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Cairo FIR Terminal Control Areas

Introduction

This document explains what you need to know before taking control of any TMA position within the Egyptian airspace including the following:

- **Area of responsibility (Lateral and Vertical limits)**
- **Classes of airspace inside TMA**
- **Controlling agencies of TMA**
- **Important notes**

There Are **8** main **TMA**s inside Cairo FIR:

- **Cairo TMA**
- **Alexandria TMA**
- **Sharm El Sheikh TMA**
- **Hurghada TMA**
- **Luxor TMA**
- **Aswan TMA**
- **EL Arish TMA**
- **Taba TMA (Controlled through Taba Tower)**

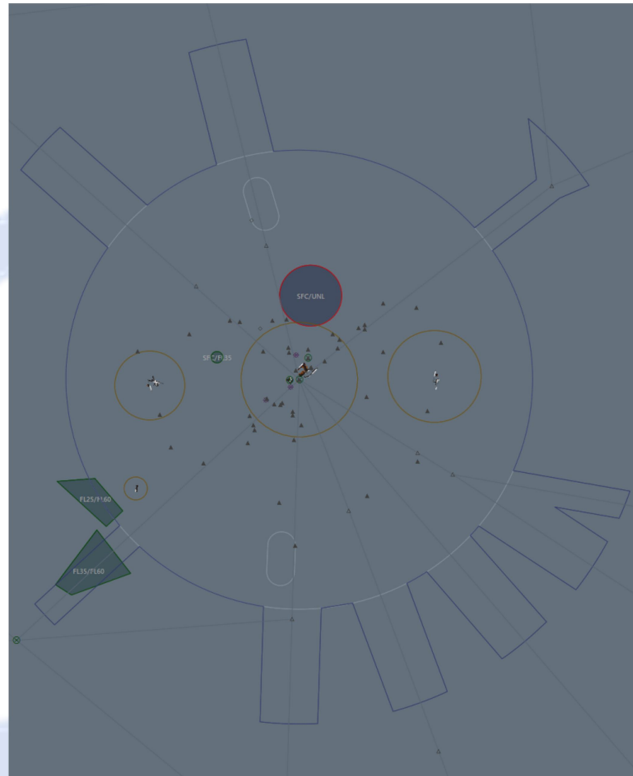
Any member who wishes to take responsibility at one of these airports is probably going to provide Air Traffic Services for high volume of Departing, landing or transiting TFC.

We strongly **recommend** consulting: **FIR Chief, TD or AOD** if you have any questions or inquiries concerning ATC positions and operations inside Cairo FIR.



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➤ Cairo TMA:



- **LETAL LIMITS: -**

A circle of 40NM radius centered at CVO VOR and portions of airways originated from CVO to a distance of 60NM

- **VERTICAL LIMITS: -**

- **UPPER LIMIT: FL245**

- **LOWER LIMIT:**

- 1000FT above ground level from CVO to a radius of 40NM
- FL85 between 40NM TILL 60NM along all airways



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➤ **CONT'D (Cairo TMA)**

- **Airspace Classes: -**

Class "A" FL145 to FL245.

Class "B" 1000 AGL to FL145.

- **Controlling Agencies: -**

i. **HECA_D_APP** , Callsign "**Cairo Director**"

Frequency: **119.050 MHz**

Controls that part of TMA from FL110 downwards within a circle of 40 NM Centered (CVO)

ii. **HECC_C_CTR** , Callsign "**Cairo Radar**"

