SOP

LPCS

Standard Operating Procedures

Cascais

10 Jul 2025

Contents

Chapter 1

General

1.1 Distribution and Scope

This manual is for controllers of Portugal vACC and contains procedures to be used on the VATSIM Network.

The procedures laid here are of mandatory use while controlling on the Network and shall never be adopted for real world use.

1.2 Nomenclature

The following is an explanation of the terms “should”, “must”, “shall” and "may" as used in this manual:

- “Should” is used to indicate a recommended practice or policy that is considered as desirable for the safety of operations.
- “Shall” and “must” are used to indicate a practice or policy that is considered as necessary for the safety of operations.
- "May" is used to indicate an optional additional practice or policy that is considered as enhancing for the safety of operations

1.3 Runways and Declared Distances

Takeoff Run Available (TORA) [m]		
RWY	Total	
17	1540x30	1540[1]
35		1480[1]

[1] Including starter extension of 140M

Departures from intersections are allowed. Declared distances from intersections not published.

1.4 Radio Navigation Aids

ID	Name	Type	Frequency
ESP	Espichel	VOR DME	112.50 MHz
CAS	Cascais	VOR DME	114.30 MHz
SRA	Sintra	VORTAC	112.10 MHz

1.5 Landing Aids

ID	Type	Frequency	Course	Category	Glide Path	RWY
N/A	N/A	N/A	N/A	N/A	N/A	N/A

1.6 Approach Procedures

RWY	ILS	RNP	VOR DME	LOC
35		✓	✓	
17		[1]	[1]	

[1] RNP and VOR circle-to-land available

1.6.1 Instrument Approaches

RNP and VOR are the only approaches available at LPCS, and a straight-in approach available only to Runway 35. Runway 17 serviced by the RNP or VOR approach Runway 35 circle-to-land Runway 17.

Approach only available to Approach Category A and B aircraft. Available to Category C aircraft if able to comply with speed limitations as published on the approach chart.

Circling approaches can perform circling to the West or to the East. Circling East allows for a simpler Missed Approach Procedure and is usually the preferred option. Regardless, either option can be used at any time as operationally advantageous.

During IFR arrivals, VFR traffic in the runway circuit shall be instructed to proceed to and orbit over C-POINT or D-POINT. Traffic in VFR Holding Points must maintain at maximum 1500 feet. These restrictions apply until the IFR arrival is on short final.

1.6.2 Visual Approaches

Provide traffic information as accurately as possible to avoid conflicts with other VFR traffic, including traffic in the VFR Holding Points.

1.7 Holdings

FIX	Minimum Altitude	Maximum Altitude	Inbound Course	Direction of Turns	Use/Remarks
EKMAR	3000	N/A	044º	Left	Missed Approach

1.8 Preferential Runway Configuration

Runway in use at Cascais will be the runway with a headwind component.

In case of calm or cross winds, refer to the weather forecast to determine which runway to use and avoid unnecessary runway changes.

If both runways are suitable, prefer the use of RWY35.

1.8.1 Runway Changes

Runway changes shall be based on weather observations, forecasts and pilot reports, and should take the traffic situation into account.

TWR advises APP about the intended time of runway change. Based on this, APP informs TWR who will be the last arrival to the previous runway, and TWR advises APP who the last departure will be. TWR shall manually change the runway and SID of the flights departing from the new runway, and reissue clearances accordingly.
Runway in use should be reconfigured with the new runway at the intended time of runway change.

1.9 Transition Altitude and Transition Level

The transition altitude in Cascais is 4000ft. The Transition Level is calculated using the table below.

QNH	From 942.2 to 959.4	From 959.5 to 977.1	From 977.2 to 995.0	From 995.1 to 1013.2	From 1013.3 to 1031.6	From 1031.7 to 1050.3
TL	70	65	60	55	50	45

1.10 Positions and Responsibilities

1.10.1 Cascais Aerodrome

ID	Position	Callsign	Frequency	Responsibilities
CTRCS	LPCS_TWR	Cascais Tower	120.305	Cascais CTR

1.10.2 Adjacent Positions

ID	Position	Callsign	Frequency	Responsibilities
CTRLI	LPPT_TWR	Lisboa Tower	118.105	Lisboa CTR; LPJB Algés Heliport
TME	LPPT_APP	Lisboa Approach	119.105	Lisboa TMA
ARRLI	LPPT_F APP	Lisboa Arrival	125.130	VFR tunnels with RWY02 in use
ZSTR	LPST_TWR	Sintra Tower	119.860	Sintra MCTR
ZSTW	LPST_APP	Sintra Approach	118.610	Sintra MCTA
LPPC	LPPC_CTR	Lisboa Control	132.850	Lisboa FIR
ESTL	LPPC_E CTR	Lisboa Control	125.550	East Sector
CENL	LPPC_C CTR	Lisboa Control	136.030	Centre Sector
ZFIS	LPAM_CTR	Lisboa Information	123.755	Sintra MCTR and MCTA when Sintra closed

1.11 Transfers

From	To	Conditions/Remarks
TWR	LPPT_APP	VFR: Reaching Cova do Vapor at 1000 feet. Instruct to Monitor, unless flight has a requested related (ie: requesting LPMT) IFR: Passing 2000 feet
TWR	LPST_APP	Reaching Cabo da Roca at 1000 feet

Other transfers should be coordinated on a case to case basis

1.12 Separation Minima

Separation between aircrafts shall always be equal or greater than the separation minima.

Separation minima shall be based on Visual Separation in vicinity of aerodrome.

1.13 Flight Planning

When performing flight plan validation verify the filled route complies with the points detailed below. Additionally, perform a sanity check based on good sense. For example, checking half the route is missing from the flight, a flight from Europe to North America does not route through the South Atlantic, etc.

If the filled route is not acceptable, but the controller is able to correct it without undue workload, correct it and advise the pilot via private message of the new route.

If the filled route is not acceptable to the point the controller does not have the ability to correct it or provide a valid one, inform the pilot via private message and request the pilot to refile.

Note	In some circumstances the pilot may report that a new flight plan was filled, but it does not show to the controller. This is due to the flight plan entering a locked state where the pilot can no longer update it. Either request the new flight plan details via private message, or request the pilot to reconnect to the network.

1.13.1 VFR

Local traffic will file CCAIS as the only route element. This covers both VFR Holding Points and aerodrome circuit.

Departures shall file either Cabo da Roca (CROCA) departing north or Cova do Vapor (CVAPO) departing south. South departures must plan via Lisboa TMA VFR tunnels.

Helicopters proceeding through Lisboa CTR shall plan according to VFR Helicopter routes. Priority helicopters are exempt.

1.13.2 IFR

Departures must begin their route at a point associated with an SID, or at CAS.

