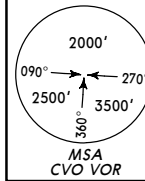


HECA/CAI RNAV (VOR) 20 JAN 06 **JEPPENSEN** **CAIRO, EGYPT**
CAIRO INTL DME, GNSS) (10-2) **RNAV STAR**

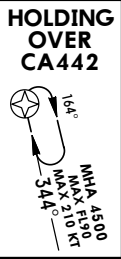
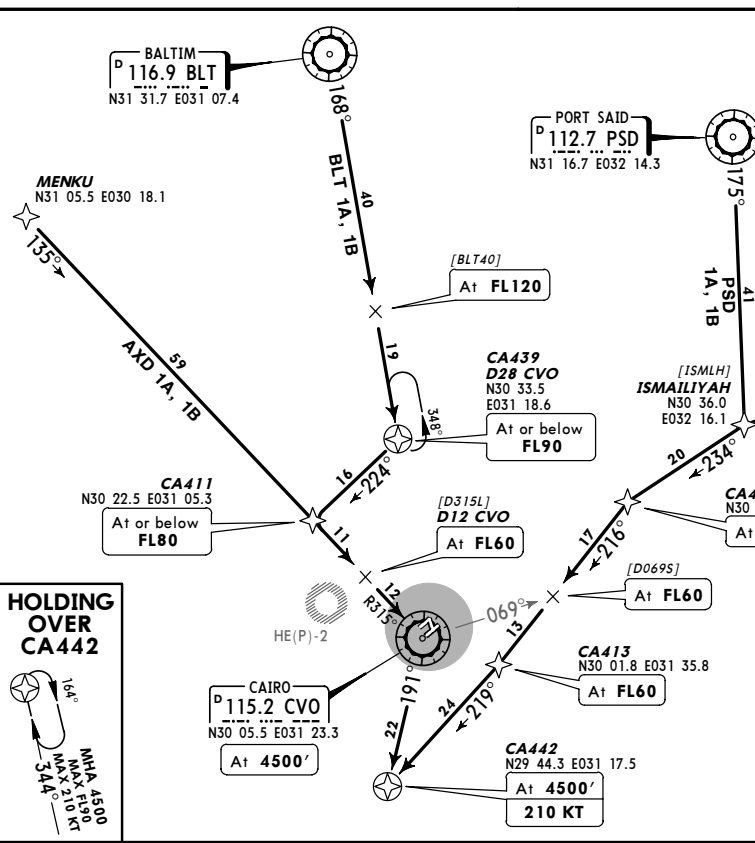
D/ATIS 122.6
 Aprt Elev 382'
 Alt Set: hPa
 Trans level: FL60 Trans alt: 4500'



ARR 1A, AXD 1A, BLT 1A, PSD 1A
RWY 05R RNAV ARRIVALS
ARR 1B, AXD 1B, BLT 1B, PSD 1B
RWY 05L RNAV ARRIVALS
 FROM NORTH



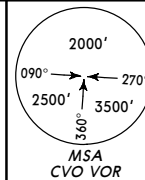
STAR	ROUTING
ARR 1A, 1B	ARRH - ISMAILIYAH - CA421 (FL90) - [D069S] (FL60) - CA413 (FL60) - CA442 (4500'; K210).
AXD 1A, 1B	MENKU - CA411 (FL80-) - [D315L] (FL60) - CVO (4500') - CA442 (4500'; K210).
BLT 1A, 1B	BLT - [BLT40] (FL120) - CA439 (FL90-) - CA411 (FL80-) - [D315L] (FL60) - CVO (4500') - CA442 (4500'; K210).
PSD 1A, 1B	PSD - ISMAILIYAH - CA421 (FL90) - [D069S] (FL60) - CA413 (FL60) - CA442 (4500'; K210).



CHANGES: STARS revised. © JEPPENSEN SANDERSON, INC., 2006. ALL RIGHTS RESERVED.

HECA/CAI RNAV (VOR) 20 JAN 06 **JEPPENSEN** **CAIRO, EGYPT**
CAIRO INTL DME, GNSS) (10-2A) **RNAV STAR**

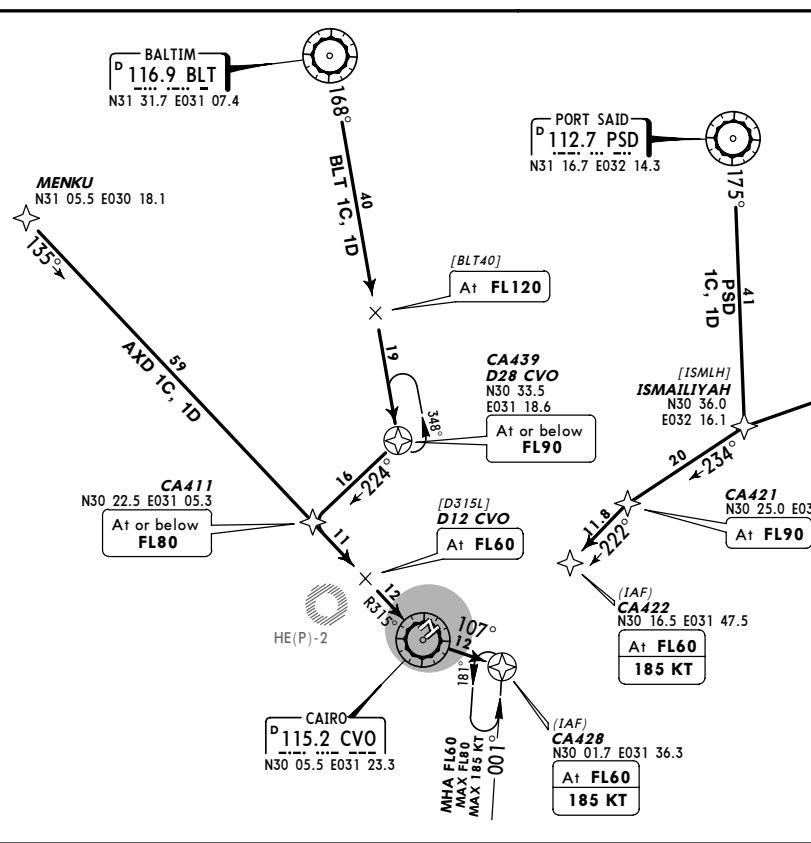
D/ATIS 122.6
 Aprt Elev 382'
 Alt Set: hPa
 Trans level: FL60 Trans alt: 4500'



ARR 1C, AXD 1C, BLT 1C, PSD 1C
RWY 23R RNAV ARRIVALS
ARR 1D, AXD 1D, BLT 1D, PSD 1D
RWY 23L RNAV ARRIVALS
 FROM NORTH



STAR	ROUTING
ARR 1C, 1D	ARRH - ISMAILIYAH - CA421 (FL90) - CA422 (FL60; K185).
AXD 1C, 1D	MENKU - CA411 (FL80-) - [D315L] (FL60) - CVO - CA428 (FL60; K185).
BLT 1C, 1D	BLT - [BLT40] (FL120) - CA439 (FL90-) - CA411 (FL80-) - [D315L] (FL60) - CVO - CA428 (FL60; K185).
PSD 1C, 1D	PSD - ISMAILIYAH - CA421 (FL90) - CA422 (FL60; K185).



CHANGES: STARS revised. © JEPPENSEN SANDERSON, INC., 2006. ALL RIGHTS RESERVED.

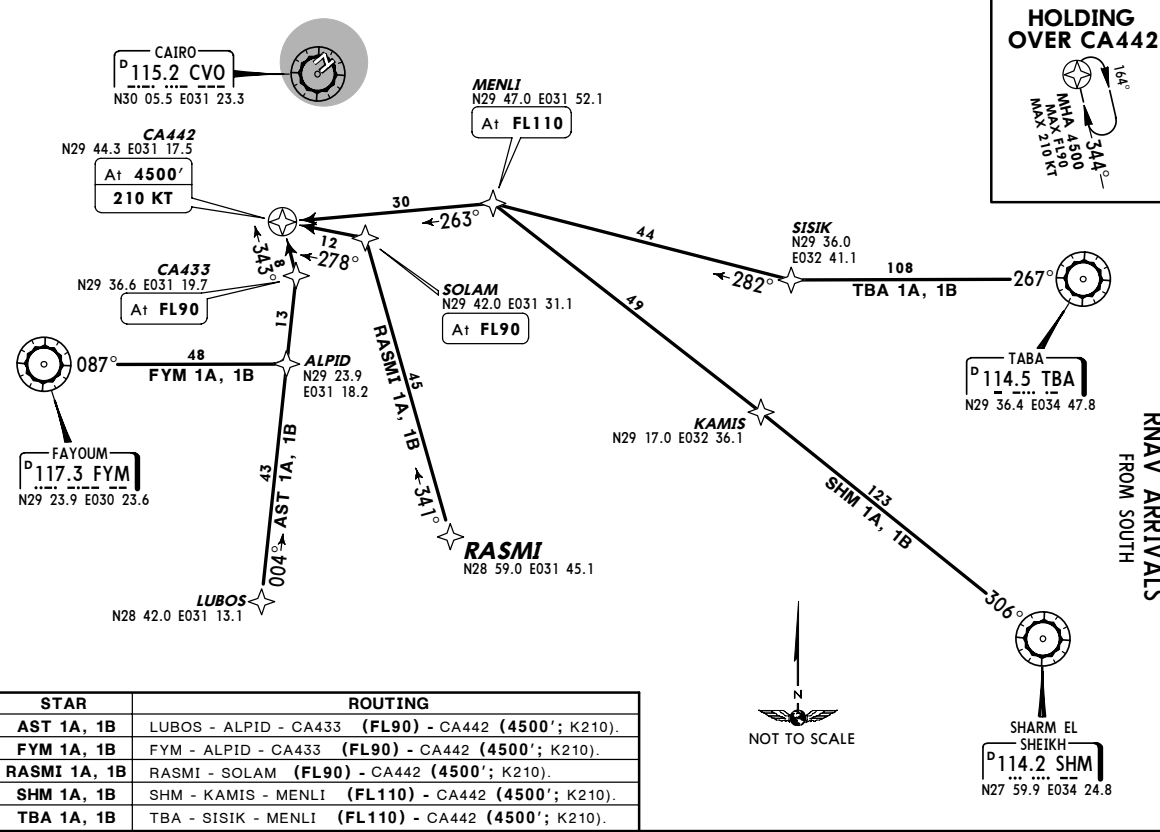
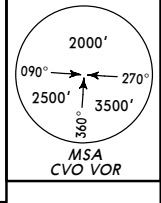
HECA/CAI RNAV (VOR) **CAIRO, EGYPT**
CAIRO INTL DME, GNSS) 20 JAN 06 (10-2B) **RNAV STAR**

D/ATIS 122.6
 Aprt Elev 382'
 Alt Set: hPa
 Trans level: FL60 Trans alt: 4500'

AST 1A, FYM 1A
 RASMI 1A [RASMI1A]
 SHM 1A, TBA 1A
 RWY 05R

AST 1B, FYM 1B
 RASMI 1B [RASMI1B]
 SHM 1B, TBA 1B
 RWY 05L

FROM SOUTH



STAR	ROUTING
AST 1A, 1B	LUBOS - ALPID - CA433 (FL90) - CA442 (4500'; K210).
FYM 1A, 1B	FYM - ALPID - CA433 (FL90) - CA442 (4500'; K210).
RASMI 1A, 1B	RASMI - SOLAM (FL90) - CA442 (4500'; K210).
SHM 1A, 1B	SHM - KAMIS - MENLI (FL110) - CA442 (4500'; K210).
TBA 1A, 1B	TBA - SISIK - MENLI (FL110) - CA442 (4500'; K210).

CHANGES: Runway assignment. © JEPPRESEN SANDERSON, INC., 2006. ALL RIGHTS RESERVED.

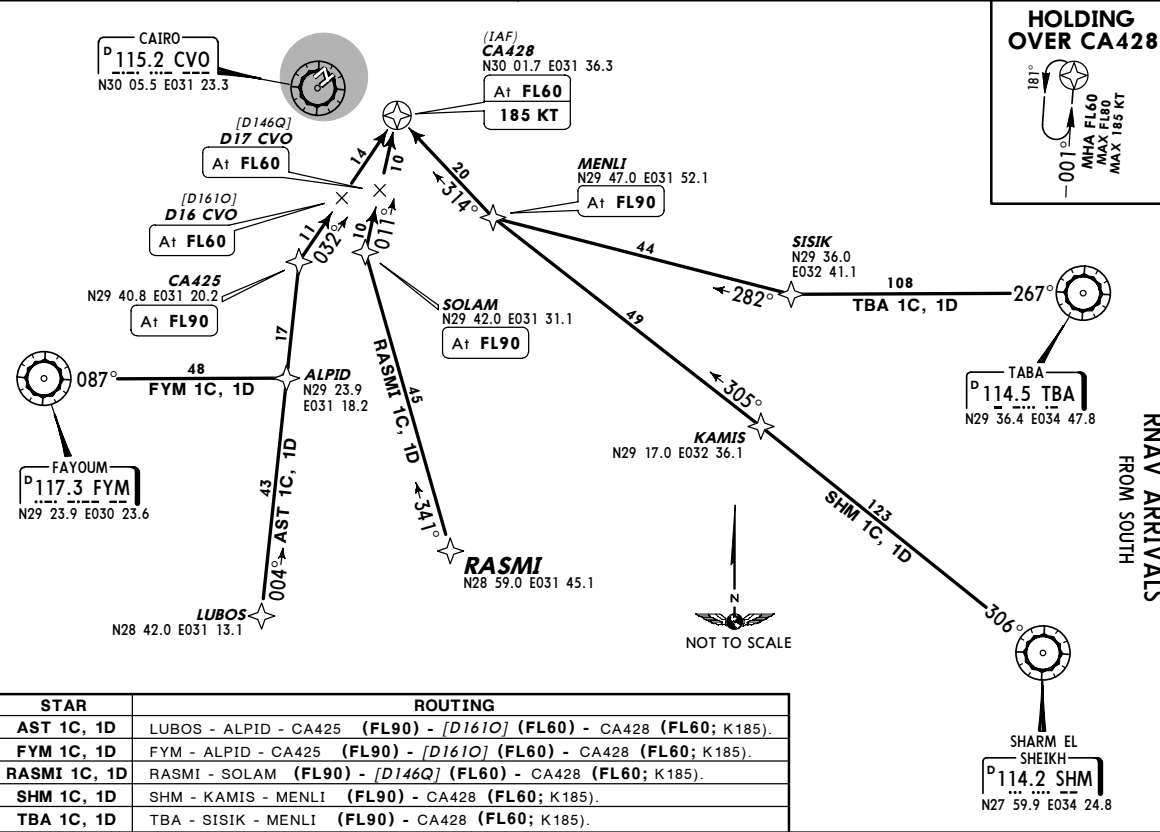
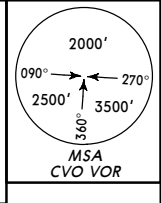
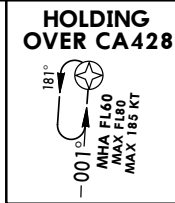
HECA/CAI RNAV (VOR) **CAIRO, EGYPT**
CAIRO INTL DME, GNSS) 20 JAN 06 (10-2C) **RNAV STAR**

D/ATIS 122.6
 Aprt Elev 382'
 Alt Set: hPa
 Trans level: FL60 Trans alt: 4500'

AST 1C, FYM 1C
 RASMI 1C [RASMI1C]
 SHM 1C, TBA 1C
 RWY 23R

AST 1D, FYM 1D
 RASMI 1D [RASMI1D]
 SHM 1D, TBA 1D
 RWY 23L

FROM SOUTH



STAR	ROUTING
AST 1C, 1D	LUBOS - ALPID - CA425 (FL90) - [D1610] (FL60) - CA428 (FL60; K185).
FYM 1C, 1D	FYM - ALPID - CA425 (FL90) - [D1610] (FL60) - CA428 (FL60; K185).
RASMI 1C, 1D	RASMI - SOLAM (FL90) - [D146Q] (FL60) - CA428 (FL60; K185).
SHM 1C, 1D	SHM - KAMIS - MENLI (FL90) - CA428 (FL60; K185).
TBA 1C, 1D	TBA - SISIK - MENLI (FL90) - CA428 (FL60; K185).

CHANGES: Runway assignment. © JEPPRESEN SANDERSON, INC., 2006. ALL RIGHTS RESERVED.

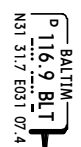
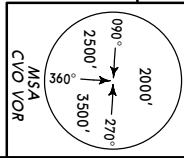
HECA/CAI
CAIRO INTL

20 JAN 06 (10-2D)

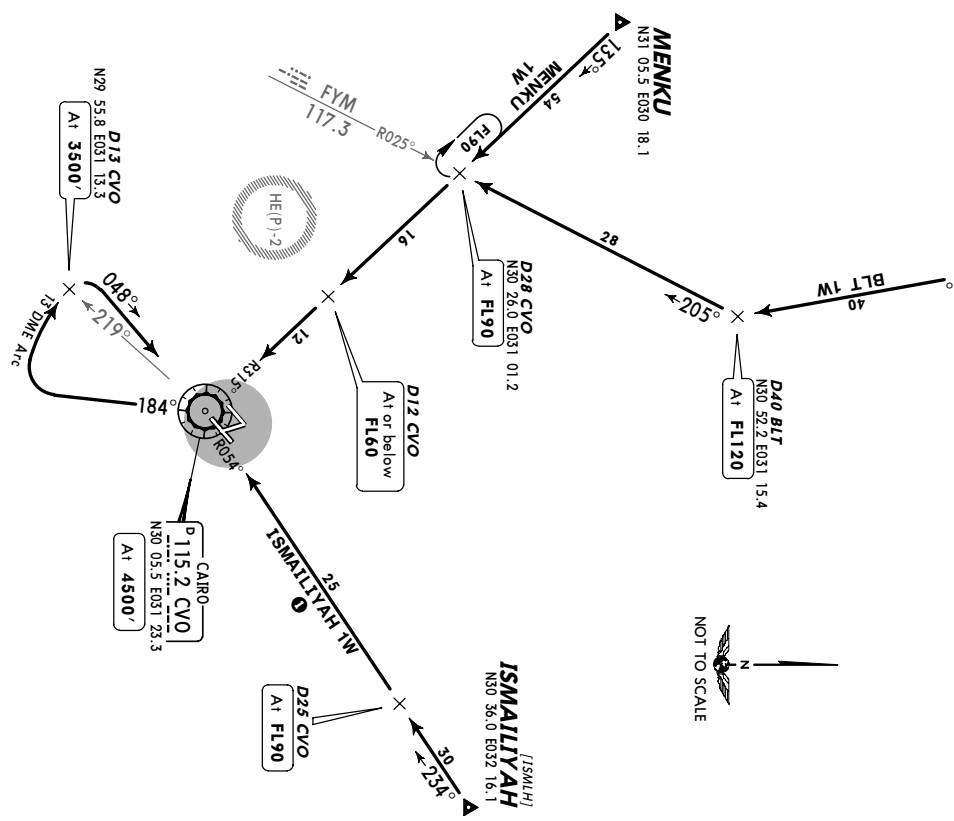
CAIRO, EGYPT
STAR

D/ATIS	122.6	Aprt Elev	382'	Alt Set:Pa	Trans level: FL60	Trans alt: 4500'
--------	-------	-----------	------	------------	-------------------	------------------

BLT 1W, ISMAILIYAH 1W [ISM1W]
MENKU 1W [MENK1W]
RWY 05R ARRIVALS
FROM NORTH



Follow ATC instructions.



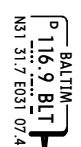
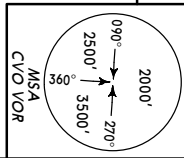
HECA/CAI
CAIRO INTL

20 JAN 06 (10-2E)

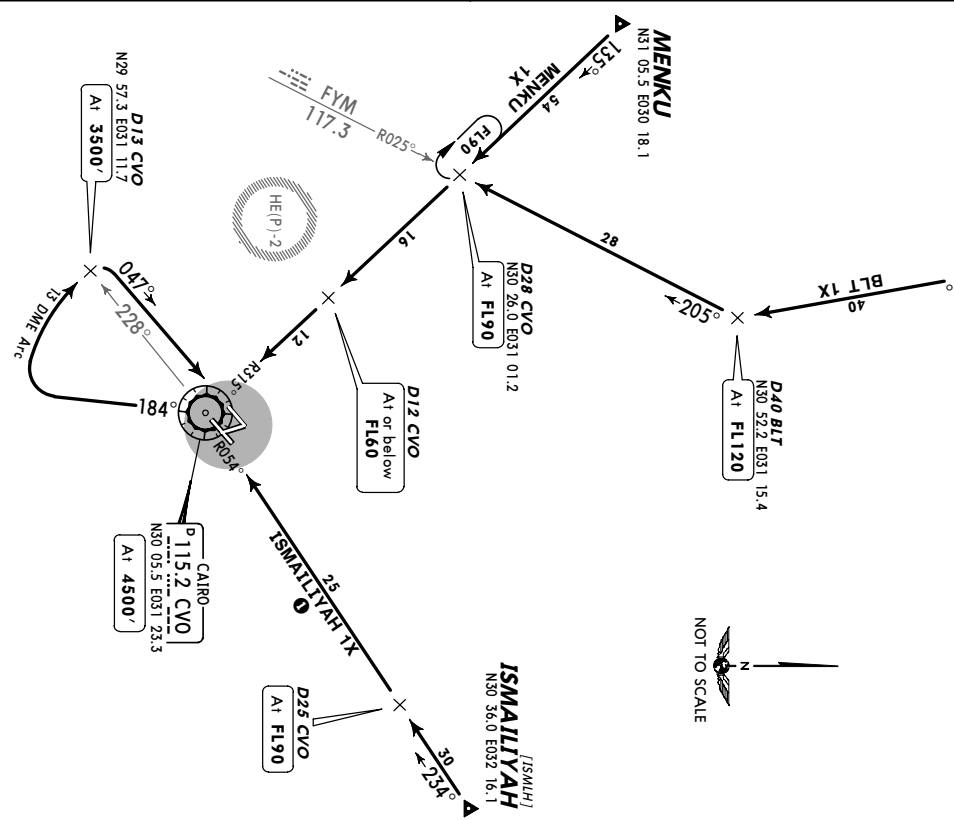
CAIRO, EGYPT
STAR

D/ATIS	122.6	Aprt Elev	382'	Alt Set:Pa	Trans level: FL60	Trans alt: 4500'
--------	-------	-----------	------	------------	-------------------	------------------

BLT 1X, ISMAILIYAH 1X [ISM1X]
MENKU 1X [MENK1X]
RWY 05L ARRIVALS
FROM NORTH



Follow ATC instructions.



