



وزارة الطيران المدني
Ministry of Civil Aviation



Cairo FIR

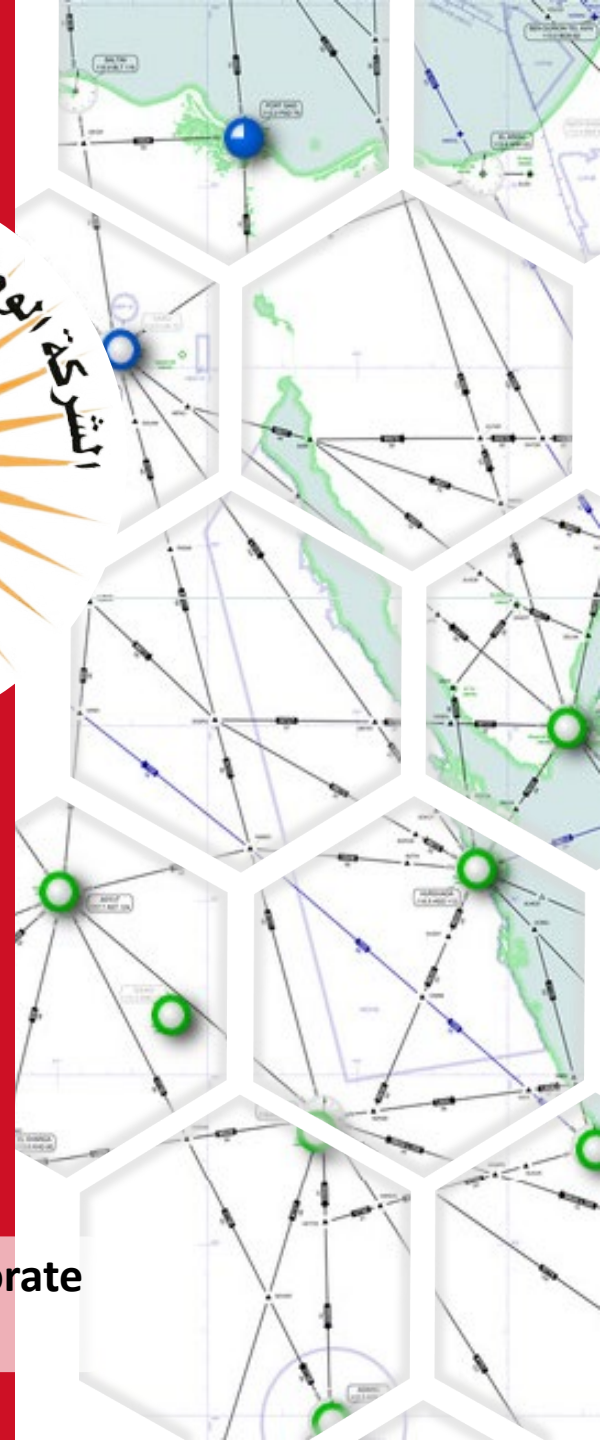
Challenges

**Special Air Traffic Management (ATM) Coordination
Meeting and MID Region ATM Contingency Framework
Workshop**

(Muscat, Oman, 1 – 5 February 2026)

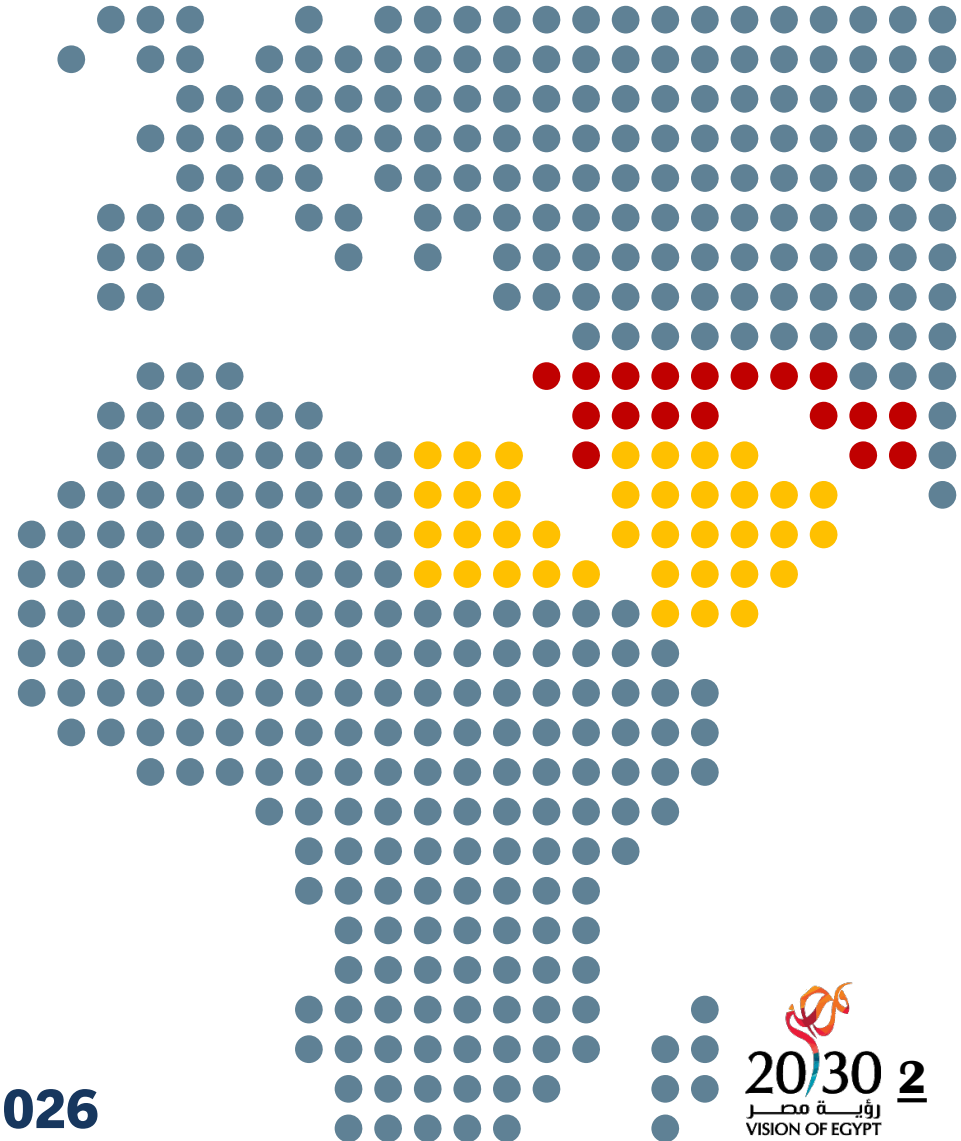


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(NANSC)

