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EG DIVISION PROCEDURE

1.0 GENERAL RULES

The air traffic rules and procedures applicable to air traffic in Cairo FIR conform with Annexes 2 and 11 to the Convention on International Civil Aviation, and to those portions applicable to aircraft, of the procedures for Air Navigation Services-Rules of the Air and Air Traffic Services, and the Regional Supplementary procedures applicable to the EUR Region, in addition to some parts of the procedures applicable to the MID Region as specified in DOC 7030, except for the differences listed in GEN 1-7.

2.0 FUEL DUMPING

In general fuel dumping shall not be permitted over cities and towns away from areas where thunderstorms have been reported or are expected and at heights not less than 6000FT. Precaution shall be taken that no other ACFT is less than 3000FT below or 1000FT above the ACFT dumping fuel. ACFT concerned shall exercise dumping in one minute right hand holding pattern.

2.1 DUMPING AREAS ARE AS FOLLOWS:-

- **ASWAN AREA:**
Area of dumping located 15 NM from "ASN" VOR/DME on radial 310 at altitude not less than 6000FT.
- **CAIRO AREA:**
Area of dumping located 15 NM south of "CVO" DVOR/DME on radial 161 at altitude not less than 6000FT.
- **HURGHADA AREA:**
Area of dumping located 15 NM from "HGD" VOR/DME on radial 315 at altitude not less than 7500FT.
- **LUXOR AREA:**



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Area of dumping located 15 NM from “LXR” VOR/DME on radial 165 at altitude not less than 6000FT.

- **SHARM EL-SHEIKH AREA:**

Area of dumping located 19 NM from “SHM” DVOR/DME on R-226 outbound at altitude not less than 7000FT.

- **TABA AREA:**

Area of dumping located 12 NM from “TBA” VOR/DME on radial 290 at altitude not less than 6000FT.

- **EL-ARISH AREA:**

Area of dumping located 30 NM from “ARH” VOR/DME on radial 215 at altitude not less than 6000FT.

- **EL KHARGA AREA:**

Area of dumping located 15 NM from “KHG” VOR/DME on radial 284 at altitude not less than 6000FT.

- **ABU SIMBEL AREA:**

Area of dumping located 10 NM from “SML” DVOR/DME on radial 270 at altitude not less than 6000FT.

- **PORT-SAID AREA:**

Area of dumping located 20 NM from “PSD” DVOR/DME on radial 360 at altitude not less than 6000FT.

- **ASYUT AREA:**

Area of dumping located 10 NM from “AST” VOR/DME on radial 220 at altitude not less than 6000FT.

- **BORG EL ARAB AREA:**

Area of dumping located 11 NM from “NOZ” VOR/DME on radial 160 at altitude not less than 6000FT.

- **MARSA ALAM AREA:**

Area of dumping located 10 NM from “MAK” DVOR/DME on radial 090 at altitude not less than 6000FT



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- **SUHAG AREA:**
Area of dumping located 15 NM south “SHG” DVOR/DME on radial 172 at altitude not less than 6000FT
- **BERNICE AREA:**
Area of dumping centered on 240412.35N 0350440.81E at 20 NM FM “BRC” DVOR/DME on radial 276 at altitude not less than 6000FT
- **MERSA MATRUH AREA:**
Area of dumping centered on 310836N 0270955.7E at 11 NM FM “MMA” DVOR/DME on radial 192 at altitude not less than 6000FT
- **AL ALAMAIN AREA:**
Area of dumping located at 034916.55N 0284333.52E at altitude not less than 6000FT