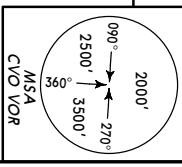
HECA/CAI
CAIRO INTL

JEPPRESEN
 20 JAN 06 **(10-2F)**

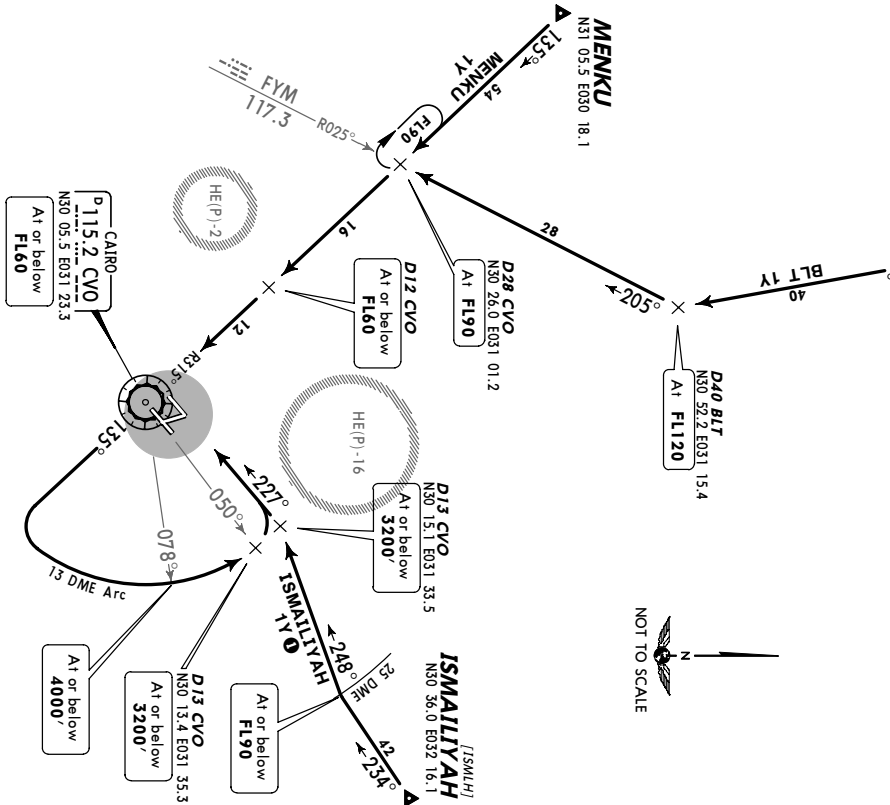
CAIRO, EGYPT
STAR

D-ATIS 122.6	Aprt Elev 382'	Alt Set: hPa Trans level: FL60	Trans alt: 4500'
-----------------	-------------------	-----------------------------------	------------------

BLT 1Y, ISMAILIYAH 1Y [ISML1Y] ●
MENKU 1Y [MENK1Y]
RWY 23R ARRIVALS
 FROM NORTH



Follow ATC Instructions.



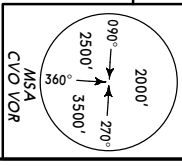
HECA/CAI
CAIRO INTL

JEPPRESEN
 20 JAN 06 **(10-2G)**

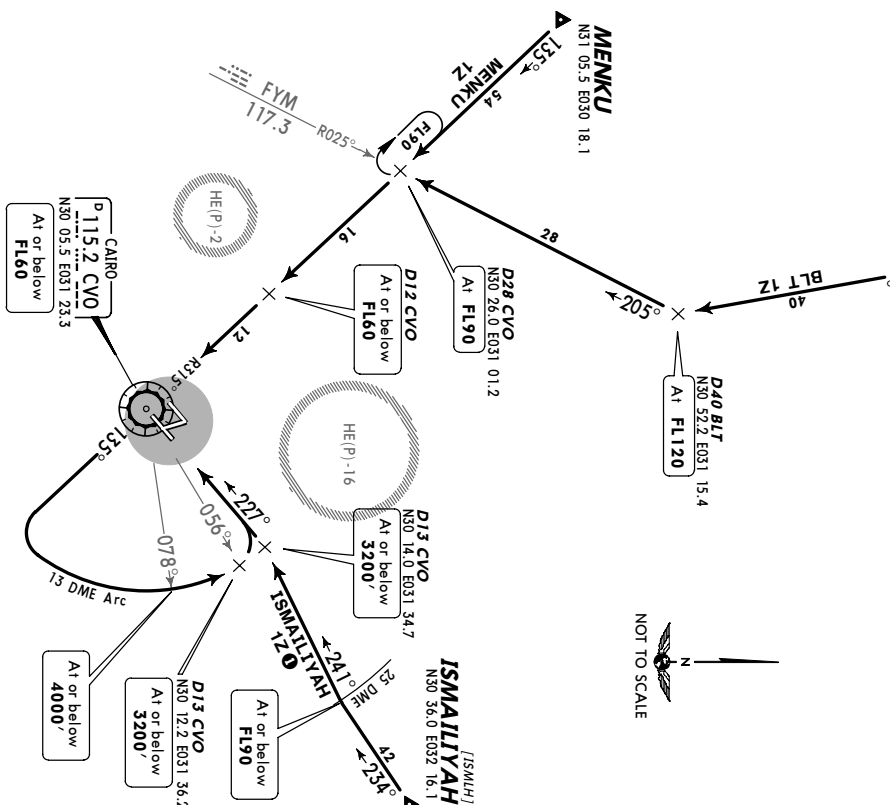
CAIRO, EGYPT
STAR

D-ATIS 122.6	Aprt Elev 382'	Alt Set: hPa Trans level: FL60	Trans alt: 4500'
-----------------	-------------------	-----------------------------------	------------------

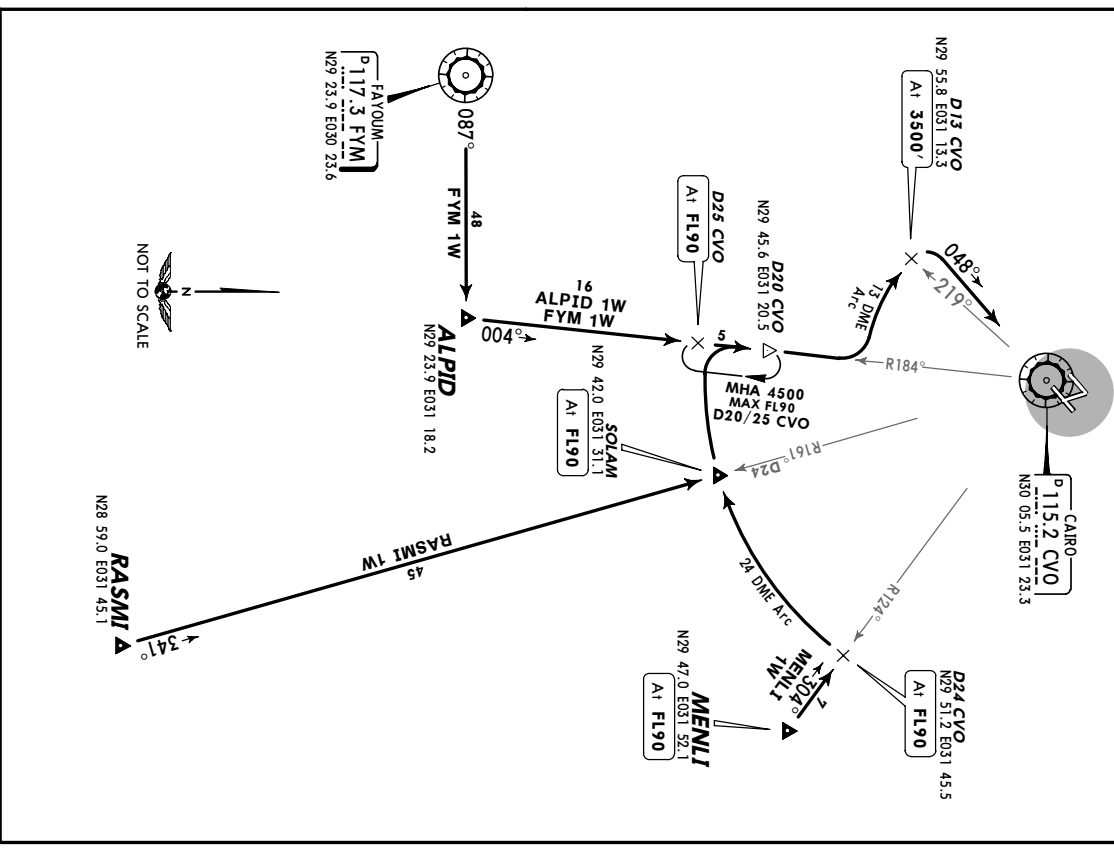
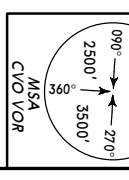
BLT 1Z, ISMAILIYAH 1Z [ISML1Z] ●
MENKU 1Z [MENK1Z]
RWY 23L ARRIVALS
 FROM NORTH



Follow ATC Instructions.

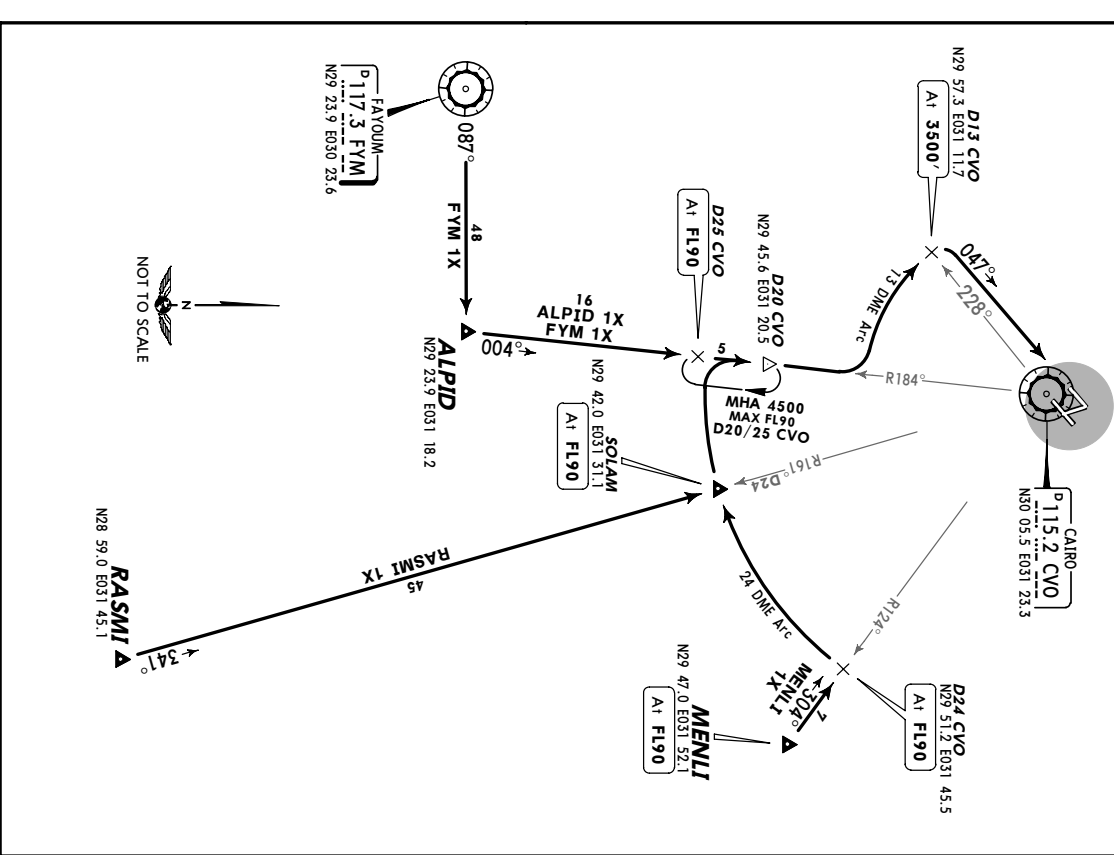
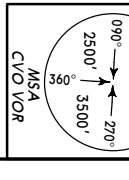


HECA/CAI CAIRO INTL			20 JAN 06 (10-2H)			JEPPRESEN			CAIRO, EGYPT STAR		
D/ATIS	382'	Alt Set: Pa	Trans level: FL60	Trans alt: 4500'							
ALPID 1W [ALP1W], FYM 1W						ALPID 1X [ALP1X], FYM 1X					
MENLI 1W [MENL1W], RASMI 1W [RASMI1W]						MENLI 1X [MENL1X], RASMI 1X [RASMI1X]					
RWY 05R ARRIVALS						RWY 05L ARRIVALS					
FROM SOUTH						FROM SOUTH					



CHANGES: STARS reindexed. © JEPPRESEN SANDERSON, INC., 2006. ALL RIGHTS RESERVED.

HECA/CAI CAIRO INTL			20 JAN 06 (10-2J)			JEPPRESEN			CAIRO, EGYPT STAR		
D/ATIS	382'	Alt Set: Pa	Trans level: FL60	Trans alt: 4500'							
ALPID 1X [ALP1X], FYM 1X						ALPID 1X [ALP1X], FYM 1X					
MENLI 1X [MENL1X], RASMI 1X [RASMI1X]						MENLI 1X [MENL1X], RASMI 1X [RASMI1X]					
RWY 05L ARRIVALS						RWY 05L ARRIVALS					
FROM SOUTH						FROM SOUTH					



CHANGES: STARS reindexed. © JEPPRESEN SANDERSON, INC., 2006. ALL RIGHTS RESERVED.

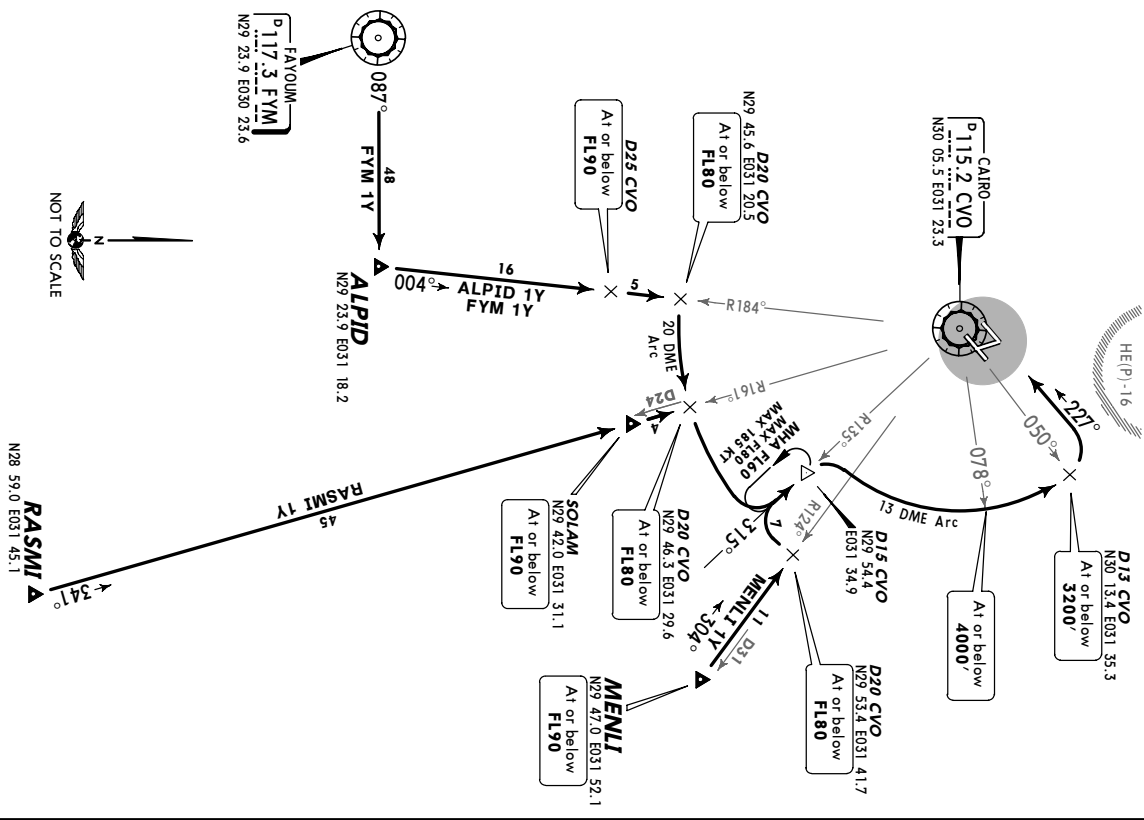
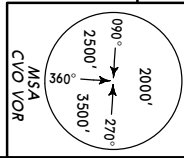
HECA/CAI
CAIRO INTL

20 JAN 06 (10-2K) **JEPPRESEN**

CAIRO, EGYPT
STAR

D/ATIS 122.6	Aprt Elev 382'	Alt Set: Pa Trans level: FL60	Trans alt: 4500'
-----------------	-------------------	----------------------------------	------------------

ALPID 1Y [ALPI1Y], FYM 1Y
MENLI 1Y [MENL1Y], RASMI 1Y [RASMI1Y]
RWY 23R ARRIVALS
FROM SOUTH



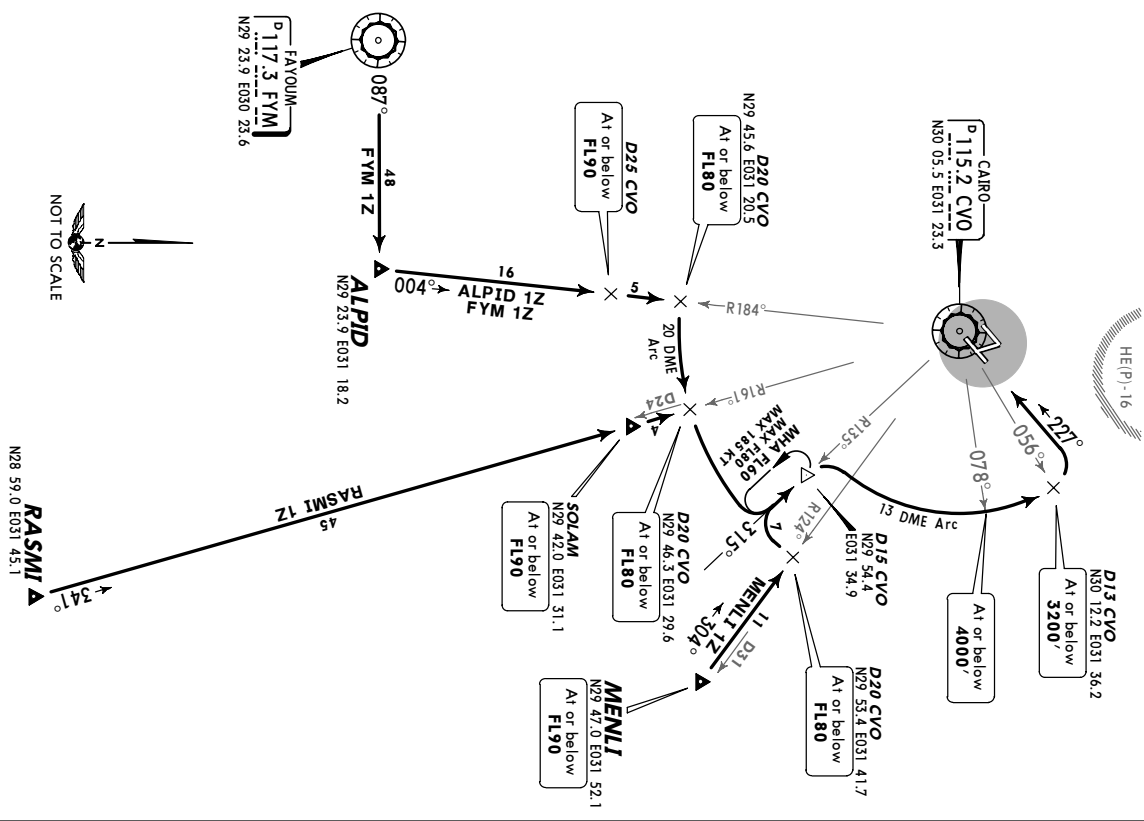
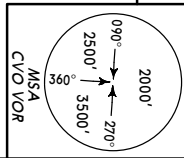
HECA/CAI
CAIRO INTL

