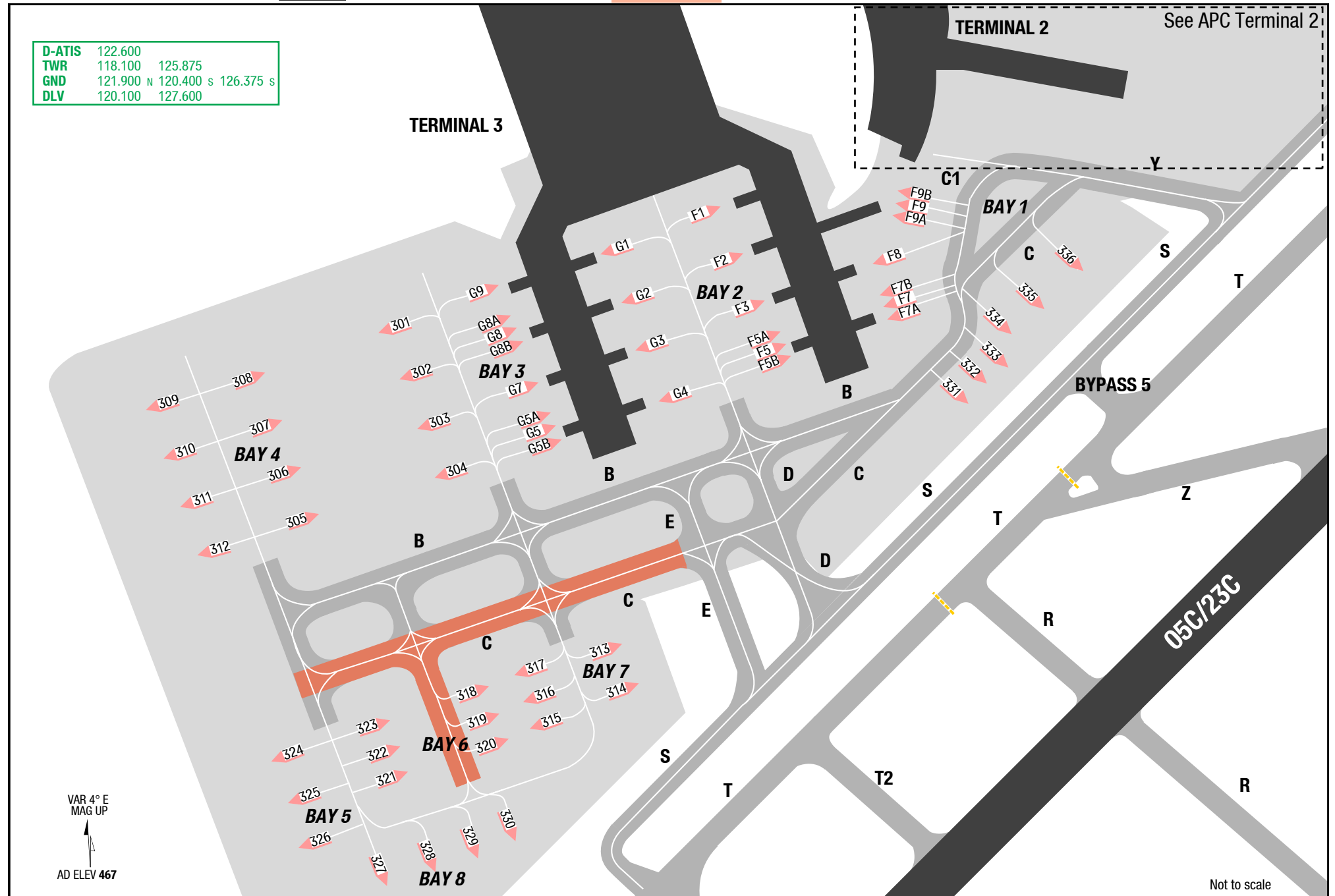
APC Terminal 3

D-ATIS	122.600	
TWR	118.100	125.875
GND	121.900	N 120.400 S 126.375
DLV	120.100	127.600

TERMINAL 3

TERMINAL 2

See APC Terminal 2



VAR 4° E  
MAG UP  
AD ELEV 467

Not to scale

Changes: Nil

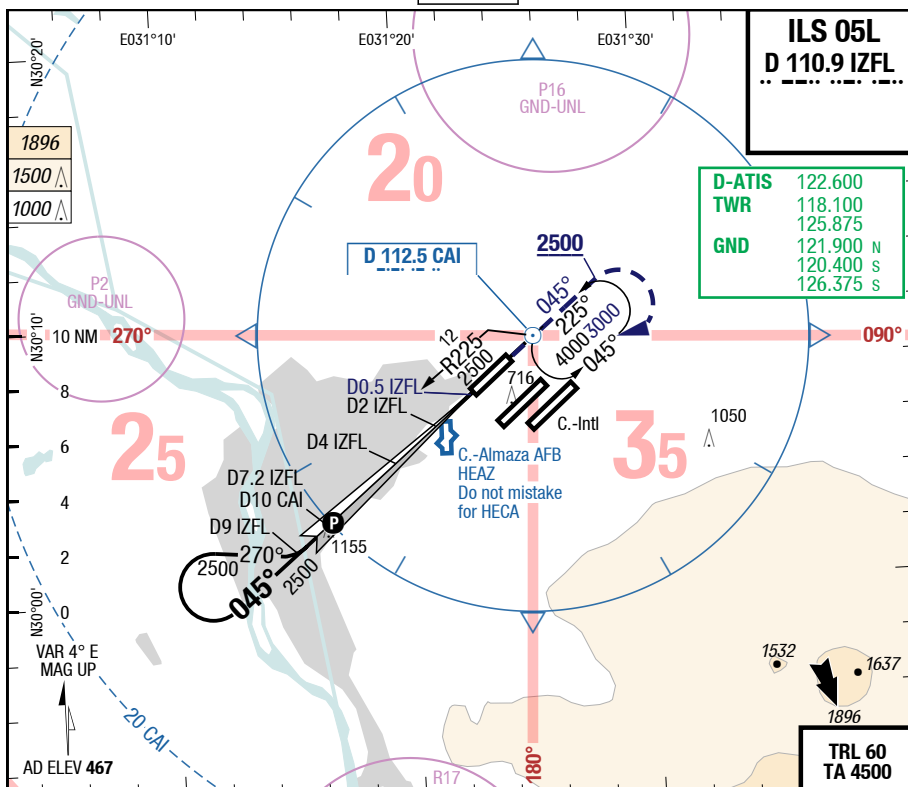
<b>1A, 1B</b>	N30 07.5 E031 24.8	<b>313</b>	N30 06.3 E031 23.8	<b>G2, G3</b>	N30 06.5 E031 23.8
<b>1C - 1L</b>	N30 07.4 E031 24.8	<b>314</b>	N30 06.2 E031 23.8	<b>G4</b>	N30 06.4 E031 23.8
<b>1M - 1P</b>	N30 07.3 E031 24.8	<b>315, 316</b>	N30 06.2 E031 23.7	<b>G5A - G5B</b>	N30 06.4 E031 23.7
<b>2A - 2I</b>	N30 07.5 E031 24.8	<b>317, 318</b>	N30 06.3 E031 23.7	<b>G7 - G9</b>	N30 06.5 E031 23.7
<b>2J - 2L</b>	N30 07.4 E031 24.8	<b>319, 320</b>	N30 06.2 E031 23.7	<b>H4-1</b>	N30 07.3 E031 23.3
<b>3A</b>	N30 07.6 E031 24.7	<b>321 - 323</b>	N30 06.2 E031 23.6	<b>H4-2 - H4-4</b>	N30 07.4 E031 23.3
<b>3B</b>	N30 07.5 E031 24.7	<b>324, 325</b>	N30 06.2 E031 23.5	<b>H4-5 - H4-11</b>	N30 07.4 E031 23.4
<b>3C</b>	N30 07.5 E031 24.8	<b>326</b>	N30 06.1 E031 23.5	<b>H4-12, H4-13</b>	N30 07.5 E031 23.5
<b>3D - 3G</b>	N30 07.6 E031 24.8	<b>327 - 329</b>	N30 06.1 E031 23.6	<b>PS1</b>	N30 07.5 E031 24.4
<b>1</b>	N30 07.5 E031 23.5	<b>330</b>	N30 06.1 E031 24.1	<b>PS2, PS3</b>	N30 07.5 E031 24.5
<b>2, 3</b>	N30 07.5 E031 23.6	<b>331 - 333</b>	N30 06.4 E031 24.1	<b>PS4 - PS9</b>	N30 07.4 E031 24.5
<b>4</b>	N30 07.6 E031 23.6	<b>334, 335</b>	N30 06.5 E031 24.1	<b>UN-1, UN-2</b>	N30 07.4 E031 24.9
<b>5 - 7</b>	N30 07.6 E031 23.7	<b>336</b>	N30 06.5 E031 24.2		
<b>8 - 10</b>	N30 07.7 E031 23.8	<b>AA1, AA2</b>	N30 07.0 E031 22.9		
<b>11</b>	N30 07.7 E031 23.9	<b>AA3, AA4</b>	N30 07.1 E031 23.0		
