

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
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No revision activity since Disc 22-2010

TERMINAL CHART NOTAMs

No Chart NOTAMs for Airport LPCS

General Info

Cascais, PRT

N 38° 43.5' W 09° 21.3' Mag Var: 5.0°W

Elevation: 326'

Public, IFR, Control Tower, Rotating Beacon, Customs

Pattern Altitude: 672 feet AGL

Fuel: 100LL, Jet A-1

Repairs: Minor Airframe, Minor Engine

Time Zone Info: GMT uses DST

Runway Info

Runway 17-35 3904' x 98' asphalt

Runway 17 (169.0°M) TDZE 326'

Lights: Edge, ALS

Runway 35 (349.0°M) TDZE 287'

Lights: Edge

Communications InfoCascais Tower **120.3**Cascais Tower **119.9** SecondaryCascais Tower **337.57** MilitaryCascais Ground Control **121.825****Notebook Info**

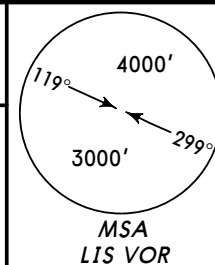
LPCS
CASCAIS

JEPPESEN
 1 FEB 08 **10-2** **Eff 14 Feb**

CASCAIS, PORTUGAL
STAR

Apt Elev
326'

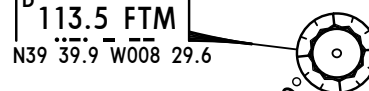
Alt Set: hPa Trans level: By ATC Trans alt: 4000'



**ROCAS 1N [ROCA1N]
 RWY 35 ARRIVAL**

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS
 Squawk **A 7600** in case of communication failure.
 Fly at/to last assigned level to CP holding pattern.
 Start descent to initial approach altitude to carry
 out a standard IFR approach at ETA according to
 current flight plan or at EAT (when received and
 acknowledged). In case of communication failure
 the established maximum level for CP holding
 pattern does not apply.
 MMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼

FATIMA
113.5 FTM
 N39 39.9 W008 29.6



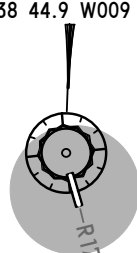
35
FL150
230°

D35 FTM

LISBON
114.8 LIS
 N38 53.3 W009 09.8



CASCAIS
114.3 CAS
 N38 44.9 W009 21.7



CAPARICA
389 CP
 N38 38.5 W009 13.3



ROKAP
 N38 44.2 W009 43.4

At or above
FL60
 Descend to
2000'
 before
BUGID

093°
MHA 2000
MAX 4000

273°

CAS 17 DME Arc

(IAF)
 N38 38.1 W009 19.5

R171°

351°

207°

3000'

027°

BUGID
 N38 28.4 W009 27.0

Maintain
2000'



ROUTING

Intercept FTM R-230 to ROKAP, turn LEFT, along 17 DME arc to BUGID, turn LEFT, intercept
 CAS R-171 inbound to IAF.