After the first point aircraft route as follow:

Cruise <FL195	FL195 <Cruise <FL245	FL245 <Cruise
Lower airways and DCT (DCT max 300nm)	Higher airways and DCT (DCT max 300nm)	DCT (no max distance)

Domestic flights' route must end at a point associated with a STAR or an Instrument Approach IAF (Initial Approach Fix).

International flights must route through a LPPC FIR boundary fix.

LECM flights must then route via airways, or DCT if leaving northbound via a point West of ADORO.

GMMM flights must then route via airways or DCT (max 75nm).

Ensure routes via unidirectional airways obey their directionality.

1.14 Low Visibility Procedures (LVP)

Not aplicable.

Chapter 2

Ground (GND)

2.1 General

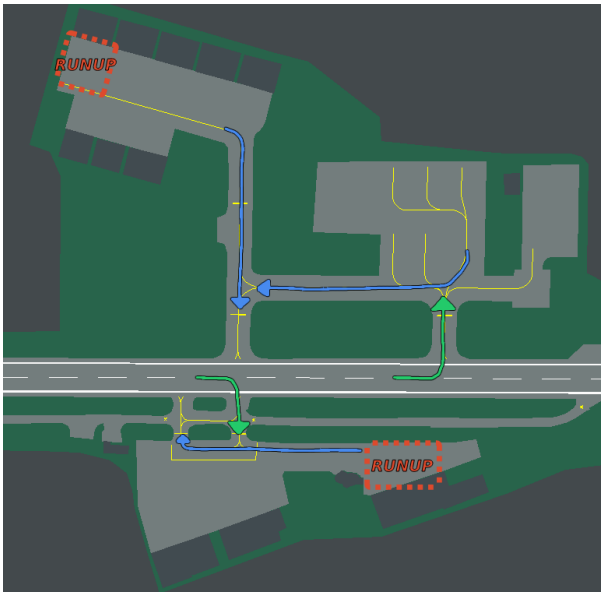

Figure 2.1: Ground movements runway 35

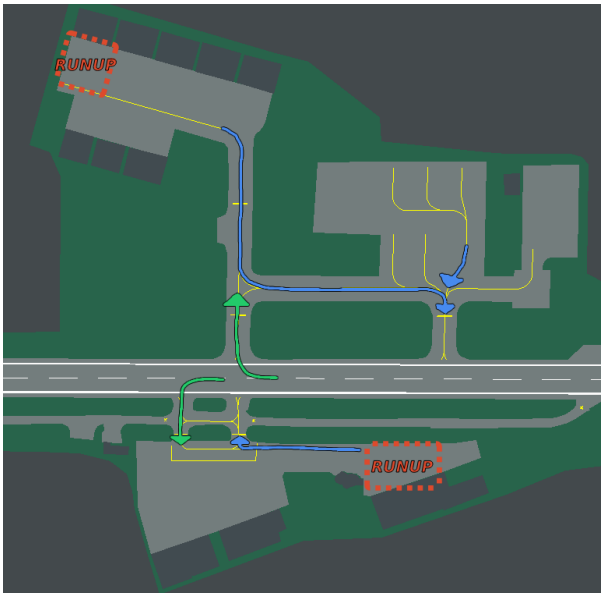

Figure 2.2: Ground movements runway 17

The aerodrome is split by the runway into an East and West side. Access to the runway is through backtrack only.

Several paved surfaces remain as remnants of closed taxiways. The square paved area between Apron C and Apron D is a closed heliport, now used as a taxiway and runup area.

Taxiway T connects taxiways G and H, but infringes the runway strip. It is only used for aircraft holding short of the runway that need to return to the apron. It can only be used after the runway traffic has crossed in front of the taxiing traffic.

2.2 Area of Responsibility

Cascais Tower will be responsible for all ground movements and for all traffic in Cascais CTR.

2.3 Procedures

2.3.1 Flight Plan validation

Items to check on each Flight Plan:

- Flight rules coherent with rest of the flightplan;
- Valid ICAO aircraft code;
- Navigation equipment code letter present in accordance with VATSIM internal equipment list. Add or correct if needed;
- Correct departure and destination aerodromes;
- Coherent ETD. Add or correct if needed;
- Route check. Refer to *section 1.13 Flight Planning* for details;
- Check remarks for important information.

2.3.2 Runup Areas

Each side of the aerodrome has dedicated runup areas:

- Apron A, on the East side;
- South end of Apron E, on the West side.

Departures shall report runup complete, if required, before being cleared to taxi to the runway.

Departures from Apron B requiring runup shall be cleared to taxi to the Apron A runup area. Departures from Apron E requiring runup perform it without contacting ATC, and then reposition to the north side of the apron, where they first request taxi.

2.3.3 Departures

All departures shall be instructed to hold short of runway.

2.3.3.1 Runway 35

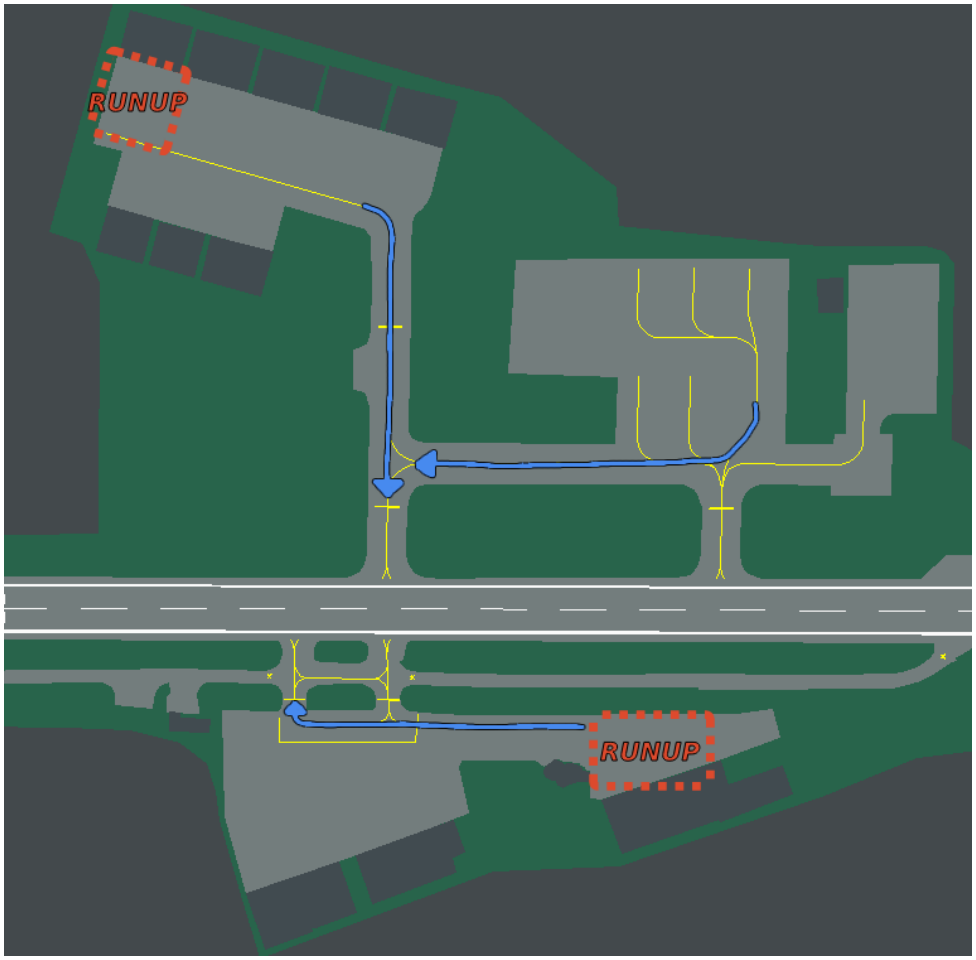

Figure 2.3: Departure taxi 35

Departures from Apron B should be cleared to taxi to H.