Frequency: **123.500 MHz**

Controls all TFC inside TMA from FL110 to FL245

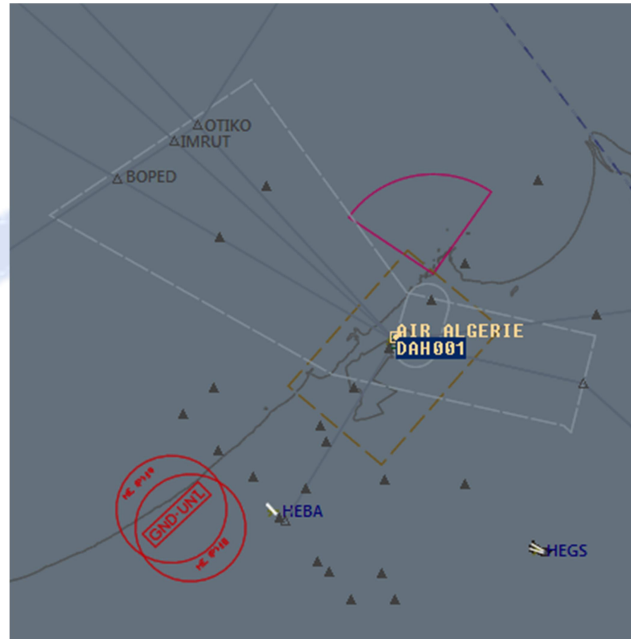
- **Important notes: -**

1. Departures are transferred to Cairo Director **as soon as possible after airborne.**
2. IFR TFC usually get transferred to Tower **10 NM and not less than 5 NM** from touchdown.
3. TFC shall be transferred from Cairo Radar to Cairo Director through **FL110** and vice versa.
4. VFR TFC shall obtain special clearance to fly in **Class "B"!**
5. **Local flights** within Cairo TMA outside a circle of **25 NM** centered **CVO VOR/DME** - shall not be flown below **FL090.**



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➤ Alexandria TMA:



- **LETTERAL LIMITS: -**

Airspace portion between Position “MENKU” on Airway “A1/A727” to Position “OTIKO” on Airway “A727” and to 30 NM NOZ VOR/DME on Airway “A1”

- **VERTICAL LIMITS: -**

FL145 Downwards

- **Airspace Classes: -**

Class “A” At or above FL150.

Class “D” Below FL150.



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➤ **CONT'D (Alexandria TMA)**