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CASCAIS, PORTUGAL

1 FEB 08

10-3

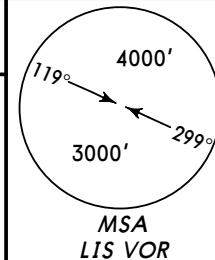
Eff 14 Feb

SID

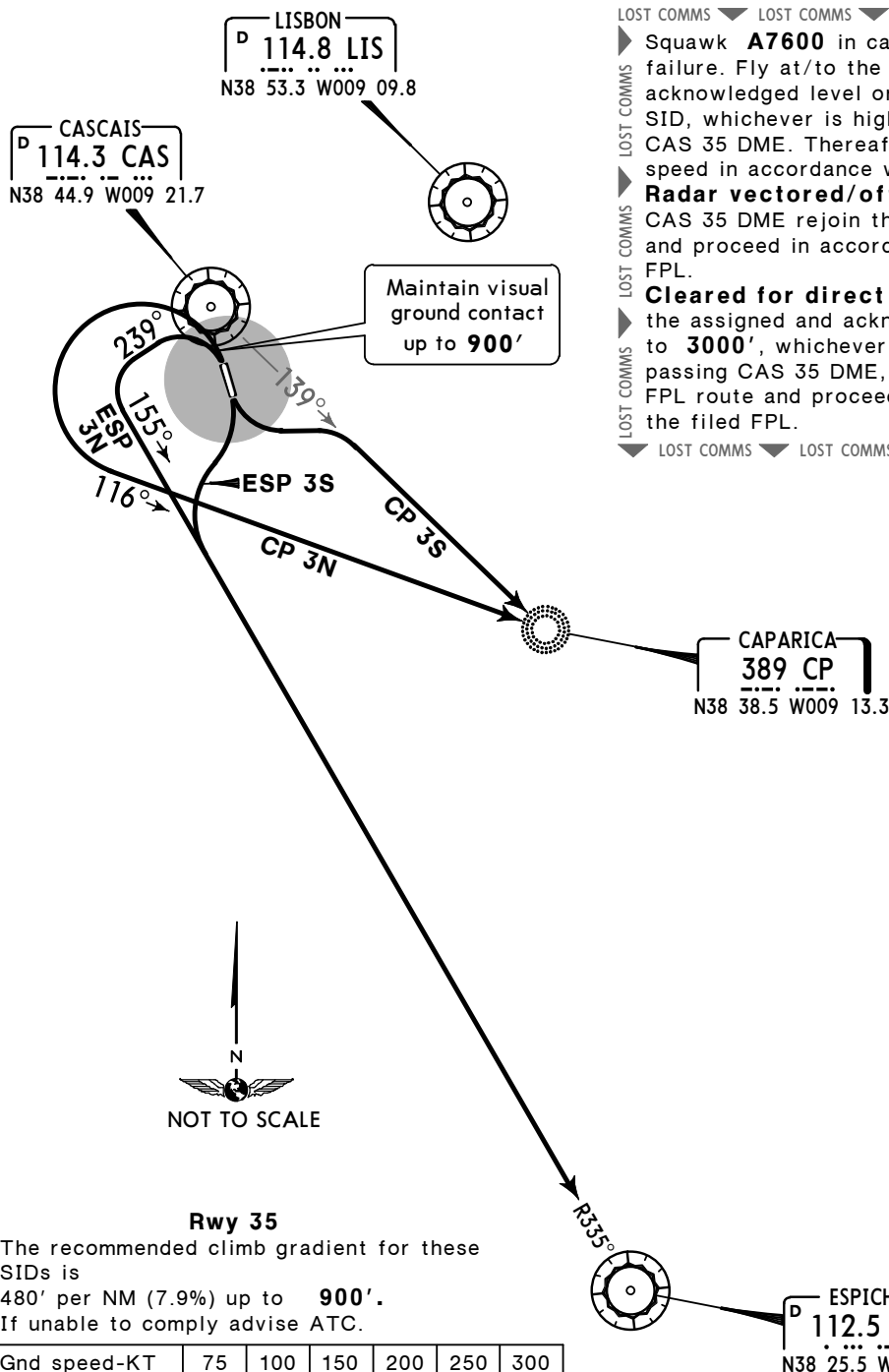
LISBOA Approach
 119.1

Apt Elev
 326'

Trans level: By ATC Trans alt: 4000'
 After take-off contact LISBOA Approach.



CP 3N, CP 3S, ESP 3N, ESP 3S
RWYS 35, 17 DEPARTURES



- LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼
- Squawk **A7600** in case of communication failure. Fly at/to the last assigned and acknowledged level or to the level of the SID, whichever is higher, until passing CAS 35 DME. Thereafter adjust level and speed in accordance with the filed FPL.
 - **Radar vectored/offset:** When passing CAS 35 DME rejoin the current FPL route and proceed in accordance with the filed FPL.
 - **Cleared for direct routing:** Fly at/to the assigned and acknowledged level or to 3000', whichever is higher, until passing CAS 35 DME, maintain the current FPL route and proceed in accordance with the filed FPL.
- LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼

Initial climb clearance **3000'**

SID	RWY	ROUTING
CP 3N TO LPPT	35	As soon as possible turn LEFT climbing to 3000' , intercept 116° bearing to CP.
CP 3S TO LPPT	17	Turn LEFT climbing to 3000' , intercept CAS R-139 to CP.
ESP 3N	35	As soon as possible turn LEFT, intercept CAS R-239, turn LEFT, climbing to 3000' intercept ESP R-335 inbound to ESP.
ESP 3S	17	Turn RIGHT climbing to 3000' , intercept ESP R-335 inbound to ESP.