<b>12, 13</b>	N30 07.8 E031 23.9	<b>CV1</b>	N30 07.2 E031 24.5		
<b>14</b>	N30 07.8 E031 24.0	<b>CV2</b>	N30 07.1 E031 24.5		
<b>15, 16</b>	N30 07.8 E031 24.1	<b>CV3</b>	N30 07.1 E031 24.6		
<b>17</b>	N30 07.8 E031 24.0	<b>CV4, CV5</b>	N30 07.0 E031 24.6		
<b>18</b>	N30 07.9 E031 24.0	<b>E1, E2</b>	N30 06.8 E031 24.0		
<b>19-21</b>	N30 07.9 E031 24.1	<b>E3 - E7</b>	N30 06.7 E031 24.1		
<b>22</b>	N30 07.8 E031 24.1	<b>E8</b>	N30 06.7 E031 24.2		
<b>23</b>	N30 07.8 E031 24.2	<b>E9L - E9R</b>	N30 06.6 E031 24.2		
<b>24, 25</b>	N30 07.8 E031 24.3	<b>E10</b>	N30 06.7 E031 24.2		
<b>26, 27</b>	N30 07.8 E031 24.4	<b>E11L</b>	N30 06.6 E031 24.2		
<b>28, 29</b>	N30 07.8 E031 24.3	<b>E11, E11R</b>	N30 06.6 E031 24.3		
<b>30</b>	N30 07.8 E031 24.2	<b>E12, E13</b>	N30 06.7 E031 24.3		
<b>31 - 33</b>	N30 07.7 E031 24.3	<b>E14</b>	N30 06.7 E031 24.2		
<b>34, 35</b>	N30 07.6 E031 24.3	<b>E201 - E203</b>	N30 06.9 E031 24.1		
<b>36</b>	N30 07.6 E031 24.4	<b>E204</b>	N30 06.6 E031 24.3		
<b>37, 38</b>	N30 07.7 E031 24.4	<b>E205</b>	N30 06.7 E031 24.4		
<b>39, 40</b>	N30 07.6 E031 24.4	<b>E206</b>	N30 06.7 E031 24.5		
<b>41</b>	N30 07.5 E031 24.4	<b>E207, E208</b>	N30 06.8 E031 24.5		
<b>42</b>	N30 07.5 E031 24.5	<b>E209, E210</b>	N30 06.8 E031 24.6		
<b>301, 302</b>	N30 06.5 E031 23.6	<b>E211, E212</b>	N30 06.9 E031 24.6		
<b>303, 304</b>	N30 06.4 E031 23.6	<b>F1, F2</b>	N30 06.6 E031 23.9		
<b>305, 306</b>	N30 06.4 E031 23.5	<b>F3 - F5B</b>	N30 06.5 E031 23.9		
<b>307, 308</b>	N30 06.5 E031 23.5	<b>F7A - F8</b>	N30 06.5 E031 24.0		
<b>309</b>	N30 06.5 E031 23.4	<b>F9A - F9B</b>	N30 06.6 E031 24.0		
<b>310 - 312</b>	N30 06.4 E031 23.4	<b>G1</b>	N30 06.6 E031 23.8		