20 JAN 06 (10-2L) **JEPPRESEN**

CAIRO, EGYPT
STAR

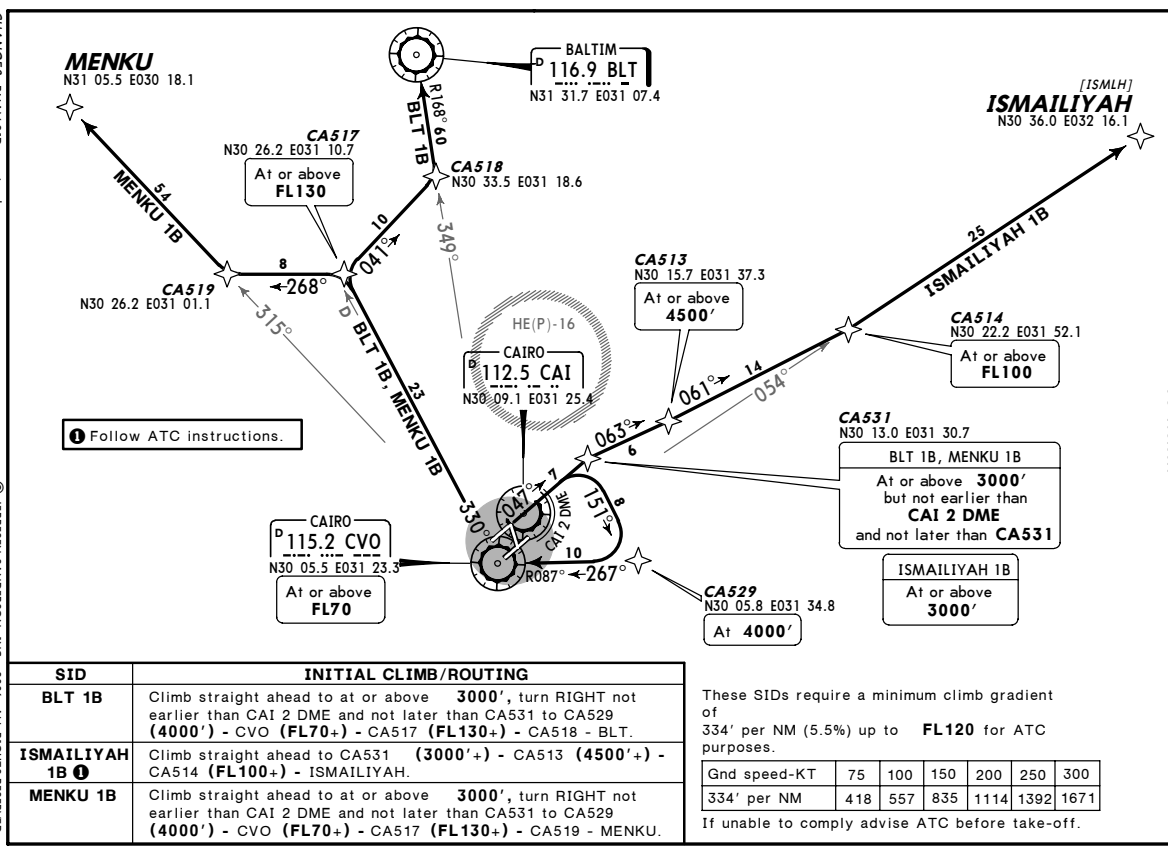
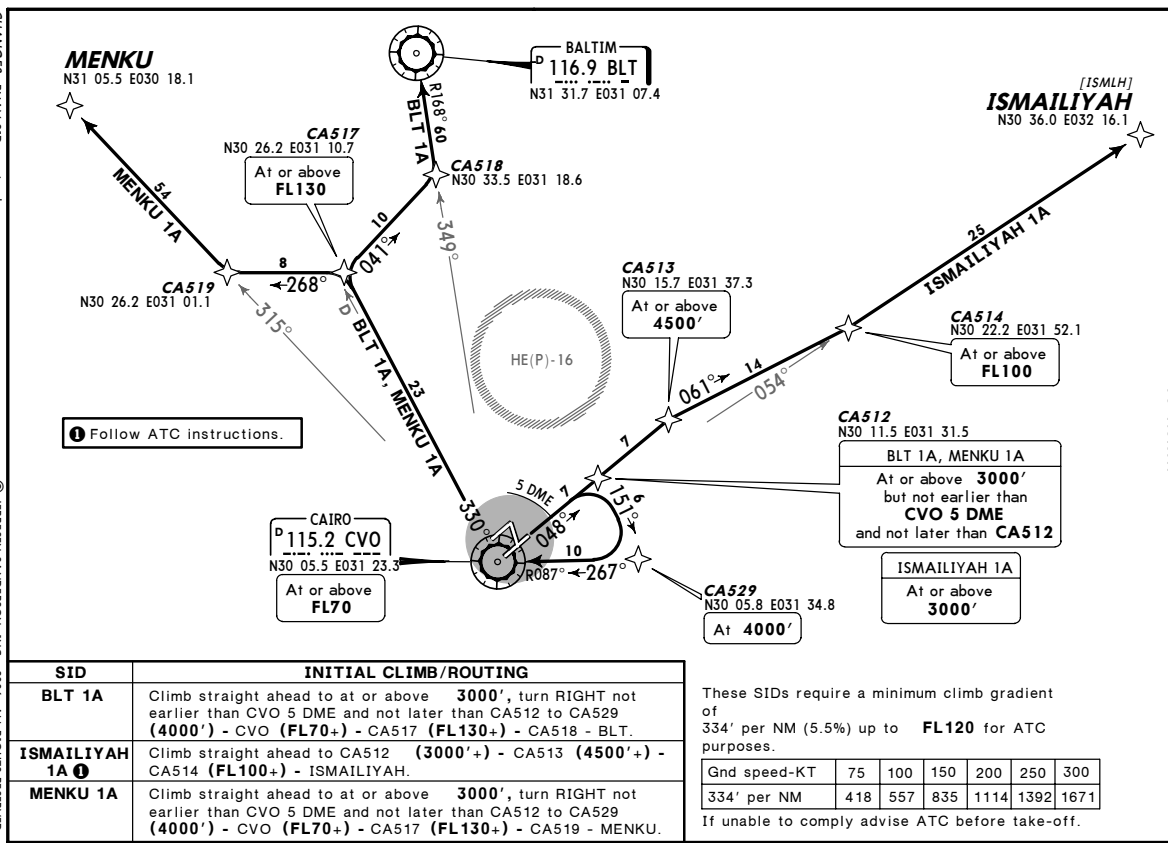
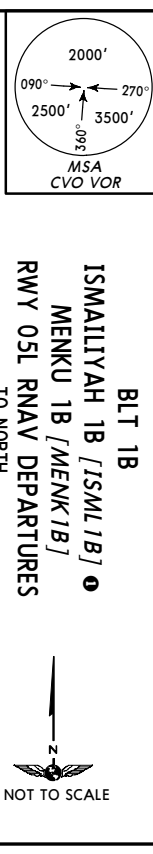
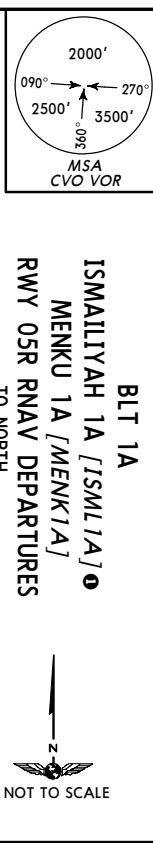
D/ATIS 122.6	Aprt Elev 382'	Alt Set: Pa Trans level: FL60	Trans alt: 4500'
-----------------	-------------------	----------------------------------	------------------

ALPID 1Z [ALPI1Z], FYM 1Z
MENLI 1Z [MENL1Z], RASMI 1Z [RASMI1Z]
RWY 23L ARRIVALS
FROM SOUTH



HECA/CAI RNAV (VOR) CAIRO INTL DME, GNSS) 20 JAN 06 (10-3) JEPPESEN CAIRO, EGYPT RNAV SID

HECA/CAI RNAV (VOR) CAIRO INTL DME, GNSS) 20 JAN 06 (10-3A) JEPPESEN CAIRO, EGYPT RNAV SID



CHANGES: RNAV SIDS revised. © JEPPESEN SANDERSON, INC., 2006. ALL RIGHTS RESERVED.

CHANGES: RNAV SIDS revised. © JEPPESEN SANDERSON, INC., 2006. ALL RIGHTS RESERVED.

SID	INITIAL CLIMB/ROUTING
BLT 1A	Climb straight ahead to at or above 3000', turn RIGHT not earlier than CVO 5 DME and not later than CA512 to CA529 (4000') - CVO (FL70+) - CA517 (FL130+) - CA518 - BLT.
ISMAILIYAH 1A	Climb straight ahead to CA512 (3000'+) - CA513 (4500'+) - CA514 (FL100+) - ISMAILIYAH.
MENKU 1A	Climb straight ahead to at or above 3000', turn RIGHT not earlier than CVO 5 DME and not later than CA512 to CA529 (4000') - CVO (FL70+) - CA517 (FL130+) - CA519 - MENKU.

These SIDs require a minimum climb gradient of 334' per NM (5.5%) up to FL120 for ATC purposes.

Gnd speed-KT	75	100	150	200	250	300
334' per NM	418	557	835	1114	1392	1671

If unable to comply advise ATC before take-off.

SID	INITIAL CLIMB/ROUTING
BLT 1B	Climb straight ahead to at or above 3000', turn RIGHT not earlier than CAI 2 DME and not later than CA531 to CA529 (4000') - CVO (FL70+) - CA517 (FL130+) - CA518 - BLT.
ISMAILIYAH 1B	Climb straight ahead to CA531 (3000'+) - CA513 (4500'+) - CA514 (FL100+) - ISMAILIYAH.
MENKU 1B	Climb straight ahead to at or above 3000', turn RIGHT not earlier than CAI 2 DME and not later than CA531 to CA529 (4000') - CVO (FL70+) - CA517 (FL130+) - CA519 - MENKU.

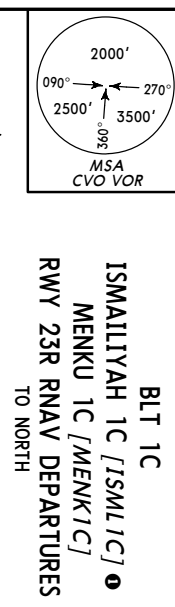
These SIDs require a minimum climb gradient of 334' per NM (5.5%) up to FL120 for ATC purposes.

Gnd speed-KT	75	100	150	200	250	300
334' per NM	418	557	835	1114	1392	1671

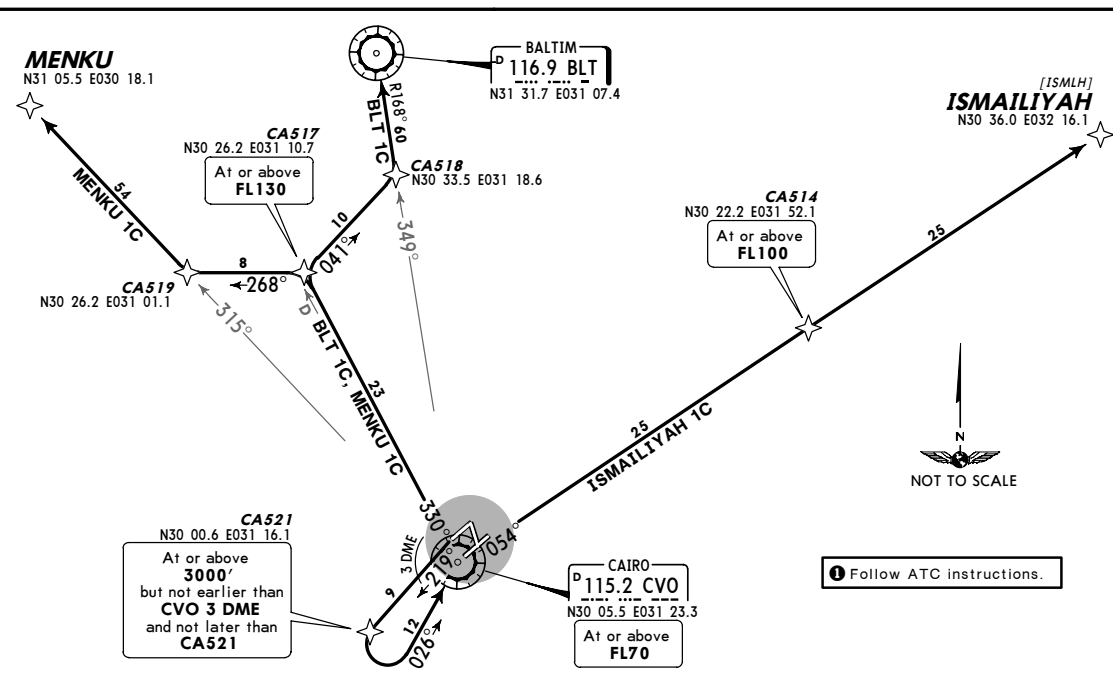
If unable to comply advise ATC before take-off.

HECA/CAI RNAV (VOR) 20 JAN 06 (10-3B) CAIRO, EGYPT
 CAIRO INTL DME (GNSS) RNAV SID

Ap'l Elev 382' Trans level: FL60 Trans alt: 4500'
 SIDs are also minimum noise routings.



BLT 1C
 ISMAILIYAH 1C [ISML1C]
 MENKU 1C [MENK1C]
 RWY 23R RNAV DEPARTURES
 TO NORTH



Follow ATC instructions.

These SIDs require a minimum climb gradient of 334' per NM (5.5%) up to FL120 for ATC purposes.

Gnd speed-KT	75	100	150	200	250	300
334' per NM	418	557	835	1114	1392	1671

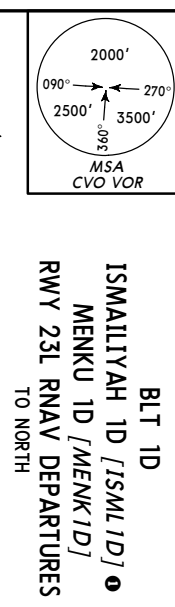
If unable to comply advise ATC before take-off.

SID	INITIAL CLIMB/ROUTING
BLT 1C	Climb on 219° track to at or above 3000', turn LEFT not earlier than CVO 3 DME and not later than CA521 to CVO (FL70+) - CA517 (FL130+) - CA518 - BLT.
ISMAILIYAH 1C	Climb on 219° track to at or above 3000', turn LEFT not earlier than CVO 3 DME and not later than CA521 to CVO (FL70+) - CA514 (FL100+) - ISMAILIYAH.
MENKU 1C	Climb on 219° track to at or above 3000', turn LEFT not earlier than CVO 3 DME and not later than CA521 to CVO (FL70+) - CA517 (FL130+) - CA519 - MENKU.

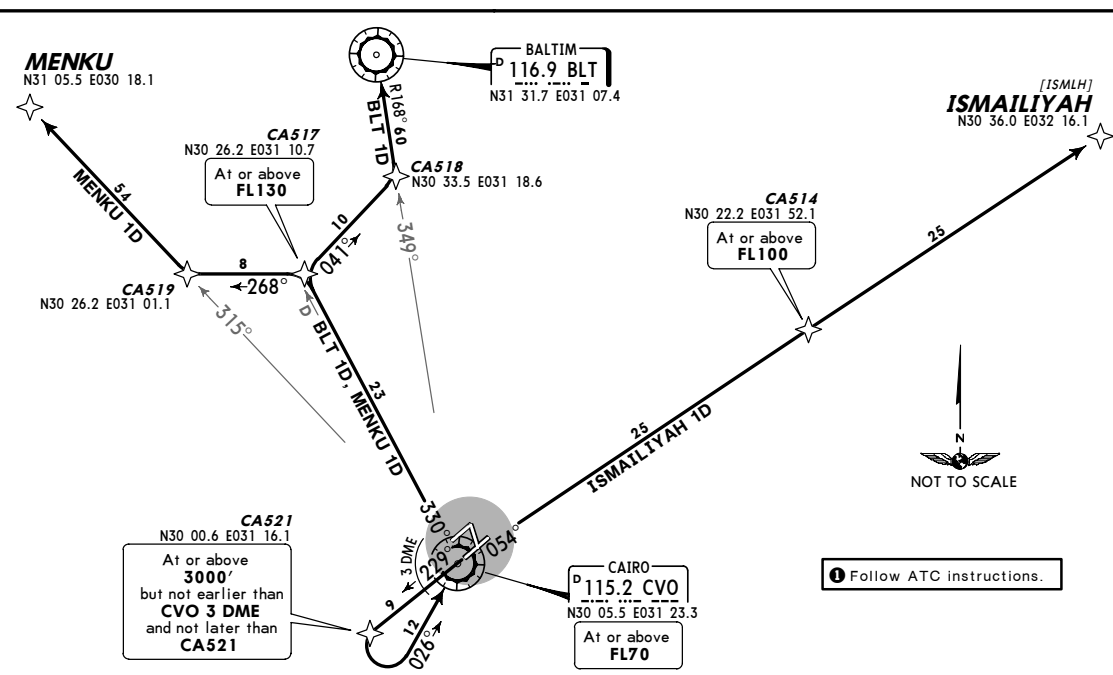
CHANGES: RNAV SIDS BLT 1C & MENKU 1C revised. © JEPPESSEN SANDERSON, INC., 2006. ALL RIGHTS RESERVED.

HECA/CAI RNAV (VOR) 20 JAN 06 (10-3C) CAIRO, EGYPT
 CAIRO INTL DME (GNSS) RNAV SID

Ap'l Elev 382' Trans level: FL60 Trans alt: 4500'
 SIDs are also minimum noise routings.



BLT 1D
 ISMAILIYAH 1D [ISML1D]
 MENKU 1D [MENK1D]
 RWY 23L RNAV DEPARTURES
 TO NORTH



Follow ATC instructions.

These SIDs require a minimum climb gradient of 334' per NM (5.5%) up to FL120 for ATC purposes.

Gnd speed-KT	75	100	150	200	250	300
334' per NM	418	557	835	1114	1392	1671

If unable to comply advise ATC before take-off.

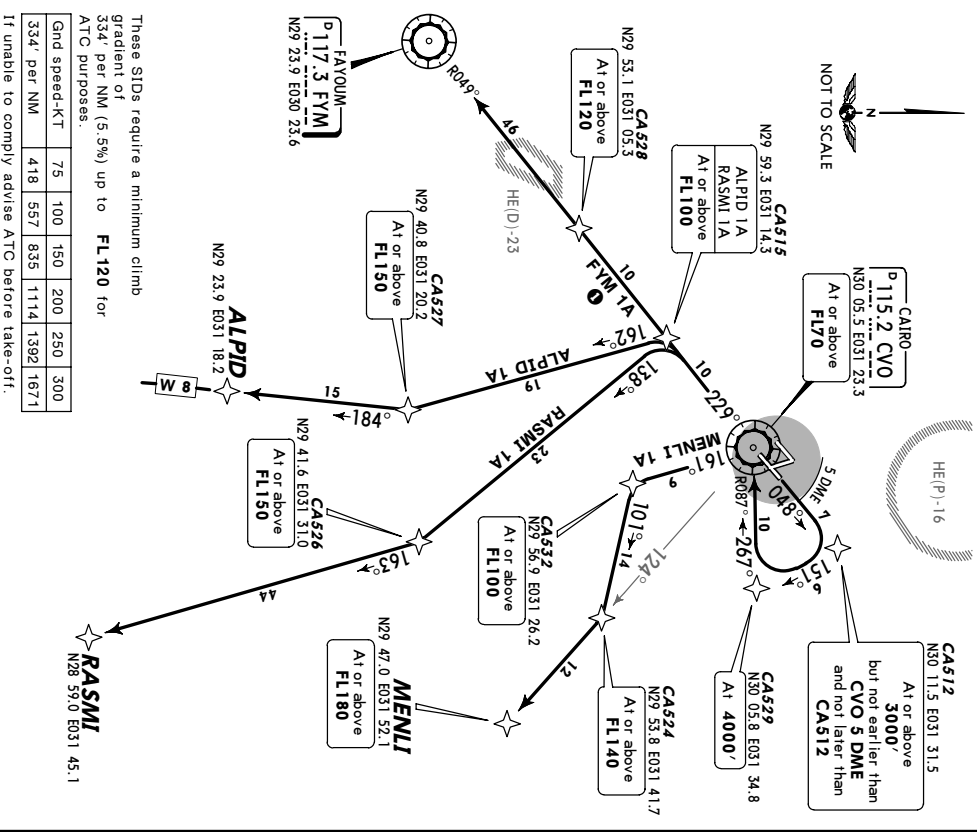
SID	INITIAL CLIMB/ROUTING
BLT 1D	Climb straight ahead to at or above 3000', turn LEFT not earlier than CVO 3 DME and not later than CA 521 to CVO (FL70+) - CA517 (FL130+) - CA518 - BLT.
ISMAILIYAH 1D	Climb straight ahead to at or above 3000', turn LEFT not earlier than CVO 3 DME and not later than CA 521 to CVO (FL70+) - CA514 (FL100+) - ISMAILIYAH.
MENKU 1D	Climb straight ahead to at or above 3000', turn LEFT not earlier than CVO 3 DME and not later than CA 521 to CVO (FL70+) - CA517 (FL130+) - CA519 - MENKU.