- **Controlling Agencies: -**

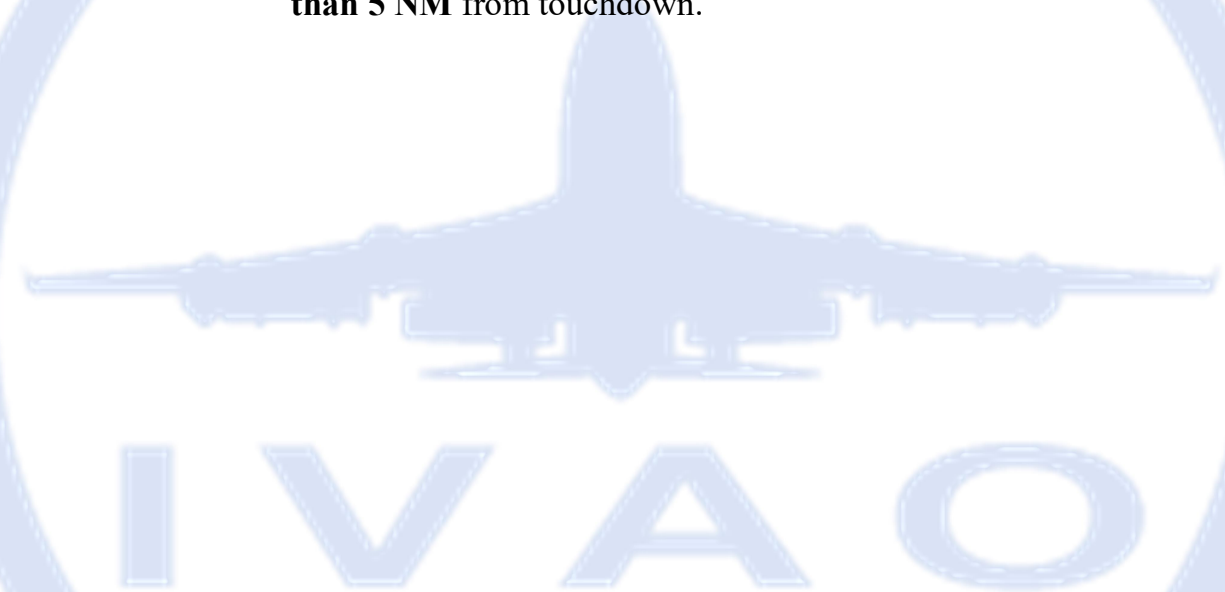
HEBA_APP, “Callsign” ALEX Radar

Frequency: **122.300 MHz**

Controls **ALL TFC** inside TMA

- **Important notes: -**

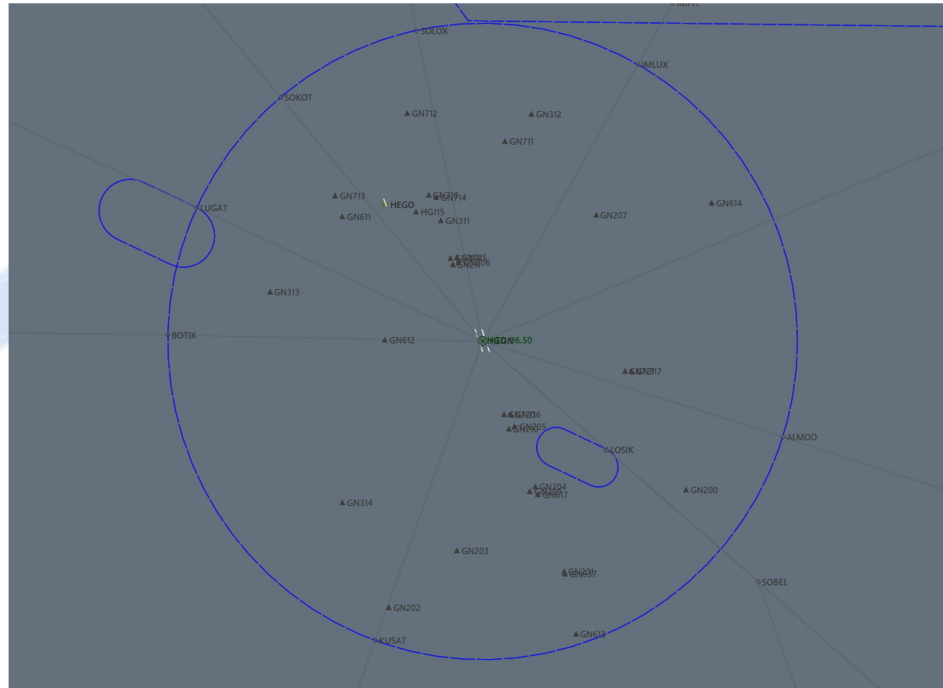
1. Departures are transferred to ALEX Radar **as soon as possible after airborne.**
2. IFR TFC usually get transferred to Tower **10 NM and not less than 5 NM** from touchdown.





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➤ Hurghada TMA:



- **LETAL LIMITS: -**

A Circle of 25 NM Centred “HGD” VOR

- **VERTICAL LIMITS: -**

FL165 Downwards

- **Airspace Classes: -**

Class “A” At or above FL150.

Class “B” Below FL150.



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➤ **CONT'D (Hurghada TMA)**

- **Controlling Agencies: -**

HEGN_APP, “Callsign” Hurghada Radar

Frequency: **123.400 MHz**

Controls **ALL TFC** inside TMA

- **Important notes: -**

1. Departures are transferred to Hurghada Radar **as soon as possible after airborne.**
2. IFR TFC usually get transferred to Tower **10 NM and not less than 5 NM** from touchdown.