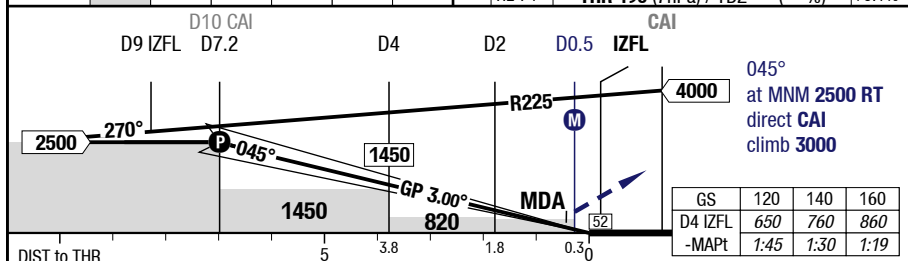
## CAI-HECA

7-10

# ILS 05L



LOC 3.05° D IZFL	7.2	7	6	5	3	
	2500	2440	2120	1790	1150	



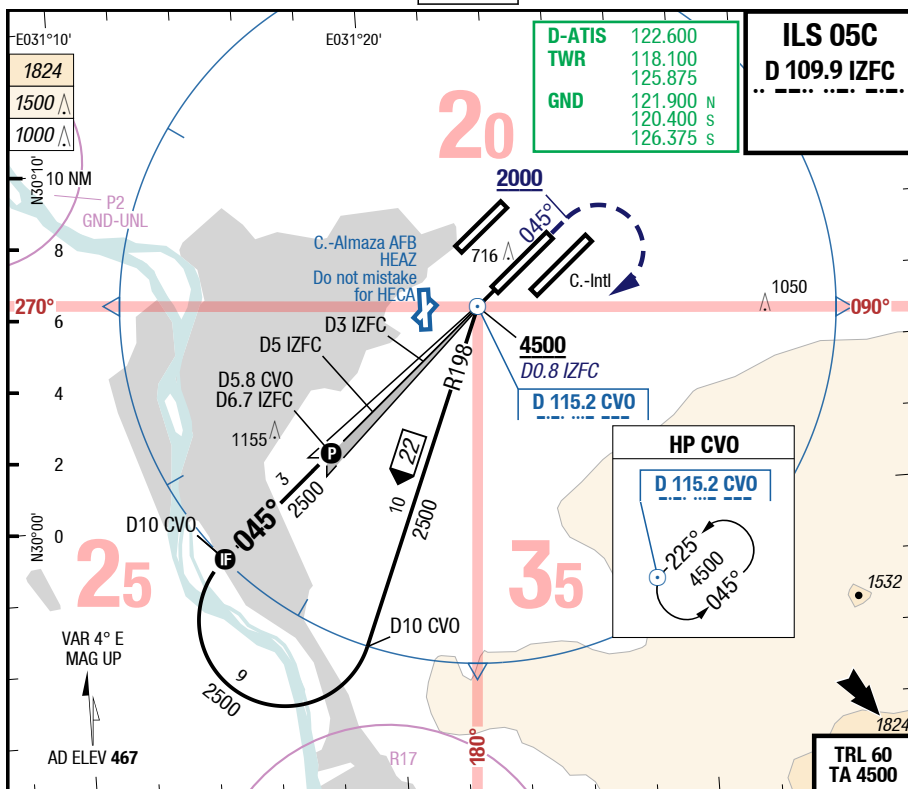
05L		Cat 1 DME 1)	LOC DME				Circling
C	ft - m/km ft	270 - 650R <b>460</b>	570 - 1.9 <b>760</b>				Not published
D	ft - m/km ft	290 - 650R <b>480</b>	570 - 1.9 <b>760</b>				Not published

1) With EVS RVR 550m

## CAI-HECA

7-20

ILS 05C



05C		Cat 2 DME	Cat 1 DME <sup>1)</sup>	LOC DME	Circling	
C	ft - m/km ft	130 - 400R 120 RA	250 - 600R 640	330 - 800 710		Not published
D	ft - m/km ft	140 - 400R 130 RA	260 - 600R 650	330 - 800 710		Not published

1) With EVS RVR 400m

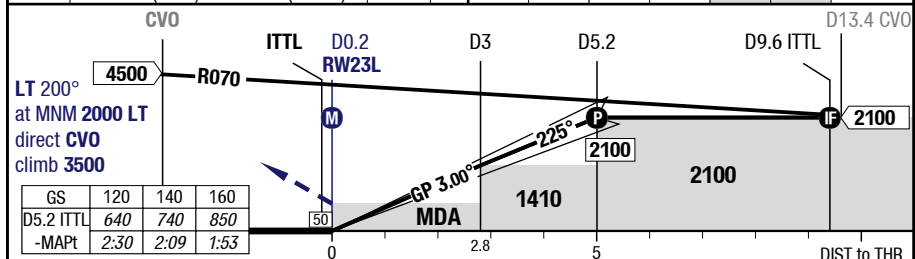
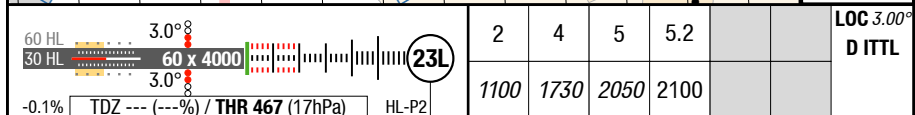
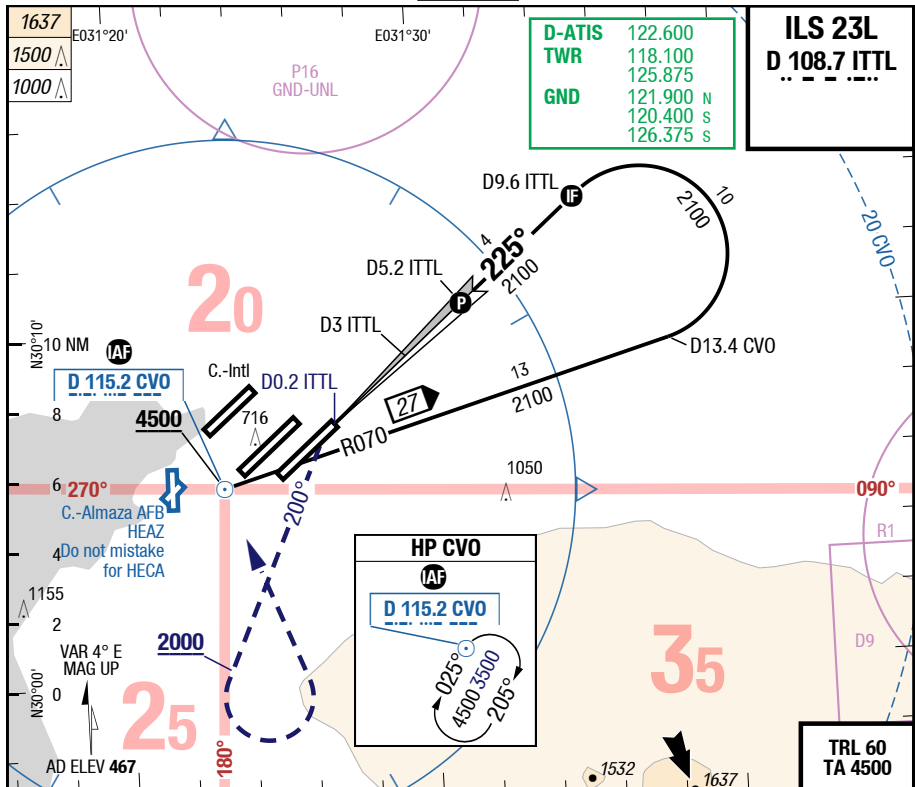
Changes: ALT, GP, DIST



## CAI-HECA

7-40

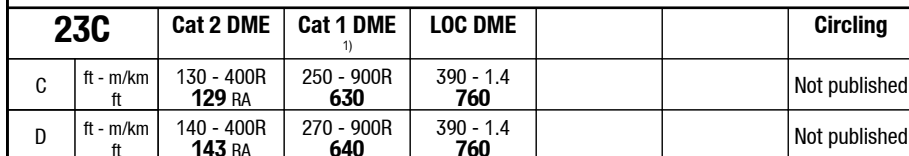
ILS 23L



23L	Cat 2 DME	Cat 1 DME 1)	LOC DME		Circling
C	ft - m/km ft	120 - 300R 115 RA	250 - 600R 720	510 - 1.6 970	Not published
D	ft - m/km ft	130 - 400R 132 RA	270 - 600R 730	510 - 1.6 970	Not published