CHANGES: RNAV SIDS BLT 1D & MENKU 1D revised. © JEPPESSEN SANDERSON, INC., 2006. ALL RIGHTS RESERVED.

HECA/CAI **RNAV (VOR)** **CAIRO INTL** **DME, GNSS** **20 JAN 06** **(10-3D)** **JEPPRESEN** **CAIRO, EGYPT** **RNAV SID**

Apv Elev 382' Trans level: FL60 Trans alt: 4500'
SIDs are also minimum noise routings.

ALPID 1A [ALP1A], FYM 1A
MENLI 1A [MEN1A], RASMI 1A [RASMI1A]
RWY 05R RNAV DEPARTURES
TO SOUTH



These SIDs require a minimum climb gradient of 334' per NM (5.5%) up to **FL120** for ATC purposes.

Gnd speed-KT	75	100	150	200	250	300
334' per NM	418	557	835	1114	1392	1671

If unable to comply advise ATC before take-off.

Climb straight ahead to at or above **3000'**, turn RIGHT not earlier than CVO 5 DME and not later than CA512 to CA529 **(4000')** - CVO **(FL70+)**.

SID

ALPID 1A CVO (FL70+) - CA515 (FL100+) - CA527 (FL150+) - ALPID.

FYM 1A CVO (FL70+) - CA528 (FL120+) - FYM.

MENLI 1A CVO (FL70+) - CA532 (FL100+) - CA524 (FL140+) - MENLI (FL180+).

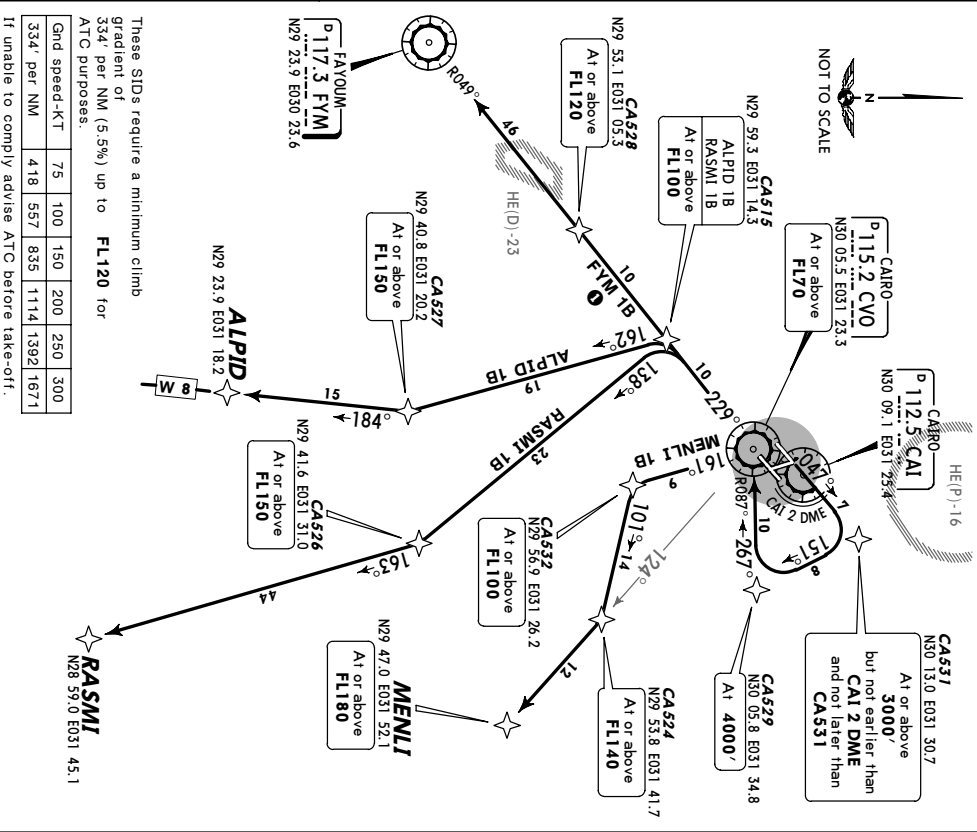
RASMI 1A CVO (FL70+) - CA515 (FL100+) - CA526 (FL150+) - RASMI.

➊ If HE(D)-23 active expect routing via airway **W-8**.

HECA/CAI **RNAV (VOR)** **CAIRO INTL** **DME, GNSS** **20 JAN 06** **(10-3E)** **JEPPRESEN** **CAIRO, EGYPT** **RNAV SID**

Apv Elev 382' Trans level: FL60 Trans alt: 4500'
SIDs are also minimum noise routings.

ALPID 1B [ALP1B], FYM 1B
MENLI 1B [MEN1B], RASMI 1B [RASMI1B]
RWY 05L RNAV DEPARTURES
TO SOUTH



These SIDs require a minimum climb gradient of 334' per NM (5.5%) up to **FL120** for ATC purposes.

Gnd speed-KT	75	100	150	200	250	300
334' per NM	418	557	835	1114	1392	1671

If unable to comply advise ATC before take-off.

Climb straight ahead to at or above **3000'**, turn RIGHT not earlier than CAI 2 DME and not later than CA531 to CA529 **(4000')** - CVO **(FL70+)**.

SID

ALPID 1B CVO (FL70+) - CA515 (FL100+) - CA527 (FL150+) - ALPID.

FYM 1B CVO (FL70+) - CA528 (FL120+) - FYM.

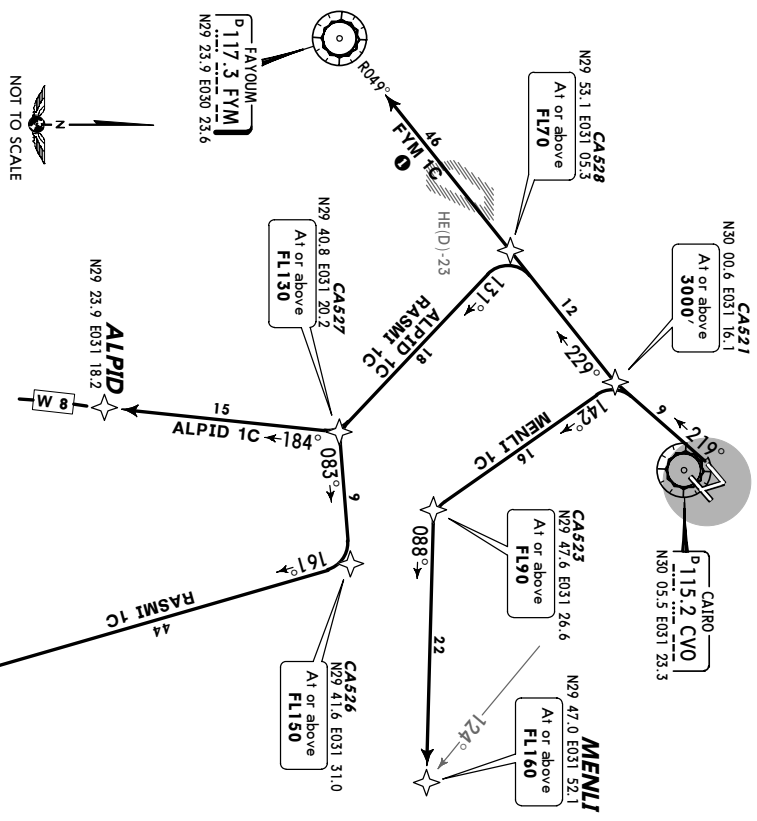
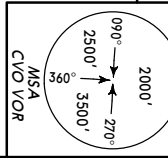
MENLI 1B CVO (FL70+) - CA532 (FL100+) - CA524 (FL140+) - MENLI (FL180+).

RASMI 1B CVO (FL70+) - CA515 (FL100+) - CA526 (FL150+) - RASMI.

➊ If HE(D)-23 active expect routing via airway **W-8**.

Ap/ Elev 382' Trans level: FL60 Trans alt: 4500'
 SIDs are also minimum noise routings.

**ALPID 1C [ALPID], FYM 1C
 MENLI 1C [MENLIC], RASMI 1C [RASMIC]
 RWY 23R RNAV DEPARTURES
 TO SOUTH**



These SIDs require a minimum climb gradient of 334' per NM (5.5%) up to **FL120** for ATC purposes.

Gnd speed-KT	75	100	150	200	250	300
334' per NM	418	557	835	1114	1392	1671

If unable to comply advise ATC before take-off.

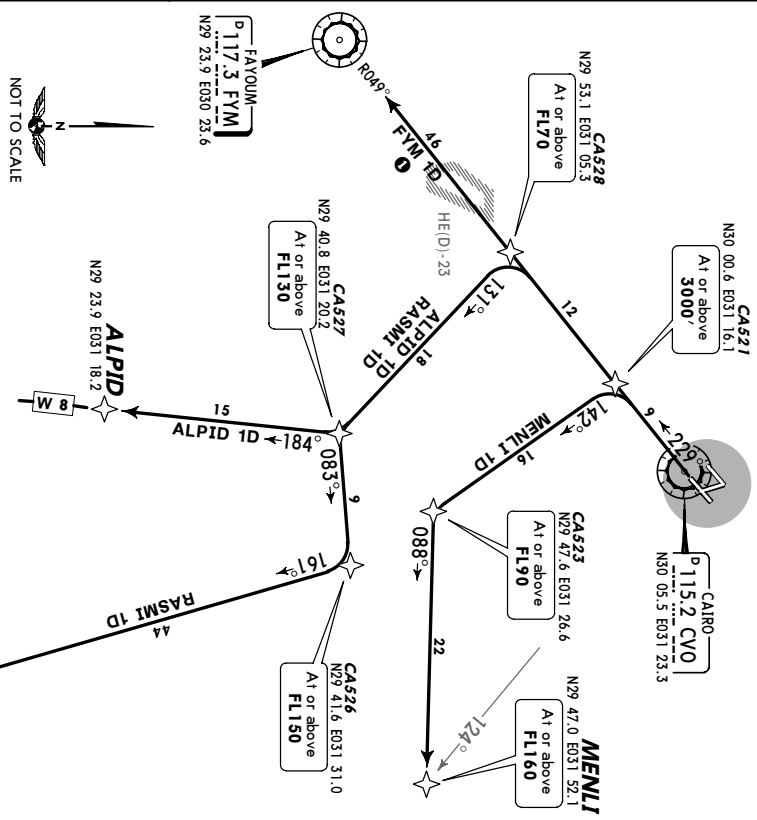
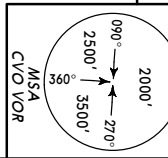
SID INITIAL CLIMB/ROUTING

ALPID 1C	Climb on 219° track to CAS21 (3000'+) - CAS28 (FL70+) - CAS27 (FL130+) - ALPID.
FYM 1C	Climb on 219° track to CAS21 (3000'+) - CAS28 (FL70+) - FYM.
MENLI 1C	Climb on 219° track to CAS21 (3000'+) - CAS23 (FL90+) - MENLI (FL160+).
RASMI 1C	Climb on 219° track to CAS21 (3000'+) - CAS28 (FL70+) - CAS27 (FL130+) - CAS26 (FL150+) - RASMI.

CHANGES: Reissue. © JEPPESEN SANDERSON, INC., 2006. ALL RIGHTS RESERVED.

Ap/ Elev 382' Trans level: FL60 Trans alt: 4500'
 SIDs are also minimum noise routings.

**ALPID 1D [ALPID], FYM 1D
 MENLI 1D [MENLID], RASMI 1D [RASMID]
 RWY 23L RNAV DEPARTURES
 TO SOUTH**



These SIDs require a minimum climb gradient of 334' per NM (5.5%) up to **FL120** for ATC purposes.

Gnd speed-KT	75	100	150	200	250	300
334' per NM	418	557	835	1114	1392	1671

If unable to comply advise ATC before take-off.

SID INITIAL CLIMB/ROUTING

ALPID 1D	Climb straight ahead to CAS21 (3000'+) - CAS28 (FL70+) - CAS27 (FL130+) - ALPID.
FYM 1D	Climb straight ahead to CAS21 (3000'+) - CAS28 (FL70+) - FYM.
MENLI 1D	Climb straight ahead to CAS21 (3000'+) - CAS23 (FL90+) - MENLI (FL160+).
RASMI 1D	Climb straight ahead to CAS21 (3000'+) - CAS28 (FL70+) - CAS27 (FL130+) - CAS26 (FL150+) - RASMI.

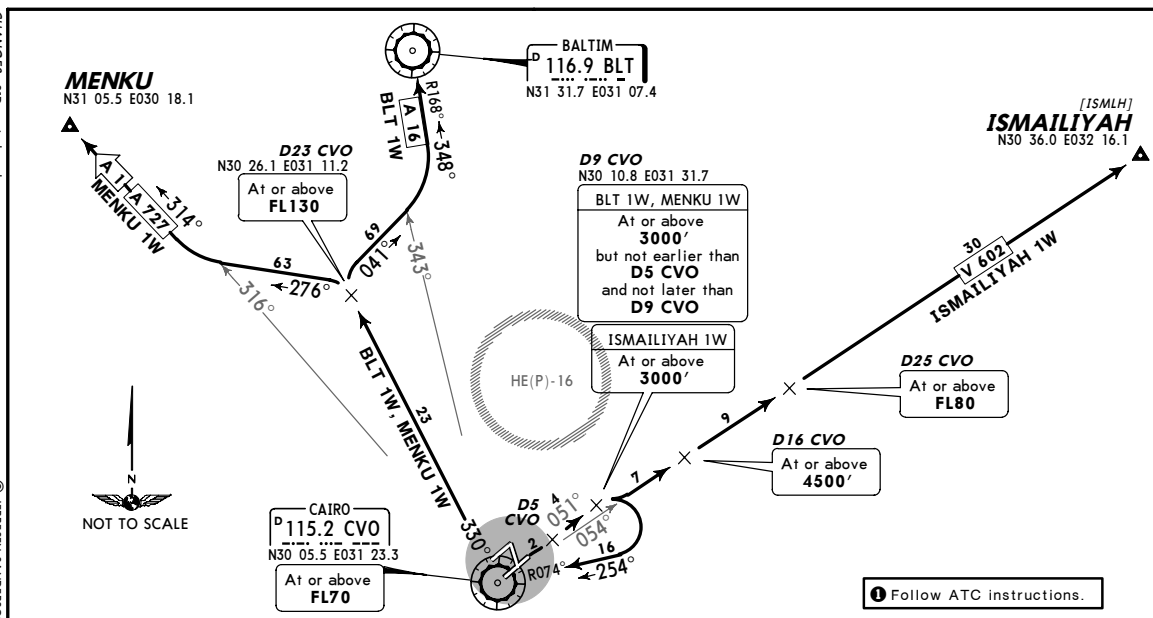
CHANGES: Reissue. © JEPPESEN SANDERSON, INC., 2006. ALL RIGHTS RESERVED.

HECA/CAI
CAIRO INTL

Ap/Elev: 382' Trans level: FL80 Trans alt: 4500'
 SIDs are also minimum noise routings.

2000'
 090° 270°
 2500' 3500'
 MSA
 CVO VOR

BLT 1W
ISMAILIYAH 1W [ISML1W]
MENKU 1W [MENK1W]
RWY 05R DEPARTURES
TO NORTH



SID	INITIAL CLIMB/ROUTING
BLT 1W	Intercept CVO R-051, climb to at or above 3000' , turn RIGHT not earlier than D5 CVO and not later than D9 CVO, intercept CVO R-074 inbound to CVO, CVO R-330 to D23 CVO, turn RIGHT, 041° track, when passing CVO R-343 turn LEFT, on airway A 16 to BLT.
ISMAILIYAH 1W	Intercept CVO R-051, climb to at or above 3000' , at D9 CVO turn RIGHT, on airway V 602 to ISMAILIYAH.
MENKU 1W	Intercept CVO R-051, climb to at or above 3000' , turn RIGHT not earlier than D5 CVO and not later than D9 CVO, intercept CVO R-074 inbound to CVO, CVO R-330 to D23 CVO, turn LEFT, 276° track, when passing CVO R-316 turn RIGHT, on airways A 1/A 727 to MENKU.

Follow ATC instructions.

These SIDs require a minimum climb gradient of 334' per NM (5.5%) up to **FL120** for ATC purposes.

Gnd speed-KT	75	100	150	200	250	300
334' per NM	418	557	835	1114	1392	1671

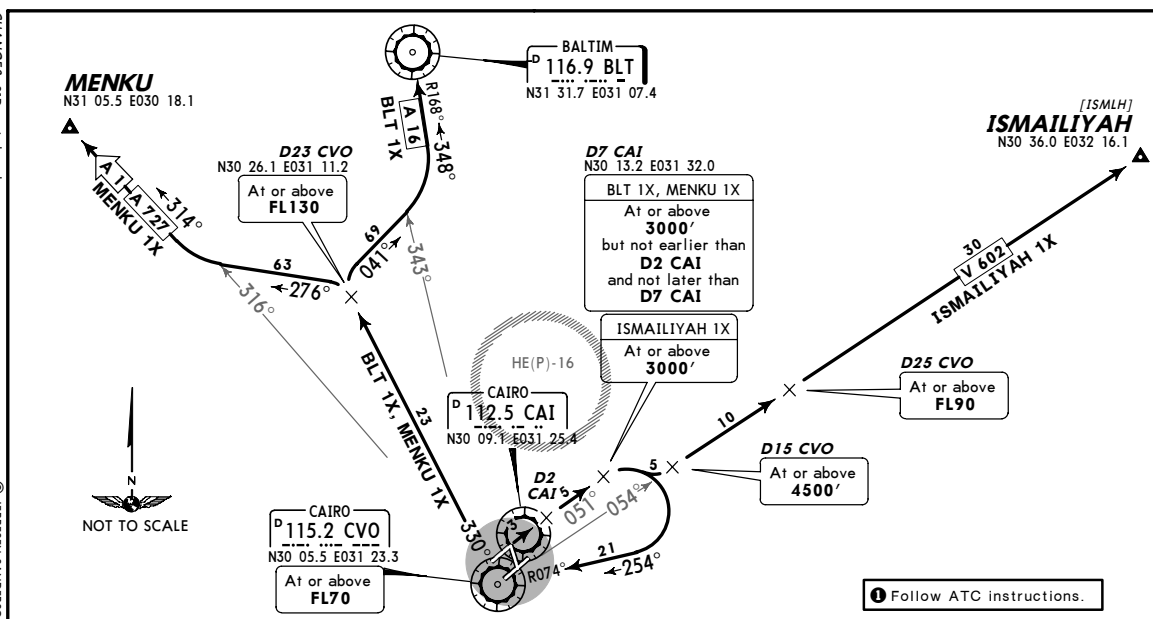
If unable to comply advise ATC before take-off.

HECA/CAI
CAIRO INTL

Ap/Elev: 382' Trans level: FL80 Trans alt: 4500'
 SIDs are also minimum noise routings.

2000'
 090° 270°
 2500' 3500'
 MSA
 CVO VOR

BLT 1X
ISMAILIYAH 1X [ISML1X]
MENKU 1X [MENK1X]
RWY 05L DEPARTURES
TO NORTH



SID	INITIAL CLIMB/ROUTING
BLT 1X	Intercept CAI R-051, climb to at or above 3000' , turn RIGHT not earlier than D2 CAI and not later than D7 CAI, intercept CVO R-074 inbound to CVO, CVO R-330 to D23 CVO, turn RIGHT, 041° track, when passing CVO R-343 turn LEFT, on airway A 16 to BLT.
ISMAILIYAH 1X	Intercept CAI R-051, climb to at or above 3000' , at D7 CAI turn RIGHT, on airway V 602 to ISMAILIYAH.
MENKU 1X	Intercept CAI R-051, climb to at or above 3000' , turn RIGHT not earlier than D2 CAI and not later than D7 CAI, intercept CVO R-074 inbound to CVO, CVO R-330 to D23 CVO, turn LEFT, 276° track, when passing CVO R-316 turn RIGHT, on airways A 1/A 727 to MENKU.

Follow ATC instructions.

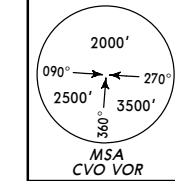
These SIDs require a minimum climb gradient of 334' per NM (5.5%) up to **FL120** for ATC purposes.