Warning	Conflict hotspots between traffic proceeding to and from Apron A, and arrivals to apron B and departures from Apron A

Departures from Apron D or E should be cleared to taxi to J.

Warning	Conflict hotspot between departures and arrivals on taxiway L

2.3.3.2 Runway 17

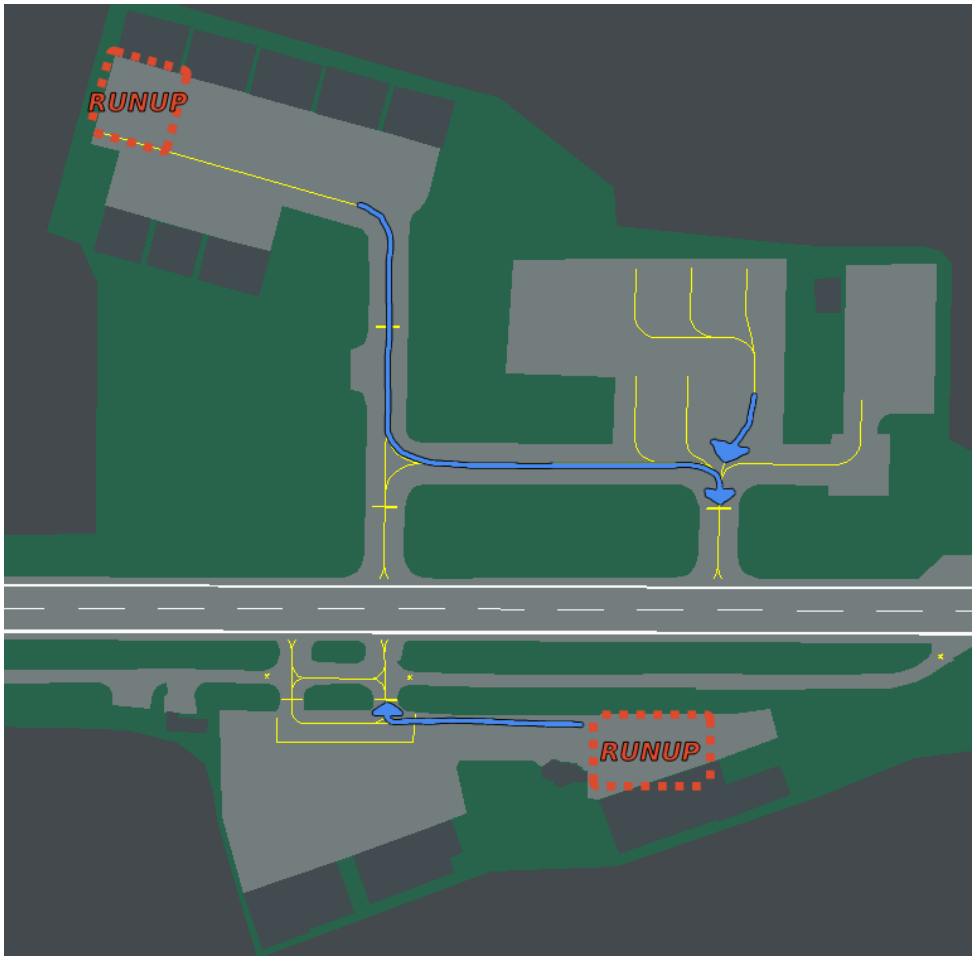

Figure 2.4: Departure taxi 17

Departures from Apron B should be cleared to taxi to G.

Warning	Conflict hotspots between traffic proceeding to and from Apron A, and arrivals to apron B and departures from Apron A

Departures from Apron D or E should be cleared to taxi to K.

Warning	Conflict hotspot between departures and arrivals on taxiway L

2.3.4 Arrivals

Arrivals should be instructed to vacate via an appropriate taxiway and to continue to the apron.

