

## AD 2                    AERODROMES

[LPCS AD 2.](#)

### LPCS AD 2.1            AERODROME LOCATION INDICATOR AND NAME

LPCS - CASCAIS

### LPCS AD 2.2            AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site	LAT:            38 43 32N* LONG:           009 21 19W* Runway center Line, 464 meters from Threshold Runway 17
2	Direction and distance of ARP from city or town	12KM (6.5NM) NE from Cascais
3	Elevation/Reference temperature	99.32M / 326FT 22.9° C
4	Geoid undulation at aerodrome elevation position	53.62M
5	MAG / Annual change	5°W(2006) - Annual variation / 0.15 decreasing
6	AD Administration, address, telephone, telefax, telex, AFS	Post:ARCascais Aerodromo Municipal de Cascais Tires 2785-632 – S. Domingos de Rana Phone:+.351.21.4457300 Fax:+.351.21.4444917 AFS:LPCSYDYA
7	Types of traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	* Coordinates identified by an asterisk ( * ) means that those coordinates are transformed into WGS-84, but whose accuracy does not meet the requirements of Annex 11, Chapter 2, and Annex 14, volumes I and II, Chapter 2.

### LPCS AD 2.3            OPERATIONAL HOURS

1	AD Administration	08:00-21:00 (07:00-20:00)
2	Customs and immigration	Non Schengen - 48 HR PPR
3	Health and sanitation	On request
4	AIS Briefing Office*	NIL
5	ATS Reporting Office (ARO)**	NIL
6	MET Briefing Office***	NIL
7	ATS	08:00-21:00 (07:00-20:00) 07:00-08:00 and 21:00-2359 (06:00-07:00 and 20:00-2259) - PPR till 20:00 (19:00).
8	Fuelling	08:00 (07:00)-SUNSET Other times on request with surcharge
9	Handling	07:00-23:59 (06:00-22:59)
10	Security	H24
11	De-icing	Not available

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12	Remarks	AD Hours of service: Between 21:00 and 23:59 (20:00 and 22:59), 07:00 and 08:00 (06:00 and 07:00) only with PPR till 20:00 (19:00). Between 00:00 and 07:00 (23:00 and 06:00) aerodrome is closed except for Humanitarian flights, Medical emergency, SAR. * 08:00-21:00 (07:00-20:00): Pre-Flight Information Bulletins can be supplied upon request to airport operations. ** 08:00-21:00 (07:00-20:00): Acceptance and forwarding of FPL and associated messages is possible through airport operations. *** 08:00-21:00 (07:00-20:00): Meteo Information Bulletins can be supplied upon request to airport operations.
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## LPCS AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities:	Fork Lifts (9 tons)
2	Fuel/oil types	AVGAS 100LL and JET Fuel All types of oil
3	Fuelling facilities/capacity	Trucks for piston AR8 JET
4	De-icing facilities	Not available
5	Hangar space available for visiting aircraft	Yes, on request
6	Repair facilities for visiting aircraft	Yes, on request
7	Remarks	Oxygen and related servicing: Yes, on request

## LPCS AD 2.5 PASSENGER FACILITIES

1	Hotels	Hotels in Cascais, Estoril and Carcavelos cities
2	Restaurants	AD Restaurant
3	Transportation	Taxis and Buses
4	Medical facilities	First Aid Treatment; Ambulance; Hospital in Cascais 12KM (6.5NM)
5	Bank and Post Office	Post Office:  - available 3KM from Aerodrome  Bank:  - ATM / Cash dispenser at Aerodrome
6	Tourist Office	Not available
7	Remarks	NIL

## LPCS AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	CAT 3 CAT 5 available with 24 Hours prior notification
2	Rescue equipment	Yes
3	Capability for removal of disabled aircraft	All aircraft up to maximum weight of 45 tons with gear down and operational.
4	Remarks	Available between 07:00 and 23:59 (06:00 and 22:59)

**LPCS AD 2.7 SEASONAL AVAILABILITY - CLEARING**

1	Type(s) of clearing equipment	Sweepers
2	Clearance priorities	Runway, Taxiway and Apron
3	Remarks	Aerodrome available all seasons

