GENERAL

Operational Hours

ATS Hours: TWR 0445-2245‡

AD ADMIN Hours: 0500-2230‡

Airport Information

RFF: CAT 8
Fuel: 0430-1900‡
PCN: RWY 10L/28R: 62/F/A/W/T
Customs: 0500-2230‡

Operation

Preferential RWY
LDG RWY 28R
TKOF RWY 10L

Low Visibility Procedures
LVP in force when RVR below 600m and/or CEIL below 200ft.

TWY Restriction
TWY M width 18m / 59ft.

Warnings

KFT VOR/DME
- Unreliable in sector 050°-080° between 19-22NM below 11500ft; VOR GRAZ (116.2) shall be used in this area.
- Between 000°-360° and from 10NM up to 35NM course signal interruptions causing flag alarm up to 20seconds may be experienced at different ALTs and distances.
- Station passage shall be confirmed by DME indications.
- Note: Instrument APCH PROC ILS 28R is not affected by these interruptions.

High mountains sourrounding AD.

Birds in vicinity of AD; especially in APCH sector 10.

Glider and parachute activity in the southern part of AD.

ARRIVAL

Communication

COM Failure
After reception of a TR CLR:
Switch transponder code 7600, continue the flight in accordance with the lateral and vertical description of the procedure with subsequent final APCH of IAP.
After reception of a CLR direct to a WPT on a TR:
Switch transponder code 7600, continue the flight to the previously cleared WPT and follow TR to RWY in use. Once on TR, descend from last cleared LVL to MNM descent ALT according RNAV TR map and fly the subsequent final APCH of IAP.

RNAV
If RWY in use is known
Proceed at last cleared LVL to MOKEG and enter the HLDG (MNM 8000ft MSL). Descend to 8000ft MSL and proceed according RNAV transition to the relevant IAP of the RWY in use. While performing RNAV transition, descend to the MNM descent ALT in accordance with the vertical description of the RNAV transition. Perform IAP and land on the RWY in use.

ARRIVAL

If RWY in use is not known

Choose the following procedure according WX forecast or actual WX report.
In case of calm winds or winds from west, south, southwest, north and northwest:
Proceed at last cleared LVL to MOKEG and enter the HLDG (MNM 8000ft MSL). Descend to 8000ft MSL and proceed according RNAV transition to the relevant IAP of RWY 28. While performing RNAV transition, descend to the MNM descent ALT in accordance with the vertical description of the RNAV transition. Perform IAP to RWY 28 and land on RWY 28R.

In case of winds from east, southeast and northeast:
Proceed at last cleared LVL to MOKEG and enter HLDG (MNM 8000ft MSL). Descend to 8000ft MSL and proceed according RNAV transition to the relevant IAP of RWY 10. While performing RNAV transition, descend to the MNM descent ALT in accordance with the vertical description of the RNAV transition. Perform IAP to RWY 10 and land on RWY 10L.

If unable to perform RNAV

Proceed to last cleared LVL to KFT and enter HLDG (MNM 8500ft MSL). Descend to 8500ft MSL and perform IAP (ILS CAT II/III or LOC RWY 28 see IAC) and land on RWY 28R. If wind conditions do require, perform a circling APCH to RWY 10 and land on RWY 10L.

During MISAP

After completion of the procedure enter the HLDG (MOKEG or KI) and perform IAP according to the wind conditions. Land on RWY 10L or 28R.

Arrival Procedure

Non-standard GP intercept position on RWY 28R

GP intercepts RWY 28R at *332m / 1088ft* after landing threshold.
Remaining DIST beyond GP is *2388m / 7836ft.*

Warnings

ACFT must not enter HLDG patterns below the published MNM HLDG ALT.