Gnd speed-KT	75	100	150	200	250	300
334' per NM	418	557	835	1114	1392	1671

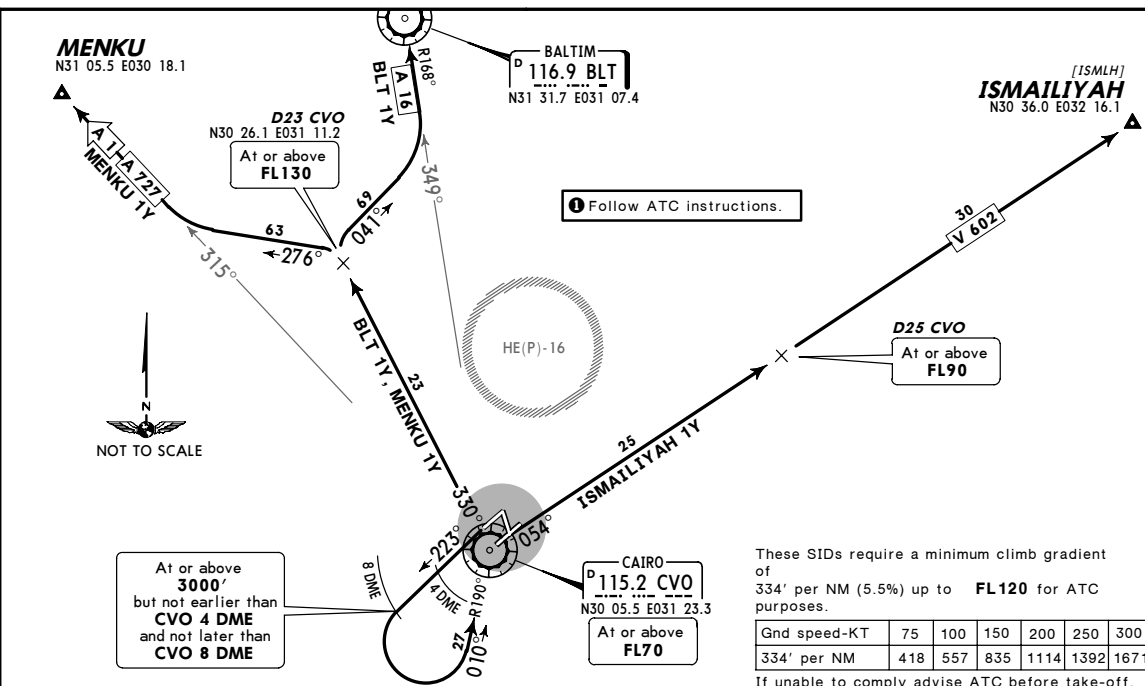
If unable to comply advise ATC before take-off.

HECA/CAI
CAIRO INTL
20 JAN 06 (10-3K)
JEPPRESEN
CAIRO, EGYPT
SID

Ap/ Elev
382'
Trans level: FL80
SIDs are also minimum noise routings.



BLT 1Y
ISMAILIYAH 1Y [ISML1Y]
MENKU 1Y [MENK1Y]
RWY 23R DEPARTURES
TO NORTH



These SIDs require a minimum climb gradient of 334' per NM (5.5%) up to FL120 for ATC purposes.

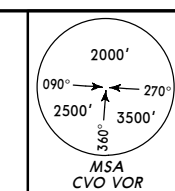
Gnd speed-KT	75	100	150	200	250	300
334' per NM	418	557	835	1114	1392	1671

If unable to comply advise ATC before take-off.

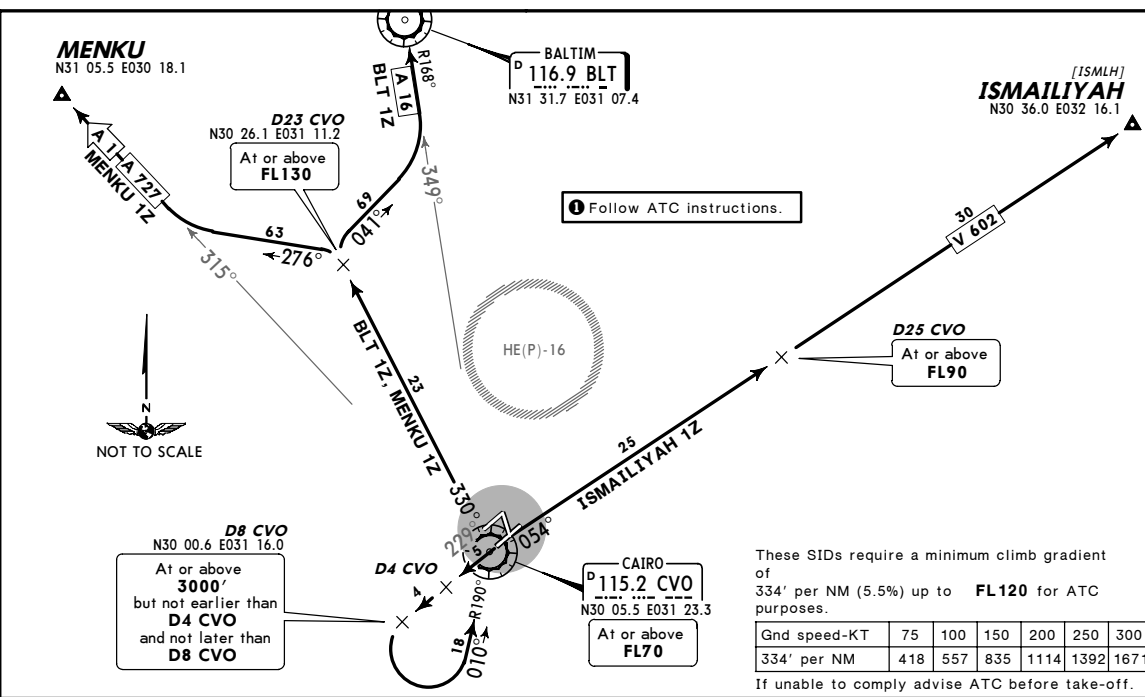
SID	INITIAL CLIMB/ROUTING
BLT 1Y	Climb on 223° track to at or above 3000', turn LEFT not earlier than CVO 4 DME and not later than CVO 8 DME, intercept CVO R-190 inbound to CVO, CVO R-330 to D23 CVO, turn RIGHT, 041° track, intercept CVO R-349, on airway A 16 to BLT.
ISMAILIYAH 1Y	Climb on 223° track to at or above 3000', turn LEFT not earlier than CVO 4 DME and not later than CVO 8 DME, intercept CVO R-190 inbound to CVO, CVO R-054, on airway V 602 to ISMAILIYAH.
MENKU 1Y	Climb on 223° track to at or above 3000', turn LEFT not earlier than CVO 4 DME and not later than CVO 8 DME, intercept CVO R-190 inbound to CVO, CVO R-330 to D23 CVO, turn LEFT, 276° track, intercept CVO R-315, on airways A 1/A 727 to MENKU.

CHANGES: SIDs reindexed. © JEPPRESEN SANDERSON, INC., 2006. ALL RIGHTS RESERVED.

Ap/ Elev
382'
Trans level: FL80
SIDs are also minimum noise routings.



BLT 1Z
ISMAILIYAH 1Z [ISML1Z]
MENKU 1Z [MENK1Z]
RWY 23L DEPARTURES
TO NORTH



These SIDs require a minimum climb gradient of 334' per NM (5.5%) up to FL120 for ATC purposes.

Gnd speed-KT	75	100	150	200	250	300
334' per NM	418	557	835	1114	1392	1671

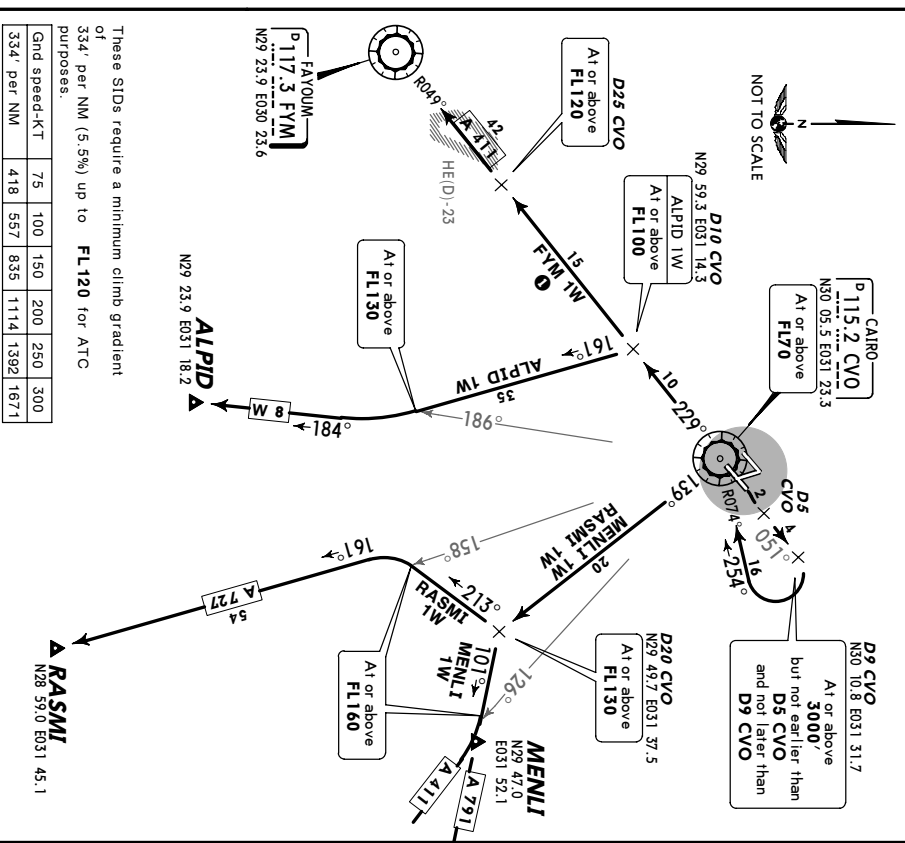
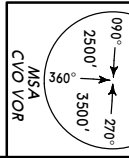
If unable to comply advise ATC before take-off.

SID	INITIAL CLIMB/ROUTING
BLT 1Z	Intercept CVO R-229, climb to at or above 3000', turn LEFT not earlier than D4 CVO and not later than D8 CVO, intercept CVO R-190 inbound to CVO, CVO R-330 to D23 CVO, turn RIGHT, 041° track, intercept CVO R-349, on airway A 16 to BLT.
ISMAILIYAH 1Z	Intercept CVO R-229, climb to at or above 3000', turn LEFT not earlier than D4 CVO and not later than D8 CVO, intercept CVO R-190 inbound to CVO, CVO R-054, on airway V 602 to ISMAILIYAH.
MENKU 1Z	Intercept CVO R-229, climb to at or above 3000', turn LEFT not earlier than D4 CVO and not later than D8 CVO, intercept CVO R-190 inbound to CVO, CVO R-330 to D23 CVO, turn LEFT, 276° track, intercept CVO R-315, on airways A 1/A 727 to MENKU.

CHANGES: SIDs reindexed. © JEPPRESEN SANDERSON, INC., 2006. ALL RIGHTS RESERVED.

HECA/CAI
CAIRO INTL
 20 JAN 06 (10-3M)
JEPPRESEN
CAIRO, EGYPT
SID

Ap/ Elev 382' Trans level: FL60 Trans alt: 4500'
 SIDs are also minimum noise routings.



These SIDs require a minimum climb gradient of 334' per NM (5.5%) up to **FL120** for ATC purposes.

If unable to comply advise ATC before take-off.

INITIAL CLIMB

Intercept CVO R-051, climb to at or above **3000'**, turn RIGHT not earlier than D5 CVO and not later than D9 CAI. Intercept CVO R-074 inbound to CVO.

ROUTING

ALPID 1W At CVO on CVO R-229 to D10 CVO, turn LEFT, 161° track, when passing CVO R-186 turn RIGHT, on airway **W 8** to ALPID.

FYM 1W At CVO on CVO R-229, on airway **A 411** to FYM.

MENLI 1W At CVO on CVO R-139 to D20 CVO, turn LEFT, 101° track, when passing CVO R-126 turn RIGHT on airways **A 411/A 791**.

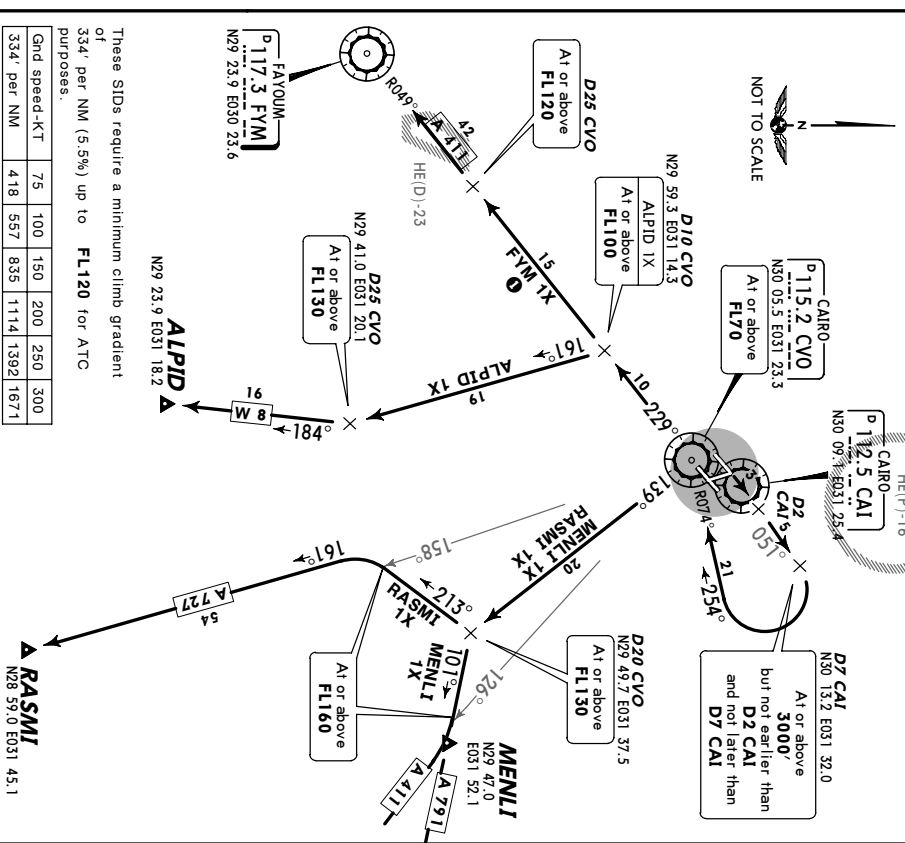
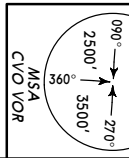
RASMI 1W At CVO on CVO R-139 to D20 CVO, turn RIGHT, 213° track, when passing CVO R-158 turn LEFT, on airway **A 727** to RASMI.

➊ If HE(D)-23 active expect routing via airway **W 8**.

CHANGES: SIDs reindexed.

HECA/CAI
CAIRO INTL
 20 JAN 06 (10-3M)
JEPPRESEN
CAIRO, EGYPT
SID

Ap/ Elev 382' Trans level: FL60 Trans alt: 4500'
 SIDs are also minimum noise routings.



These SIDs require a minimum climb gradient of 334' per NM (5.5%) up to **FL120** for ATC purposes.

If unable to comply advise ATC before take-off.

INITIAL CLIMB

Intercept CAI R-051, climb to at or above **3000'**, turn RIGHT not earlier than D2 CAI and not later than D7 CAI. Intercept CVO R-074 inbound to CVO.

ROUTING

ALPID 1X At CVO on CVO R-229 to D10 CVO, turn LEFT, 161° track to D25 CVO, turn RIGHT, on airway **W 8** to ALPID.

FYM 1X At CVO on CVO R-229, on airway **A 411** to FYM.

MENLI 1X At CVO on CVO R-139 to D20 CVO, turn LEFT, 101° track, when passing CVO R-126 turn RIGHT on airways **A 411/A 791**.

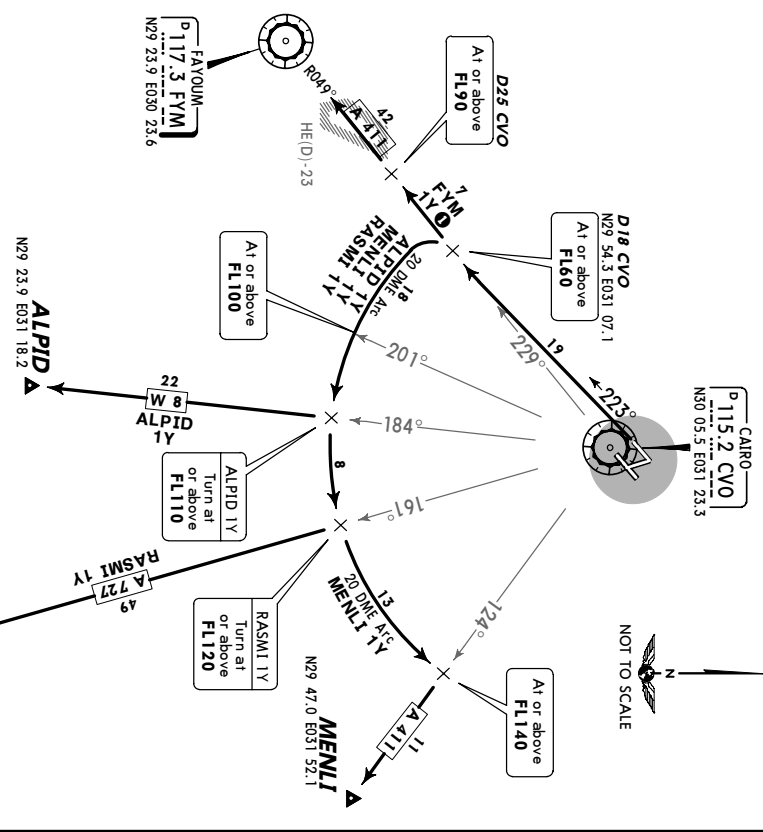
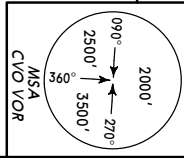
RASMI 1X At CVO on CVO R-139 to D20 CVO, turn RIGHT, 213° track, when passing CVO R-158 turn LEFT, on airway **A 727** to RASMI.

➊ If HE(D)-23 active expect routing via airway **W 8**.

CHANGES: SIDs reindexed.

Ap'l Elev 382'
 Trans level: FL60
 Trans alt: 4500'
 SIDs are also minimum noise routings.

ALPID 1Y [ALPI1Y], FYM 1Y
MENLI 1Y [MENL1Y], RASMI 1Y [RASMI1Y]
RWY 23R DEPARTURES
TO SOUTH



These SIDs require a minimum climb gradient of 334' per NM (5.5%) up to **FL120** for ATC purposes.

Grd speed-KT	75	100	150	200	250	300
334' per NM	418	557	835	1114	1392	1671

If unable to comply advise ATC before take-off.

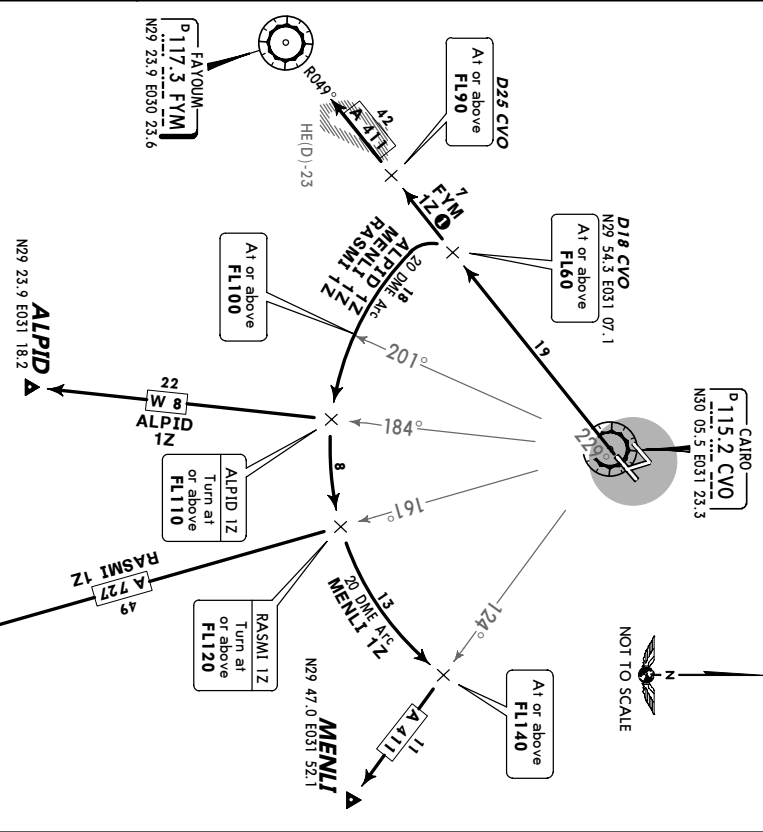
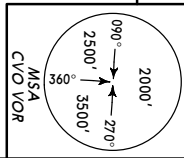
INITIAL CLIMB/ROUTING

- SID**
- ALPID 1Y** Climb on 233° track, intercept CVO R-229 to D18 CVO, turn LEFT, along CVO 20 DME arc, intercept CVO R-184, on airway **W 8** to ALPID.
 - FYM 1Y** Climb on 223° track, intercept CVO R-229, on airway **A 411** to FYM.
 - MENLI 1Y** Climb on 223° track, intercept CVO R-229 to D18 CVO, turn LEFT, along CVO 20 DME arc, intercept CVO R-124, on airway **A 411** to MENLI.
 - RASMI 1Y** Climb on 223° track, intercept CVO R-229 to D18 CVO, turn LEFT, along CVO 20 DME arc, intercept CVO R-161, on airway **A 727** to RASMI.
- ① If HE(D)-23 active expect routing via airway **W 8**.