2.3.4.1 Runway 35

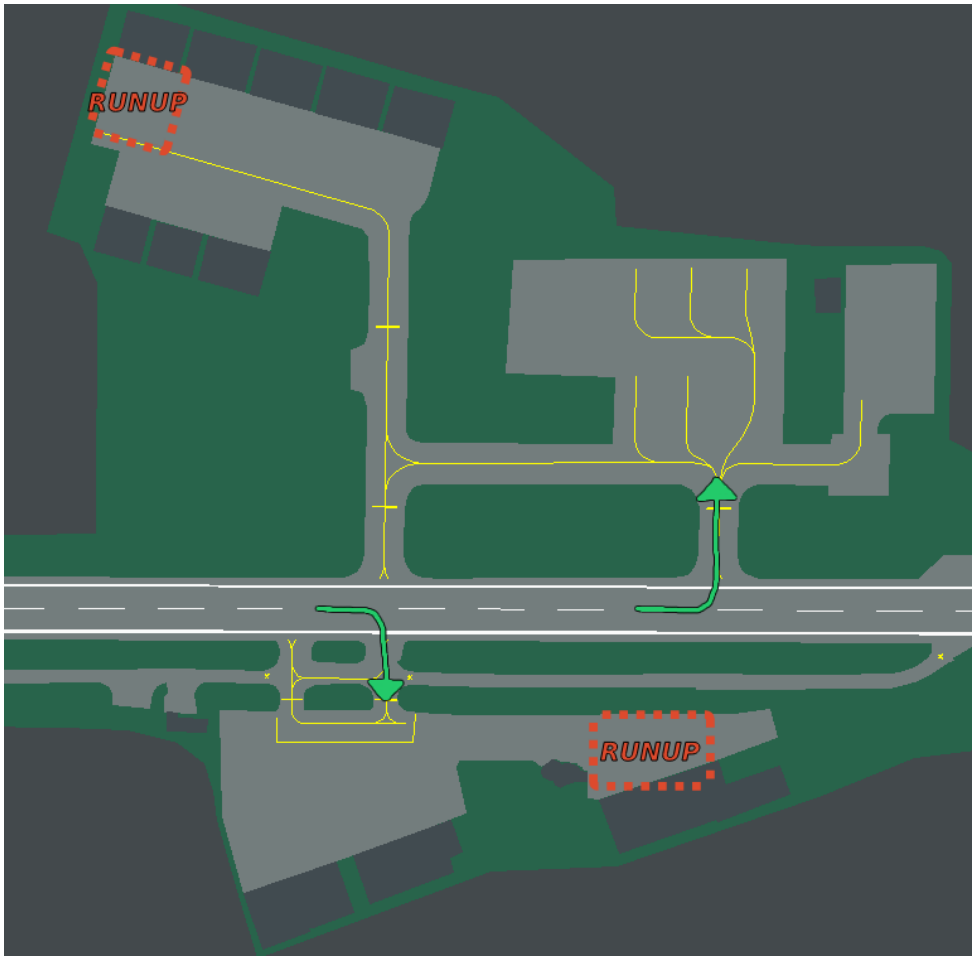

Figure 2.5: Departure taxi 35

Arrivals to Apron B shall vacate via G.

Warning	Conflict hotspots between traffic proceeding to and from Apron A, and arrivals to apron B and departures from Apron A

Arrivals to Apron D or E shall vacate via J. If taxiway J or L is occupied, vacate via K.

Warning	Conflict hotspot between departures and arrivals on taxiway L

2.3.4.2 Runway 17

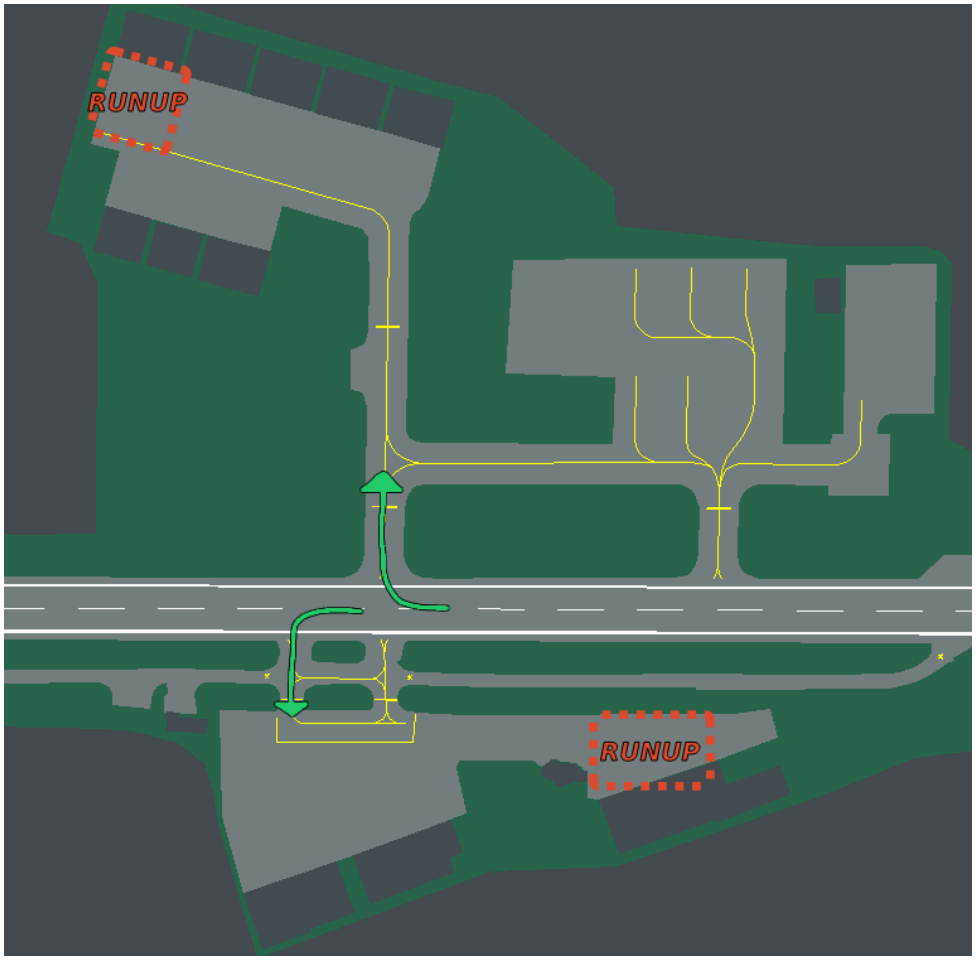

Figure 2.6: Departure taxi 17

Arrivals to Apron B shall vacate via H.

Warning	Conflict hotspots between traffic proceeding to and from Apron A, and arrivals to apron B and departures from Apron A

Arrivals to Apron D or E shall vacate via J.

Warning	Conflict hotspot between departures and arrivals on taxiway L

2.3.5 Stand assignment

Pushback maneuvers are not used at Cascais.

Apron B

- AWA Aeronautical Web Academy
- IFA - International Flight Academy
- Sevenair Academy
- Aeroclube de Portugal
- Other Aeroclubs
- Private Operators (smaller than Piper Seneca)
- Non-LPCS based flight schools

Apron D

- Sevenair Regional line
- Business Jets
- Larger Private Operators

Apron E

- OATC Omni Training Center
- Helibravo
- Heliportugal
- Omni Ferry flight
- AirJetSul Ferry flight
- Valair Ferry Flight

2.3.6 Restrictions

Do not issue startup clearance before successfully coordinating flights that require so.

Traffic intending to perform circuits or VFR Holding Points that can not be accepted due to other traffic shall be informed of an approximate new time to attempt startup.

2.4 Phraseology

2.4.1 VFR Departure

ATC	Aircraft
	[clearance request]
[callsign] standby for coordination. OR [callsign] cleared from Cascais to [destination], after departure [departure instructions], squawk [transponder code] *IfaJet 100, cleared from Cascais to Viseu, after departure turn left to Cabo da Roca 1000 feet, squawk 4751.* *Web Academy 231, cleared to Cascais, after departure turn righ to Cova do Vapor, 1000 feet, fly route and profile, squawk 3231.* *Sevair 357, cleared to Cascais, after departure join left circuit Runway 35, 1000 feet, squawk 3231.*	

Note	Departure instructions shall include a directional (such as turn left/right/proceed to/join/etc) and a climb instruction.

Note	VFR traffic will typically be smaller aircraft that might need to start their engines right away. Be ready to transmit the clearance at a later stage, such as just before or during taxi.

2.4.2 Startup request

ATC	Aircraft
[callsign] startup approved (Report runup complete). Runway [35/17], [Winds], [QNH]. *Web Academy 231, Startup approved, report runup complete. Runway 35. Wind 320 degrees, 5 knots, QNH 1017.*	

2.4.3 Taxi out

ATC	Aircraft
[callsign] Taxi to Apron A runup area, report runup complete. [callsign] Taxi to H, hold short of runway 35.	