**LPCS AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA**

1	Apron Surface and Strength	<b>APRON</b>	<b>SURFACE</b>	<b>STRENGTH</b>	
		A	Asphalt	PCN 03/F/C/W/T	
		B1		PCN 03/F/C/W/T	
		B2		PCN20/F/A/W/T	
		C		PCN13/R/A/W/T	
		D		PCN21/R/A/W/T	
		E		PCN12/R/B/W/T	
2	Taxiway width, surface and strength	<b>TAXIWAY</b>		<b>WIDTH</b>	<b>SURFACE</b>
		F	7.5M	Asphalt	PCN19/F/C/W/T
		H	17M		PCN19/F/C/W/T
		G	17 M		PCN19/F/C/W/T
		J	17 M		PCN25/F/B/W/T
		K	17 M		PCN26/F/A/W/T
		L	17 M		PCN26/F/A/W/T
		R	17 M		PCN19/F/C/W/T
		S	17 M		PCN19/F/C/W/T
		W	18M		PCN35/F/B/W/T
		N, O, P	18.5M		PCN 19/F/C/W/T
		<b>TAXILANE</b>	<b>WIDTH</b>		<b>SURFACE</b>
		D and M	15M	Asphalt	PCN35/F/B/W/T
		A1	15M		PCN 03/F/C/W/T
3	Altimeter Check Location and Elevation	<b>LOCATION</b>		<b>ELEVATION</b>	
		THR 17		326FT	
		THR 35		287FT	
4	VOR Check Points location	<b>POINTS</b>	<b>MAG Bearing to VOR</b>	<b>SLOPE distance to DME</b>	
		F1	350° 41'.9	3382.6M	
		F3	351° 12'.3	2496.5M	
		J	353° 12'.9	2823.7M	
		K	353° 32'.4	2606.2M	

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	INS Check Points positions	RAMP STAND	INS COORDINATES	ELEVATION (M/AMSL)	ACFT TYPE (CRITICAL)	PUSH BACK TO TWY / TAXILANE
5		D1	* 38 43 30.21N 009 21 28.02W	93.1M	Fokker 50	
		D2	* 38 43 29.08N 009 21 28.61W	93.1M	Fokker 50	
		D3	* 38 43 27.95N 009 21 27.19W	93.1M	Fokker 50	
		D4	* 38 43 29.71N 009 21 28.63W	92.8M	Fokker 50	
		D5	* 38 43 28.66N 009 21 28.26W	92.7M	Fokker 50	
6	Remarks	* Coordinates identified by an asterisk means that those coordinates are transformed into WGS-84, but whose accuracy does not meet the requirements of Annex 11, Chapter 2, and Annex 14, volumes I and II, Chapter 2. ** Definition of PCN marked with two asterisks is under evaluation				

## LPCS AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system at aircraft stands	Reflector Edge Lights
2	RWY/TWY markings and lights	Threshold, Touchdown Zone, Runway fixed distance and Runway designation. Taxiway Holding Position and Taxiway Center Line.
3	Stop bars	F1, F3, J and K
4	Remarks	NIL

## LPCS AD 2.10 AERODROME OBSTACLES

In approach and Take-off areas			In circling area and at aerodrome	
1			2	
RWY AREA AFFECTED	Obstacle type Elevation Marking/Lighting	Coordinates	Obstacle type Elevation Marking/Lighting	Coordinates
a	b	c	a	b
17 Approach	Hill 651FT Lighted	384453.7N 0092141.1W		
	High Voltage Mast 687FT Lighted	38 44 53.6N 009 21 28.0W		
	High Voltage Mast Lighted 643FT	38 44 46.6N 009 21 25.9W		
35	See <a href="#">LPCS AD 2.24.4.1-1</a>			
Remarks		All obstructions outside approach and take-off areas are provided with day marking and obstruction lighting.		

## LPCS AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

C	-	Charts	SATEL	-	Satellite Image
CMA	-	Centro de Meteorologia Aeronáutica	SWH	-	Significant Weather High (chart)
CR	-	Cross Sections	SWM	-	Significant Weather Medium (chart)
P	-	Personal Consultation (item 5)	T	-	Telephone
P	-	Prognostic Upper Air Chart (item 7)	W	-	Significant Weather Chart

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S - Surface Analysis (Current chart)      WXR - Weather Radar