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➤ **El Arish TMA:**



- **LETTERAL LIMITS: -**

An area bounded by a circle centered “ARH” VOR with radius 40 NM limited by **FIR** boundary from east

- **VERTICAL LIMITS: -**

FL165 Downwards

- **Airspace Classes: -**

Class “A” **At or above** FL150.

Class “D” **Below** FL150.



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➤ **CONT'D (El Arish TMA)**

- **Controlling Agencies: -**

HEAR_APP, “Callsign” **El Arish Radar**

Frequency: **123.725 MHz**

Controls **ALL TFC** inside TMA

- **Important notes: -**

1. Departures are transferred to El Arish Radar **as soon as possible after airborne.**
2. IFR TFC usually get transferred to Tower **10 NM and not less than 5 NM** from touchdown.



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➤ Sharm El Sheikh TMA



- **LETERAL LIMITS: -**

An area bounded by (clockwise direction):

From North : An arc of circle radius 60NM centered “SHM” VOR
Starting From point 283301N0332806E to the intersection with
Jeddah FIR

From East : Jeddah FIR boundary

From South : from PASAM to point 273601N0334706E

From West : an arc of circle radius 40NM centred “ARH” VOR
starting from point 273601N0334706E to point 282001N0334506E

- **VERTICAL LIMITS: -**

FL195 Downwards

- **Airspace Classes: -**

Class “A” At or above FL150.

Class “B” Below FL150.



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➤ **CONT'D (Sharm El Sheikh TMA)**

- **Controlling Agencies: -**

HESH_APP, “Callsign” Sharm El Sheikh Radar

Frequency: 121.100 MHz

Controls ALL TFC inside TMA

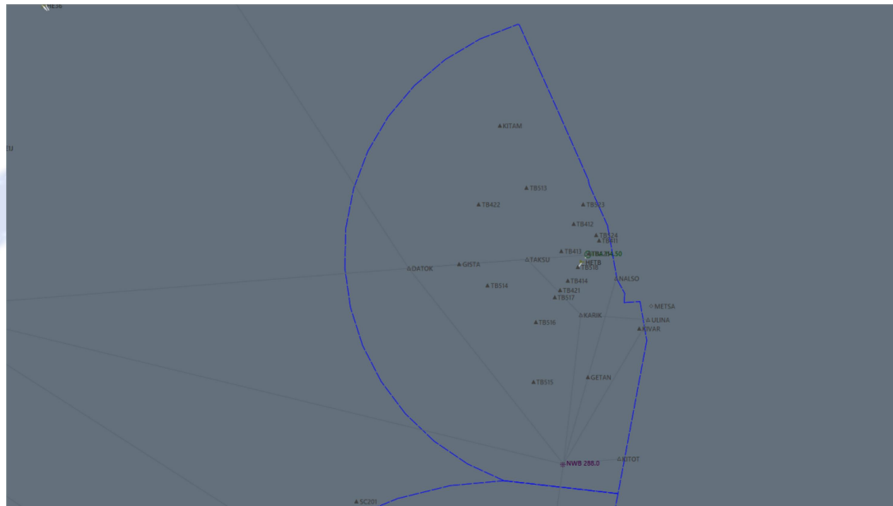
- **Important notes: -**

1. Departures are transferred to Sharm El Sheikh Radar **as soon as possible after airborne.**
2. IFR TFC usually get transferred to Tower **10 NM and not less than 5 NM** from touchdown.



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➤ Taba TMA



- **LETTERAL LIMITS: -**

An area bounded by a circle centered “TBA” VOR with radius 40 NM limited by FIR boundary from east

- **VERTICAL LIMITS: -**

FL165 Downwards

- **Airspace Classes: -**

Class “A” At or above FL150.

Class “B” Below FL150.