1) With EVS RVR 400m

7-50

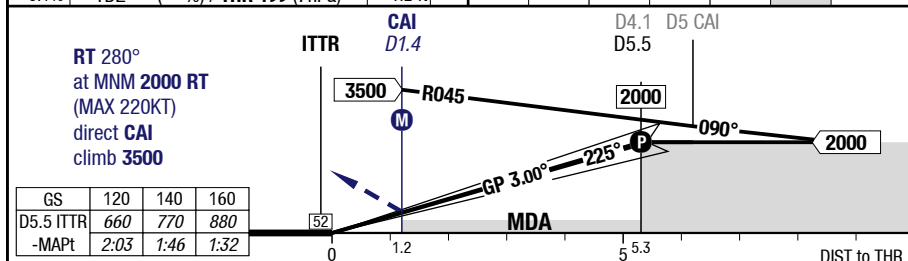
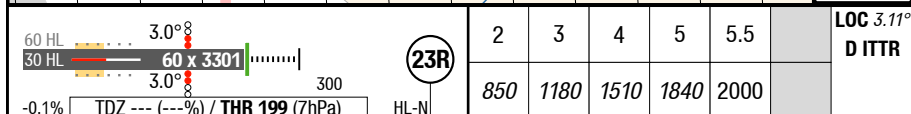
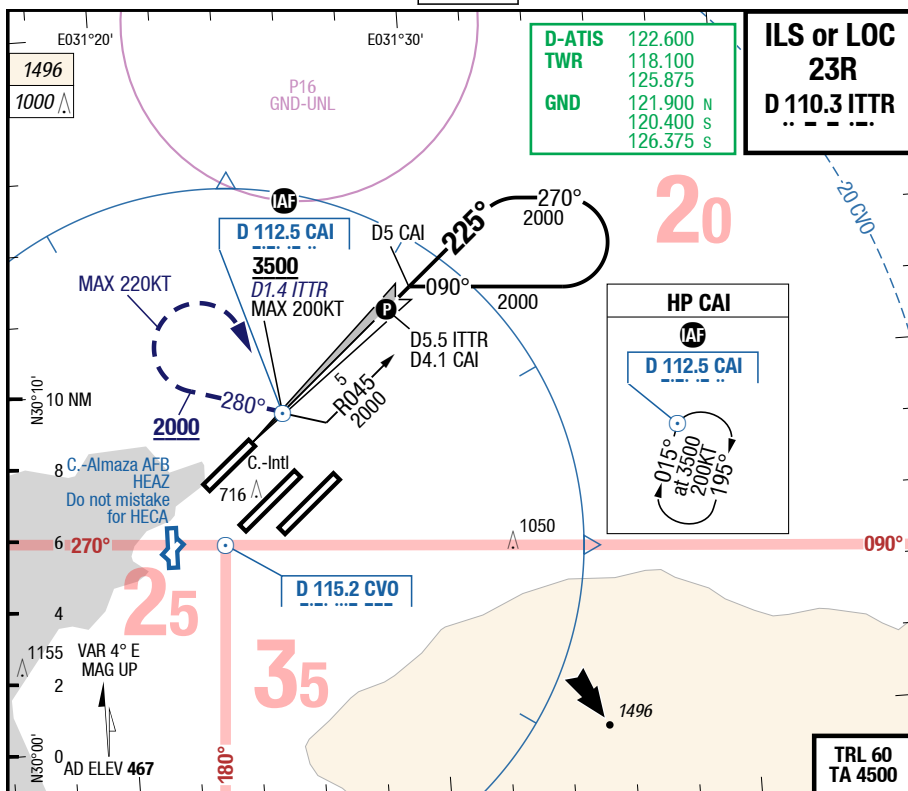


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## CAI-HECA

7-60

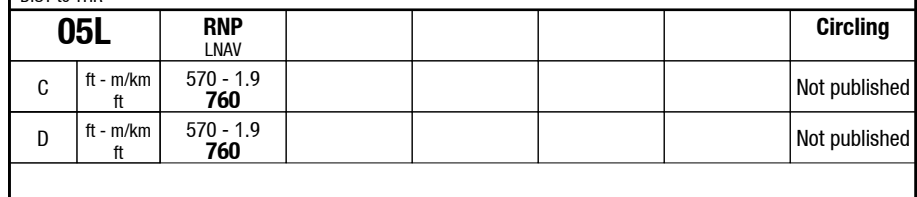
## ILS or LOC 23R

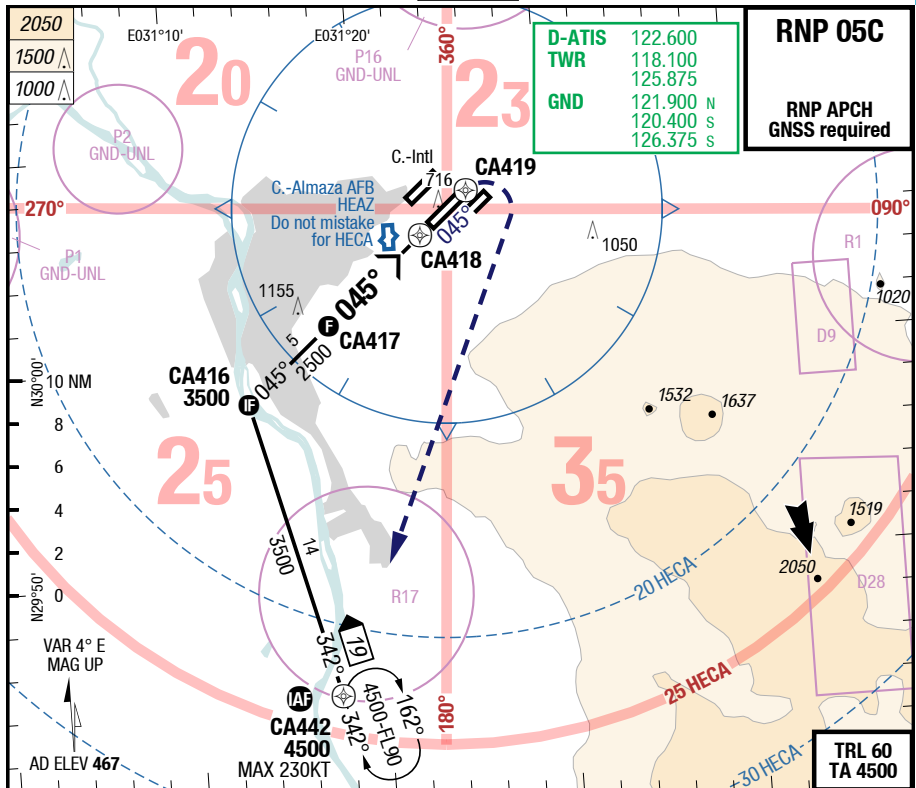


23R	Cat 1 DME	LOC DME				Circling
C	ft - m/km ft	480 - 2.0 680 <sup>1)</sup>	590 - 2.4 780			Not published
D	ft - m/km ft	490 - 2.1 690 <sup>2)</sup>	590 - 2.4 780			Not published