DEPARTURE

Take-off Minima

RWY		28R	
All ACFT	ft - m/km	0 - 75R	MNM climb gradient according SID

RWY		10L	
All ACFT	ft - m/km	0 - 125R	MNM climb gradient according SID

Departure Procedure

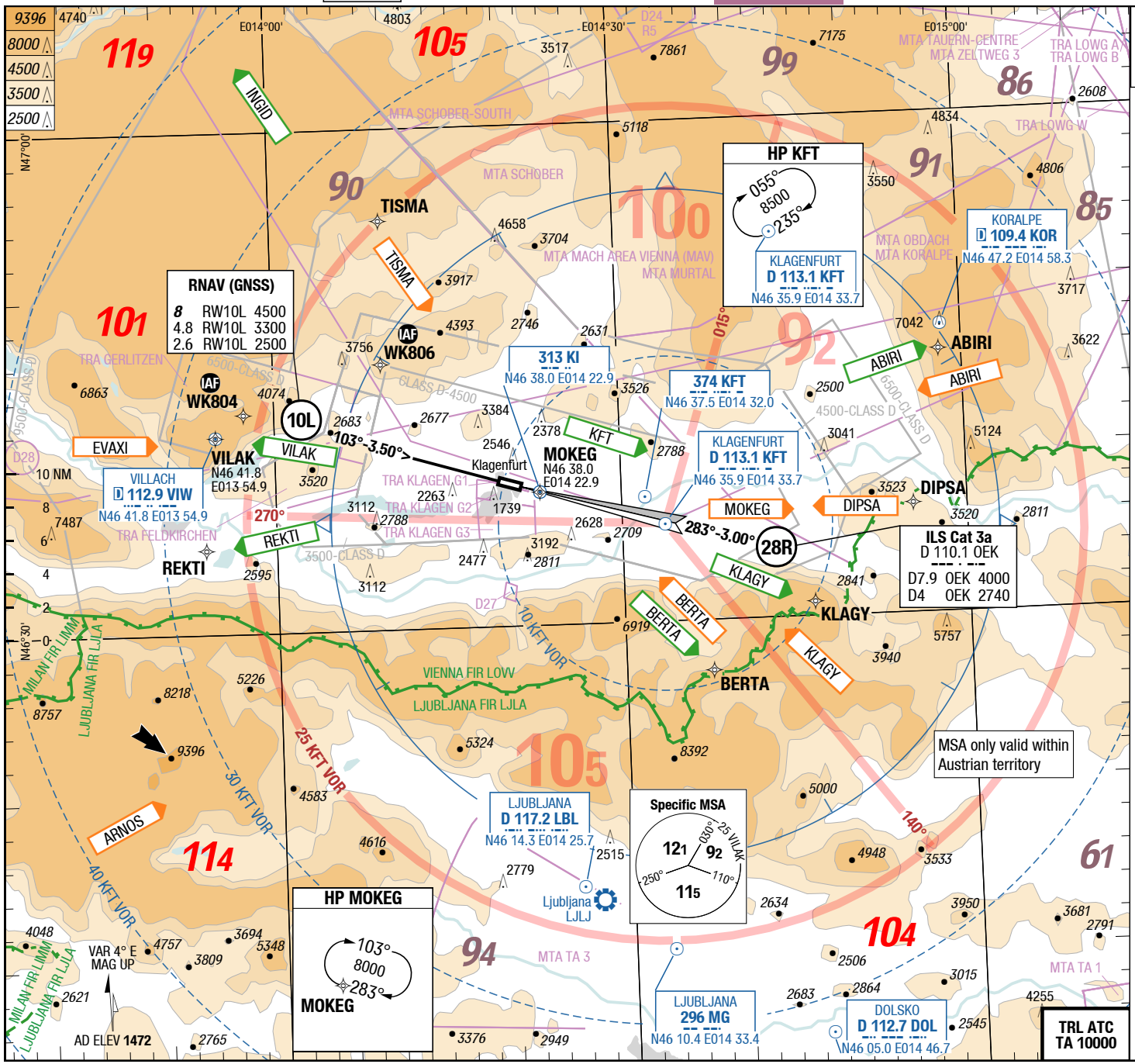
ATC may request ACFT to start initial turn with visual REF to terrain when passing 3000ft MSL.
In this case terrain CLR has to be assured by pilot until passing 6500ft MSL.

De-Icing

AVBL 0430-2230‡.

Warnings

Due to high mountains and unusal high ENRT MNM FLs, careful calculation of TKOF parameters and ACFT climb gradients is essential.