CHANGES: SIDs reinforced & revised. © JEPPESEN SANDERSON, INC., 2006. ALL RIGHTS RESERVED.

Ap'l Elev 382'
 Trans level: FL60
 Trans alt: 4500'
 SIDs are also minimum noise routings.

ALPID 1Z [ALPI1Z], FYM 1Z
MENLI 1Z [MENL1Z], RASMI 1Z [RASMI1Z]
RWY 23L DEPARTURES
TO SOUTH



These SIDs require a minimum climb gradient of 334' per NM (5.5%) up to **FL120** for ATC purposes.

Grd speed-KT	75	100	150	200	250	300
334' per NM	418	557	835	1114	1392	1671

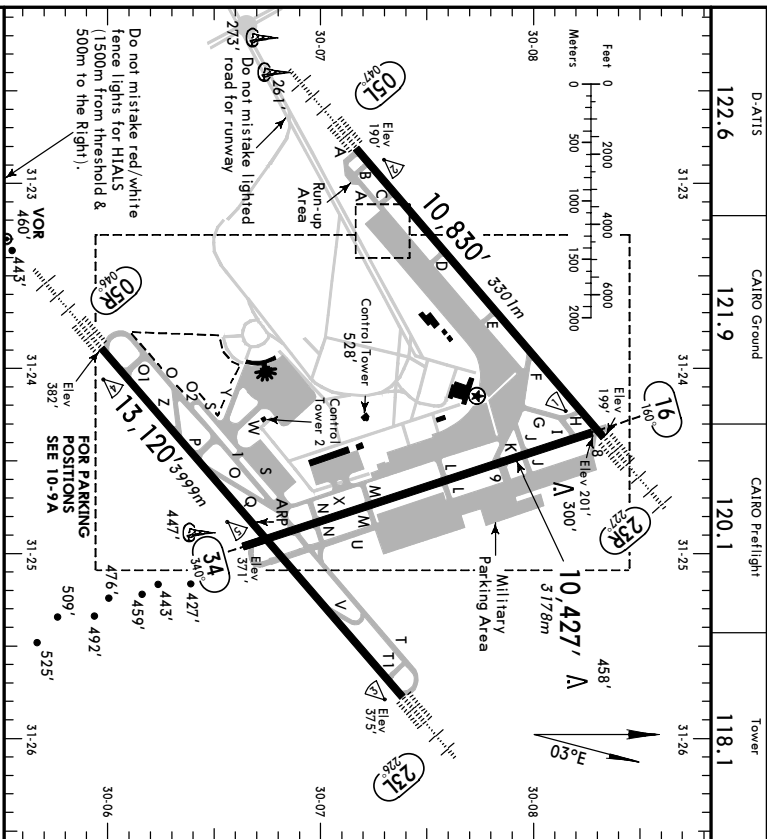
If unable to comply advise ATC before take-off.

INITIAL CLIMB/ROUTING

- SID**
- ALPID 1Z** Intercept CVO R-229 to D18 CVO, turn LEFT, along CVO 20 DME arc, intercept CVO R-184, on airway **W 8** to ALPID.
 - FYM 1Z** Intercept CVO R-229, on airway **A 411** to FYM.
 - MENLI 1Z** Intercept CVO R-229 to D18 CVO, turn LEFT, along CVO 20 DME arc, intercept CVO R-124, on airway **A 411** to MENLI.
 - RASMI 1Z** Intercept CVO R-229 to D18 CVO, turn LEFT, along CVO 20 DME arc, intercept CVO R-161, on airway **A 727** to RASMI.
- ① If HE(D)-23 active expect routing via airway **W 8**.

CHANGES: SIDs reinforced & revised. © JEPPESEN SANDERSON, INC., 2006. ALL RIGHTS RESERVED.

HECA/CAI **JEPPesen** **CAIRO, EGYPT**
 Apt Elev **382'** 17 MAR 06 **(10-9)** **CAIRO INTL**
 NS0 06.7 E031 24.8



ADDITIONAL RUNWAY INFORMATION

RWY	LANDING BEYOND		TAKE-OFF	WIDTH
	Threshold	Glide Slope		
05L	HIRL (60m) CL (30m) HIALS TDZ PAPI (3.0°)	RVR	9554' 2912m	197'
23R	HIRL (60m) CL (30m) HIALS TDZ PAPI (3.0°)	RVR	9615' 2931m	60m
05R	HIRL (60m) CL (30m) HIALS TDZ PAPI (3.0°)	RVR	12,269' 3740m	197'
23L	HIRL (60m) CL (30m) HIALS TDZ PAPI (3.0°)	RVR	12,087' 3684m	60m
16/34	HIRL (60m) PAPI (3.0°)			197'
	HIRL (60m)			60m

① HST-V
 ② Rwy operating during daytime and in VMC only as an alternative for Rwys 05R/23L & 05L/23R.

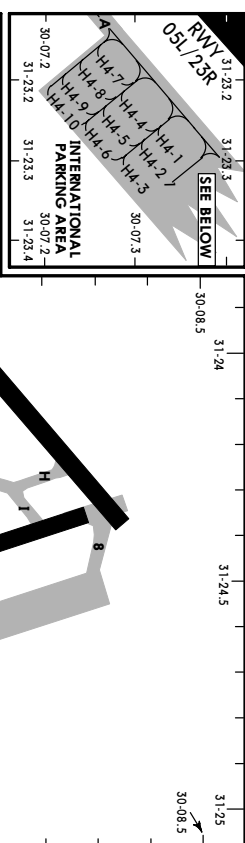
TAKE-OFF

	AIR CARRIER (JAA)		AIR CARRIER (FAR 121)		All Rwys
	Rwys 05L, 05R, 23L, 23R	All Rwys	Rwy 05R, 23L	Rwy 05L, 23R	
A	LVP must be in force	RCLM (DAY only) or RL	CL & RCLM any RVR out, other two req.	CL & RCLM two RVR operating	Adequate Vis Ref
B	200m (150m)	250m	400m		
C					
D	250m (200m)	300m			

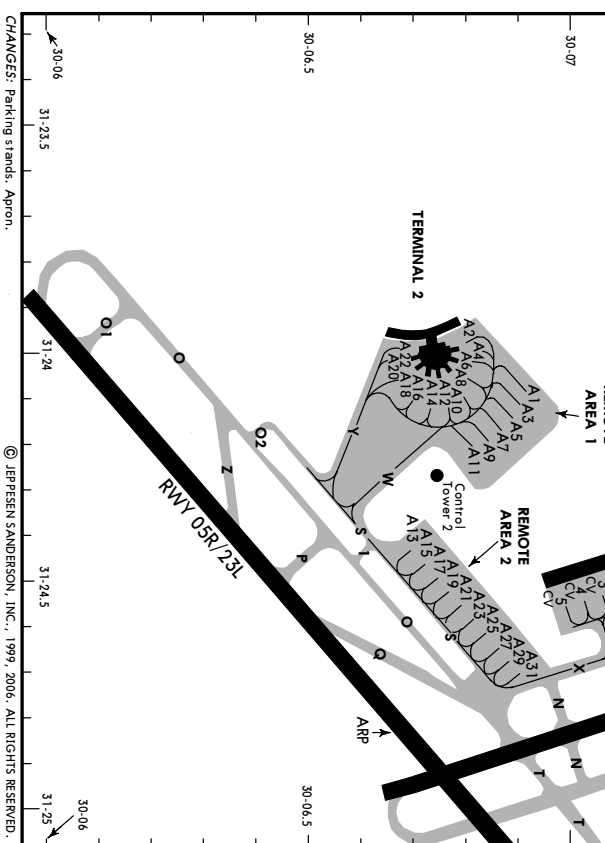
CHANGES: Apron, Lights.

© JEPPesen SANDERSON, INC., 1999, 2006. ALL RIGHTS RESERVED.

HECA/CAI **JEPPesen** **CAIRO, EGYPT**
 17 MAR 06 **(10-9A)** **CAIRO INTL**



All stands are nose-in/push-back except 27, PAS 1 thru 9 and all stands on GENERAL AVIATION AREA.



CHANGES: Parking stands, Apron.

© JEPPesen SANDERSON, INC., 1999, 2006. ALL RIGHTS RESERVED.

HECA/CAI

17 MAR 06

JEPPENSEN

(10-9B)

CAIRO, EGYPT

CAIRO INTL

STAND No.		COORDINATES		ELEV	STAND No.		COORDINATES		ELEV
1 thru 3	N30 07.4	E031 23.4		208	A7	N30 06.9	E031 24.2	328	
4 thru 6	N30 07.5	E031 23.5		209	A8	N30 06.8	E031 24.1	329	
7	N30 07.5	E031 23.6		209	A9	N30 06.8	E031 24.2	329	
8	N30 07.5	E031 23.6		208	A10	N30 06.8	E031 24.1	330	
9	N30 07.6	E031 23.6		207	A11	N30 06.8	E031 24.2	330	
10	N30 07.6	E031 23.6		205	A12	N30 06.8	E031 24.1	330	
11	N30 07.6	E031 23.7		205	A13	N30 06.7	E031 24.4	364	
12	N30 07.6	E031 23.7		204	A14	N30 06.7	E031 24.1	330	
13	N30 07.7	E031 23.7		204	A15	N30 06.7	E031 24.5	364	
14	N30 07.7	E031 23.8		204	A16	N30 06.7	E031 24.1	330	
15	N30 07.7	E031 23.8		207	A17	N30 06.8	E031 24.5	364	
16	N30 07.7	E031 23.8		208	A18	N30 06.7	E031 24.1	330	
17	N30 07.7	E031 23.9		209	A19	N30 06.8	E031 24.5	363	
18	N30 07.8	E031 23.9		210	A20	N30 06.7	E031 24.1	330	
19	N30 07.8	E031 23.9		211	A21	N30 06.8	E031 24.5	360	
20	N30 07.8	E031 24.0		212	A22	N30 06.7	E031 24.1	330	
21	N30 07.9	E031 24.0		213	A23, A25	N30 06.8	E031 24.6	355	
22	N30 07.9	E031 24.1		215	A27, A29	N30 06.9	E031 24.6	352	
23	N30 07.8	E031 24.0		217	A31	N30 06.9	E031 24.6	352	
24	N30 07.9	E031 24.1		218	CV1	N30 07.2	E031 24.5	319	
25	N30 07.8	E031 24.1		220	CV2	N30 07.1	E031 24.5	321	
26	N30 07.9	E031 24.1		222	CV3	N30 07.1	E031 24.6	322	
27	N30 07.8	E031 24.1		224	CV4	N30 07.0	E031 24.6	325	
28	N30 07.8	E031 24.1		225	CV5	N30 07.0	E031 24.6	325	
29	N30 07.8	E031 24.2		236	H4-1	N30 07.4	E031 23.3	205	
30	N30 07.8	E031 24.2		231	H4-2	N30 07.4	E031 23.3	325	
31	N30 07.8	E031 24.3		239	H4-3	N30 07.4	E031 23.4	208	
32	N30 07.8	E031 24.3		234	H4-4	N30 07.4	E031 23.3	205	
33	N30 07.8	E031 24.3		242	H4-5	N30 07.4	E031 23.3	206	
34	N30 07.8	E031 24.3		256	H4-6	N30 07.3	E031 23.3	207	
35	N30 07.8	E031 24.4		244	H4-7	N30 07.3	E031 23.3	203	
36	N30 07.8	E031 24.4		259	H4-8	N30 07.3	E031 23.3	204	
37	N30 07.7	E031 24.3		242	H4-9	N30 07.3	E031 23.3	205	
38	N30 07.7	E031 24.4		249	H4-10	N30 07.3	E031 23.3	205	
39	N30 07.7	E031 24.3		245	VIP	N30 07.8	E031 24.0	212	
40	N30 07.7	E031 24.4		252					
41	N30 07.7	E031 24.3		248					
42	N30 07.6	E031 24.4		257					
43	N30 07.6	E031 24.3		251					
44	N30 07.6	E031 24.4		260					
45	N30 07.6	E031 24.3		253					
46	N30 07.6	E031 24.4		255					
47	N30 07.5	E031 24.4		267					
48	N30 07.5	E031 24.5		272					
49	N30 06.9	E031 24.1		326					
A1	N30 06.8	E031 24.0		329					
A2	N30 06.9	E031 24.1		327					
A3	N30 06.8	E031 24.0		329					
A4	N30 06.8	E031 24.0		329					
A5	N30 06.9	E031 24.1		328					
A6	N30 06.8	E031 24.0		330					

CHANGES: Coordinates, Stands.

© JEPPESEN SANDERSON, INC., 2000, 2006. ALL RIGHTS RESERVED.

HECA/CAI

17 MAR 06

JEPPENSEN

(10-9C)

CAIRO, EGYPT

CAIRO INTL

STAND No.		COORDINATES		ELEV	STAND No.		COORDINATES		ELEV
1A, 1B									
1C thru 1L									
1M thru 1P									
2A	N30 07.5	E031 24.8		320					
2B	N30 07.5	E031 24.8		318					
2C	N30 07.5	E031 24.8		321					
2D	N30 07.5	E031 24.8		325					
2E	N30 07.5	E031 24.8		324					
2F	N30 07.5	E031 24.8		323					
2G	N30 07.5	E031 24.8		327					
2H	N30 07.5	E031 24.8		325					
2I	N30 07.5	E031 24.8		324					
2J	N30 07.4	E031 24.8		330					
2K	N30 07.4	E031 24.8		329					
2L	N30 07.4	E031 24.8		327					
3A	N30 07.6	E031 24.7							
3B	N30 07.5	E031 24.7							
3C	N30 07.5	E031 24.8		316					
3D	N30 07.6	E031 24.8		318					
3E	N30 07.6	E031 24.8							
3F, 3G	N30 07.6	E031 24.8		320					
UNI1	N30 07.4	E031 24.9		308					
UNI2	N30 07.4	E031 24.9		303					

CHANGES: New chart.

© JEPPESEN SANDERSON, INC., 2006. ALL RIGHTS RESERVED.

HECA/CAI

17 MAR 06

JEPPesen (10-9D)

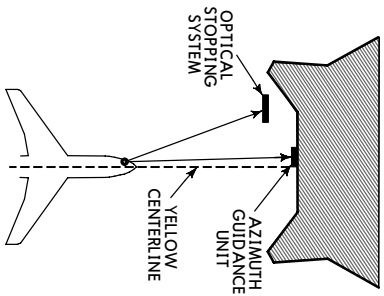
CAIRO, EGYPT
CAIRO INTL

VISUAL DOCKING GUIDANCE SYSTEM STAND ENTRY PROCEDURE TERMINAL 2

GENERAL

The visual docking guidance system for nose-in parking positions consists of the following elements:

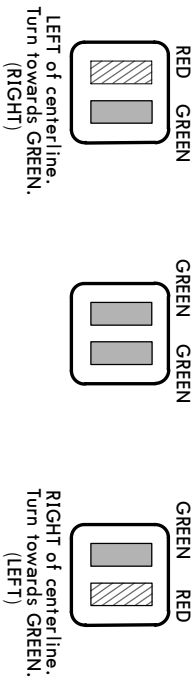
1. AZIMUTH GUIDANCE UNIT (AGNIS)
2. OPTICAL STOPPING SYSTEM (OSS)
3. STOP BAR SYSTEM for stands with non-driven jetways.



CAUTION
The system is aligned with the LEFT hand pilot's seat only.

AZIMUTH GUIDANCE UNIT

Approach the parking position along the yellow centerline so that both vertical slots of the Azimuth Guidance Unit show GREEN. Adjustments to the left or right are always to be made towards the GREEN.

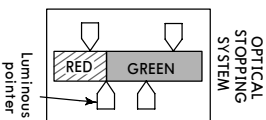


OPTICAL STOPPING SYSTEM

The front face of the light presents to the pilot a large size luminous bar positioned vertically and to the left of the aircraft's axis. Luminous and adjustable pointers are installed against and on each side of the luminous bar materializing the stopping points scheduled per parking stand.

An alpha-numerical reference corresponding to the IATA code of the type of aircraft is associated with these luminous pointers, reference given by the aircraft type identification box installed above the stopping system. This reference confirms to the pilot that the luminous pointer on duty corresponds to the type of aircraft he is piloting. The pilot being certain that the luminous pointer of the stopping system corresponds to the type of aircraft that he is piloting, will find, following the channel materialized by the guidance system, the following configuration on the stopping system luminous bar:

- Bar fully green: he is well away from the stopping point;
- Advancing: the red will appear at the bottom of the bar and approach the luminous pointer concerning him;
- Red: arriving at the level of the luminous pointer concerning him, the pilot knows that he is on the stopping point and should stop.



STOP BAR SYSTEM

To the pilot, the stop bar system presents itself as a bar placed horizontally on the center-line of the aircraft's taxiway route and at such a height that will butt against the aircraft's windshield. The pilot, having assured that the bar is correctly positioned for the type of aircraft he is flying (the identification box according to aircraft type will only light up if this is so), will move forward following the route coming into view on the direction indicator; as he approaches he will see that bar and the STOP indication draw closer to his windshield. When this bar touches the aircraft, he knows that he is parked at the stopping point and that the rear passenger door is in line with the head of the gangway.

HECA/CAI

17 MAR 06

JEPPesen (10-9E)

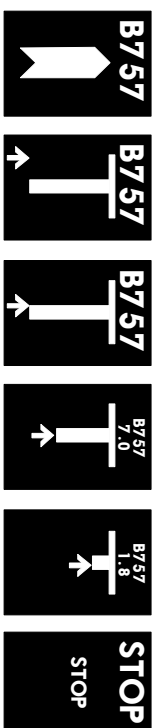
CAIRO, EGYPT
CAIRO INTL

VISUAL DOCKING GUIDANCE SYSTEM

STANDS WITH STATIONARY JETWAY

The docking guidance system consists of one display screen unit shows

- A. vertical slot and arrow to keep on the stand centerline,
- B. a digital countdown in meter to determine stop position,
- C. "STOP" will be displayed on screen when aircraft is reaching stop position,
- D. aircraft type.