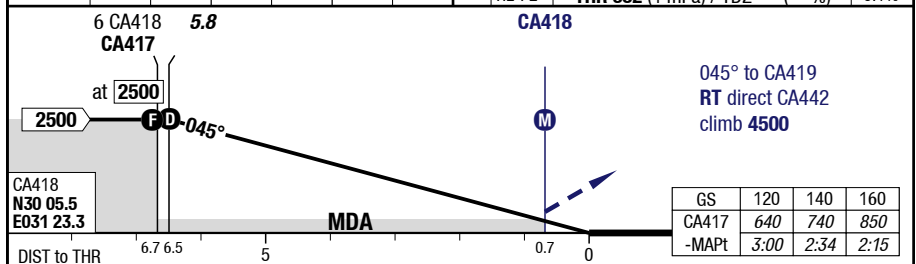
1) With EVS 1.3km

2) With EVS 1.4km





3.00° <b>CA418</b>	5.8	5	4	3	2	1	
	2500	2250	1930	1610	1290	970	



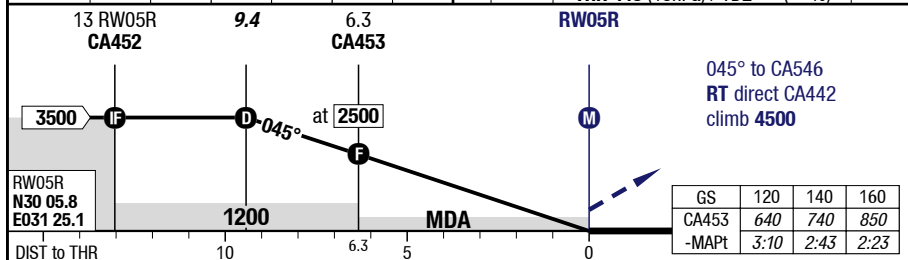
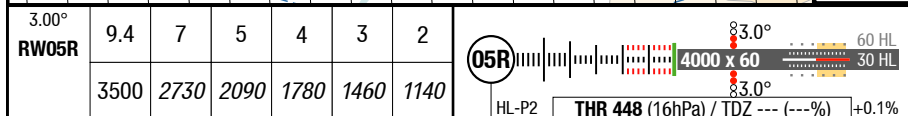
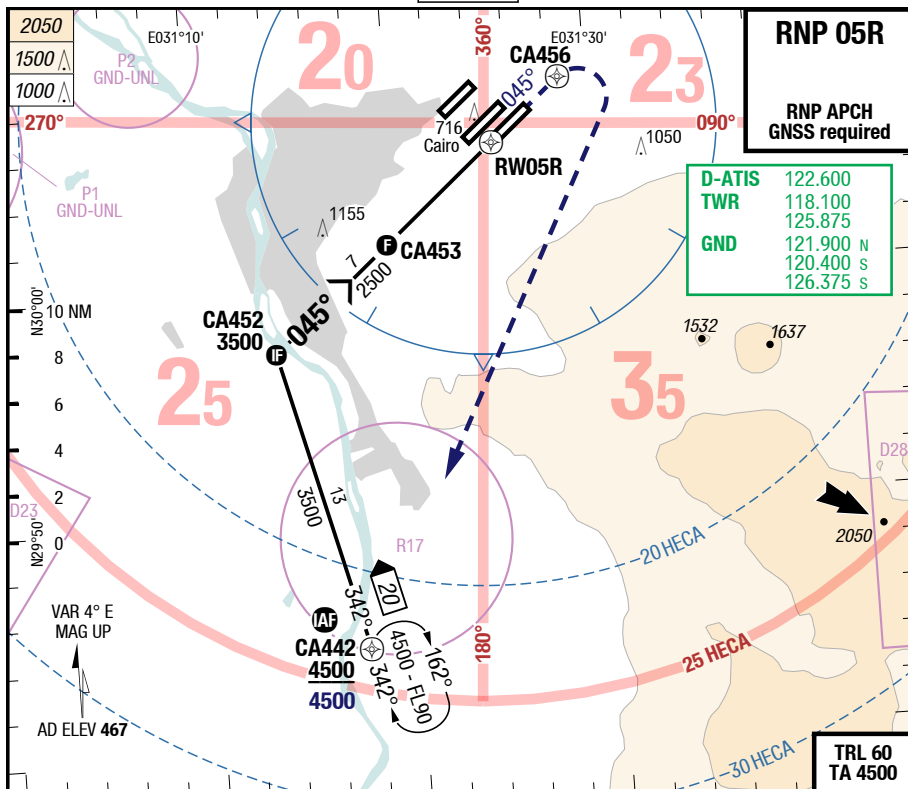
05C		RNP LNAV					Circling
C	ft - m/km ft	330 - 1.0R <b>710</b>					Not published
D	ft - m/km ft	330 - 1.0R <b>710</b>					Not published



# CAI-HECA

7-90

RNP 05R

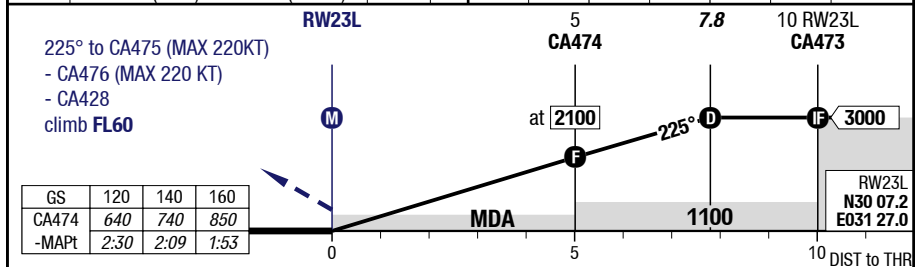
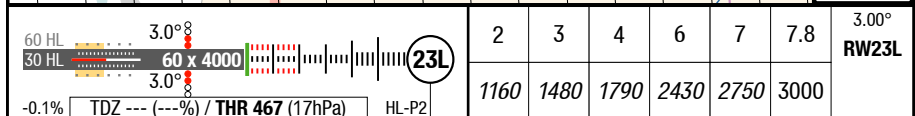
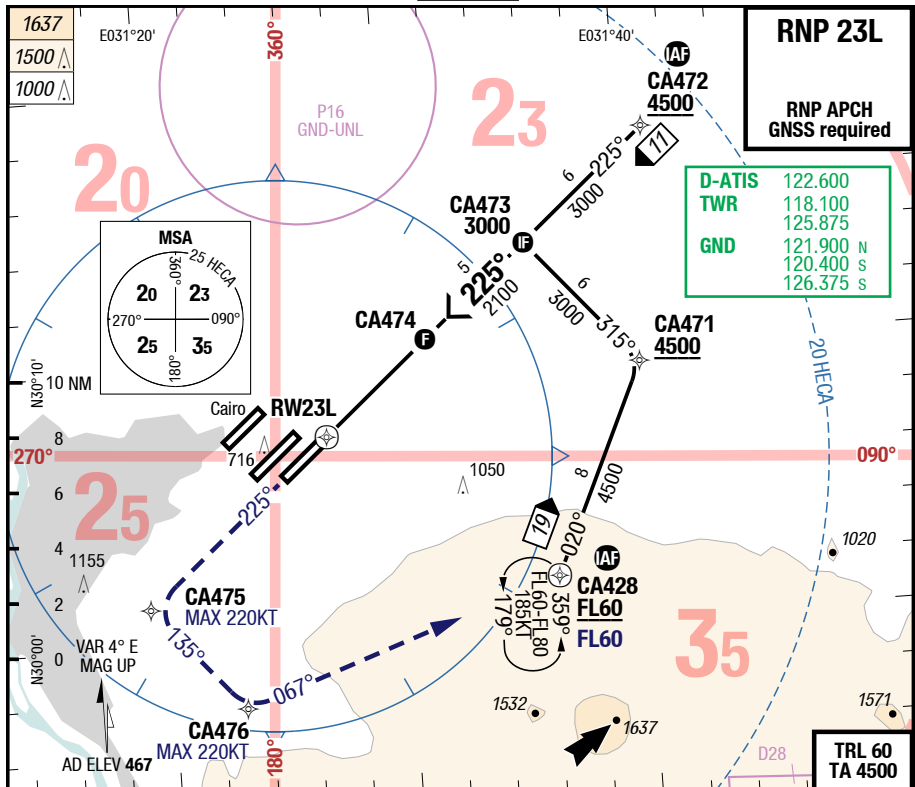