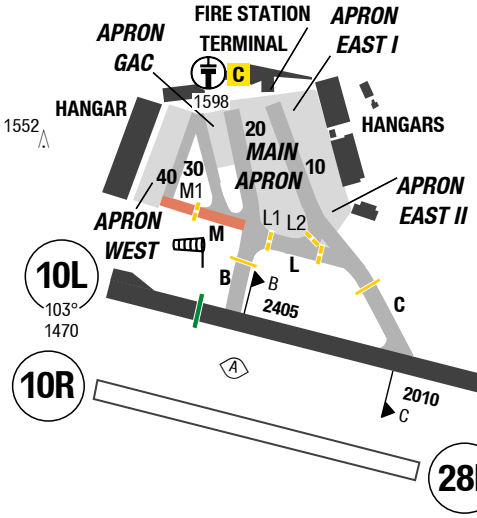


Changes: FREQ, OBST

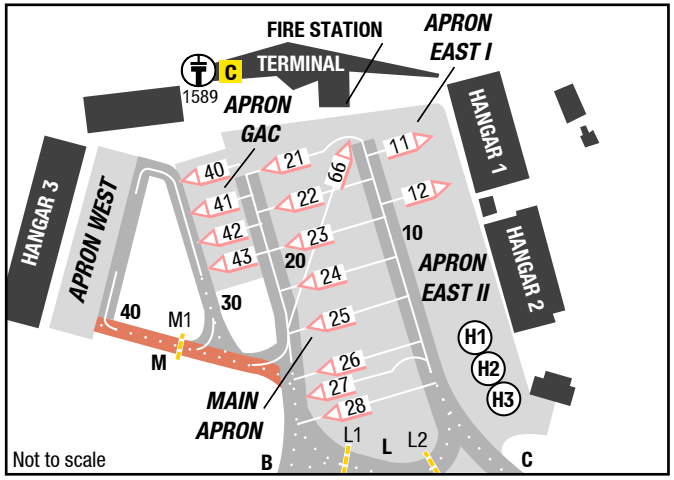
E014°19' E014°20' E014°21'
N46°39' N46°38'

D-ATIS	126.330
TWR	118.100 0445-2245‡

1742 1749 1552 1598 1589 1739



RWY	TORA	ASDA	TODA
10L	2720	2720	2780



COORDINATES

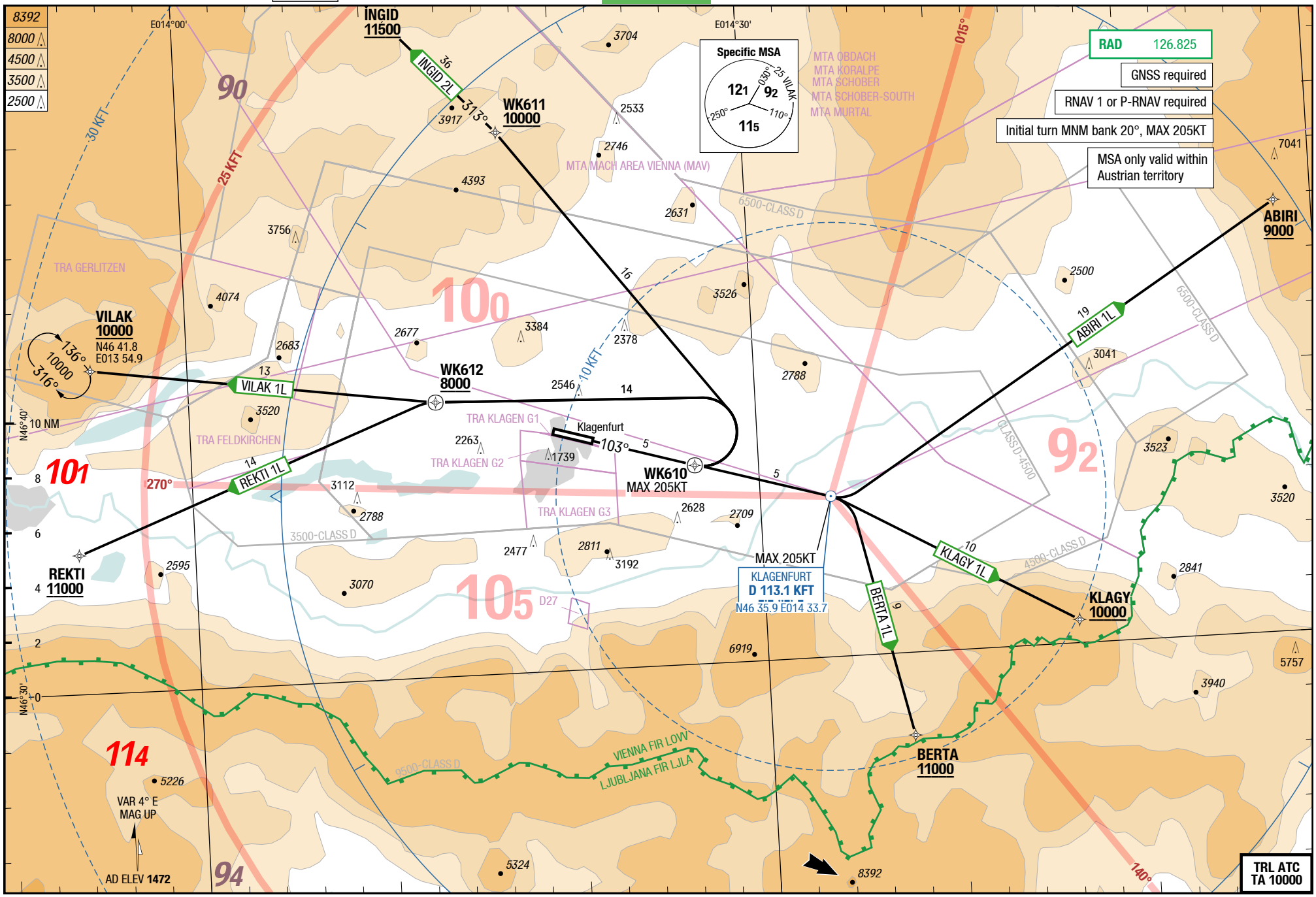
11	N46 39.0 E014 19.6
12	N46 38.9 E014 19.6
21	N46 39.0 E014 19.5
22-26	N46 38.9 E014 19.5
27, 28	N46 38.8 E014 19.5
40-43	N46 38.9 E014 19.5
66	N46 38.9 E014 19.5