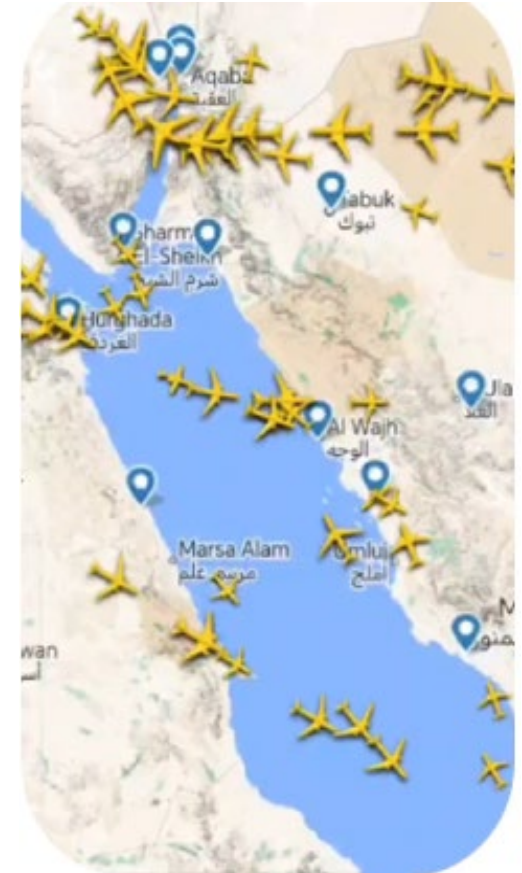
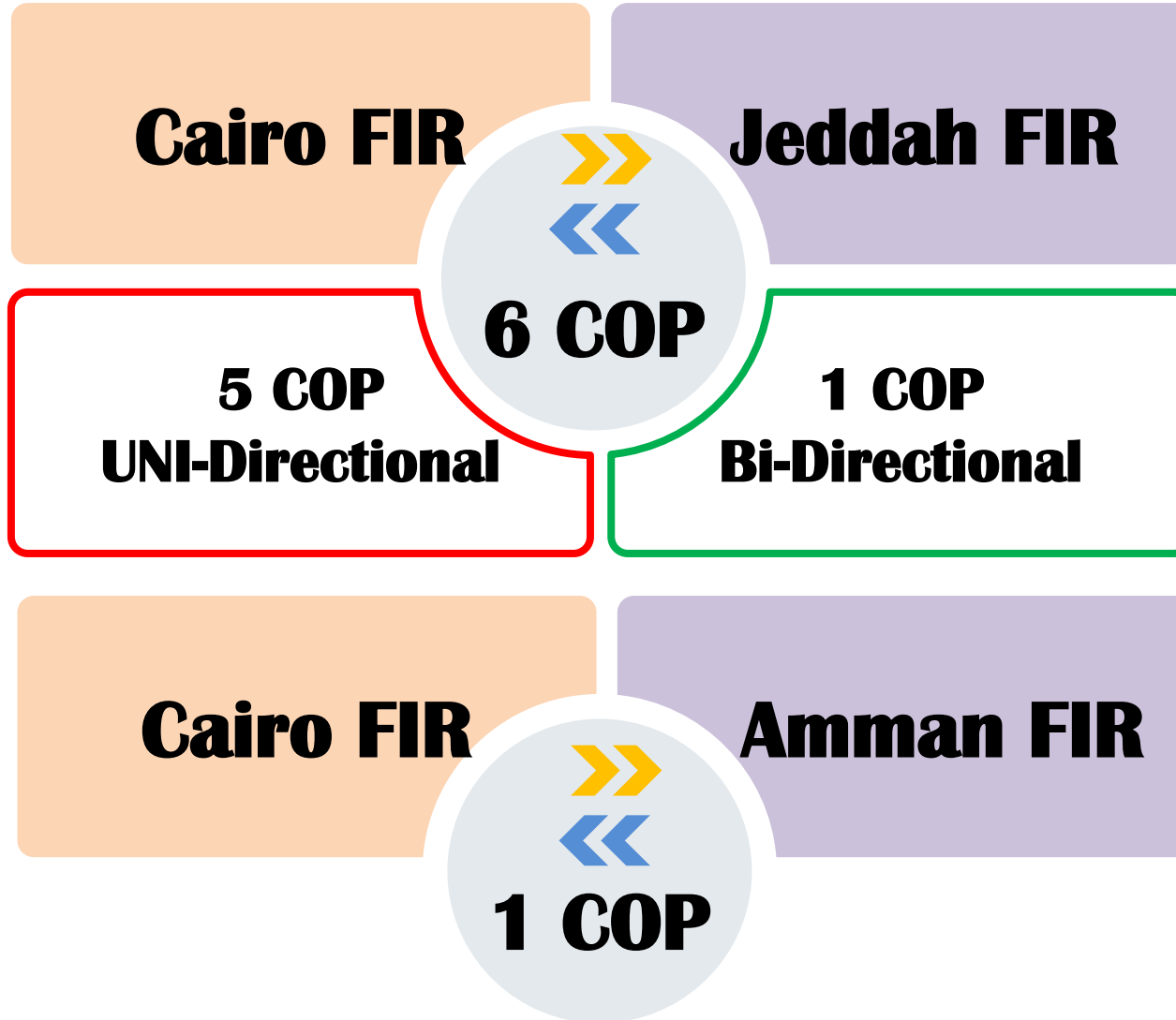
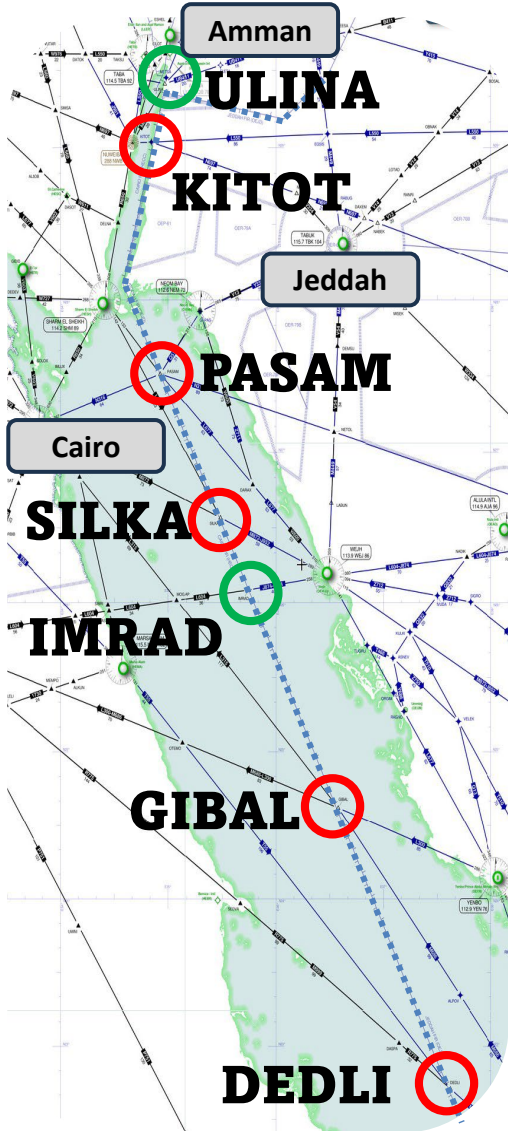




Mid-Region Tension Jun. 2025



Cairo FIR Overview



Situation Overview

Friday 13 June 2025



A0569/25

**Tel Aviv FIR CLSD TO ALL FLT
EXC INTL FLT DEP WB/NB ONLY
OR PPR FLT FM NOTAM OFFICE.**

A0122/25

DAMASCUS FIR CLSD DUE TO OPS REASONS

A0122/25

**BEIRUT AIRSPACE CLOSED DUE TO
OPERATIONAL REASONS.**

A0265/25

**JORDAN AIRSPACE CLSD DUE TO OPS
REASONS**

A0371/25

**BAGHDAD FIR CLSD DUE TO OPS
REASONS**

A1887/25

TEHRAN OIIX FIR CLSD

Situation Overview

Friday 13 June 2025



Situation Overview

Friday 13 June 2025



BEFORE



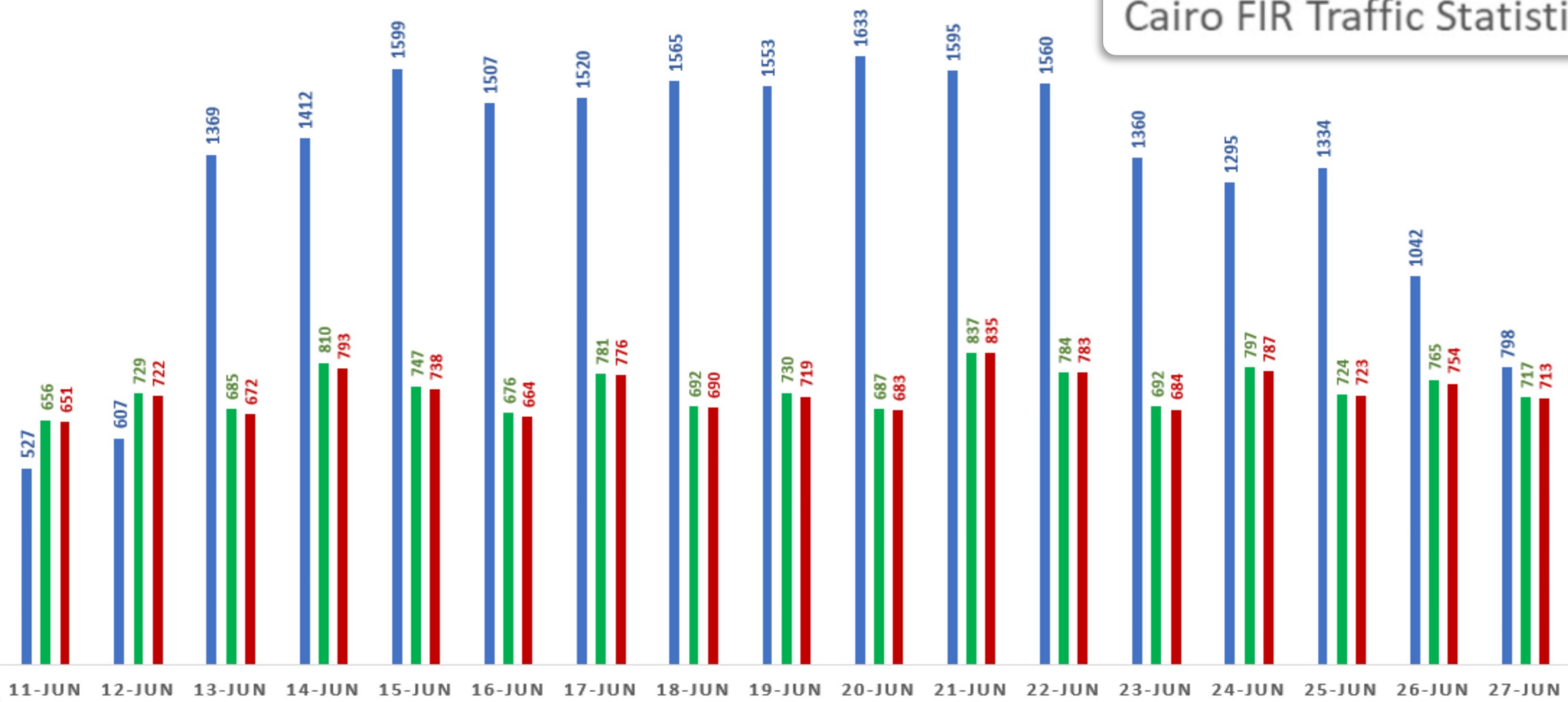
AFTER

Situation Overview



■ Over Flying ■ Departure ■ Arrival

Cairo FIR Traffic Statistics



Measures Implemented



★ KITOT

**CAIRO FIR - A0180/25 DUE TO CLOSURE OF AMMAN
FIR EB TFC MAY RTE VIA NOVPA L550 KITOT**

**JEDDAH FIR - A1441/25 DUE TO OJAC FIR CLSD EB
TFC MAY RTE VIA KITOT ATS RTE L550 WPT NIMAR**

Contingency Plans



Contingency Plans:

- ✈ **In case of Jordanian airspace closure, KITOT/PASAM/SILKA points will be activated in both directions.**
- ✈ **In case of KITOT/SILKA point closure, IMRAD will be used for air traffic heading towards Saudi airspace.**
- ✈ **In case of PASAM/KITOT point closure for air traffic coming from Saudi airspace, IMRAD/GIBAL will be used for air traffic heading towards Cypriot/Libyan/Greek airspace and Egyptian airports.**



Stakeholder Coordination



ICAO

Coordination has been made with the ICAO Regional Office in Cairo and the HQ in Montreal through the Contingency Coordination Team (CCT) to inform them about the capabilities of Egyptian airspace and the measures taken to increase its capacity, considering regional developments, the closure of neighboring airspaces, and the need for international airlines to use Egyptian airspace as a safe alternative.