1	Associated MET Office	NIL
2	Hours of service	NIL
3	Office responsible for TAF preparation Periods of validity	NIL
4	Type of landing forecast	NIL
5	Briefing/consultation provided	NIL
6	Flight documentation Language(s) used	NIL
7	Charts and other information available for briefing or consultation	NIL
8	Supplementary equipment available for providing information	NIL
9	ATS units provided with information	NIL
10	Additional information (limitation of service, etc.)	NIL

**LPCS AD 2.12    RUNWAY PHYSICAL CHARACTERISTICS**

Designations	TRUE BRG	Dimensions of RWY (m)	Strength (PCN) and surface of RWY and SWY	THR COORD End COORD THR Geoid Undulation	THR elevation and highest elevation of TDZ of precision APP RWY	Slope of RWY/SWY
1	2	3	4	5	6	7
17	164	1190x30	PCN 42/F/B/W/T Asph.	THR 17 38 43 46.16N 009 21 24.48W RWY END 38 43 09.05N 009 21 10.97W GEOID Undulation 53.6M	THR ELEV. 99M	- 1.1°
35	344			THR 35 38 43 09.05N 009 21 10.97W RWY END 38 43 46.16N 009 21 24.48W GEOID Undulation 53.6M	THR ELEV. 87M	+ 1.1°

Designations	SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	RESA	OFZ	Remarks
1	8	9	10	11	12	13
17		170	1310x80	110 Asph.		Runway 17 / 35 with a Slope 1,1% The paved Strip before the Threshold may be used for Take-off (260 meters before THR 17 and 170 meters before THR 35. Clearway: PCN 42/F/B/W/T RWY FCT CLBR: 0.74
35				200 Asph.		

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## LPCS AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
17	1450	1620	1450	1190	
35	1360	1360	1360	1190	

## LPCS AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	APCH light Type / Length / Intensity	THR Light colour/ WBAR	VASIS type	TDZ length	RWY Centre Line Lights Length / spacing / colour/ Intensity	RWY edge Lights Length / spacing / colour/ Intensity	RWY End Lights Colour / WBAR	SWY Light Length / Colour	Remarks
1	2	3	4	5	6	7	8	9	10
17	Simple approach lighting system (300 M) 300M LIL / LIM / LIH	Colour Green	APAPI 4° left and right side	NIL	NIL	1190M Spacing 60M White White / Yellow LIL / LIM / LIH	Colour Red	NIL	
35	Strobe Lights L / R THR RWY	WBAR NIL	APAPI 3° left and right side				WBAR NIL	NIL	

## LPCS AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	ABN Location 38 43 29N 009 21 14W Light G / W  IBN CAS G Operation in low visibility conditions and after SUNSET
2	LDI location and lighting Anemometer location and lighting	LDI - NIL WDI - LGTD Two lighted Anemometers located at both sides of Runway
3	TWY edge and centre line lighting	Taxiway Edge Lights and/or Reflectors
4	Secondary power supply/switch-over time	Secondary Power Supply with requirements of Annex 14
5	Remarks	Emergency lights available.

## LPCS AD 2.16 HELICOPTER LANDING AREA

1	Coordinates TLOF or THR of FATO	THR of FATO: LAT: 38 43 33N LONG: 009 21 23W
2	TLOF and/or FATO elevation	FATO Elevation: 99,32M

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3	TLOF and FATO area dimensions, surface, strength, marking	FATO Dimensions: 27.5 x 27.5 M FATO Surface: Asph. FATO Strength: PCN 35/F/A/W/T Markings: Markings in accordance with ICAO Annex 14 - Volume 2
4	True BRG of FATO	FATO Bearing: True bearing : 344°
5	Declared distance available	NIL
6	APP and FATO lighting	FATO lighted
7	Remarks	** Definition of PCN marked with two asterisks under evaluation

## LPCS AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	CASCAIS CTR  A circle with 5NM radius centred at ARP (38 43 32N 009 21 19W *) excluding within these limits: - Laterally the portion of <a href="#">LPR42A</a> and <a href="#">LPR42B</a> , and - Vertically the portion of Lisboa TMA circumscribed by the arc of circle of 9NM centred at LISBOA ARP (38 46 27N 009 08 03W) from 1000FT up to 1500FT.
2	Vertical limits	1000FT/1500FT ALT (300M/450M)
3	Airspace classification	C
4	ATS unit call sign / Language(s)	Cascais Tower EN, PT
5	Transition altitude	4000 FT
6	Remarks	07:00-08:00 (06:00-07:00) AND 21:00-23:59 (20:00-22:59) If Cascais AD is open  * Coordinates are transformed into WGS-84, but accuracy does not meet the requirements of Annex 11, Chapter 2, and Annex 14, volumes I and II, Chapter 2