HECA/CAI

JEPPESSEN
 13 JAN 06 (10-9X) EFF 19 Jan

JAA MINIMUMS
 CAIRO EGYPT
 CAIRO INTL

TAKE-OFF RWY 05L/R, 23L/R

LVP must be in Force		RCLM (DAY only) or RL		RCLM (DAY only) or RL		NIL (DAY only)	
A	RL, CL & mult. RWY req	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
B	150m	200m	250m	400m	400m	500m	
C							
D	200m	250m	300m				

TAKE-OFF RWY 16, 34

LVP must be in Force		RCLM (DAY only) or RL		NIL (DAY only)	
A	RCLM (DAY only) or RL	RCLM (DAY only) or RL	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
B	250m		400m		500m
C					
D	300m				

HECA/CAI

JEPPESSEN
 13 JAN 06 (10-9X) EFF 19 Jan

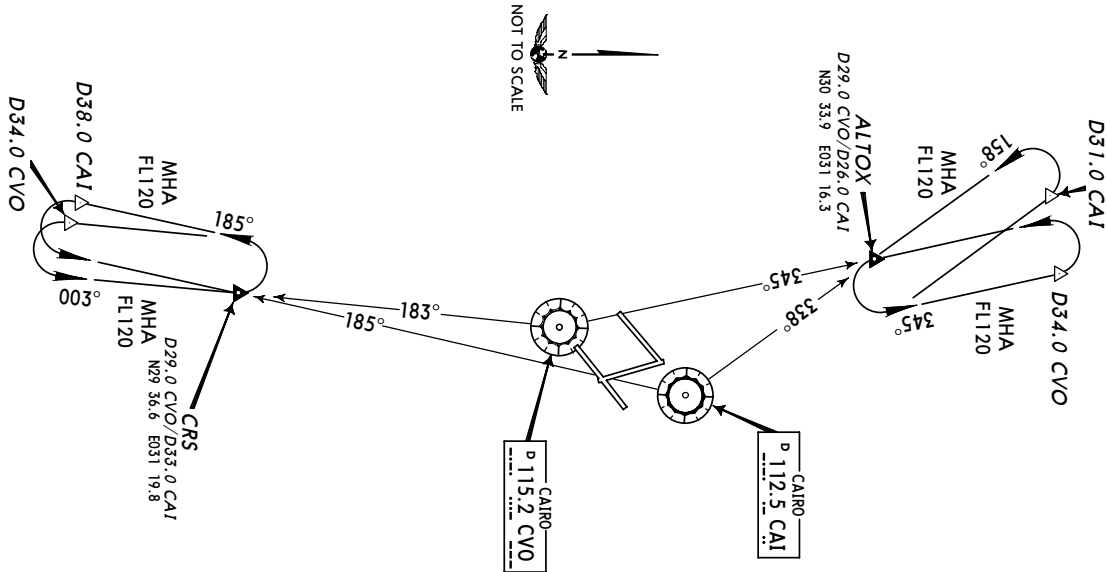
JAA MINIMUMS
 CAIRO EGYPT
 CAIRO INTL

STRAIGHT-IN RWY

05L	ILS DME	A	B	C	D
	ALS out	440'(250')	452'(262')	460'(270')	471'(281')
	LOC	R600m	R650m	R650m	R650m
	ALS out	R1000m	R1200m	R1200m	R1200m
	RNAV	760'(570')	760'(570')	760'(570')	760'(570')
	ALS out	R1000m	R1200m	R2000m	R2000m
	RNAV	760'(570')	760'(570')	760'(570')	760'(570')
	ALS out	R1000m	R1200m	R2000m	R2000m
	VOR DME	760'(570')	760'(570')	760'(570')	760'(570')
	ALS out	R1000m	R1200m	R2000m	R2000m
	ILS DME	611'(229')	623'(241')	631'(249')	642'(260')
	ALS out	R600m	R600m	R600m	R650m
	LOC	R1000m	R1000m	R1000m	R1200m
	ALS out	710'(328')	710'(328')	710'(328')	710'(328')
	RNAV	710'(328')	710'(328')	710'(328')	710'(328')
	ALS out	R1500m	R1500m	R1800m	R2000m
	VOR DME	710'(328')	710'(328')	710'(328')	710'(328')
	ALS out	R900m	R1000m	R1000m	R1400m
	ILS DME	605'(230')	617'(242')	625'(250')	636'(261')
	ALS out	R700m	R700m	R700m	R800m
	LOC	R1000m	R1000m	R1000m	R1200m
	ALS out	760'(385')	760'(385')	760'(385')	760'(385')
	RNAV	760'(385')	760'(385')	760'(385')	760'(385')
	ALS out	R1500m	R1500m	R1800m	R2000m
	VOR DME	760'(378')	760'(378')	760'(378')	760'(378')
	ALS out	R1200m	R1300m	R1400m	R1600m
	ILS DME	658'(459')	670'(471')	678'(479')	689'(490')
	ALS out	R800m	R800m	R800m	R800m
	LOC	R1200m	R1200m	R1200m	R1200m
	ALS out	780'(581')	780'(581')	780'(581')	780'(581')
	RNAV	780'(581')	780'(581')	780'(581')	780'(581')
	ALS out	R1000m	R1200m	R2000m	R1600m
	VOR DME	830'(631')	830'(631')	830'(631')	830'(631')
	ALS out	R1500m	R1500m	R2000m	R2000m
	ILS DME	780'(581')	780'(581')	780'(581')	780'(581')
	ALS out	R1000m	R1200m	R2000m	R1600m
	VOR DME	780'(581')	780'(581')	780'(581')	780'(581')
	ALS out	R1500m	R1500m	R2000m	R2000m

CAIRO OUTER FIXES HOLDING PROCEDURES

Only to be used, when excessive holdings are expected.
 Vectors to compulsory reporting points ALTOX and CRS
 will be provided by ATIS.

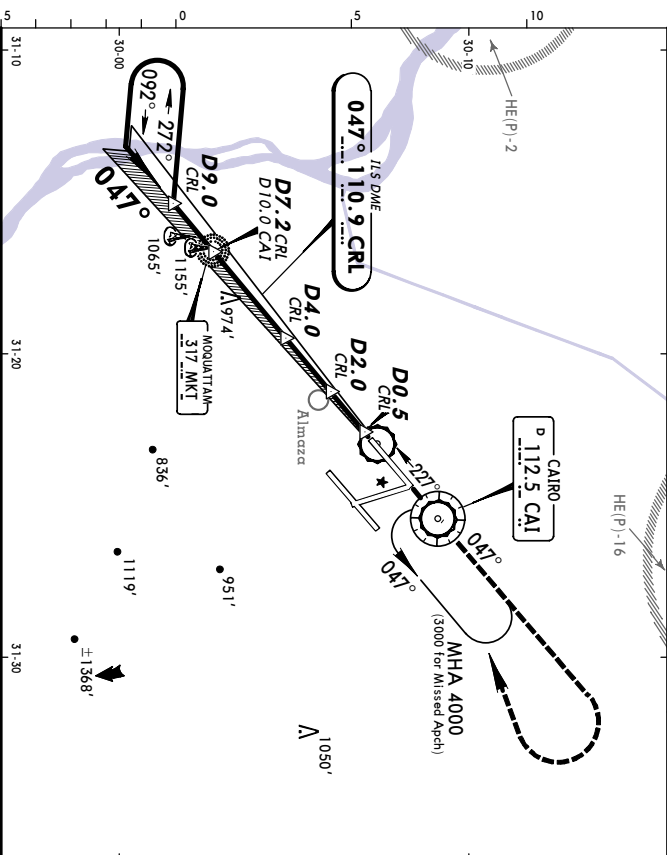


D-ATIS	CAIRO Approach (R)	CAIRO Tower	Ground
122.6	119.05	118.1	121.9 120.1
LOC CRL	Final	GS	ILS
110.9	Apch Crs	047°	D/A(H) Refer to Minimums
		1450' / (1260')	Appt Elev 382'
			MHA 190'

MISSED APCH: Climb STRAIGHT AHEAD to 2500', then turn RIGHT to VOR and hold at 3000'.

Alt Set: hPa Rwy Elev: 7 hPa Trans level: FL 60 Trans alt: 4500'

MSA CAI VOR



Grnd speed/Kts	70	90	100	120	140	160
ILS GS 3.00% or LOC Descent Gradient 5.2%	377	485	539	647	755	862
MAP at D0.5 CRL						

ILS STRAIGHT-IN LANDING RWY 05L

D/A(H): A: 440' (250'), C: 460' (270'), B: 452' (262'), D: 471' (281')

MHA(H): 760' (570')

LOC (GS out)

MAP at D0.5 CRL

HIAS-TI 2500'

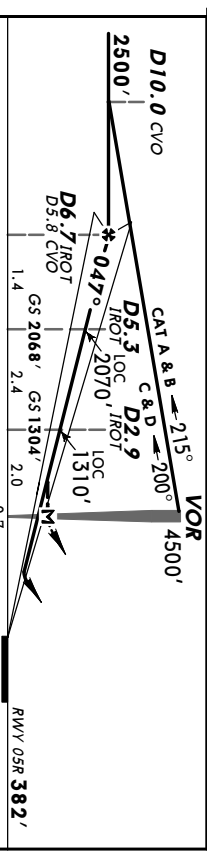
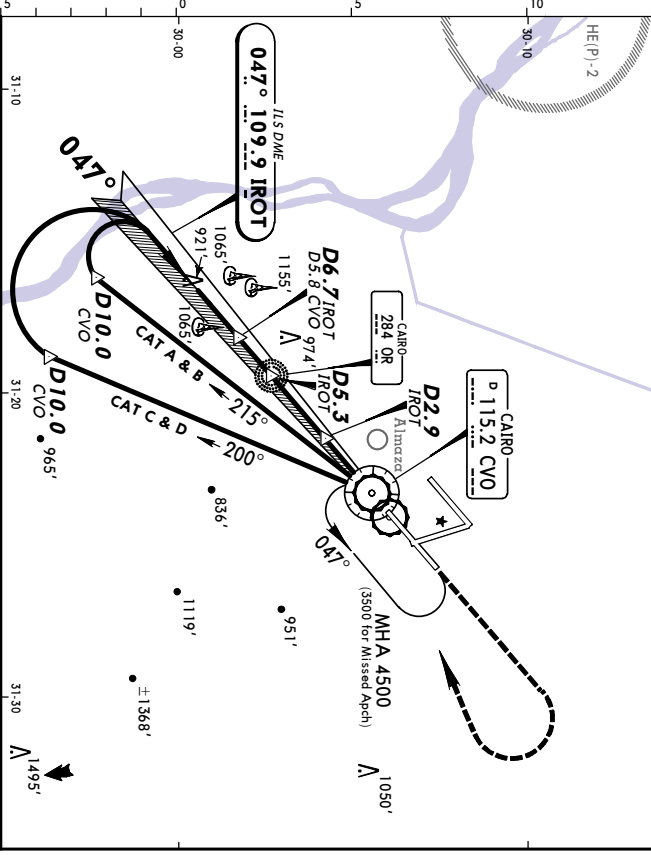
HECA/CAI
CAIRO INTL

JEPPRESEN

1 APR 05 (1-2)

CAIRO, EGYPT
ILS DME Rwy 05R

D-ATIS	CAIRO Approach (R)	CAIRO Tower	Ground
122.6	119.05	118.1	121.9 120.1
LOC	Final	GS	ILS
IR0T	Apch Crs	D6.3 IR0T	DA(H)
109.9	047°	2068' (1686')	Refer to Minimums
MISSED APCH: Climb STRAIGHT AHEAD to 2000', then turn RIGHT climbing to reach VOR at 3500' and hold, or as directed.			RWY 382'
All Set: Hpa			Trans alt: 4500'
Rwy Elev: 14 Hpa			Trans level: Fl 60
			MSA CVO VOR



Grid speed-Kts	70	90	100	120	140	160	HI/ALS-II
ILS GS 3.00° or LOC Descent Gradient 5.2%	377	485	539	647	755	862	2000'
MAP at VOR							PAPI
							PAPI
							PAPI
							PAPI
							PAPI

ILS STRAIGHT-IN LANDING RWY 05R				LOC (GS out)			
DA(H) A: 611' (229'), C: 631' (249')				MDA(H) 710' (328')			
B: 623' (241'), D: 642' (260')							
FULL				ALS out			
TDZ or Cl. out				ALS out			
A							
B	RVR 550m VIS 800m						
C	RVR 720m VIS 800m						
D	RVR 720m VIS 800m						
	RVR 1500m VIS 1600m						
	RVR 1500m VIS 1600m						

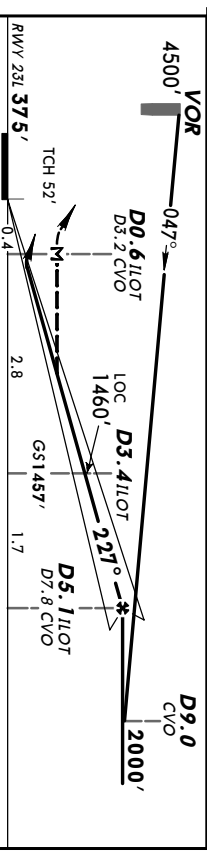
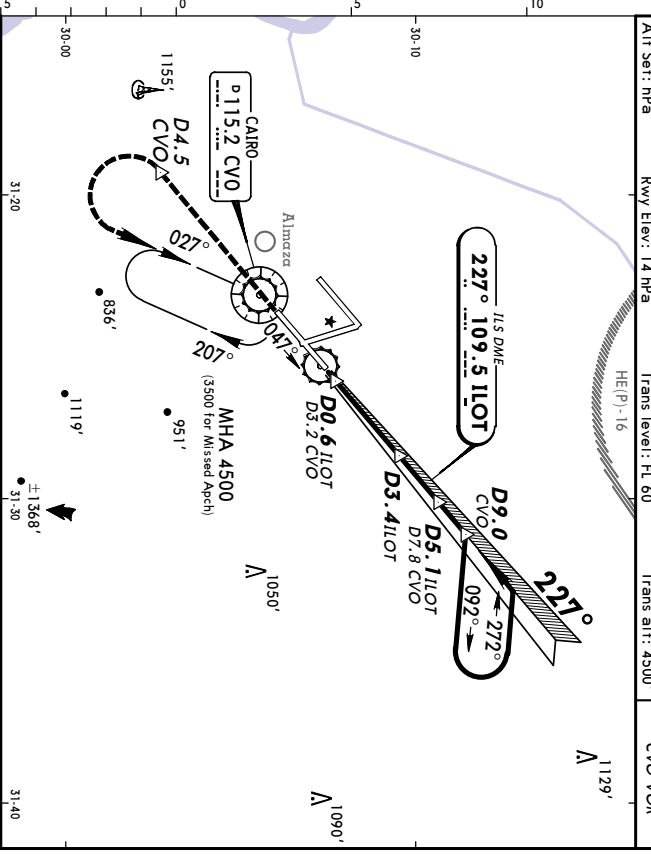
HECA/CAI
CAIRO INTL

JEPPRESEN

23 JUN 06 (1-3)

CAIRO, EGYPT
ILS DME Rwy 23L

D-ATIS	CAIRO Approach (R)	CAIRO Tower	Ground
122.6	119.05	118.1	121.9 120.1
LOC	Final	GS	ILS
IR0T	Apch Crs	D3.4 IR0T	DA(H)
109.5	227°	1457' (1082')	Refer to Minimums
MISSED APCH: Climb STRAIGHT AHEAD to 2500'. Not later than D4.5 CVO turn LEFT to reach VOR at 3500' and hold, or as directed.			RWY 375'
All Set: Hpa			Trans alt: 4500'
Rwy Elev: 14 Hpa			Trans level: Fl 60
			MSA CVO VOR



Grid speed-Kts	70	90	100	120	140	160	HI/ALS-II
ILS GS 3.00° or LOC Descent Gradient 5.2%	377	485	539	647	755	862	2500' whichever CVO is earlier
MAP at D0.6 IIR0T/D3.2 CVO							PAPI
							PAPI
							PAPI
							PAPI

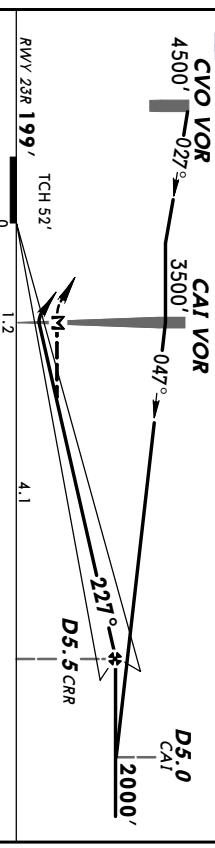
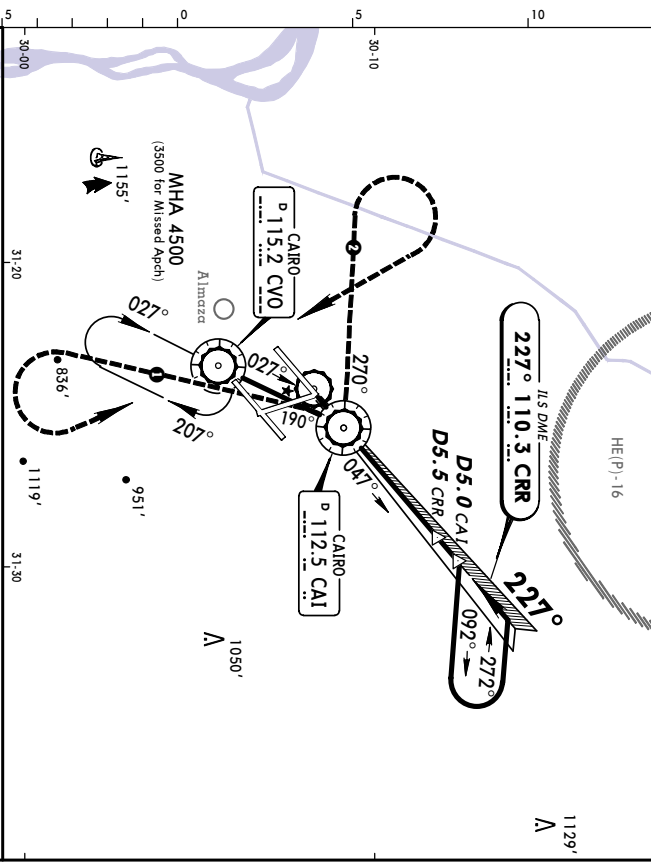
ILS STRAIGHT-IN LANDING RWY 23L				LOC (GS out)			
DA(H) A: 605' (230'), C: 625' (250')				MDA(H) 760' (385')			
B: 617' (242'), D: 636' (261')							
FULL				ALS out			
TDZ or Cl. out				ALS out			
A							
B	RVR 1200m						
C	RVR 1200m						
D	RVR 2000m						
	RVR 1500m VIS 1600m						
	RVR 1500m VIS 1600m						

HECA/CAI
CAIRO INTL

23 JUN 06 **(1-4)**
JEPPRESEN

CAIRO, EGYPT
IIS DME Rwy 23R

D-ATIS	CAIRO Approach (R)	CAIRO Tower	Ground
122.6	119.05	118.1	121.9 120.1
LOC CRR	Final Appch Crs	D5.5 CRR	DA(H) Apt Elev 382'
110.3	227°	2000' (1801')	Minimums Rwy 199'
MISSED APCH: ① Turn LEFT onto 190° climbing to 2500', then turn LEFT to reach CVO VOR at 3500' and hold, or as directed. ② In case of RADAR OPERATION: Turn RIGHT on 270° climbing to 2000', then turn RIGHT to reach CVO VOR at 3500' and hold, or as directed.			
Alt Set: hPa	Rwy Elev: 7 hPa	Trans level: FL 60	Trans alt: 4500'



Gnd speed-Kts		70	90	100	120	140	160	HIAS-11	Refer to Missed Appch above
IIS GS 3.00% or LOC Descent Gradient 5.2%		377	485	539	647	755	862	PAPI	
MAP at CAI VOR		STRAIGHT-IN LANDING Rwy 23R LOC (GS out)							
DA(H)		MDA(H) 780' (581')							
FULL		ALS out							
A	RVR 1500m	ALS out							
B	RVR 1500m VIS 1600m	ALS out							
C	RVR 1500m VIS 1600m	ALS out							
D	RVR 1700m	ALS out							

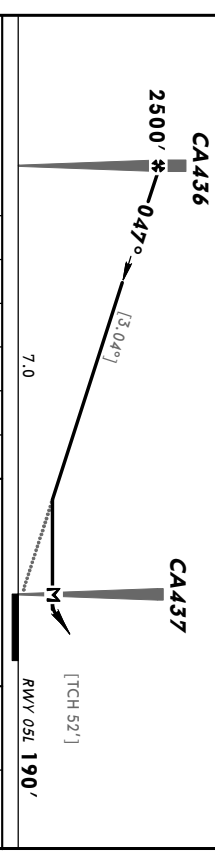
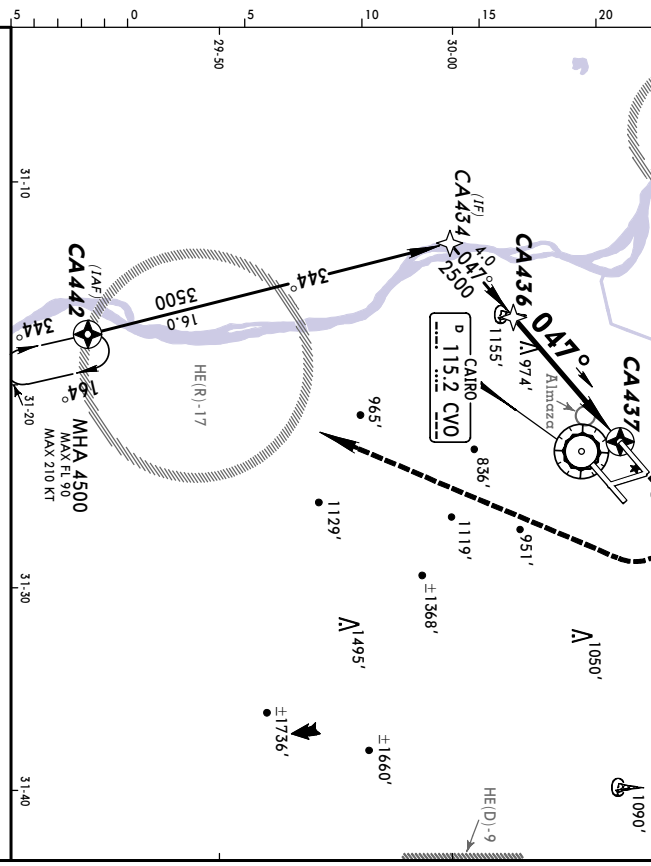
PANS OPS
 CHANGES: Missed appch.

HECA/CAI
CAIRO INTL

13 JAN 06 **(12-1)**
JEPPRESEN
EFF 19 Jan

CAIRO, EGYPT
RNAV (VOR DME & GNSS) Rwy 05L

D-ATIS	CAIRO Approach (R)	CAIRO Tower	Ground
122.6	119.05	118.1	121.9 120.1
RNAV	Final Appch Crs	Minimum Alt	MDA(H) Apt Elev 382'
	047°	CA436	760' (570')
MISSED APCH: Climb STRAIGHT AHEAD to cross CA412, then turn RIGHT to reach CA442 at 4500' and hold or as directed.			
Alt Set: hPa	Rwy Elev: 7 hPa	Trans level: FL 60	Trans alt: 4500'



Gnd speed-Kts		70	90	100	120	140	160	HIAS-11	Refer to Missed Appch above
Descent angle		3.04%	376	484	538	645	753	861	
MAP at CA437		STRAIGHT-IN LANDING Rwy 05L							
MDA(H)		760' (570')							
FULL		ALS out							
A	RVR 720m	ALS out							
B	RVR 720m VIS 800m	ALS out							
C	RVR 1500m VIS 1600m	ALS out							
D	RVR 2000m	ALS out							

PANS OPS
 CHANGES: New procedure.