Stakeholder Coordination



- ✈ **Continuous coordination with Eurocontrol to take all immediate measures in case of increased traffic and the need for any exceptional action on border points if needed.**
- ✈ **Coordination has been made with Athens Control to reduce the longitudinal separation between aircraft at the same altitude to 10 Nm to accommodate the increased density of air traffic.**

Internal stakeholders

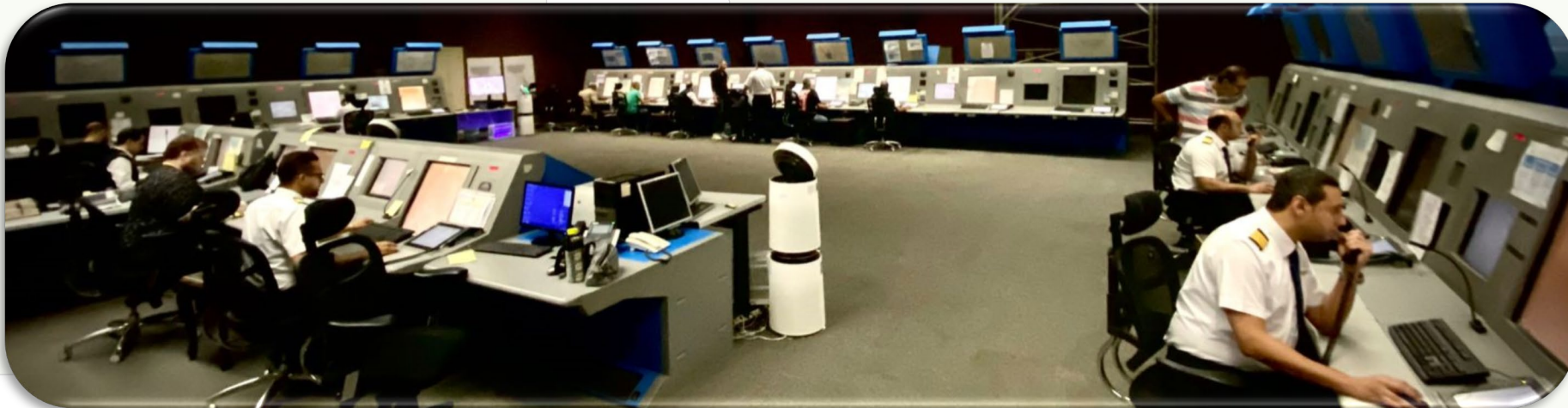


The National Committee for Crisis Management (ECAA – NASMC – Egyptian Airport Company – Cairo International Airport) held a meetings to regularly monitor the current situation and assess challenges, under continuous coordination aimed at finding fundamental and effective solutions

Internal Measures



- ✈ **Coordination was done with the Egyptian Civil Aviation Authority.**
- ✈ **Military side information updated. Coordination was done to apply ATM Contingency Plan and to apply FUA.**
- ✈ **Recalling all ATCOs staff members (Emergency Situation).**
- ✈ **Reopen all sectors in the Cairo ACC unit to minimize ATCO workload and fatigue.**



NOTAM Implementation



A0193/25 NOTAMR

Q) HECC/QPFCA/IV/NBO/E/000/999/2721N03009E999

A) HECC B) 2506211450 C) 2506290600

E) THE FLW TFC ORIENTATION SHALL BE APPLIED

-AWY N697 PORTION BTN NOVPA/SISIK NOT AVBL FOR OVERFLYING TFC EXC TFC DEP FM ANY JORDANIAN AP.

-AWY R650 PORTION BTN NOVPA/SHM NOT AVBL FOR OVERFLYING TFC EXC INBD TFC FM LCCC FIR.

-BDRY POINT IMRAD AVBL FOR ALL WB TFC (AWY L604 AVBL BIDIRECTION)

-NB TFC FM HELX AP SHALL RTE VIA Z970 ONLY.

-OUBD TFC FM HECA AND HESX AP EXIT ULINA MAX FL330.

-AWY Q777 SHALL NOT BE USED FOR TFC EXIT LAKTO EXC FOR TFC DEP FM HECA AP.

ALL TFC SHALL STRICTLY ADHERE TO ATC INSTRUCTIONS.

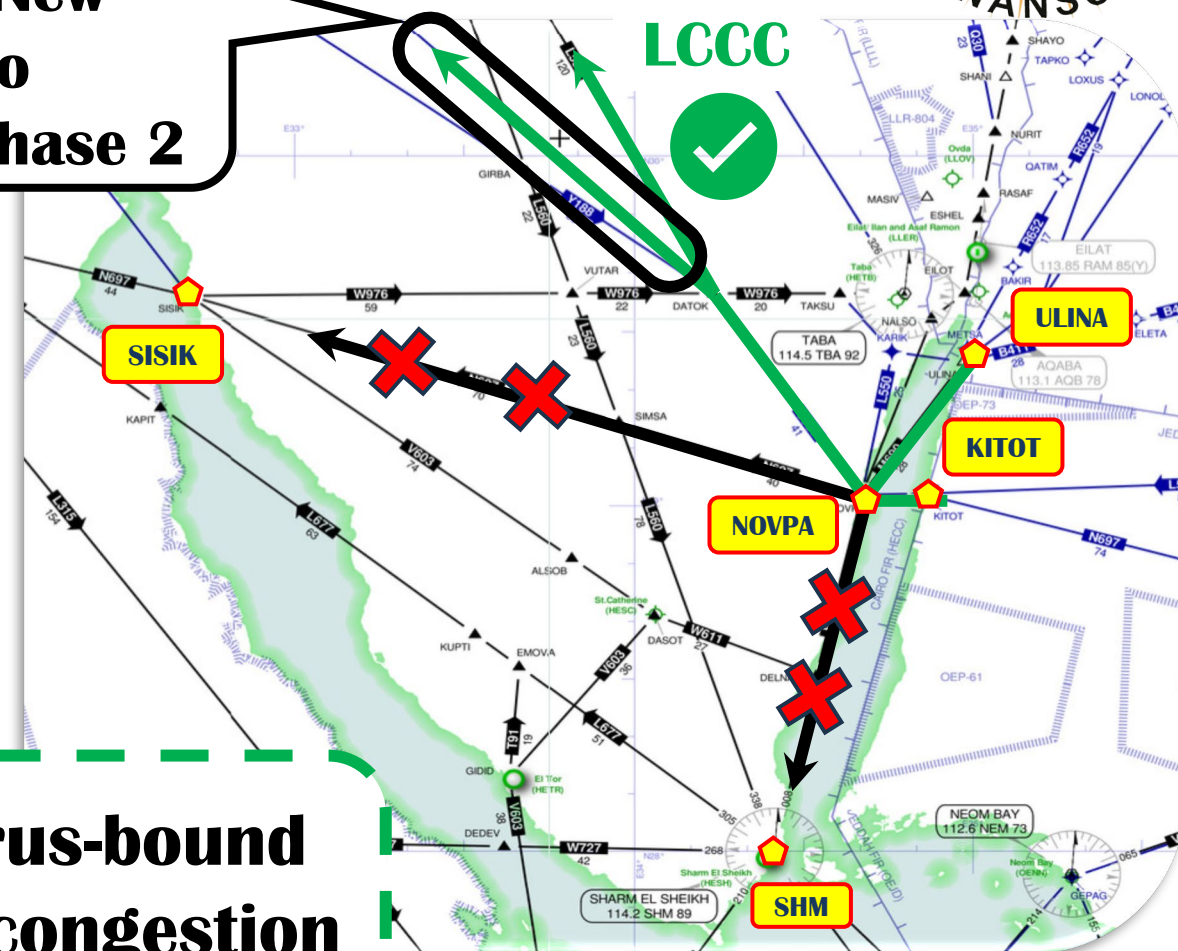
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NOTAM Implementation



T115 One of the New Routes in Cairo Optimization Plan Phase 2

- AWY N697 PORTION BTN NOVPA/SISIK **NOT AVBL** FOR OVERFLYING TFC **EXC TFC** DEP FM ANY JORDANIAN AP.
- AWY R650 PORTION BTN NOVPA/SHM **NOT AVBL** FOR OVERFLYING TFC **EXC INBD TFC** FM LCCC FIR.