## LPCS AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of Operation	Remarks
1	2	3	4	5
TWR	CASCAIS Tower	120.300 MHZ	HO	Primary 38 43 29N 009 21 13W
		119.900 MHZ	HO	Secondary
		121.500 MHZ	HO	Emergency
		243.000 MHZ	HO	Emergency
		337.575MHZ	HO	
SMC	CASCAIS Ground	121.825 MHZ		FRI,SAT,SUN, MON and HOL 09:00 to 18:30 (08:00 to 17:30) TUE, WED and THU from 09:00 to 20:00 (08:00 to 19:00) Outside these periods Ground availability to be confirmed by Tower.

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Service designation	Call sign	Frequency	Hours of Operation	Remarks
1	2	3	4	5

## LPCS AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type Category (Variation)	ID	Frequency	Hours of operation	Site of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
L	<a href="#">CA</a>	359KHZ	H24	38 43 31.6N 009 21 30.4W		Coverage: 15NM
DVOR/DME	<a href="#">CAS</a>	114.3MHZ CH90X	H24	38 44 53.7N 009 21 43.3W	700FT	Coverage: 60NM DVOR Sectors not usable: 030/060 byd 20NM below FL100 290/350 byd 10NM below FL100
DVORTAC	<a href="#">ESP</a>	112.5MHZ CH 72X	H24	382527.4N 0091108.8W	600FT	Coverage: 203°/315° - 200NM FL500 315°/203° - 80NM FL500  Not usable : 060°/080° BLW 4000FT byd 10NM
DVOR/DME	FTM	113.50 MHZ CH 82X	H24	393956.5N 0082933.5W	700FT	Coverage: 60NM FL500  Not usable: 210°/230° BYD 35NM BLW 4000FT 210°/230° BYD 40NM BLW 5000FT 210°/230° BYD 47NM BLW 6000FT
NDB	CP	389 KHZ	H24	383831.7N 0091317.5W		Coverage: 180NM  Bearing Errors of up to Plus/Minus 10 degrees in sectors R314-316 and R115-117

## LPCS AD 2.20 LOCAL TRAFFIC REGULATIONS

### 2.20.1 Local Flying restrictions

#### 2.20.1.1 Night operation

- Training and Instruction Flights:  
**From 01 March till 31 October -**  
Requests till 2 hours before sunset, Tuesday to Thursday, except holidays. Maximum duration of 2 hours after sunset. A maximum of 4 aircrafts simultaneously is allowed within aerodrome traffic circuit.  
**From 01 November till end of February -**  
Monday to Sunday - Maximum duration till 21:00  
Friday to Monday and Holidays - A maximum of 2 aircrafts simultaneously is allowed within aerodrome traffic circuit.  
Tuesday to Thursday - A maximum of 4 aircrafts simultaneously is allowed within aerodrome traffic circuit.
- **Other Flights:**  
For operation after 21:00 (20:00): Requests till 20:00 (19:00). Operation allowed daily till 23:59 (22:59) and between 07:00 and 08:00 (06:00 and 07:00).  
After aerodrome closure only Humanitarian and SAR flights are allowed with PPR of 2 hours. Medical Emergency with Instituto

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Nacional de Emergência Médica (INEM) Helicopters are allowed according with INAC - Instituto nacional da Aviação Civil - Directive Nbr. 58738 from 22/10/2002.

## 2.20.1.2 Ultralight Flights

Ultralight Flights are permitted at CASCAIS Aerodrome.

## 2.20.2 Departures on Runway 35

All departures on Runway 35 shall be made with visual reference with the terrain due to obstacle located at 1900M from Threshold 17 with 651FT AMSL as referred in [LPCS AD 2.10 Aerodrome obstacles](#) and LPCS AD 2.24.4.1-1

## 2.20.3 Windshear

Windshear probability on approach Runway 17 and Take-off Runway 35;

- whenever there are north winds more than ten (10) knots
- Strong windshear probability on approach Runway 35 close to Threshold.