HECA/CAI
CAIRO INTL

HECA/CAI
CAIRO INTL

D-ATIS	CAIRO Approach (R)	CAIRO Tower	Ground
122.6	119.05	118.1	121.9 120.1
RNAV	Final Apt Crs 049°	Minimum Alt CA417 2500' (2118')	MDA(H) CA417 710' (328')
			Apt Elev 382'

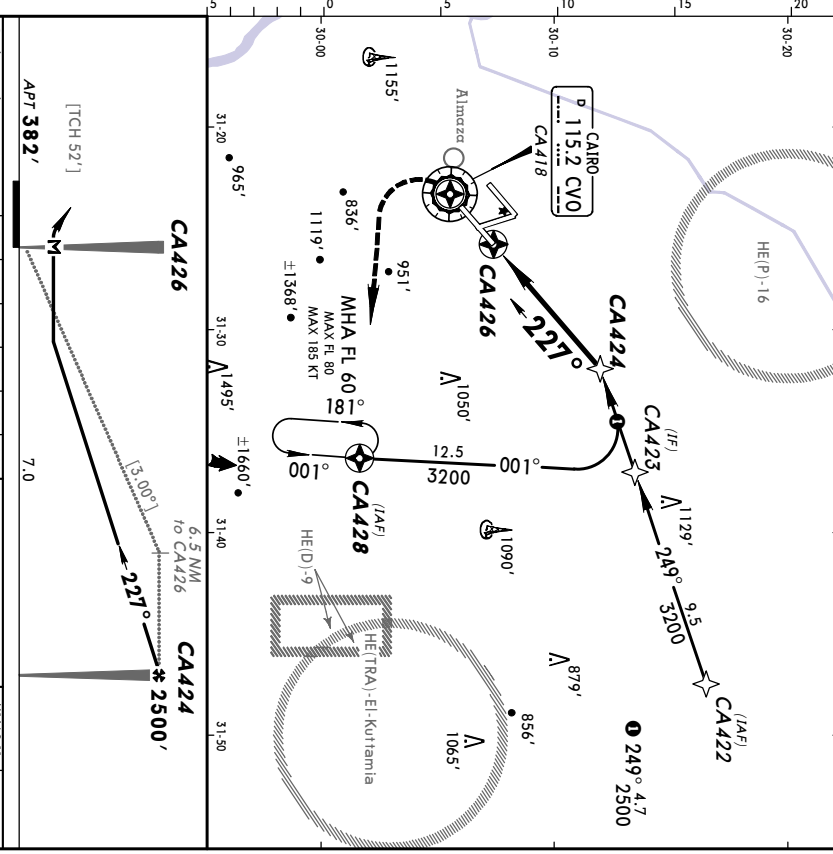
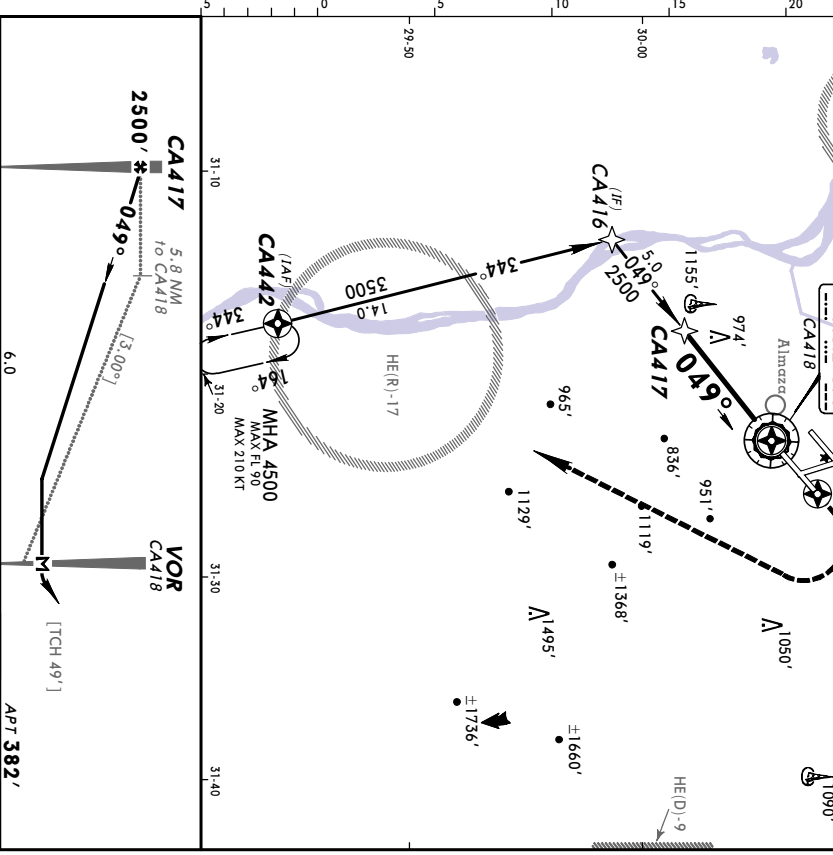
D-ATIS	CAIRO Approach (R)	CAIRO Tower	Ground
122.6	119.05	118.1	121.9 120.1
RNAV	Final Apt Crs 227°	Minimum Alt CA424 2500' (2118')	MDA(H) CA424 810' (428')
			Apt Elev 382'

MISSED APCH: Climb STRAIGHT AHEAD to cross CA419, then turn RIGHT to reach CA442 at 4500' and hold or as directed.

MISSED APCH: Climb STRAIGHT AHEAD to cross CA418, then turn LEFT to reach CA428 at FL 60 and hold or as directed.

All Set: hPa
Apt Elev: 14 hPa
Trans level: FL 60
Trans alt: 4500'

All Set: hPa
Apt Elev: 14 hPa
Trans level: FL 60
Trans alt: 4500'

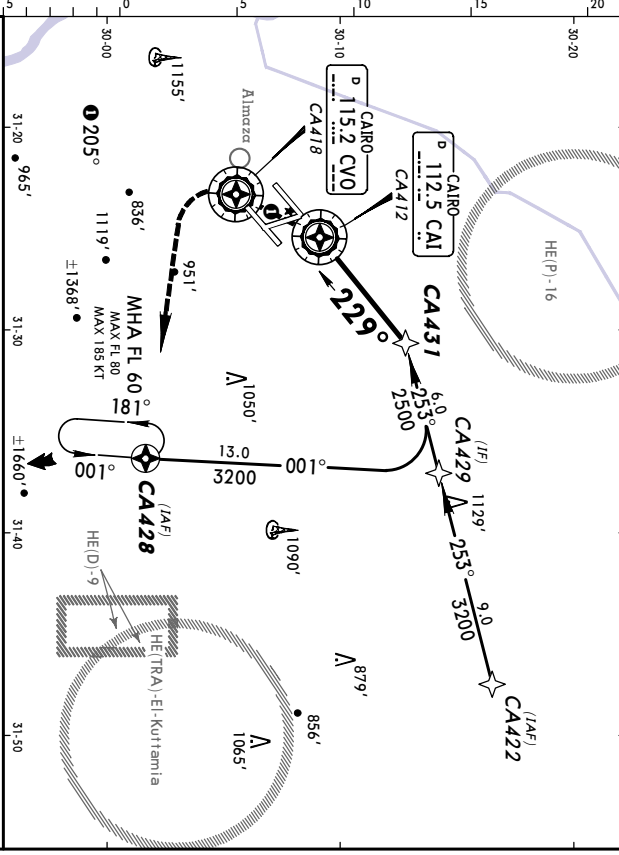


PANS OPS										
STRAIGHT-IN LANDING RWY 05R										
MDA(H) 710' (328')										
ALS out										
A	RVR 720m									CA419
B	VIS 800m									
C	RVR 1500m									
D	VIS 1600m									

PANS OPS										
STRAIGHT-IN LANDING RWY 23L										
MDA(H) 810' (428')										
ALS out										
A	1200m									CA418
B	RVR 1500m									
C	VIS 1600m									
D	RVR 1500m									
	VIS 1600m									

HECA/CAI
CAIRO INTL
CAIRO, EGYPT
Rwy 23R

D-ATIS	CAIRO Approach (R)	CAIRO Tower	Ground
122.6	119.05	118.1	121.9 120.1
Final Apch Crs 229°	Minimum Alt CA431 2500' (2301')	MDA(H) CA431 830' (631')	Appt Elev Rwy 199'
MISSED APCH: Climb on 205° to cross CA418, then turn LEFT to reach CA428 at FL 60 and hold or as directed.			
Alt Set: hPa	Rwy Elev: 7 hPa	Trans level: FL 60	Trans alt: 4500'

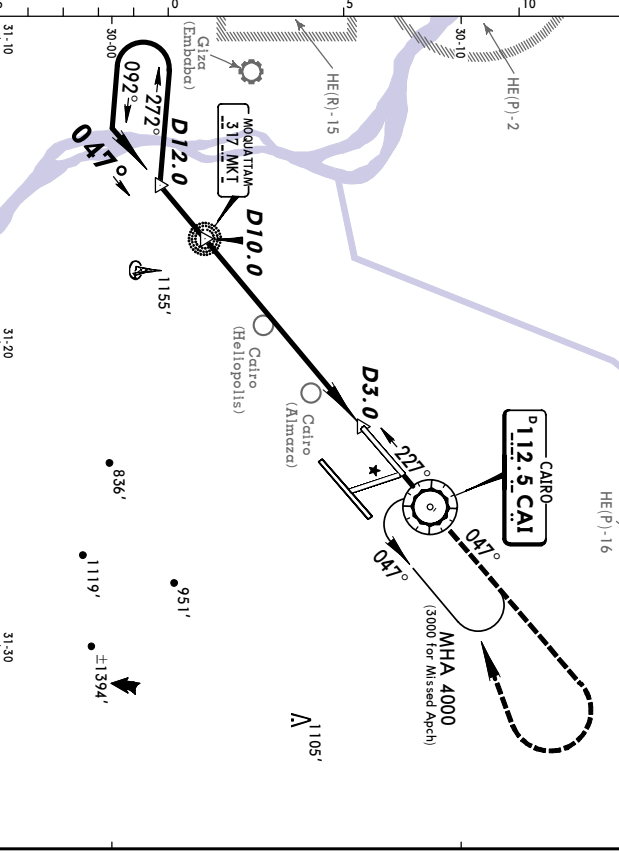


Grnd speed-Kts	70	90	100	120	140	160
Descent angle	3.00°	3.72	4.78	5.31	6.37	7.43 8.49
MAP at CAI VOR/CA412						

STRAIGHT-IN LANDING Rwy 23R		MVA(H) 830' (631')		ALS out	
A	1400m	2200m			
B	2000m	2800m			
C	2400m	3200m			
D					

HECA
CAIRO INTL
CAIRO, EGYPT
Rwy 05L

ATIS	CAIRO Approach (R)	CAIRO Tower	Ground
122.6	119.05	118.1	121.9 120.1
Final Apch Crs 047°	Minimum Alt D10.0 2500' (2310')	MDA(H) CAI 760' (570')	Appt Elev Rwy 190'
MISSED APCH: Climb STRAIGHT AHEAD to 2500', then turn RIGHT to VOR and hold at 3000'.			
Alt Set: hPa	Rwy Elev: 7 hPa	Trans level: FL 60	Trans alt: 4500' (4310')

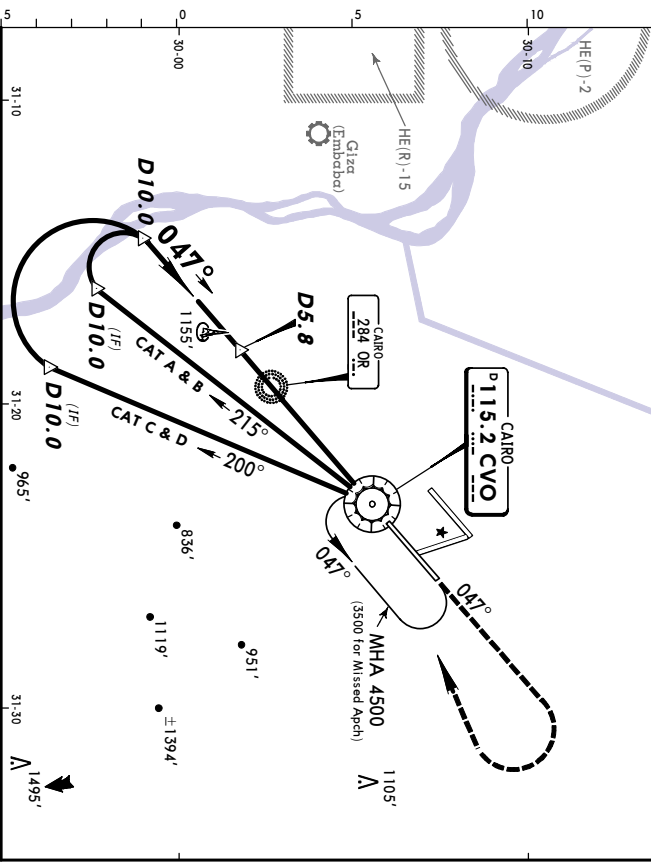
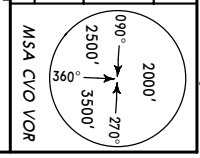


Grnd speed-Kts	70	90	100	120	140	160
Descent angle	3.00°	3.72	4.78	5.31	6.37	7.43 8.49
MAP at CAI VOR/CA412						

STRAIGHT-IN LANDING Rwy 05L		MVA(H) 760' (570')		ALS out	
A	R/R 720m	R/R 1500m			
B	V/S 800m	V/S 1600m			
C	R/R 1500m	V/S 1600m	2400m		
D	2000m	2800m			

HECA CAIRO INTL 5 MAY 00 **(13-2)** **JEPPRESEN** **CAIRO, EGYPT**
VOR DME Rwy 05R

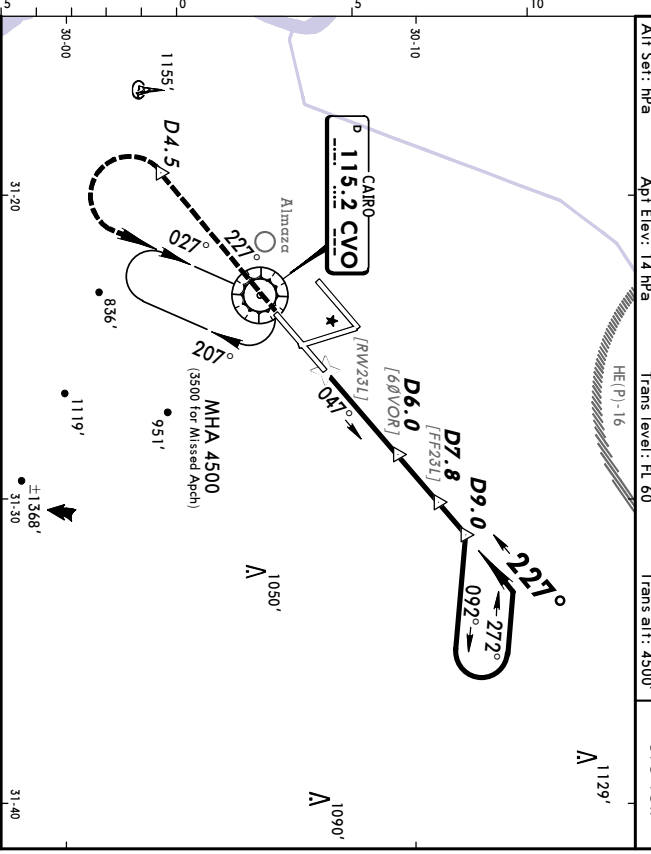
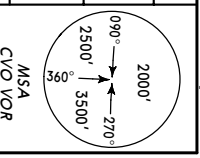
ATIS	CAIRO Approach (R)	CAIRO Tower	Ground
122.6	119.05	118.1	121.9 120.1
VOR	Final	Minimum Alt	MDA(H)
CVO	Apch Crs	D5.8	710' (328')
115.2	047°	2500' (2118')	RWY 382'
MISSED APCH: Climb STRAIGHT AHEAD to 2000', then turn RIGHT climbing to reach VOR at 3500' and hold, or as directed.			
All Set: hPa	Rwy Elev: 14 hPa	Trans level: Fl. 60	Trans alt: 4500' (4118')



STRAIGHT-IN LANDING RWY 05R		ALS out	
MDA(H) 710' (328')			
A	RVR 720m		
B	VIS 800m		
C	RVR 1500m		
D	VIS 1600m		

HECA/CAI CAIRO INTL 23 JUN 06 **(13-3)** **JEPPRESEN** **CAIRO, EGYPT**
VOR DME Rwy 23L

D-ATIS	CAIRO Approach (R)	CAIRO Tower	Ground
122.6	119.05	118.1	121.9 120.1
VOR	Final	Minimum Alt	MDA(H)
CVO	Apch Crs	D7.8	760' (378')
115.2	227°	2000' (1618')	RWY 382'
MISSED APCH: Climb STRAIGHT AHEAD on 227° to 2500'. Not later than D4.5 turn LEFT to reach VOR at 3500' and hold, or as directed.			
All Set: hPa	Apch Elev: 14 hPa	Trans level: Fl. 60	Trans alt: 4500'



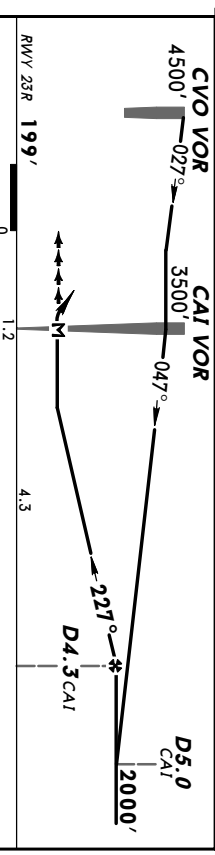
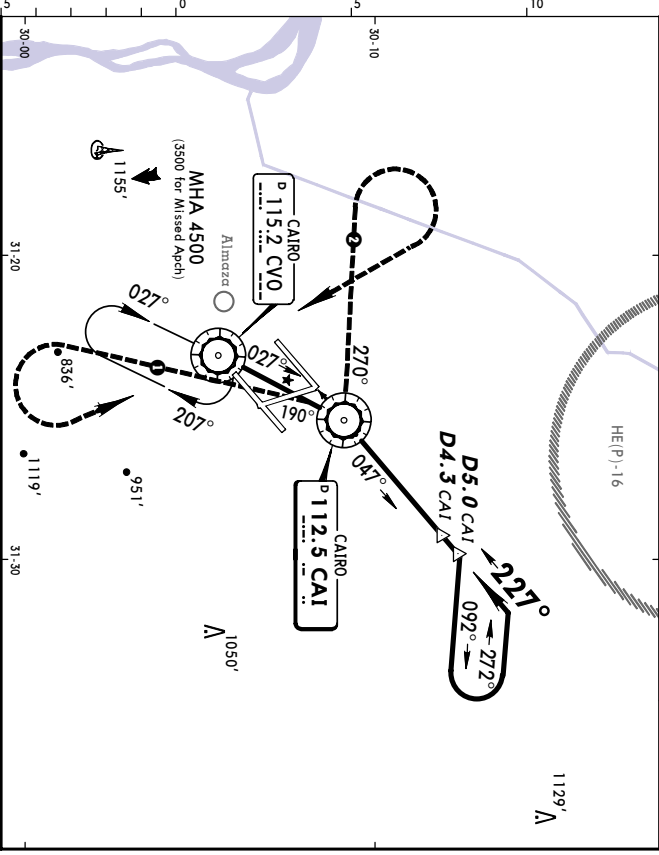
STRAIGHT-IN LANDING RWY 23L		ALS out	
MDA(H) 760' (378')			
A	RVR 1500m		
B	VIS 1200m		
C	RVR 1500m		
D	VIS 2000m		

HECA/CAI
CAIRO INTL
 23 JUN 06 **(13-4)**
JEPPRESEN
CAIRO, EGYPT
VOR DME Rwy 23R

D-ATIS	CAIRO Approach (R)	CAIRO Tower	Ground
122.6	119.05	118.1	121.9 120.1
VOR CAI	Final Apch Crs	Minimum Alt D4.3 CAI	MDA(H) 780' (581')
112.5	227°	2000' (1801')	Apv Elev 382' RWY 199'

MISSED APCH: ① Turn LEFT onto 190° climbing to 2500', then turn LEFT to reach CVO VOR at 3500' and hold, or as directed. ② In case of RADAR OPERATION: Turn RIGHT on 270° climbing to 2000', then turn RIGHT to reach CVO VOR at 3500' and hold, or as directed.

Alt Set: hPa Rwy Elev: 7 hPa Trans level: FL 60 Trans alt: 4500'



Grnd speed-Kts	70	90	100	120	140	160
Descent Gradient	5.2%	369	474	527	632	737
MAP at CAI VOR						

STRAIGHT-IN LANDING RWY 23R	
MDA(H)	780' (581')
ALS out	

A	1400m	2200m
B	RVR 1500m	2400m
C	VIS 1600m	2800m
D	2000m	