2.4.4 Taxi in

ATC	Aircraft
[callsign] vacate via K, taxi to Apron E.	

Chapter 3

Tower (TWR)

3.1 General

Cascais is very different from other towers as the traffic is much more varied, in speeds flown, navigation equipment, even intentions and type of flights. There is no standard minimum departure interval. Instead, ICAO separation shall be provided.

3.2 Area of Responsibility

Cascais Tower is responsible for runway 35/17, the taxiways and Helipad North, and the CTR airspace as defined in AIP. It is also responsible for Hospital de Cascais Heliport and two VFR Holding Points to the West. Vertical limits are defined as surface up to 2000ft.

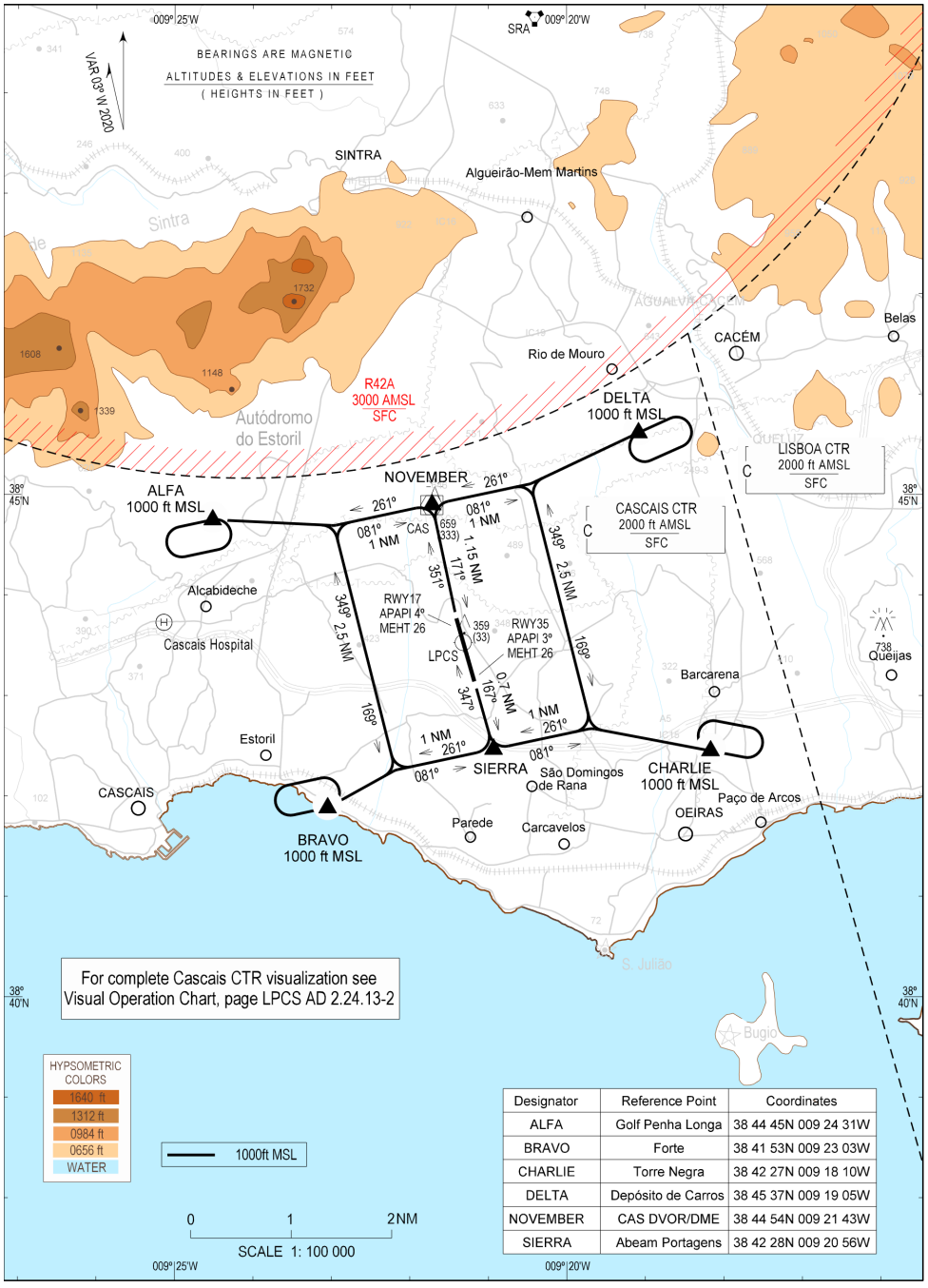

Figure 3.1: Cascais Traffic Pattern

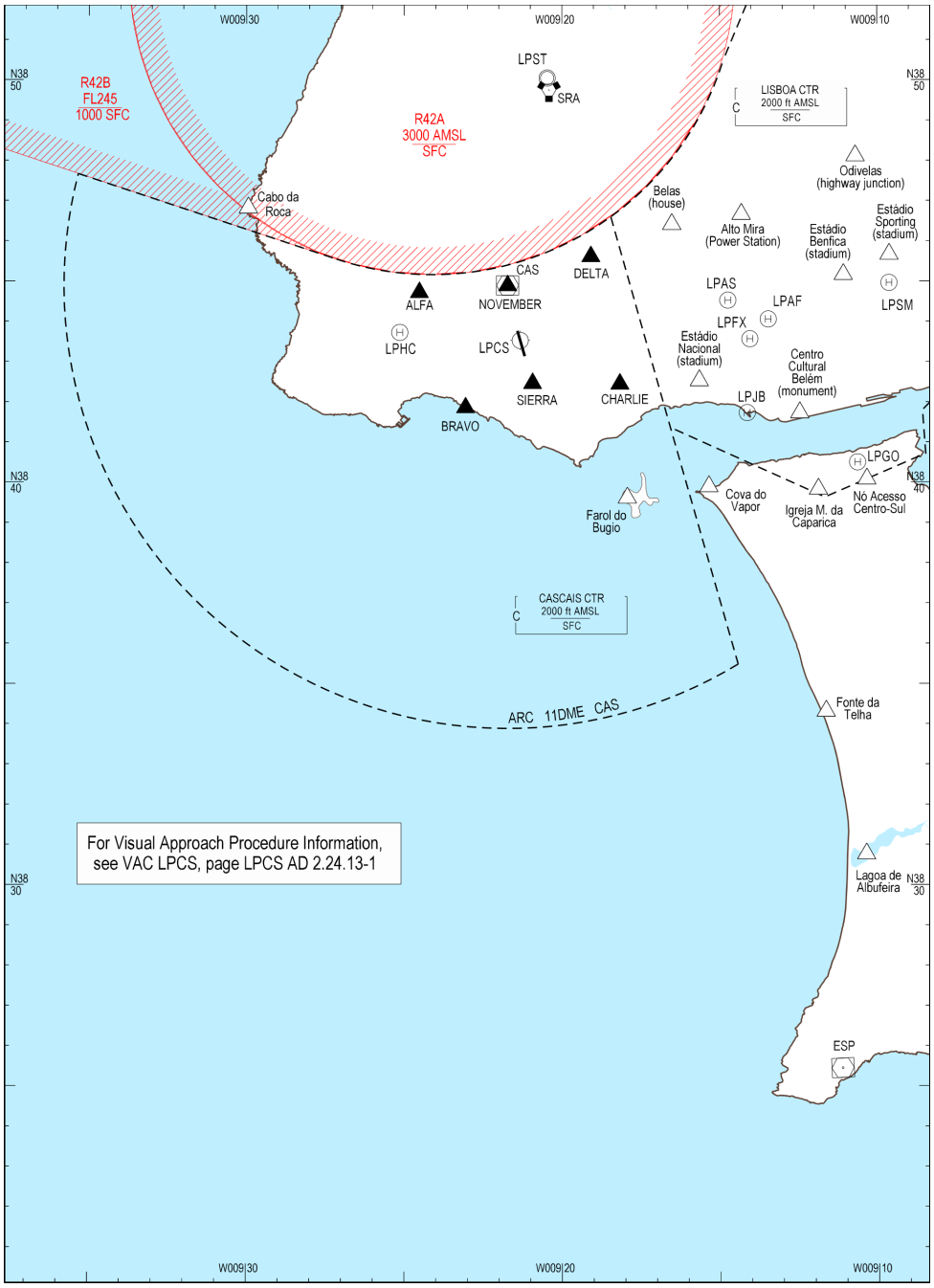

Figure 3.2: Cascais CTR

Cascais CTR is neighboured by Sintra MCTR and MCTA to the north, and Lisboa CTR to the east. Lisboa Approach sits atop of the CTR.

TWRCAS may use without any coordination the airspace West of Radial 168 CAS within Cascais CTR at or below 2000 FT.
TWRCAS may use without any coordination the airspace East of Radial 168 CAS within Cascais CTR at or below 1500 FT. Above 1500 FT TWRCAS shall coordinate an Approval Request with the

relevant Lisboa Approach sector, detailing the route and altitude requested.

It is important to monitor flights to ensure they do not enter Sintra MCTR accidentally.

3.3 Procedures

Departing traffic shall be separated according to ICAO 4444 Chapter 5 Section 5.8 and Chapter 7 Section 7.9.2.

A discrete SSR code shall be assigned to all traffic.

When required, a Departure Release shall be obtained at least 2 minutes before departure. Take off clearance shall only be issued within the validity of the Release.

3.3.1 VFR Departures

Silent Transfer of Control will be performed on VFR departures maintaining 1000 FT via:

- Cabo da Roca (CROCA)[1];
- Cova do Vapor (CVAPO)[2];
- D Point (DELTA)[1,3].

[1] Leaving northbound via Sintra.
[2] Then route and profile, leaving via VFR tunnels.
[3] Only for traffic unable to proceed via Cabo da Roca.

All departures entering Lisboa CTR are subject to Approval Request coordination with TWRLIS. Approval shall be received before issuing startup clearance. Route, altitude, time and transfer conditions will be defined in the Approval Request reply.
Fixed wing aircraft departures to LPPT shall, additionally, be coordinated first with ARRLI and then TWRLIS.

Transfer of Communications should occur when approaching the limits of the AoR.

3.3.2 IFR Departures

IFR departures shall have a Release coordinated with ARRLI (LPPT RWY 02) or TME (LPPT RWY 20).