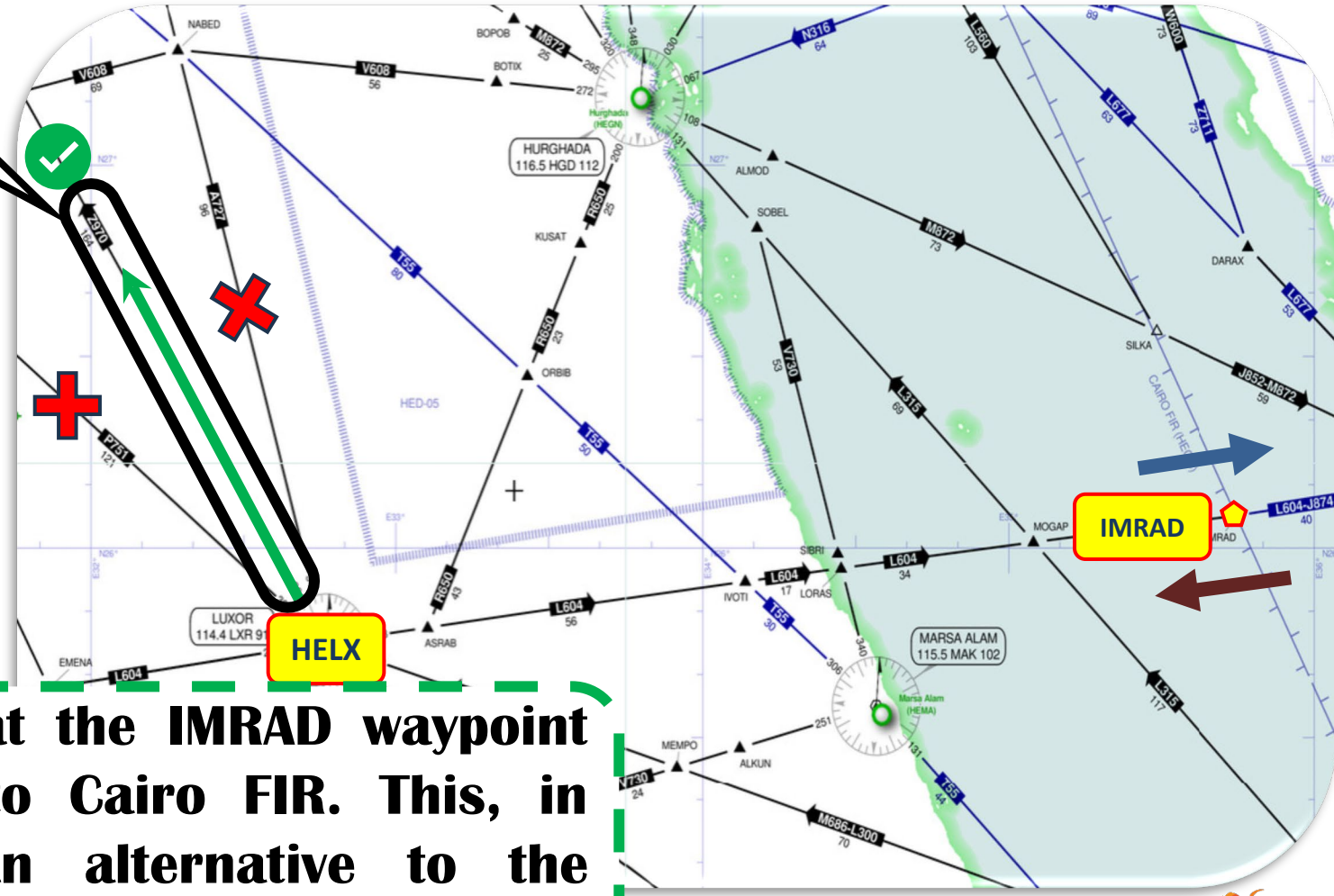


"The aim is to shift the flow of Cyprus-bound traffic (LCCC) northward, reducing congestion around the Cairo area."

NOTAM Implementation

Z970 One of the New Routes in Cairo Optimization Plan Phase 2

- BDRY POINT IMRAD AVBL FOR ALL WB TFC (**AWY L604 AVBL BIDIRECTION**)
- NB TFC FM HELX AP SHALL RTE **VIA Z970 ONLY.**



"Removing entry restrictions at the IMRAD waypoint provides a new entry point to Cairo FIR. This, in addition to GIBAL, offers an alternative to the congested PASAM."

