CAIRO (CAI/HECA)

Elevation 467ft

CATEGORY B

AV brief – not required

GENERAL

- Airfield located 13 nm NE of Cairo city.
- To the W lies the River Nile, running S to N at 9 nm range.
- The airfield site slopes up towards the S with a marked difference between threshold elevations.

Threats

CFIT

- The airfield site, and the terrain to the S, slope up towards an escarpment at 6 nm S. This has elevations to over 1,100ft asl at range 7 nm.
- A well lit dual carriageway and boundary fence lighting may make night identification of Rwys 05L and C difficult.

Loss of Control

- There have been numerous reports of laser beams being pointed towards aircraft approximately 5-10 nm prior to the landing threshold Rwy 05L.

ROUTE

A32N

Specific driftdown/depressurisation procedure may be required on routings to HECA. Check A32N performance manual for guidance.

ALL

There is a requirement to contact Cairo ACC 15 mins before entering the FIR.

ARRIVAL

Diversion Airports

ALEXANDRIA	IATA/ICAO	102 nm/298°T	CAT A
LARNACA	IATA/ICAO	307 nm/021°T	CAT B
ATHENS	IATA/ICAO	660 nm/322°T	CAT A
RHODES	IATA/ICAO	414 nm/336°T	CAT B

- Wide VHF coverage, but the quality of reception 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 radar vectors to avoid prohibited areas bring the aircraft close in to about 5 nm abeam the airfield.
- Radar vectors can be inconsistent in path and distance.

Approach

- 05 Rwys are used for approximately 80% of arrivals.
- False LOC capture reported on Rwy 05C.

GROUND

A32N

- Brake temperature management is important, particularly on aircraft with no brake fans. Consider the use of MAX reverse. Brake temperatures management is exacerbated by adverse slopes whilst taxiing.

ALL

- BA use Terminal 2.
- Taxiway lighting is poor.
- Large power settings are required taxying uphill, caution sand and stones lying on and around taxiways. Increase separation between taxying aircraft at all times.
- Taxying downhill requires constant braking which may cause brake overheat.

DEPARTURE

- Call for ATC clearance before pushback to avoid delay; frequency 120.1.
- 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 delivered as the aircraft is lining up, frequently with the takeoff clearance. Departure instructions combine an assigned heading with an altitude (Usually 3500 feet).

BAV Crew Reports
• *Rwy 23L on line up and departure there were multiple green and magenta returns on the radar (no weather visually) followed by multiple NAV FM/GPS POS DISAGREE ECAM messages and a couple of NAV GPS 2 FAULT with no GPS data at all showing on the GPS FMGC pages.*

WEATHER

- Summer – Risk of early morning fog forming just after sunrise but clearing within about 2 hours.
- Low St may form during the night but normally clears by 10:00 L.
- Prevailing wind W'ly.
- Winter – Depressions from the W bring gusty conditions with rising dust and sandstorms. In advance of depressions strong S-SW winds (Khamsin) cause sandstorms Dec to May. Visibility is worst 2 to 4 hours before the passage of the cold front and may reduce to less

than 200 m 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 towards the airfield. Fog is more frequent than during Summer and is more persistent. Prevailing wind S to SW'ly.

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 contracted time ONLY (60mins) – then use APU
If BOTH electrical power and air conditioning is required:	Use APU for air-conditioning (Keep ground power connected according to guidance above to reduce fuel burn)