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➤ **CONT'D (Taba TMA)**

- **Controlling Agencies: -**

HETB_APP, “Callsign” Taba Radar

Frequency: **120.300 MHz**

Controls **ALL TFC** inside TMA

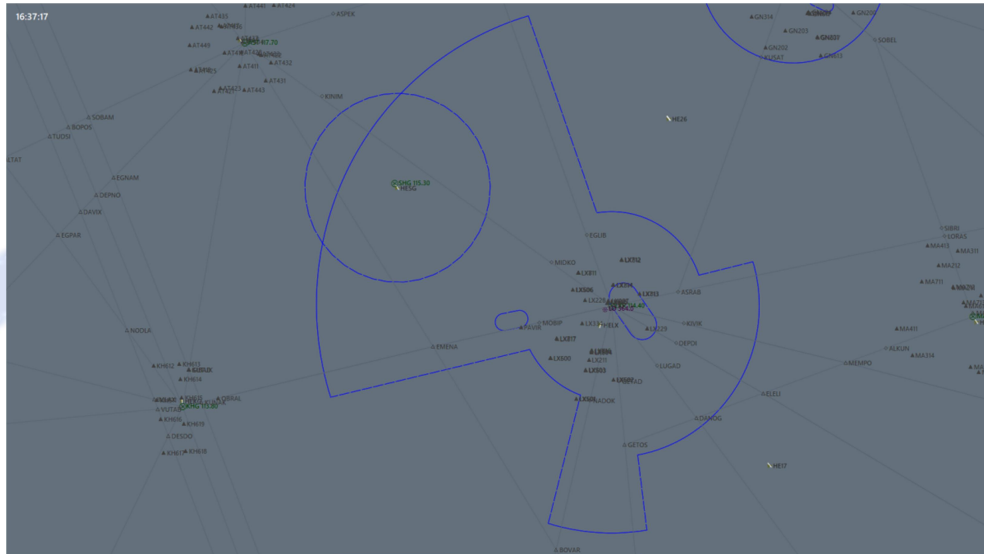
- **Important notes: -**

1. Departures are transferred to Taba Radar **as soon as possible after airborne.**
2. IFR TFC usually get transferred to Tower **10 NM and not less than 5 NM** from touchdown.



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➤ Luxor TMA



- **LETAL LIMITS: -**

An area bounded by (clockwise direction) :

A circle radius 25NM, centered “ LXR” VOR extended to 40NM, from point 255401N0332806W (on airway L604 east) to point 250501N0324806E (on airway W605 south), then extended to 60NM from point 244601N0325106E (on airway W605 south) to point 244901N0322206E (on airway A727 south) then extend to a distance 80NM from point 270328N0311931E (on airway L604 west) to point 270328N0322731E (on airway A727 north)

- **VERTICAL LIMITS: -**

FL195 Downwards

- **Airspace Classes: -**

Class “A” At or above FL150.

Class “B” Below FL150.



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➤ **CONT'D (Luxor TMA)**

- **Controlling Agencies: -**

HELX_APP, “Callsign” Luxor Radar

Frequency: 124.300 MHz

Controls ALL TFC inside TMA

- **Important notes: -**

1. Departures are transferred to Taba Radar **as soon as possible after airborne.**
2. IFR TFC usually get transferred to Tower **10 NM and not less than 5 NM** from touchdown.



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➤ Aswan TMA



- **LETTERAL LIMITS: -**

Two close sectors of a circle centered “ ASN” VOR and bounded as following:

- An arc with radius 15NM, direction from 168° to 207° MAG
- An arc with radius 40NM, direction from 207° to 357° MAG

- **VERTICAL LIMITS: -**

FL165 Downwards

- **Airspace Classes: -**

Class “A” At or above FL150.

Class “B” Below FL150.



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➤ **CONT'D (Aswan TMA)**

- **Controlling Agencies: -**

HESN_APP, “Callsign” Aswan Radar

Frequency: **120.300 MHz**

Controls **ALL TFC** inside TMA

- **Important notes: -**

1. Departures are transferred to Taba Radar **as soon as possible after airborne.**
2. IFR TFC usually get transferred to Tower **10 NM and not less than 5 NM** from touchdown.

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