## 2.20.4 Push-Back, engine start-up and taxi procedures

Traffic on push-back, start-up and taxi must contact Cascais Ground on frequency 121.825MHZ from 09:00 to 18:30 (08:00 to 17:30) FRI, SAT, SUN, MON and HOL and from 09:00 to 20:00 (08:00 to 19:00). Outside these periods traffic must contact Cascais TWR on frequency 120.300MHZ.

## 2.20.5 Re-fuelling

Refuelling services between Sunset and 08:00 (07:00)

- After Sunset refuelling staff will grant all requests till 30 minutes after Sunset without additional charges.
- Between Sunset plus 30 minutes and 23:59 (22:59) additional charges will be applied by refuelling services
- Between 00:01 and 08:00 (23:01 and 07:00) higher additional charge will be applied. The additional charges are applied on a per aircraft basis.
- The refuelling Company will ensure reopening of fuel service whenever requested between Sunset plus 30 minutes and 08:00 (07:00).

## LPCS AD 2.21 NOISE ABATEMENT PROCEDURES

Runway 35:

The before take-off engine check is not allowed at the holding point Runway 35, between 20:00 and 08:00 (19:00 and 07:00)

Engine tests are performed in Taxiway " L " or " W ", on weekdays between 08:00 (07:00) and SUNSET.

At weekends and holidays at Taxiway " W " between 10:30-12:30 (09:30-11:30) and 15:30-17:30 (14:30-16:30)

Run-ups:

Are only allowed during day time (except medical emergency, humanitarian character and urgent position flights, whenever necessary to ensure operational readiness), in the following areas:

- Aircrafts - on holding bay close to taxiway West.
- Helicopters - on South and West heliports only

**LPCS AD 2.22 FLIGHT PROCEDURES**

**2.22.1 STANDARD INSTRUMENT DEPARTURE (SID) FROM CASCAIS AERODROME**

**2.22.1.1 RUNWAY 17**

**2.22.1.1.1 GENERAL REMARKS:**

NIL

**2.22.1.1.2 NOISE ABATEMENT PROCEDURES:**

In accordance with [AD 1.1 - 1.1.6.1](#).

**2.22.1.1.3 RADIO COMMUNICATIONS FAILURE:**

In the event of RCF Squawk A 7600:

1. Fly at/to the last assigned and acknowledged level or to the level of SID if is higher than the last assigned level until passing 35NM DME [CAS](#) DVOR/DME;
2. Thereafter adjust level and speed in accordance with the filed Flight Plan;
3. If being Radar Vecteded or proceeding offset, when passing 35NM DME [CAS](#) DVOR/DME, rejoin the current Flight Plan route and proceed in accordance with § 2 above;
4. If cleared direct to..., fly at/to the assigned and acknowledged level or to A3000FT, whichever is higher, until passing 35NM DME [CAS](#) DVOR/DME, maintain the current Flight Plan route and proceed in accordance with § 2 above.

**2.22.1.1.4 STANDARD INSTRUMENT DEPARTURE (SID) DESCRIPTION:**

RUNWAY 17 (see chart <a href="#">LPCS AD 2.24.7A-1</a> STANDARD DEPARTURE INSTRUMENT (SID) - RWY 17 )				
Designator	Route	After Take-off		Remarks
		Climb to ALT / FL	Contact	
<a href="#">CP</a> 3S	Climb to A3000FT turning left to intercept and proceed on RDL139 CAS DVOR/DME inbound CP NDB	A3000FT	Lisboa Approach 119.10MHZ	DEST. <a href="#">LPPT</a>
<a href="#">ESP</a> 3S	Climb to A3000FT turning right to intercept and proceed on RDL 335 ESP DVORTAC inbound ESP DVORTAC	A3000FT		

**2.22.1.2 RUNWAY 35**

**2.22.1.2.1 GENERAL REMARKS:**

NIL

**2.22.1.2.2 NOISE ABATEMENT PROCEDURES:**

In accordance with [AD 1.1 - 1.1.6.1](#).

**2.22.1.2.3 RADIO COMMUNICATIONS FAILURE:**

In the event of RCF Squawk A 7600:

1. Fly at/to the last assigned and acknowledged level or to the level of SID if is higher than the last assigned level until passing 35NM DME [CAS](#) DVOR/DME;
2. Thereafter adjust level and speed in accordance with the filed Flight Plan;

3. If being Radar Vektored or proceeding offset, when passing 35NM DME [CAS](#) DVOR/DME, rejoin the current Flight Plan route and proceed in accordance with § 2 above;
4. If cleared direct to..., fly at/to the assigned and acknowledged level or to A3000FT, whichever is higher, until passing 35NM DME [CAS](#) DVOR/DME, maintain the current Flight Plan route and proceed in accordance with § 2 above.