05R		RNP LNAV	Circling	
C	ft - m/km ft	380 - 1.0 820		Not published
D	ft - m/km ft	380 - 1.0 820		Not published

## CAI-HECA

7-100

## RNP 23L

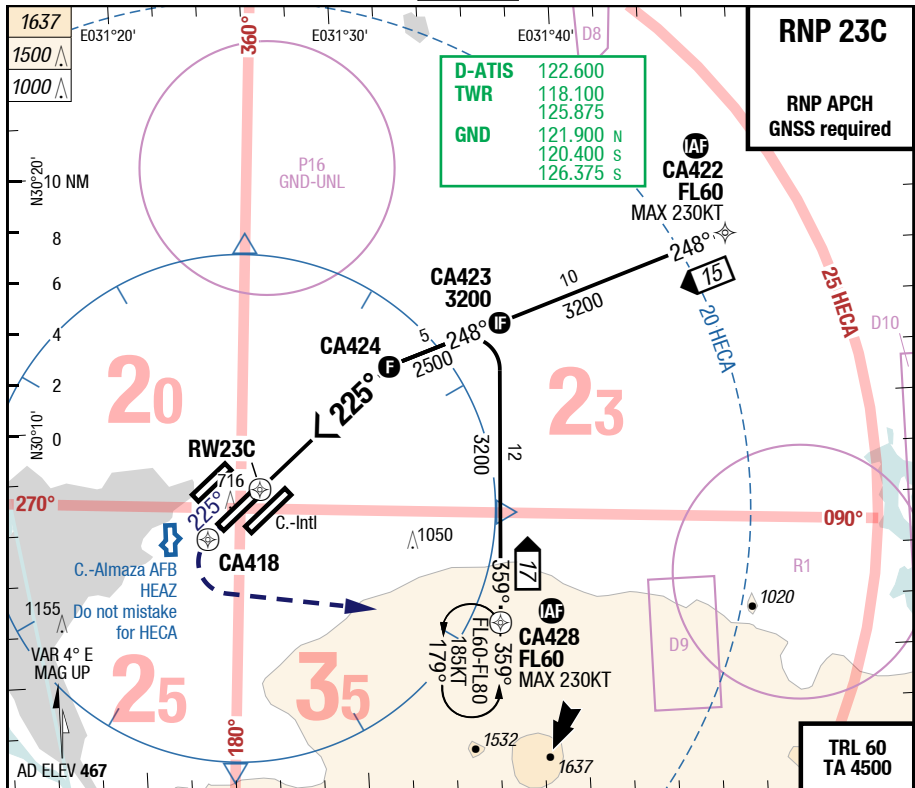


23L	RNP LNAV	Circling
C	ft - m/km ft	370 - 1.0 830
D	ft - m/km ft	370 - 1.0 830

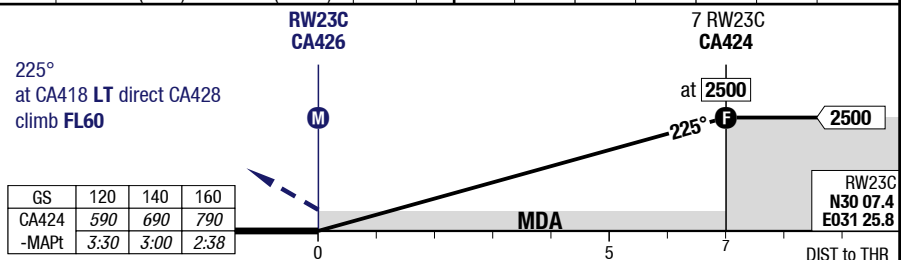
## CAI-HECA

7-110

RNP 23C



60 HL	3.0°	8	2	3	4	5	6	7	2.80°
30 HL	60 x 3999	690	1020	1320	1620	1910	2210	2500	RW23C
+0.1%	TDZ --- (---%) / THR 375 (14hPa)	HL-P2							



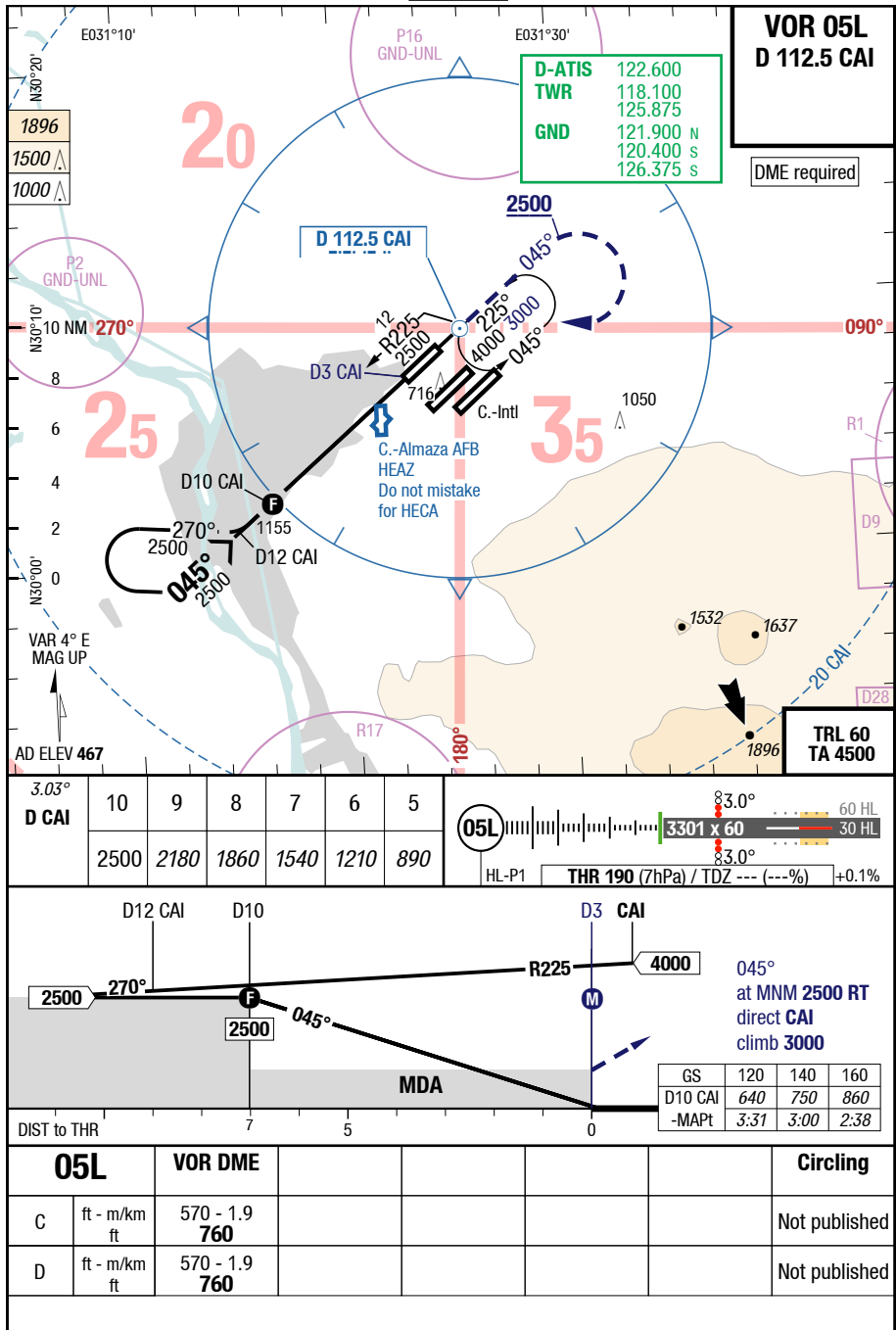
23C	RNP LNAV	Circling
C	ft - m/km ft	440 - 1.6R 810
D	ft - m/km ft	440 - 1.6R 810