CHANGES: None.

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LPCS

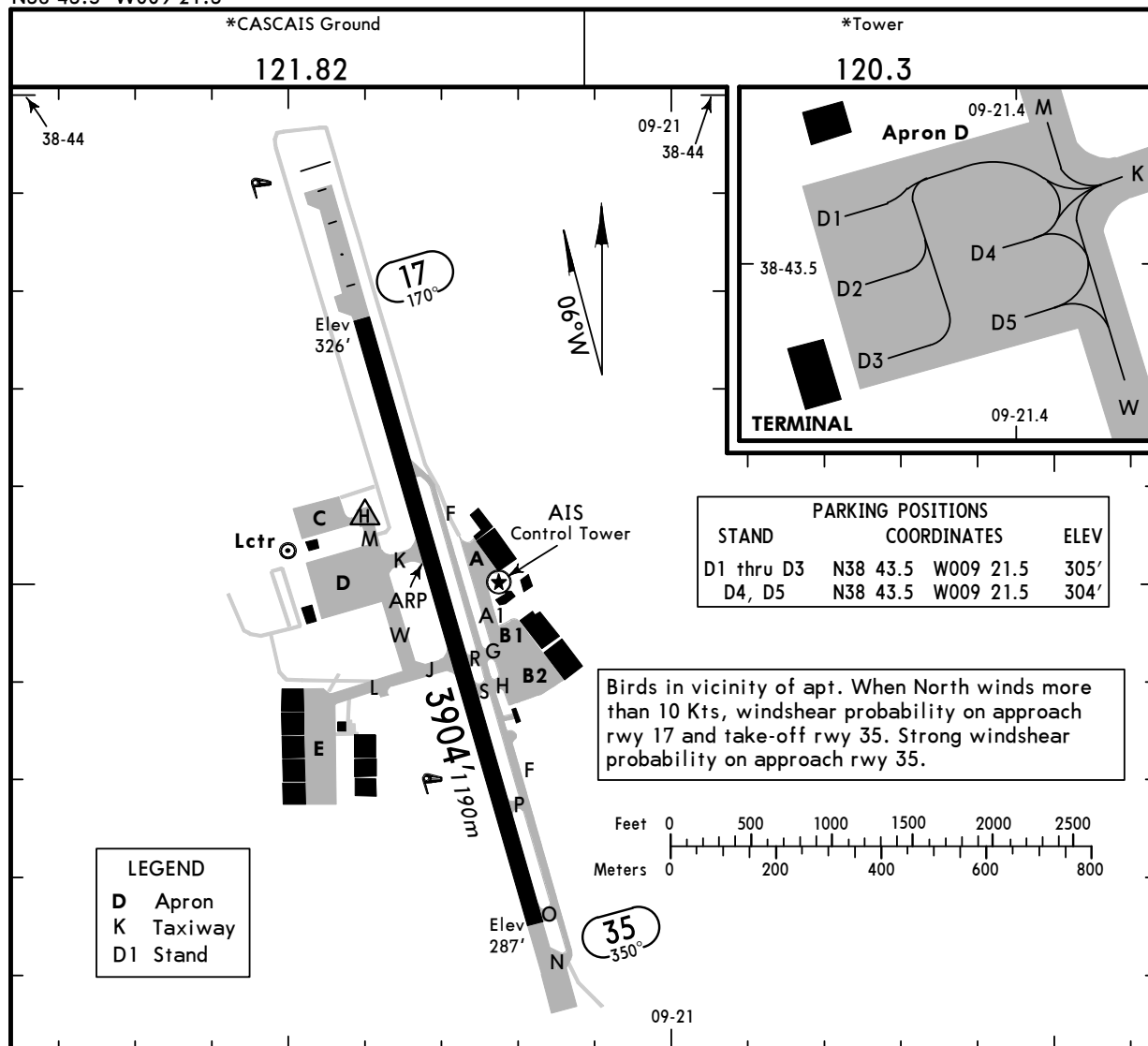
Apt Elev **326'**
 N38 43.5 W009 21.3

JEPPESSEN

29 SEP 06 **(10-9)**

CASCAIS, PORTUGAL

CASCAIS



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS		TAKE-OFF	WIDTH
		Threshold	Landing Beyond		
17	HIRL (60m) HIALS APAPI (angle 4.0°)			4757' ① 1450m	98'
35	HIRL (60m) APAPI (angle 3.0°)			4462' ② 1360m	30m

① Includes 853' (260m) paved strip in front of threshold rwy 17.

② Includes 558' (170m) paved strip in front of threshold rwy 35.

JAR-OPS

TAKE-OFF ① & DEPARTURE PROCEDURE

	All Rwys		
	LVP must be in Force	RCLM (DAY only) or RL	NIL (DAY only)
A	250m	400m	500m
B			
C	NOT APPLICABLE		
D	NOT APPLICABLE		

① Operators applying U.S. Ops Specs: CL required below 300m.

DEPARTURE PROCEDURE

All departures rwy 35 shall be made with visual reference with the terrain due to obstacle 651' located at 6234'/1900m from threshold rwy 17.