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3.0 AIRSPACE STRUCTURE

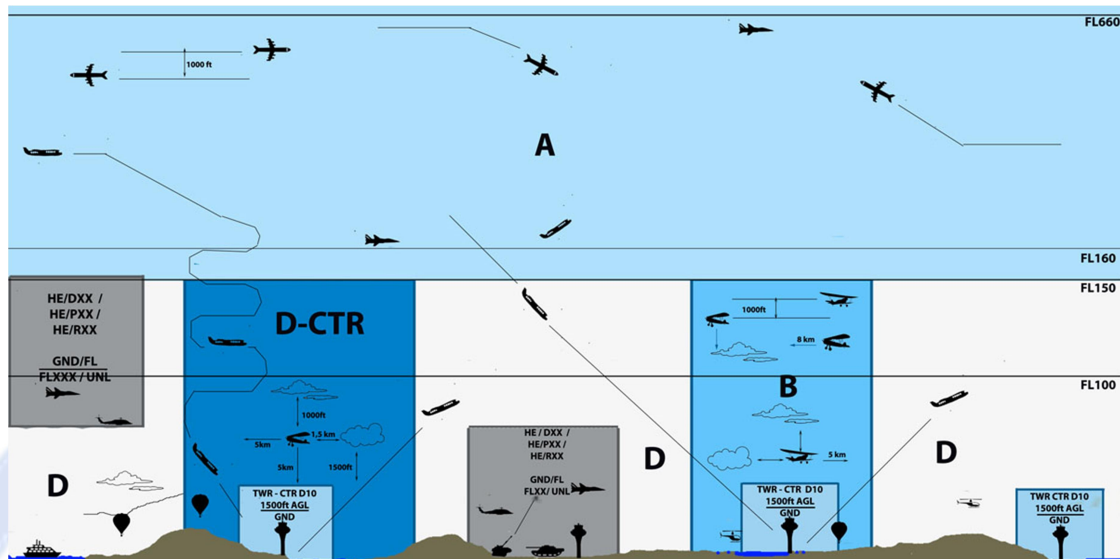
The Cairo Fir (HECC_CTR) ATS airspace is classified and designated in three classes selected from ICAO ATS airspace classification as shown in the following table:

Table 1

Class	Type of Flight	Separation provided	VMC visibility and Distance from Clouds minima	Speed limitation	Radio Communication requirements	Subject to an ATC clearance
A	IFR	All aircrafts	Not applicable	Not Applicable	Continuous Two-way	yes
B	IFR	All aircrafts	Not applicable	Not Applicable	Continuous Two-way	Yes
	VFR	All aircrafts	8km at & above 3050M (10000FT) AMSL. 5KM below 3050M (10000ft) AMSL Clear of clouds	Not Applicable	Continuous Two-way	Yes
D	IFR	IFR from IFR	Not applicable	250 KTS IAS below 3500M (10000FT) AMSL	Continuous Two-way	Yes
	VFR	NIL	8km at & above 3050M (10000FT) AMSL. 5KM below 3050M (10000ft) AMSL 1500M horizontal 300M vertical Distance from clouds	250 KTS IAS below 3500M (10000FT) AMSL	Continuous Two-way	yes



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Note: Airspace classes C, E, F and G are not used at present in the CAIRO FIR (HECC_CTR)

Prohibited, dangerous and restricted areas.

HE/DXX dangerous area

HE/PXX prohibited area

HE/RXX Restricted area

4.0 EXCEPTIONS ON FOLLOWING ROUTES

4.1 AWY A727 (LXR-SML)

A. For northbound traffic **EVEN** flight levels.

B. For southbound traffic **ODD** flight levels.

4.2 AWY L323 (TONTU/ENABU)

A. For northbound traffic **EVEN** flight levels.

B. For southbound traffic **ODD** flight levels.



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4.3 AWY L550 (NWB/KARIK)

- A. North bound traffic **EVEN** flight levels.
- B. South bound traffic **ODD** flight levels.

4.4 AWY M855 (RASDA-MIVOR)

- A. South bound traffic RASDA/MIVOR **ODD** flight levels.
- B. North bound traffic MIVOR/RASDA **EVEN** flight levels.

4.5 AWY N307 (MELDO-LAKTO)

- A. Northeast traffic MELDO-LAKTO **EVEN** flight levels.
- B. Southwest traffic LAKTO/MELDO **ODD** flight levels.

4.6 AWY Q734 (ALVEV/NOGLI)

- A. North bound traffic (ALVEV/NOGLI) **EVEN** flight levels

4.7 AWY R650 (SHM/ASRAB)

- A. Southwest traffic SHM/ASRAB **ODD** flight levels.
- B. Northeast traffic ASRAB/SHM **EVEN** flight levels.

4.8 AWY V602 (LONIR/PSD)

- A. North bound traffic (LONIR/PSD) **ODD** flight levels.
- B. South bound traffic (PSD/LONIR) **EVEN** flight levels.

4.9 AWY V603 (DASOT/GIDID)

- A. North bound traffic (GIDID/DASOT) **EVEN** flight levels.
- B. South bound traffic (DASOT/GIDID) **ODD** flight levels.



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4.10 AWY V608 (HGD/TONTU)

- A. Traffic HGD/TONTU **ODD** flight levels.
- B. Traffic TONTU/HGD **EVEN** flight levels.