RNAV procedures shall be used for RNAV 1 capable aircraft.

RNAV departures climb to FL60.
Conventional departures climb to 3000ft (IFR departures from runway 17 on the ESP1M departure must maintain 2000ft until 14DME CAS).

Transfer of control and communications shall occur when passing 2000 FT and clear of traffic.

3.3.3 VFR Arrivals

All arrivals should be transferred maintaining the coordinated level.

Silent Transfer of Control will be performed on VFR arrivals maintaining 1500 FT via:

- Cabo da Roca;
- Farol do Bugio;
- C point[1];
- D point[2,3].

[1] When departing LPPT runway 20.
[2] When departing LPPT runway 02.
[3] From Sintra, only for traffic unable to proceed via Cabo da Roca.

Helicopters from Lisboa CTR are released for turns proceeding via:

- Belas 1500 FT;
- Estádio Nacional 1000 FT;
- Caxias 500 FT.

Traffic arriving from outside the CTR or the VFR Holding Points shall be given runway in use, wind and QNH on first contact, as well as arrival instructions.
Arrival instructions should contain instructions to proceed to a circuit leg or entry point, and a cleared altitude, which may be 1500 FT or 1000 FT, as convenient.

Warning	If TWRCAS is temporarily unable to accept traffic, TWRLIS, Sintra and ARRLI shall be immediately informed.

3.3.4 IFR Arrivals

Silent Transfer of Control will be performed on IFR arrivals established on the final approach track.

IFR approaching traffic is considered separated from VFR traffic if:

- Circuit is empty;
- A and B points are empty;
- VFR Holding Points at or below 1500 FT.

Arrivals performing a circle to land shall be instructed to join the approppriate circuit.

3.3.5 Circuits

Departures should be cleared to join the left circuit of Runway 35, or right circuit of Runway 17, and climb to 1000 feet.
The opposite circuit or 1500 feet may be used by pilot request or ATC requirement.

A maximum of 2 aircraft may be in the circuit at any time, excluding departing or arriving traffic.
Most common techniques for managing traffic on circuits involve extending downwinds, joining a different circuit, orbiting over a position (often abeam tower, but also on any of the reporting points if so needed), and using 1500 feet (often used by VFR traffic on a simulated instrument approach that terminates in a circle to land).

VFR may be deconflicted from IFR arrivals by:

- Orbit over C or D point;
- Orbit over a VFR Holding Point.

The IFR flight path shall not cross with a VFR one.

Traffic requesting to perform a simulated engine failure should be cleared overhead the field at 1500 feet, and orbit overhead or asked to report starting the procedure, depending on traffic conditions.