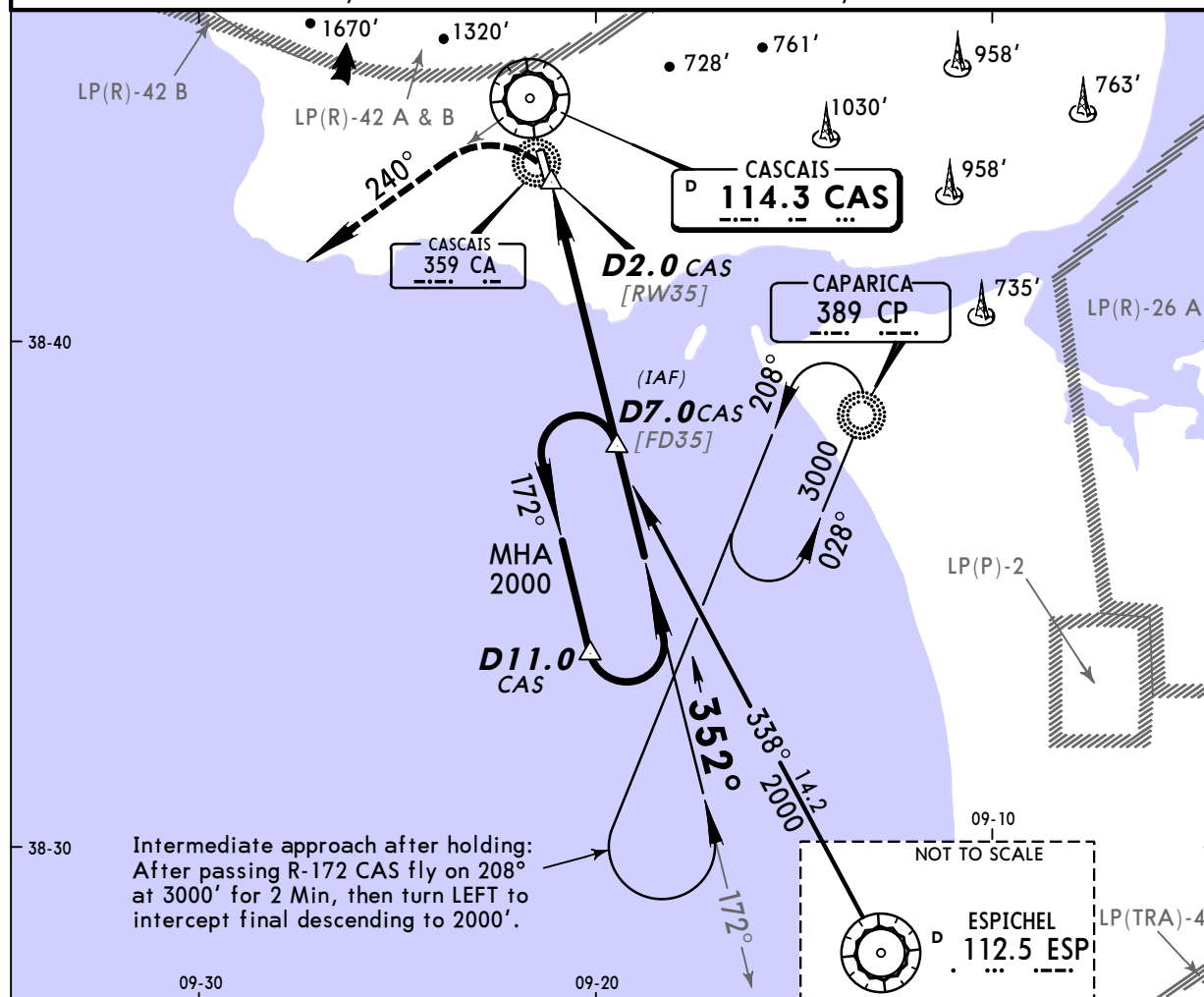
LPCS CASCAIS

JEPPesen
29 SEP 06 **13-1** **CAT A & B**

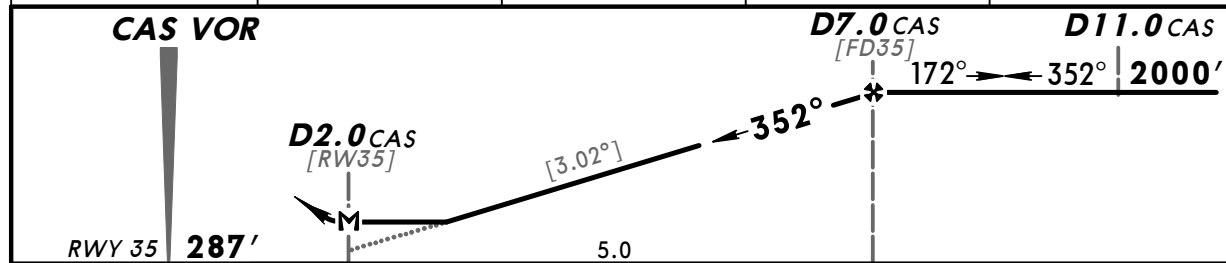
CASCAIS, PORTUGAL VOR DME Rwy 35

BRIEFING STRIP

LISBON Control (APP)		*CASCAIS Tower		*Ground		2800' MSA CAS VOR
119.1		120.3		121.82		
VOR CAS 114.3	Final Apch Crs 352°	Minimum Alt D7.0 CAS 2000' (1713')	MDA(H) 950' (663')	Apt Elev 326' RWY 287'		
MISSED APCH: Immediate turn LEFT to R-240 CAS climbing to 3000'. Contact Lisbon APP.						
Alt Set: hPa		Rwy Elev: 10 hPa		Trans level: By ATC		Trans alt: 4000'



CAS DME	4.0	5.0	6.0	7.0
ALTITUDE	1100'	1400'	1700'	2000'



Gnd speed-Kts	70	90	100	120	140	160		
Descent Gradient 5.26% or Descent angle [3.02°]	369	474	527	632	737	843		
MAP at D2.0 CAS								
							APAPI	3000' ← CAS 114.3 R-240

JAR-OPS		STRAIGHT-IN LANDING RWY 35		CIRCLE-TO-LAND				
		MDA(H) 950' (663')		West		East		
				Max Kts.	MDA(H)	VIS	MDA(H)	VIS
A	RVR 1500m			100	950' (624')	1500m	990' (664')	1500m
B				135	950' (624')	1600m	990' (664')	1600m
C/D	NOT APPLICABLE	C/D	NOT APPLICABLE					

PANS OPS 4