## CAI-HECA

7-130

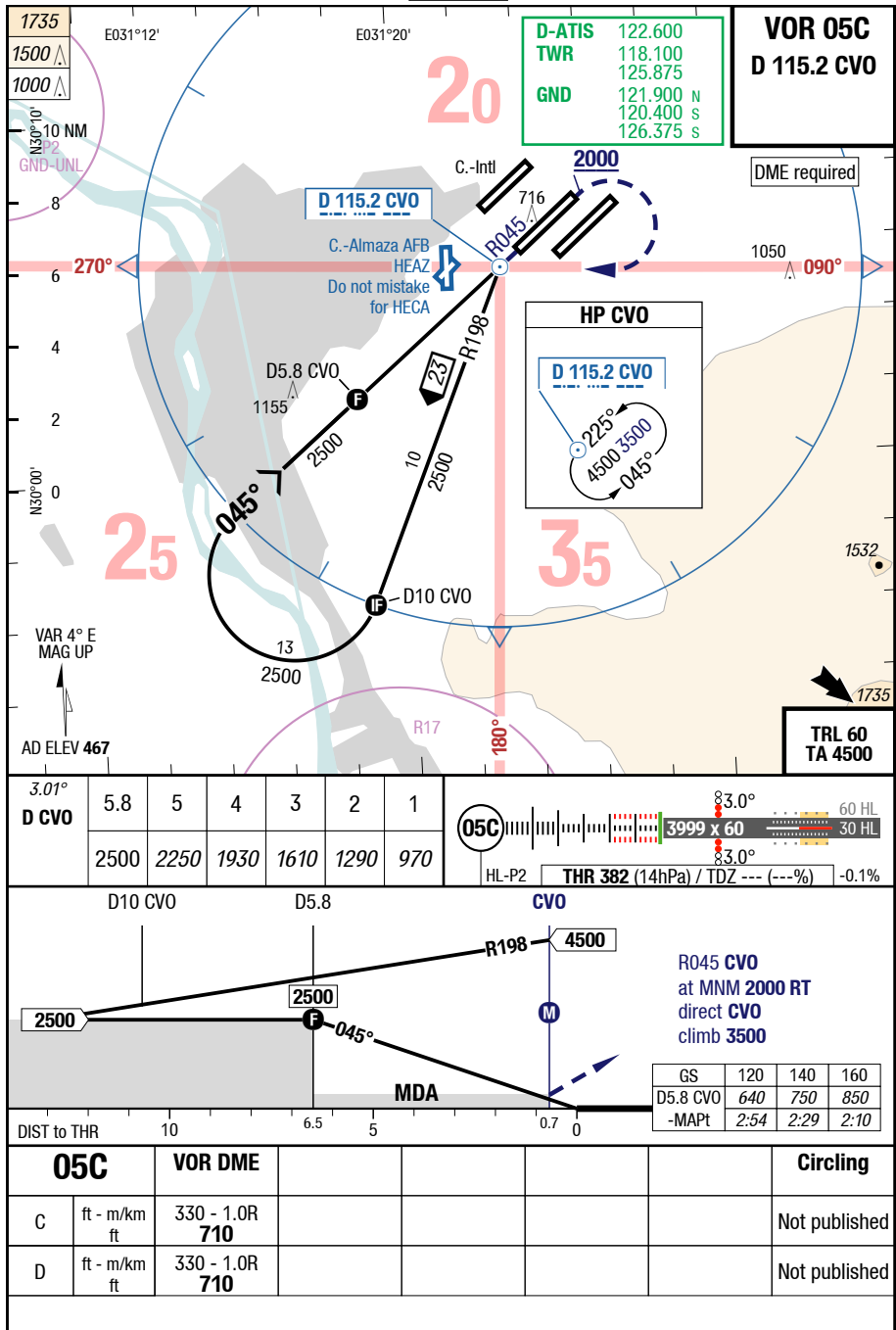
VOR 05L



## CAI-HECA

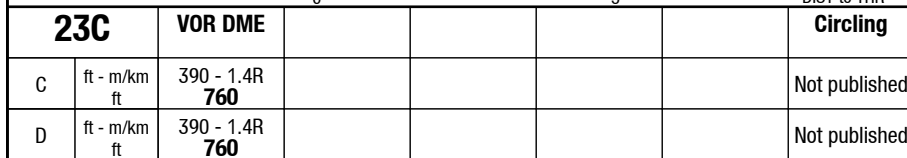
7-140

VOR 05C





**VOR 23C**

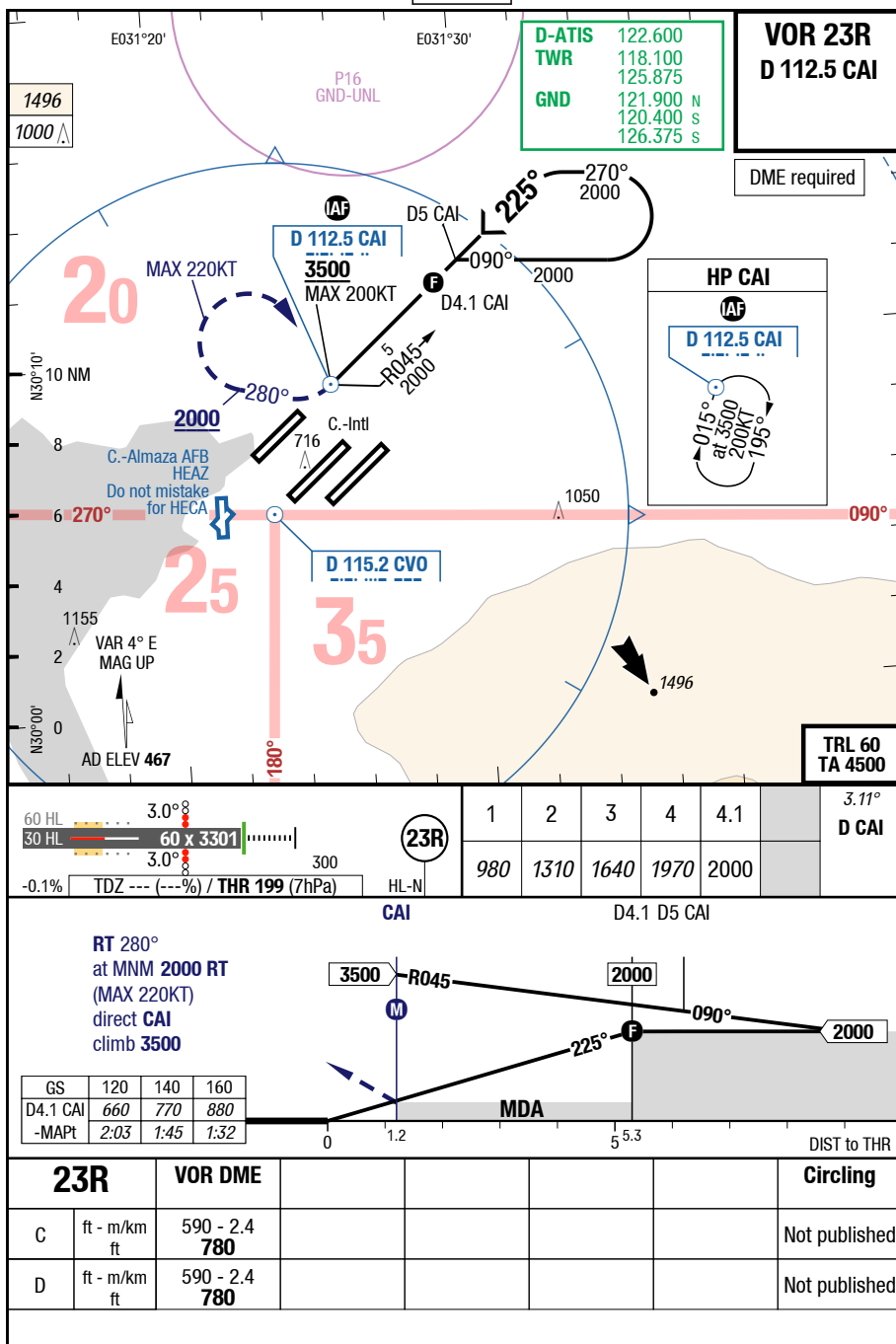




## CAI-HECA

7-170