**2.22.1.2.4 STANDARD INSTRUMENT DEPARTURE (SID) DESCRIPTION:**

<b>RUNWAY 35</b> (see chart <a href="#">LPCS AD 2.24.7B-1</a> STANDARD DEPARTURE INSTRUMENT (SID) - RWY 35 )				
Designator	Route	After Take-off		Remarks
		Climb to ALT / FL	Contact	
<a href="#">CP</a> 3N	PDG 7.9% to A900FT (Recommended)  Turn left as soon as possible. Maintain visual ground contact up to A900FT climbing to A3000FT to intercept and proceed on QDM116 CP NDB inbound CP NDB	A3000FT	Lisboa Approach 119.10MHZ	DEST. <a href="#">LPPT</a>
<a href="#">ESP</a> 3N	PDG 7.9% to A900FT ( Recommended )  Turn left as soon as possible to intercept RDL239 CAS DVOR/DME. Maintain visual ground contact up to A900FT climbing to A3000FT and turn left again to intercept RDL335 ESP DVORTAC inbound ESP DVORTAC	A3000FT		

**2.22.2 STANDARD INSTRUMENT ARRIVAL (STAR) TO CASCAIS AERODROME**

**2.22.2.1 RUNWAY 35**

**2.22.2.1.1 GENERAL REMARKS**

NIL

**2.22.3.1.2 SPEED ADJUSTMENT**

See [ENR 1.5 - 1.5.5](#) - Radar procedure within Lisboa, Faro, Porto and Madeira TMAs

**2.22.2.1.3 RADIO COMMUNICATION FAILURE**

In the event of RCF squawk A7600, fly at/to the last assigned level to [CP](#) Holding Pattern and at ETA according CPL or EAT (when received and acknowledged) start descent to initial approach altitude to carry out a standard IFR approach according to IAC.

In case of RCF the established maximum level for [CP](#)Holding Pattern referred by ENR section 3.6, sub-section 3.6-1, does not apply.

**2.22.2.1.4 STANDARD INSTRUMENT ARRIVAL (STAR) DESCRIPTION**

<b>RUNWAY 35</b> (See Chart <a href="#">LPCS AD 2.24.9-1</a> )		
Designator	Route	Remarks
ROCAS 1N	At FTM DVOR/DME intercept RDL230, not below FL150 until DME 35. At ROKAP (FTM DME 80), not below FL060 turn left and proceed on CAS DVOR/DME DME ARC 17 descending to 2000FT, to reach prior crossing RDL199 CAS DVOR/DME, (BUGID). At BUGID maintaining 2000FT, turn left to intercept RDL171 CAS DVOR/DME. Proceed to IAF/FAF.	Pending on Military Traffic Conditions

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## LPCS AD 2.23 ADDITIONAL INFORMATION

### 2.23.1 Bird hazard warning

Possible bird concentration on the vicinity of the Aerodrome

## LPCS AD 2.24 CHARTS RELATED TO AN AERODROME

Name	Page
AERODROME CHART - ICAO	LPCS AD 2.24.1-1
AIRCRAFT PARKING/DOCKING CHART ICAO - APRONS C AND D	LPCS AD 2.24.2A1-1
AIRCRAFT PARKING/DOCKING CHART ICAO - APRONS A AND B	LPCS AD 2.24.2B1-1
AIRCRAFT PARKING/DOCKING CHART ICAO - APRON E	LPCS AD 2.24.2C1-1
AERODROME OBSTACLE CHART ICAO	LPCS AD 2.24.4.1-1
STANDARD DEPARTURE INSTRUMENT (SID) - RWY 17	LPCS AD 2.24.7A-1
STANDARD DEPARTURE INSTRUMENT (SID) - RWY 35	LPCS AD 2.24.7B-1
STANDARD ARRIVAL INSTRUMENT (STAR) - RWY 35	LPCS AD 2.24.9-1
INSTRUMENT APPROACH CHART ICAO - DVOR/DME RWY 35 CAT A AND B	LPCS AD 2.24.10-1
VISUAL APPROACH CHART ICAO	LPCS AD 2.24.11-1