3.3.6 VFR Holding Points

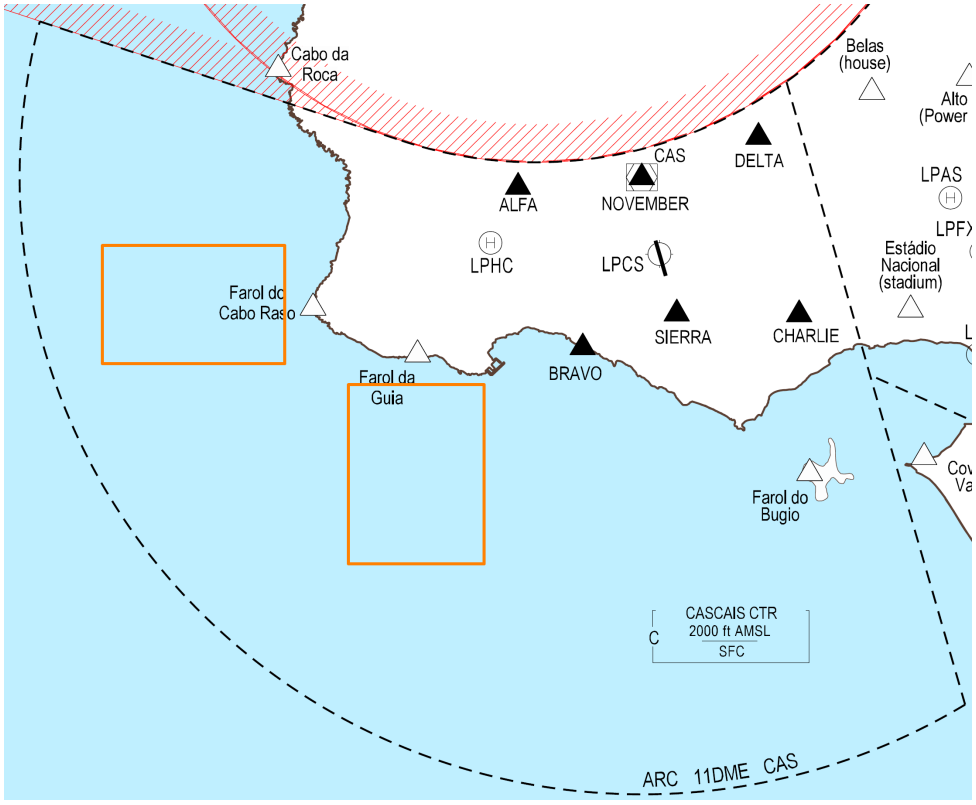

Figure 3.3: Cascais VFR Holding Points

Each VFR Holding Point can be occupied by a single aircraft at a time. Both holding points can be in use simultaneously.

Traffic departing to the VFR Holding Points should be cleared to proceed to the cleared point at 1000 feet.
Traffic approaching the VFR Holding Point will report reaching and the altitude block they intend to occupy.
Request to report for leaving. Continue providing traffic information while the flight is inside the VFR Holding Point, namely when other traffic is flying to the adjacent holding point or Cabo da Roca.
When the flight intends to leave the holding point it will request landing instructions, or similar. Continue as *VFR Arrivals*.

Guia and Cabo Raso Holding Points can be extended higher than the CTR vertical limit by Approval Request with Lisboa Approach.

During an IFR departure or arrival, traffic in VFR Holding Points shall be instructed to descend to 1500 feet until clear of traffic. This covers the case of a missed approach.

3.3.7 Night VFR

All traffic is considered daytime VFR, however if explicitly stated, night VFR procedures can be applied.

There are no differences for night time circuit patterns.

It is not expected for night VFR to occupy any VFR Holding Points.

NVFR via Cova do Vapor and VFR tunnels is forbidden.

Request Approval with Lisboa Approach shall be initiated at start-up request, and a Release must be obtained.
Only 1 Cabo da Roca departure authorized at a time. Departures shall proceed to Guincho climbing to 2000 FT. Arrivals will be transfered proceeding to Guincho descending to 2500 FT.

Note	This strict restriction is due to these flights commonly departing and returning to Cascais. If more than one flight departs to the same area, a conflict is very likely to occur, as the entire flight is done at a constant altitude, instead of the published VFR tunnel altitudes. These flights also increase the complexity for Lisboa Approach in relation to other traffic to/from LPPT, easily beyond the acceptable.

3.3.8 Reduced Runway Separation Minima

Not authorized.

3.3.9 Go arounds

In case of an instrument approach results in a go around, the published missed approach is the following:

Runway	Route	Climb
35	At 2.4DME CAS, turn left on track 277° to intercept and proceed on R258 CAS to reach R258/7.8DME CAS at 3000 ft. At R258/9.9 DME CAS turn left to proceed on ARC 11.9 DME CAS. At Lead Radial R227 LIS, turn right to intercept and proceed on R222 LIS to EKMAR Holding.	3000ft
17	Turn towards the landing runway and proceed over the aerodrome. Then At 2.4DME CAS, turn left on track 277° to intercept and proceed on R258 CAS to reach R258/7.8DME CAS at 3000 ft. At R258/9.9 DME CAS turn left to proceed on ARC 11.9 DME CAS. At Lead Radial R227 LIS, turn right to intercept and proceed on R222 LIS to EKMAR Holding.	3000ft

The missed approach procedure crosses the western circuit, with potential conflicts at A and B point.

Inform ARRLI or TME, if runway in use is 02 or 20 respectively, and when passing 2000 FT and clear of traffic initiate the transfer.

Some VFR traffic performing practice IFR approaches may request to fly the 8 DME arc towards a new VOR approach, instead of the standard 11.9 DME arc. This traffic shall be cleared at 2000 FT and shall remain in contact with TWRCAS. Subsequent approach clearance will also be issued by TWRCAS. Lisboa Approach shall be informed of the missed approach, and that traffic will perform the 8 DME arc at 2000 FT.

3.3.10 Heliports

CASCAIS HOSPITAL LPHC

VFR Medical emergency flights.
Approach Direction: 346º (Preferential) / 093º
Take Off Direction: 166º / 273º

Request arrivals to report final. When reporting final, instruct to report on the ground, and to report again before departure.