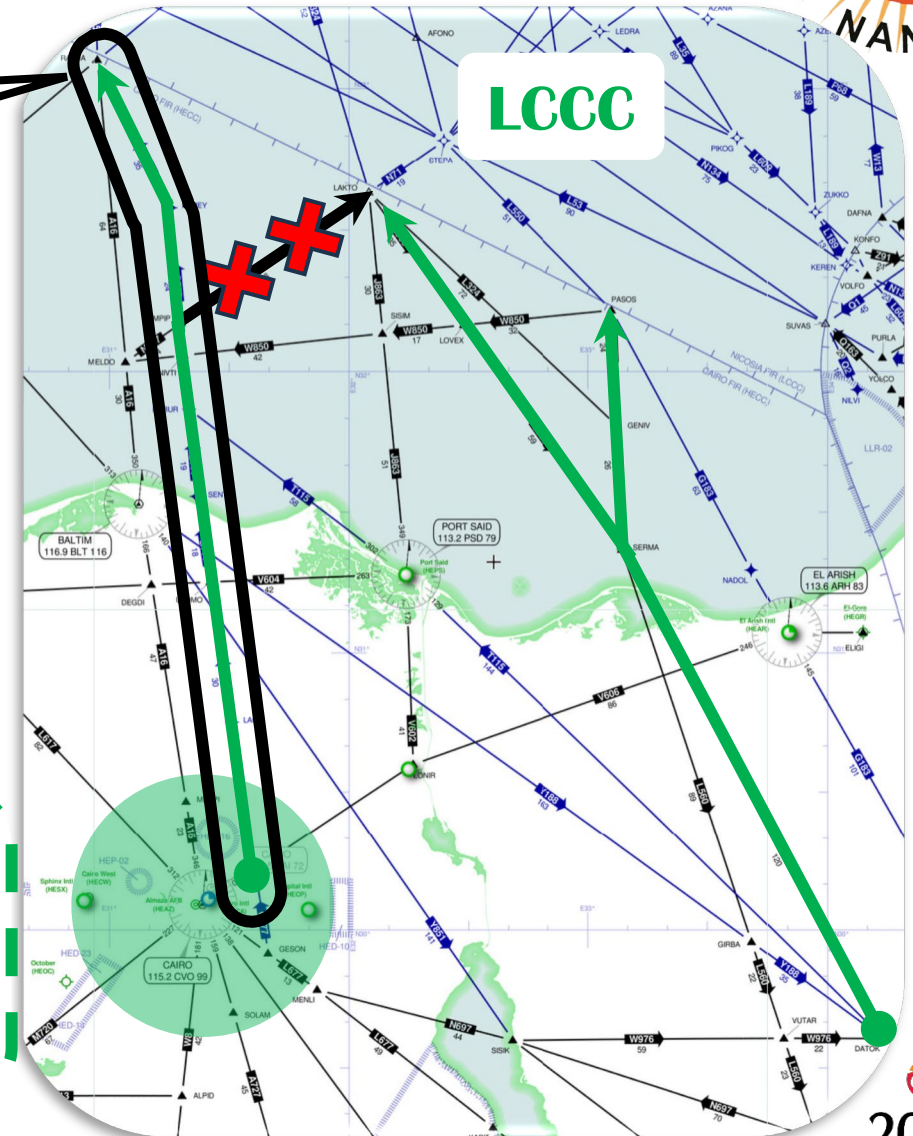
NOTAM Implementation



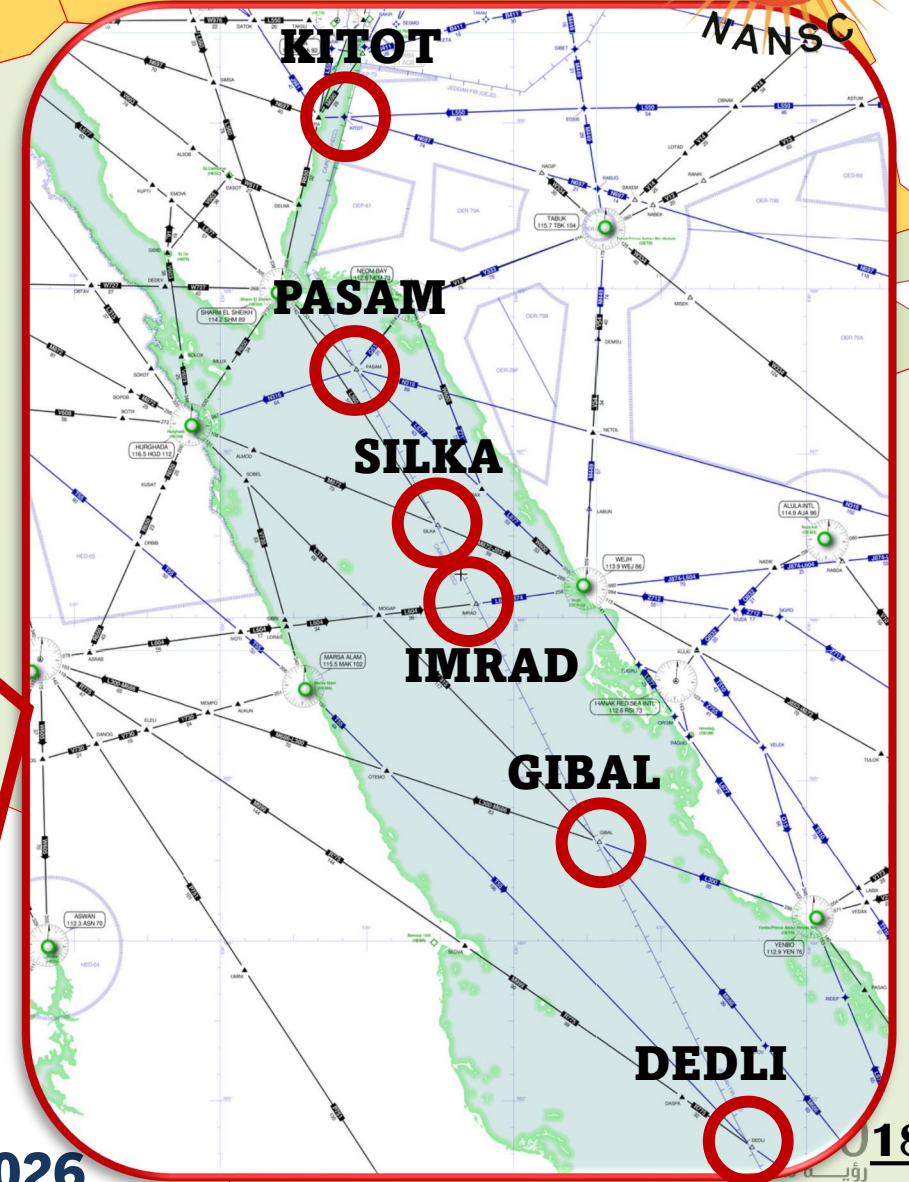
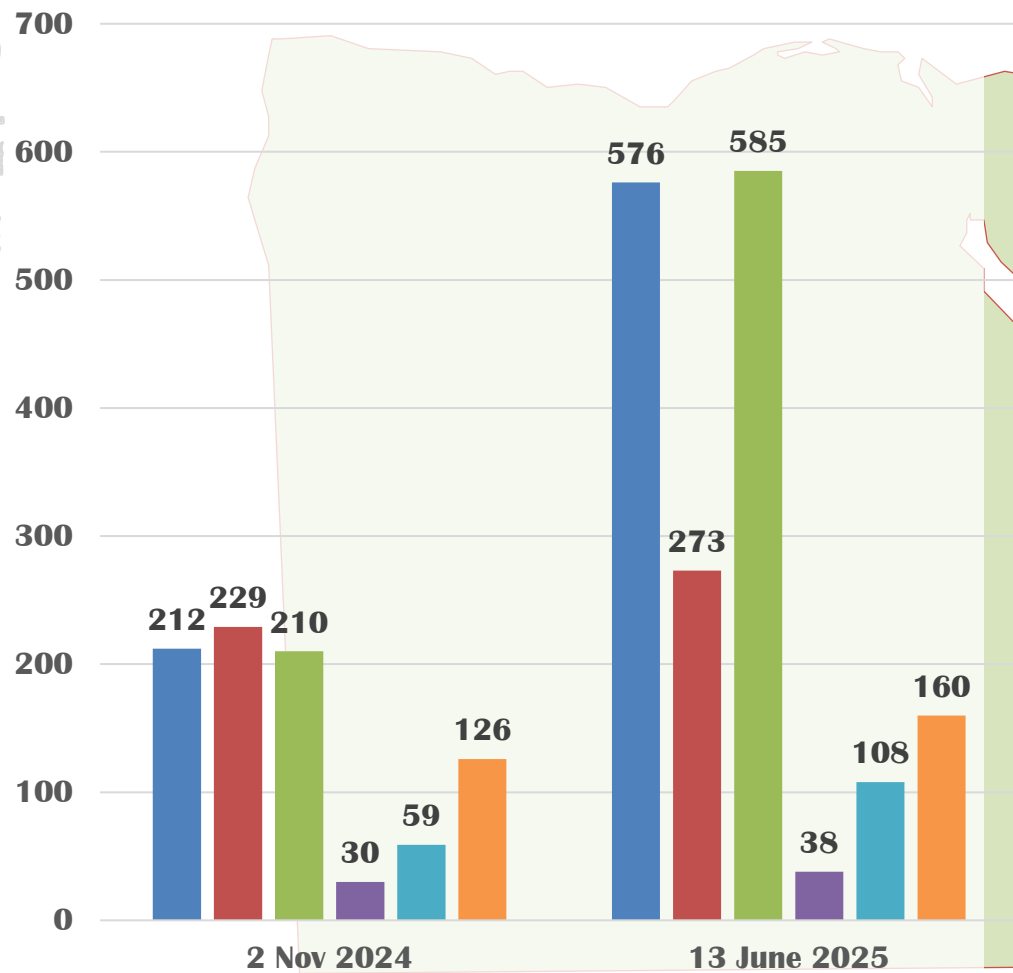
Q777 One of the New Routes in Cairo Optimization Plan Phase 2

- OUTBD TFC FM HECA AND HESX AP EXIT ULINA **MAX FL330.**
- AWY Q777 SHALL **NOT BE USED** FOR TFC EXIT LAKTO EXC FOR **TFC DEP FM HECA AP.**

"To avoid conflict between high-volume traffic coming from the east and the traffic on airway Q777 bound for Nicosia FIR LCCC."

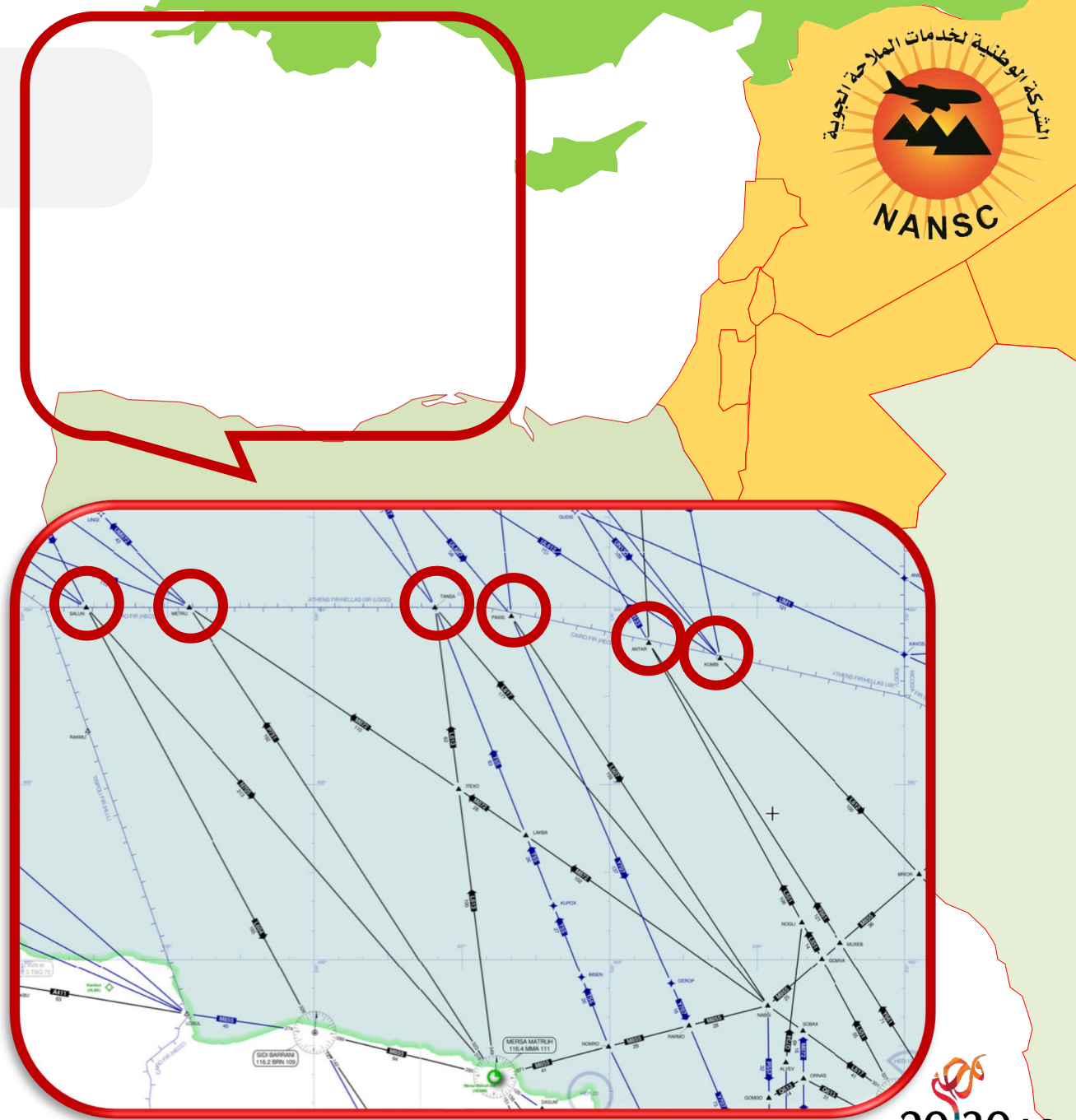
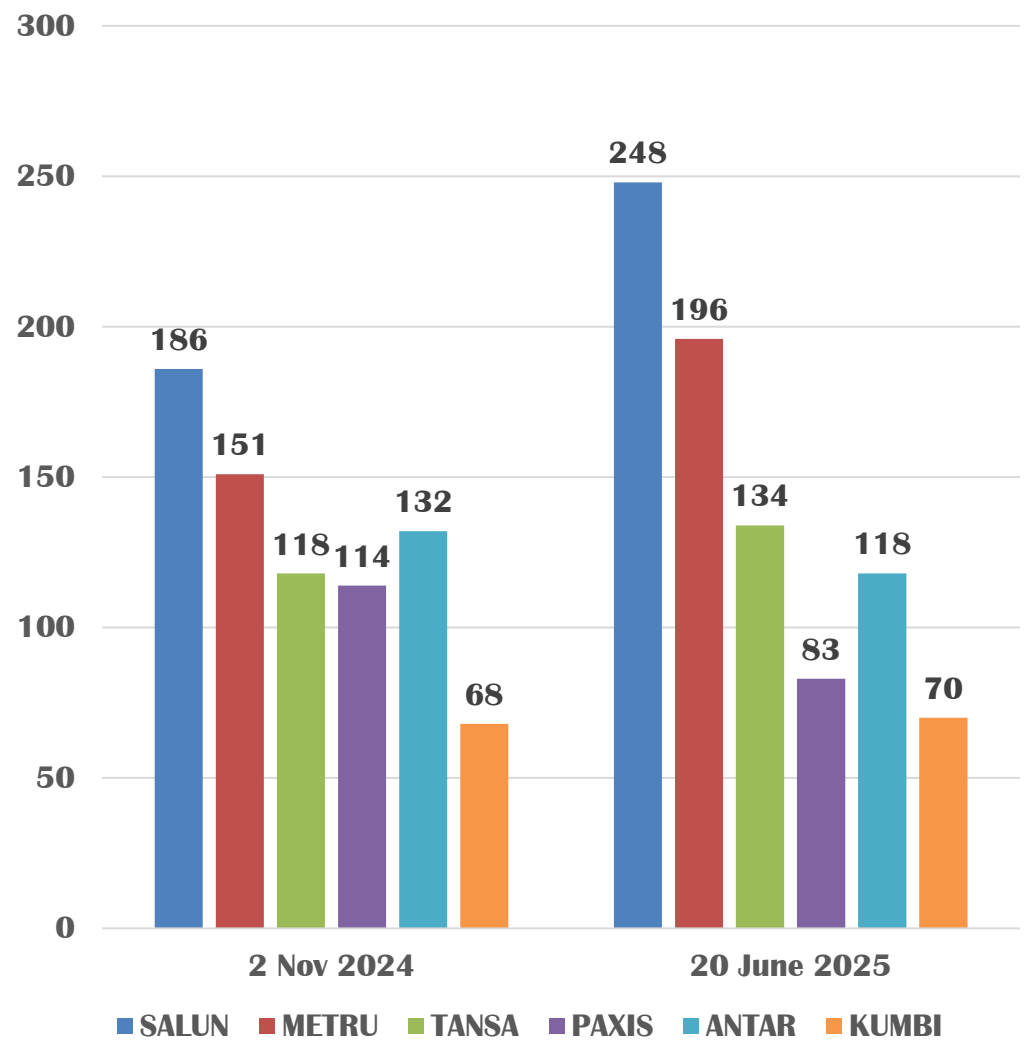