4.11 AWY W8 (AST-CVO)

- A. For northbound traffic **EVEN** flight levels.
- B. For southbound traffic **ODD** flight levels.

4.12 AWY W601 (KHG-TONTU)

- A. Northeast traffic TONTU/KHG **EVEN** flight levels.
- B. Southwest traffic KHG/TONTU **ODD** flight levels.

4.13 AWY W605 (ASN-SML-TONTU)

- A. Traffic ASN/TONTU **ODD** flight levels.
- B. Traffic TONTU/SML **EVEN** flight levels.

4.14 AWY W739 (LOPID-ASN)

- A. Only eastbound traffic **EVEN** flight levels.

4.15 AWY W850 (MELDO – PASOS)

- A. Only westbound traffic **ODD** flight levels.

5.0 Direct within Cairo FIR

For FPL purpose, there is no DCT AVBL WI Cairo FIR Except From

- LOTOB to KUNKI
- SOBAX to NOGLI
- TONTU / ATMUL
- ATMUL / TONTU



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6.0 RVSM IN HECC FIR

6.1 Application of RVSM

RVSM shall be applicable in that volume of airspace between FL290 and FL410 inclusive within the whole Cairo FIR.

Non RVSM compliant aircraft that intended to operate within this RVSM airspace will not be permitted

6.2 Transferring procedure with other FIR

7. Maximum cruising levels for short – range flights

- It is generally recommended not to select levels above FL240 for flights up to a distance of 300NM.
- Traffic from Luxor (Intl) to Cairo (Intl) via AWY A727 should file MAX FL240.

8. Flow management

Following restrictions apply on ATS routes unless otherwise prescribed:

- **Traffic over PASOS**

Inbound traffic from **PASOS** to **CVO** shall not route via **ARH** or **SISIM/PSD**.

Inbound traffic from **PASOS** exit **SILKA** or **DEDLI** or landing on **HEGN** or **HEMA** or **HELX** shall not route via **G183** or **L550**.

- **Traffic over PASAM**

Inbound traffic over **PASAM** shall not route via **PASOS**.

- **Traffic over LAKTO**

Traffic to/from **LAKTO/CVO** shall not route via J863.

Inbound traffic from **LAKTO** exit **SILKA** or **DEDLI** or landing **HEGN** or **HEMA** or **HELX** shall not route via **L324** and **L550**.

- **Traffic over KUMBI**

Inbound traffic shall not route via **KUMBI** except for traffic landing **HECA** and **HESH**.

All inbound traffic from **Athens FIR**, overflying **Cairo FIR** and destined any **Jordanian aerodrome**, shall enter **Cairo FIR** via **KUMBI**.



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- **Traffic over CVO/SHM**

Traffic from **CVO** to **SHM** shall not route via **OBTAV/SEMRU** or **KAPIT**.

Traffic from **SHM** to **CVO** shall not route via **SEMRU** (below FL255).

- **Traffic from CVO/ARH**

Traffic to/from **CVO/ARH** shall not route via **V606**.

- **Traffic from HEGN to SEMRU below FL255**

Shall not route via **M872** and shall route via **V608/NABED/A727/SEMRU**.

- **Traffic over LOSUL**

Traffic over **LOSUL** and landing **Cairo** shall not proceed via **MMA/NABSI**.

- **Traffic over SALUN**

Inbound traffic over **SALUN** and exit **DEDLI** shall not proceed via **TAKRI-FYM-LUBOS-SEMRU-LXR**.

- **Traffic over PAXIS**

Inbound traffic from **PAXIS** exit **DELDI** or landing **HELX** shall not route via **OBRAN/FYM** or **TAKRI/FYM**.



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9.0 ROUTE HOLDING

HLDG ID	INBD TR	DIRECTION OF PTN	MAX IAS (KT)	MNM-HLDG FL	TIME (MIN) OF DIST OUBD	Controlling unit and frequency
NADOL	094°	Left	280	90	1MIN Below FL140 and 1.5 MIN above FL140	Cairo ACC FREQ 124.700MHZ or 127.700MHZ
BLT	172°	Right	280	90	1MIN Below FL140 and 1.5 MIN above FL140	Cairo ACC FREQ 124.700MHZ or 127.700MHZ
LXR	325°	Right	280	120	1MIN Below FL140 and 1.5 MIN above FL140	Cairo ACC FREQ 129.400MHZ
MMA	136°	Right	280	90	1.5 MIN at or above FL170	Cairo ACC FREQ 127.700MHZ