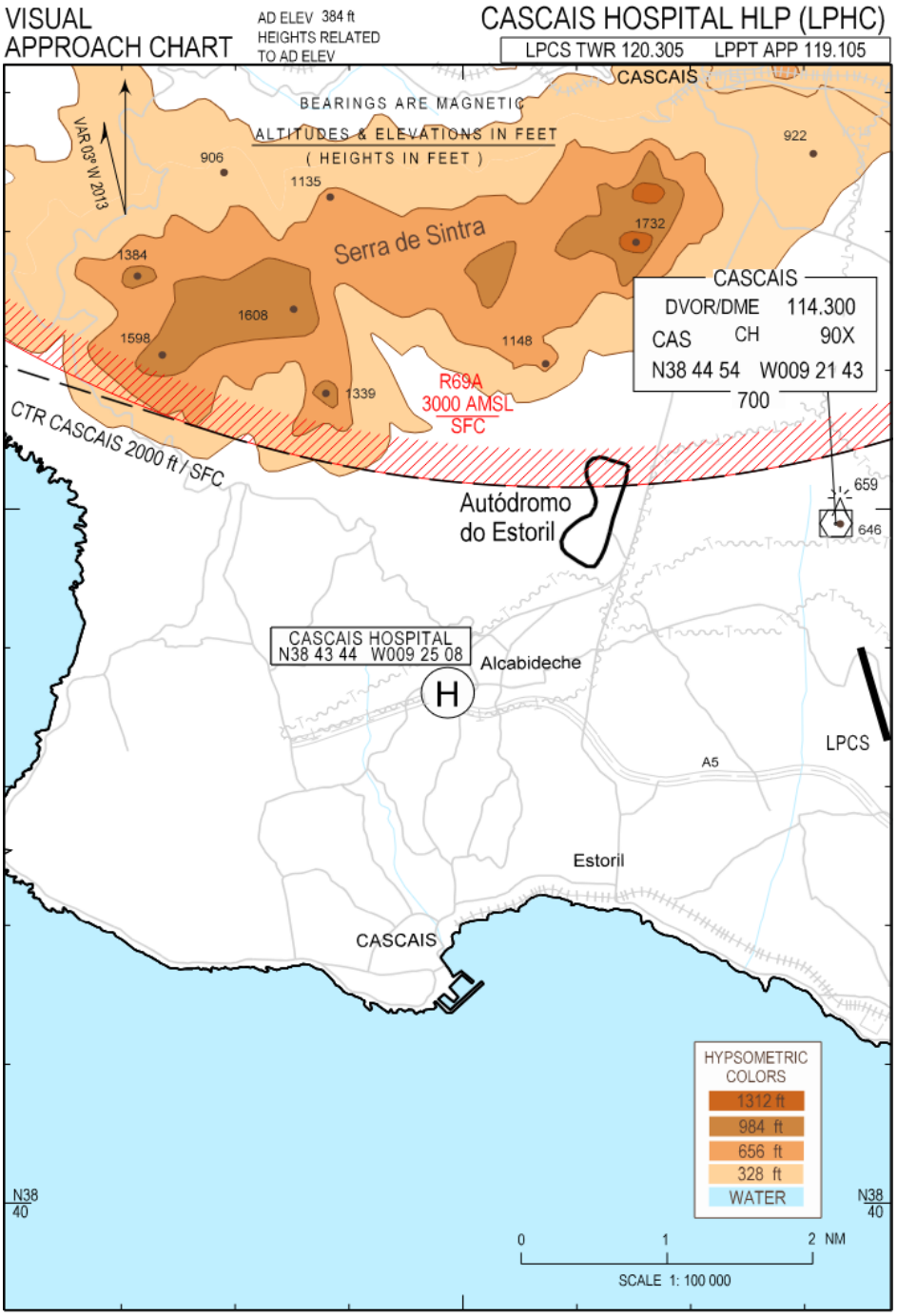

Figure 3.4: Visual Approach Chart LPHC

3.4 ATS Surveillance Systems

Note	Control of aerodrome traffic is in the main based on visual observation of the manoeuvring area and the vicinity of the aerodrome by the aerodrome controller.

ATS surveillance systems may be used in the provision of aerodrome control service to perform the following functions:

- flight path monitoring of aircraft on final approach;
- flight path monitoring of other aircraft in the vicinity of the aerodrome;
- providing navigation assistance to VFR flights.

Vectoring is forbidden.

3.4.1 Identification

All flights shall operate on a discrete SSR code.

Departures, except those remaining within the circuit, shall be identified by TWRCAS after departure. TWRCAS transfers identification to Lisboa TMA and TWRLIS. IFR flights shall be transfered using the Transfer function. VFR flights shall be set to Free at Transfer of Communications.
Identification is not transferred to Sintra. At Transfer of Communications, flights shall be set to Free and advised that identification has been terminated.

Lisboa TMA and TWRLIS transfer identification of flights entering Cascais CTR.
Inbound aircraft from Sintra shall be identified on first contact with TWRCAS.

3.4.2 Navigation Assistance to VFR

Navigation assistance to VFR flights shall be accomplished by providing position information relative to a known point, preferably the next of the intended route, or broad cardinal directions to return to route.

Vectoring is forbidden.

3.5 Phraseology

3.5.1 VFR Holding Points

ATC	Aircraft
	[Reaching report] *Sevair 327 reaching Cabo Raso request 1500 feet and below.*
[callsign] [clearance] report for leaving. *Sevair 327 1500 feet and below approved, report for leaving.*	
	[Readback]
([Traffic information]) *Web Academy 221 traffic information C152 proceeding to Cabo Raso 1000 feet*	
	[Leaving request] *Sevair 327 request landing instructions*
[Runway in use] [wind] [QNH][Arrival clearance] *Sevair 327 runway in use 35 wind 310 degrees 28 knots QNH 1018, proceed to B point 1500 feet.*	
	[Readback]
[Number in sequence] [joining instruction] *Sevair 327 number 1 proceed to final runway 35.*	

3.5.2 Departure

ATC	Aircraft
Identified [handoff] *Sevair 327 identified, monitor Lisboa Approach 119.105.* *CSAVA identified.* *CVA identification terminated, contact Sintra Approach 118.605.* *Fraction 37F identified, contact Lisboa Approach 119.105.*	
	[Readback]

3.5.3 Arrival

ATC	Aircraft
[Runway in use] [wind] [QNH] [Arrival clearance] *Sevair 327 runway in use 35 wind 310 degrees 28 knots QNH 1018, proceed to final runway 35 descend to 1000 feet* *. . . Stop descent at 1500 feet join left downwind runway 17 report breaking away.*	
	[Readback]

3.5.4 Navigation Assistance to VFR

ATC	Aircraft
D-CD, unsure of my position, request heading to B Point	
	(navigation suggestion), [position]. *D-CD, fly East, position 6 miles West of B point.*

3.5.5 IFR Departure Release Coordination

Transferring Unit	Accepting Unit
Request Release of Fraction 37F	

Transferring Unit	Accepting Unit
	(callsign) RELEASED [AT (time)] [conditions/restrictions] *Fraction 37F released, clearance expires at 1530* *Fraction 37F released after landing Valair 211, clearance expires at 1530* *Fraction 37F released at 1527, clearance expires at 1530* *Unable, call you back*

3.5.6 Departure Approval Request Coordination

Transferring Unit	Accepting Unit
APPROVAL REQUEST (aircraft call sign) *Approval Request Helibravo 700*	
	Go ahead
APPROVAL REQUEST (aircraft call sign) ESTIMATED DEPARTURE FROM (significant point) AT (time) *Approval Request Helibravo 700 Estimated Departure from Cascais at 1527*	
	(aircraft call sign) REQUEST APPROVED [(restriction if any)]; (aircraft call sign) UNABLE (alternative instructions). *Helibravo 700 request approved, direct Caxias at 500 FT* *Helibravo 700 unable, call me in 10 minutes*