

CAIRO (CAI/HECA)

Elevation 467ft

CATEGORY B

AV brief not required.

GENERAL

- Cairo International Airport 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 13 NM NE of Cairo city.
- The river Nile runs S to N 9 NM W of airfield.
- 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.
- Rwy 05L: departure only. Rwy 23R: arrivals only.
- Rwy 05C/23C, 05R/23L used for both arrivals and departures.
- Default runway operations are on the 05 side of the runways up to 5kts of tailwind.
- An excellent VACC briefing with more detail is available at <https://vateg.net/airports/heca/>.

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

- All STARs for Cairo Airport are suspended and not used, and thus all arrivals can expect to be radar vectored. Even if your flight plan ends at CVO VOR, expect to be vectored in for an approach well beforehand.
- If no vectoring provided, proceed to CVO and hold as published.
- 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.
- If your scenery does not have all three 05/23 runways, inform Cairo ATC (e.g by flight plan remark).
- Wide VHF coverage but reception quality can be very poor. Confusion and misunderstanding can occur although area radar improves the ATC environment considerably.

GROUND

- BA parks at Terminal 2.
- Taxiway lighting is poor.
- Almost 300 feet elevation difference between different parts of the airport. 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

- Aircraft parked at Terminal 1 should expect departure clearance from 05L.
- All SIDs for Cairo Airport are suspended and not used, and thus all departures can expect vectors departure with the initial climb and heading instructions to be received with the take-off clearance.

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 smoke from the city toward the airfield.

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 guidelines)