Caution : Holding ACFT over BLT VOR/DME not to exceed the boundaries of AWY A16 and AWY L612



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10.0 SSR Codes

10.1 International DEP	3320- 3347 // 7301-7377
10.2 International over flights.	1601- 1677 // 3350- 3377
10.3 DEP Cairo – Domestic	2701-2777
10.4 ARR Cairo Domestic	0601- 0677
10.5 Domestic flights other than Cairo	2340 – 2377
10.6 Hurghada local flights	2310- 2327
10.7 Sharm El Sheikh Local flights	2330- 2337
10.8 El-Arish Local flights	2301- 2327
10.9 Borg El-Arab Local flights	2330- 2337
10.10 Luxor Local flights	2301- 2307
10.11 Aswan local flights	2320- 2327
10.12 VFR	7400 –7477
10.13 Radio Communication Failure	7600
10.14 Emergency	7700
10.15 Uncontrolled flight	7000

11.0 VFR FLIGHTS IN CAIRO-FIR _(HECC_CTR)

- 11.1 Except when operating as a special VFR flight, VFR flights shall be conducted so that the aircraft is flown in conditions of visibility and distance from clouds equal to or greater than those specified in table (1).
- 11.2 Except when a clearance is obtained from an air traffic control unit, when deemed necessary, VFR flights shall not take-off or land at an aerodrome within a control zone, or enter the aerodrome traffic zone or traffic pattern: when the ceiling is less than 450M (1500FT) **OR** when the ground when the ground visibility is less than 5KM.
- 11.3 VFR flights between sunset and sunrise shall not be operated.



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- 11.4 Unless authorized by the appropriate ATS authority, and subject to specified conditions prescribed by that authority, VFR flight shall not be operated:
- a) above FL 150.
 - b) at transonic and supersonic speeds.

12.0 INSTRUMENT FLIGHT RULES

12.1 Rules applicable to all IFR flights

- **Aircraft Equipment**
Aircraft shall be equipped with suitable instruments, and with navigation equipment appropriate to the route to be flown.
- **Minimum levels**
Except when necessary for take-off or landing or when specifically authorized by the appropriate authority, an IFR flight shall be flown at a level that is not below the minimum flight altitude established for the route.
- **Change from IFR flight to VFR flight**
An Aircraft electing to change the conduct of its flight from compliance with the instrument flight rules to compliance with the visual flight rules shall notify the appropriate air traffic services unit specifically that the IFR flight is cancelled and communicate thereto the changes to be made to its current flight plan.

12.2 Rules applicable to IFR flights within controlled airspace

- IFR flights shall comply with the provisions of 3.6 of ICAO Annex 2 to the Convention on International Civil Aviation when operated in controlled airspace.



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- An IFR flight operating in cruising flight shall be flown at a cruising level selected from :

The tables of cruising levels in Appendix 3 of ICAO Annex 2, or A modified table of cruising levels, when so prescribed in accordance with Appendix 3 of ICAO Annex 2 for flight above FL410, except that the correlation of levels to track prescribed therein shall not apply whenever otherwise indicated in air traffic control clearances or specified by the appropriate ATS authority in the Aeronautical Information Publication (AIP).
- Operations on ATS Routes in Cairo FIR where an RNAV type is specified:
 - A. Application of RNAV 5 to ATS routes in Cairo FIR.
 - B. Requirements for RNAV capability and aircraft navigation accuracy meeting RNAV 5 are progressively introduced in Cairo FIR.
 - C. Within Cairo FIR in the level band FL160/460 (inclusive), only RNAV equipped aircraft having a navigation accuracy meeting RNAV 5 may plan for operations under IFR on those ATS routes, and within those level bands, which have been specified as requiring RNAV 5 in 3.2.
 - D. Aircraft operating under IFR on designated RNAV 5 routes shall be equipped with, as a minimum, RNAV equipment meeting the following requirements:
 - ✓ A system use accuracy equal to, or better than, 4.6 KM (2.5NM) for one standard deviation, with a 95 percent containment value of plus or minus 9.26km (plus or minus 5 NM, thereby meeting the accuracy requirements for RNAV 5
 - ✓ An average continuity of service of 99.99 percent of flight time.
 - E. Area of applicability

Egypt RNAV 5 ATS routes are that all ATS routes within Cairo FIR in the level band FL160/460 (inclusive), except that ATS routes with width less than 10NM.