JEDDAH FIR

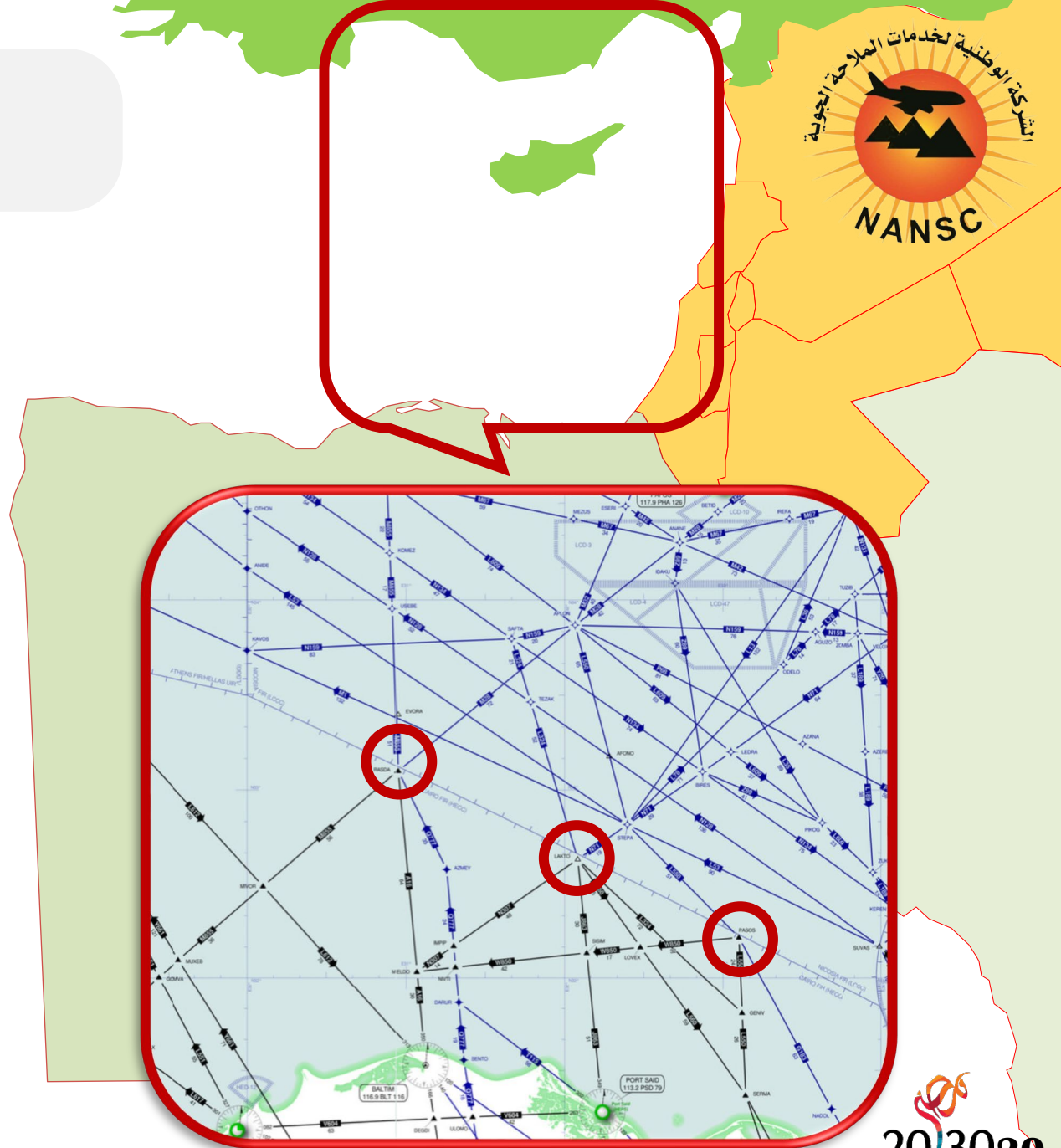
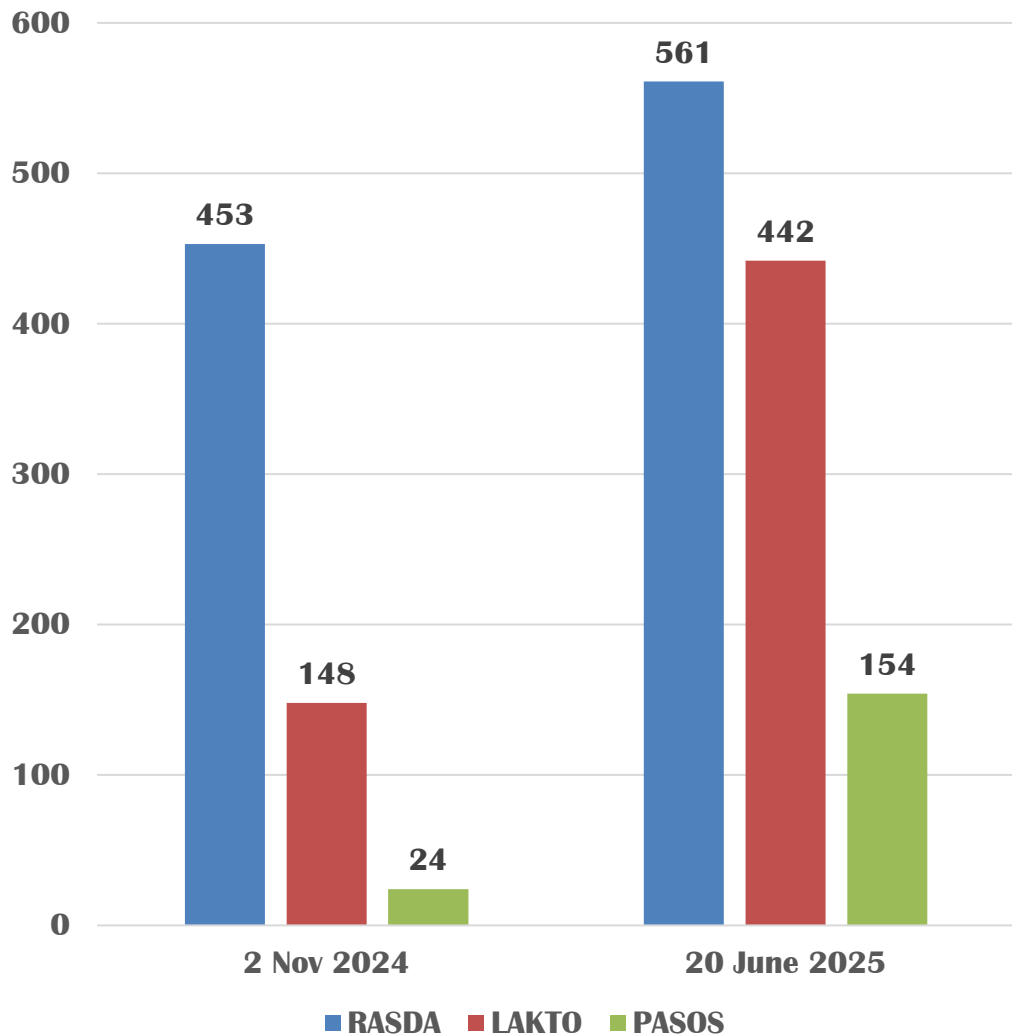


