

CAIRO (CAI/HECA)

Elevation 467ft

CATEGORY B

AV brief not required.

GENERAL

- The airfield is 13 NM NE of Cairo city.
- The River Nile runs S to N 9 NM to the west of the airfield
- The airfield site slopes up toward the south, with a marked difference between threshold elevations.

Threats

CFIT

- The airfield and terrain to the south slope up toward an escarpment at 6 NM S. The terrain rises to over 1,100ft at 7 NM south.
- A well-lit dual carriageway and boundary fence lighting may make night identification of Rwy 05L and 05C difficult

Loss of Control

- Numerous reports of laser beams pointed toward aircraft approx. 5-10 NM prior to landing 05L

ARRIVAL

Diversion Airports

ALEXANDRIA	HBE/HEBA	102 nm/298°T	CAT A
LARNACA	LCA/LCLK	307 nm/021°T	CAT B
ATHENS	ATH/LGAV	660 nm/322°T	CAT A
RHODES	RHO/LGRP	414 nm/336°T	CAT B

Approach

- Wide VHF coverage but reception quality can be very poor. Confusion and misunderstanding can occur although area radar improves the ATC environment considerably.
- Expect radar vectors to final approach. For Rwy 23C vector to avoid prohibited areas bring the aircraft close in to about 5 NM abeam the airfield.
- Vectors can be inconsistent in path and distance
- Rwy 05L for take-offs only
- 05R/C are used for approximately 80% of arrivals.

GROUND

- Parking at T2

- Taxiway lighting is poor
- High power settings may be required when taxiing uphill. Beware sand and stones lying on and around taxiways and avoid following too closely behind other aircraft.
- Taxiing downhill requires constant braking – monitor brake temperatures.

DEPARTURE

- Cairo Clearance will provide an ATC clearance to the highest FL within the Cairo FIR, airway routing and transponder code. The FIR cleared level is typically FL240.
- Local departure instructions may be issued as the aircraft is lining up, frequently with takeoff clearance. These consist of a heading and altitude assignment (usually 3,500ft).

WEATHER

- Summer – risk of early morning fog forming just after sunrise but usually clearing within about 2 hours
- Low stratus may form overnight but usually clears by 1000 local
- Prevailing westerly wind
- In winter, depressions from the west bring gusty conditions with rising dust and sandstorms.
- In advance of depressions, strong S/SW winds (“Khamsin”) cause sandstorms Dec-May. The visibility is worst 2-4hrs prior to passage of a cold front, and may reduce to <200m for periods of up to 4 hours. This is usually followed by squally rain showers which quickly improve visibility.
- Light SW winds may bring smog from the city toward the airfield. Fog more frequent than during summer and more persistent. Prevailing wind S/SW.

OPERATIONAL INFORMATION

Handling Agent	Egyptian Aviation Services
Handling Agent VHF	131.875
Potable Water	Uplift permitted

IF ONLY Electrical Power is required	Use ground power for 60 mins ONLY - then use APU
If BOTH electrical power and air conditioning is required:	Use APU for air conditioning (keep GPU connected in accordance with above guidance)