VOR 23R



**CAI-HECA**

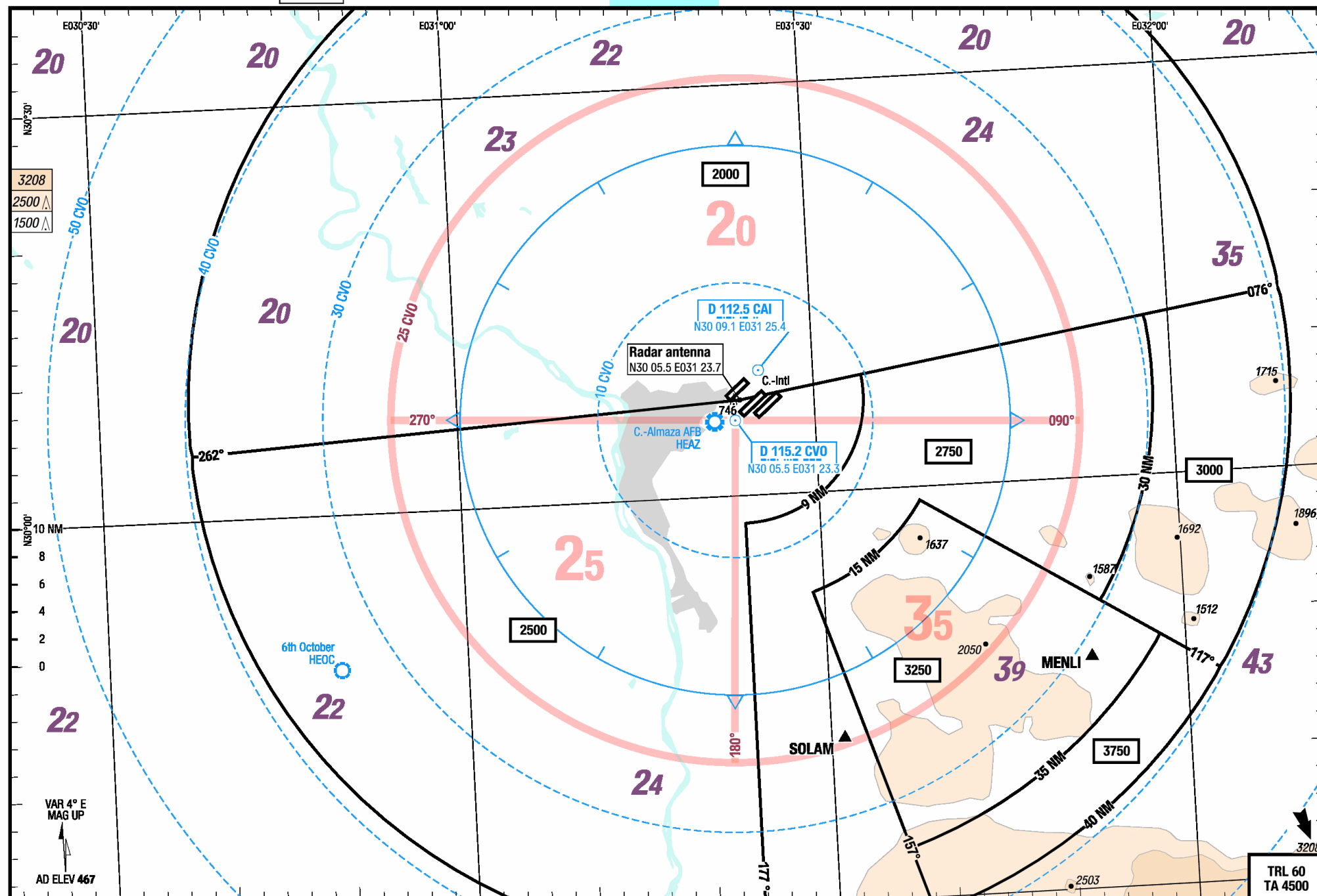
**NIL**  
**MRC**

**MRC**

**MRC**

**NIL**  
**MRC**

8-10



Changes: RWY polygon, RADAR SECT, VAR

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