■ KITOT ■ PASAM ■ SILKA ■ IMRAD ■ GIBAL ■ DEDLI

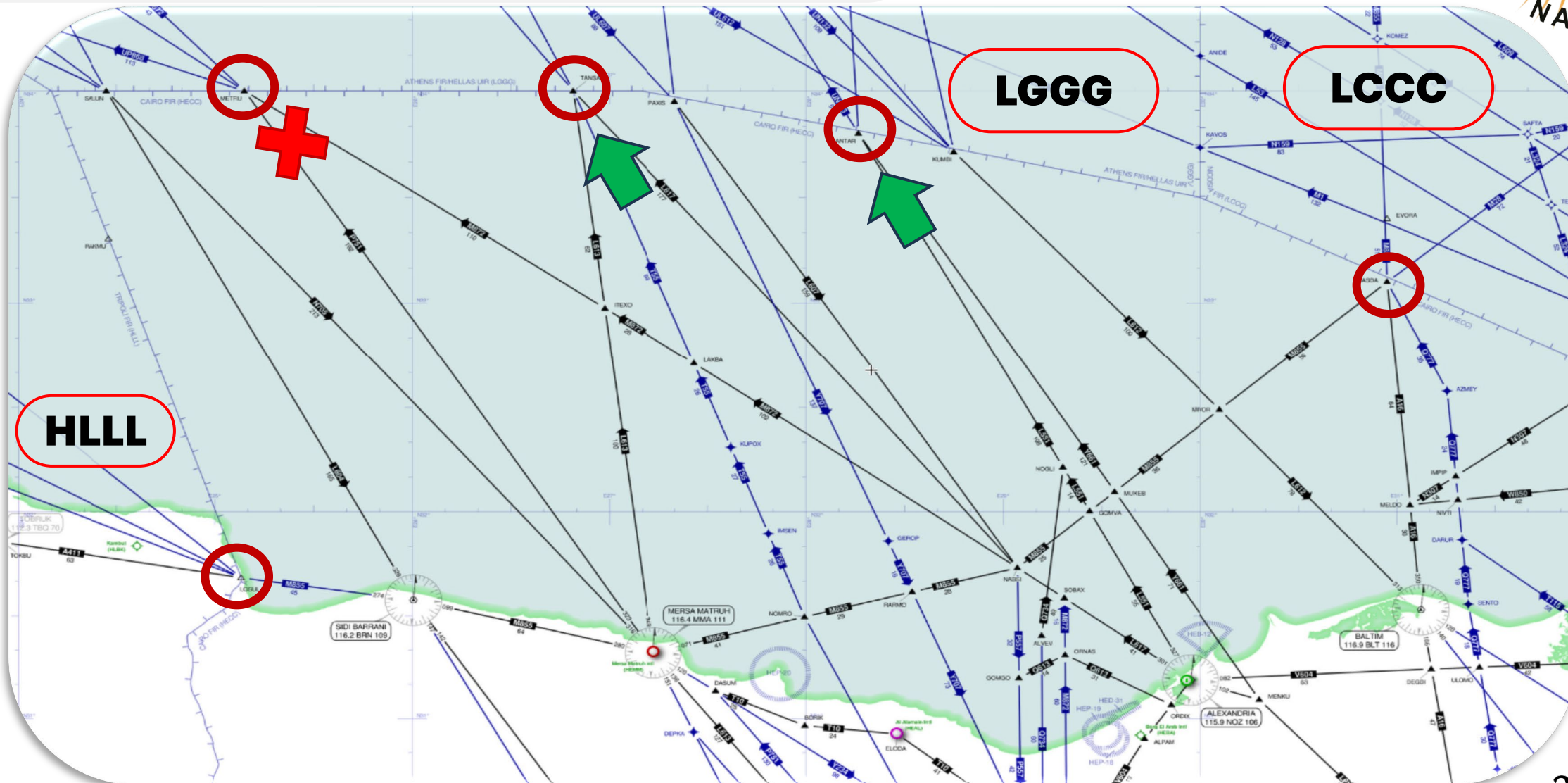
ATHEINS FIR



NICOSIA FIR



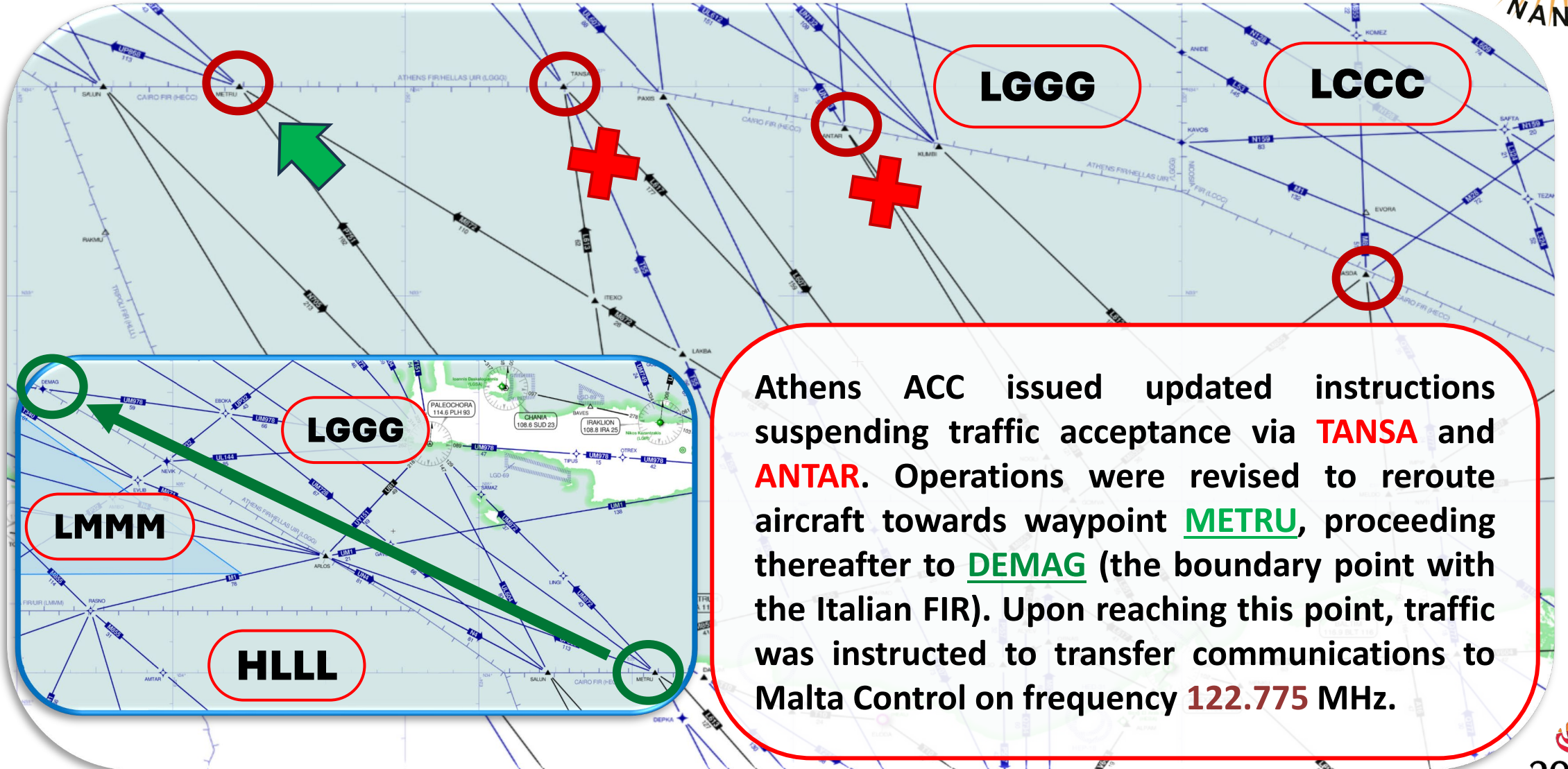
4 Jan. 2026



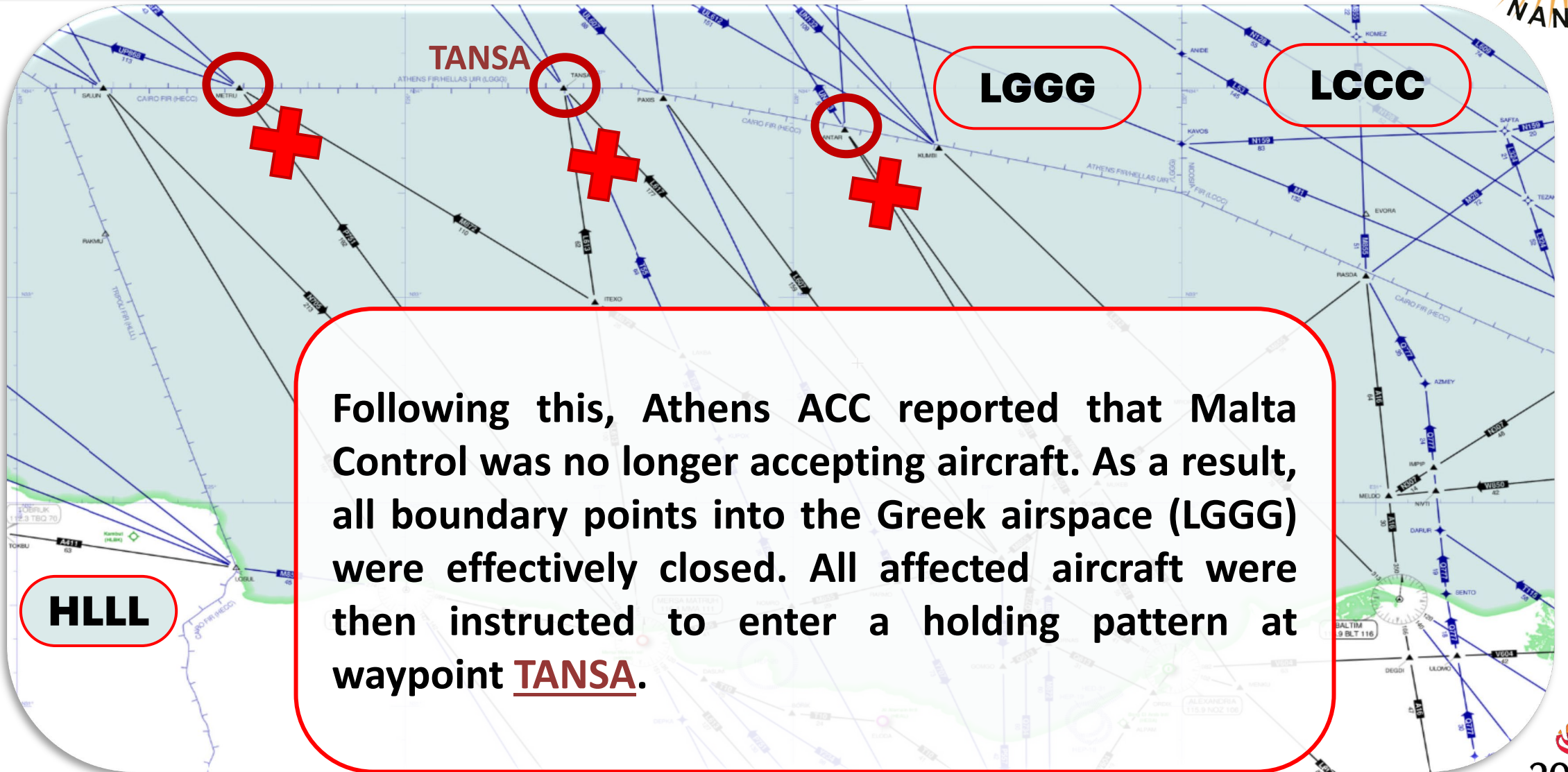
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4 Jan. 2026



4 Jan. 2026



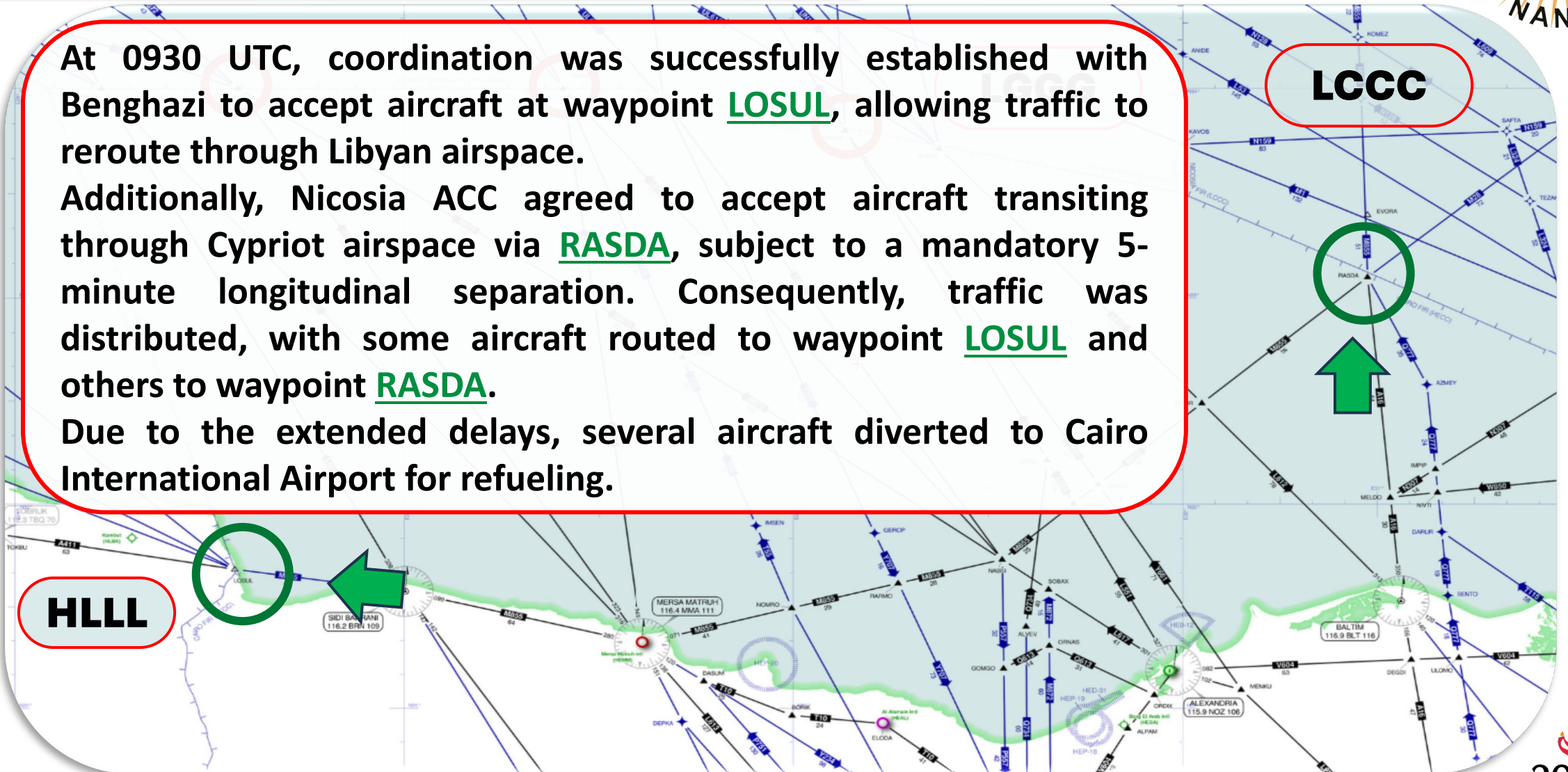
Following this, Athens ACC reported that Malta Control was no longer accepting aircraft. As a result, all boundary points into the Greek airspace (LGGG) were effectively closed. All affected aircraft were then instructed to enter a holding pattern at waypoint TANSA.

4 Jan. 2026

At 0930 UTC, coordination was successfully established with Benghazi to accept aircraft at waypoint LOSUL, allowing traffic to reroute through Libyan airspace.

Additionally, Nicosia ACC agreed to accept aircraft transiting through Cypriot airspace via RASDA, subject to a mandatory 5-minute longitudinal separation. Consequently, traffic was distributed, with some aircraft routed to waypoint LOSUL and others to waypoint RASDA.

Due to the extended delays, several aircraft diverted to Cairo International Airport for refueling.



NOTAMs Issued



LGGG

A0012/26 NOTAMN

Q) LGGG/QAFXX/IV/NBO/E /000/999/3705N02445E341

A) LGGG B) 2601040857 C) 2601041400

E) DUE TO TECHNICAL PROBLEM ,FREQUENCIES FAILURE , ZERO RATE FOR ALL FLIGHTS WI ATHINAI FIR/UIR WILL BE APPLIED UNTIL FURTHER NOTICE.

A0016/26 NOTAMN

Q) LGGG/QAFXX/IV/NBO/E /000/999/3705N02445E341

A) LGGG B) 2601041033 C) 2601041400

E) DUE TO FREQUENCIES TECHNICAL PROBLEMS, RESTRICTIONS APPLIED IN ATHINAI FIR/UIR UNTIL FURTHER NOTICE.

A0017/26 NOTAMR A0016/26

Q) LGGG/QAFXX/IV/NBO/E /000/999/3705N02445E341

A) LGGG B) 2601041345 C) 2601042359

E) DUE TO FREQUENCIES TECHNICAL PROBLEMS, RESTRICTIONS APPLIED IN ATHINAI FIR/UIR UNTIL FURTHER NOTICE.

HECC

A0003/26 NOTAMN

Q)HECC/QAFXX/IV/NBO/E/000/999/2721N03009E999

A)HECC B)2601041130 C)2601042359 E)FIR BDRY POINTS ANTAR, TANSA AND METRU CLSD DUE TO RESTRICTIONS APPLIED WI LGGG FIR/UIR, TFC SUBJ REROUTE.

Finally, at 1551 UTC, Athens ACC announced the reopening of all boundary points with the Greek airspace.



Thank
You

ANY
Questions?



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Ministry of Civil Aviation



Egyptian Civil Aviation Authority



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