VAR 4° E
MAG UP

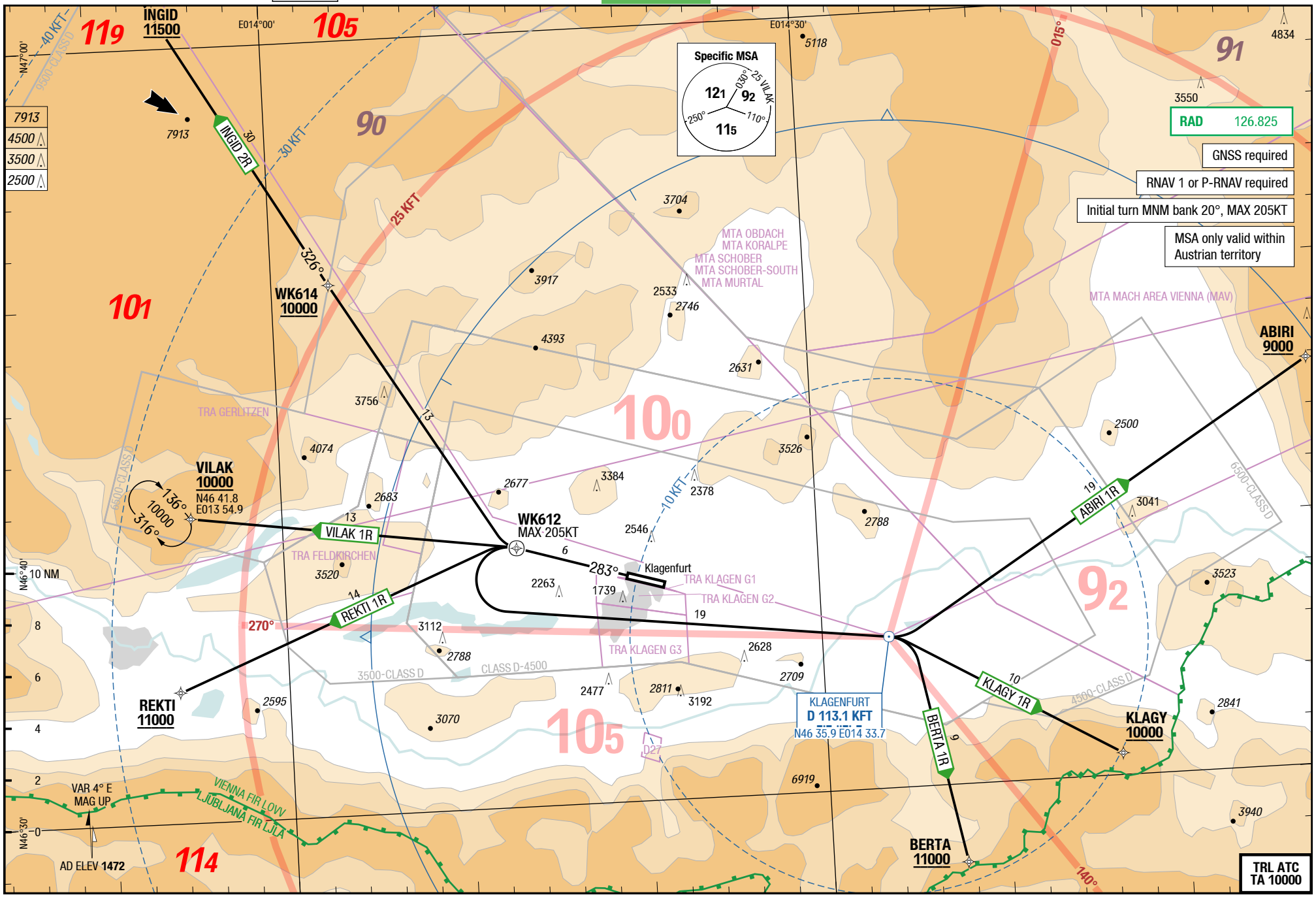
AD ELEV **1472**

m 0 500 1000
ft 0 1000 2000 3000

Changes: FREQ



Changes: Track, VAR



Changes: Track, VAR

15-JUN-2017

KLU-LOWK

4-30

Austria **Klagenfurt**

NIL

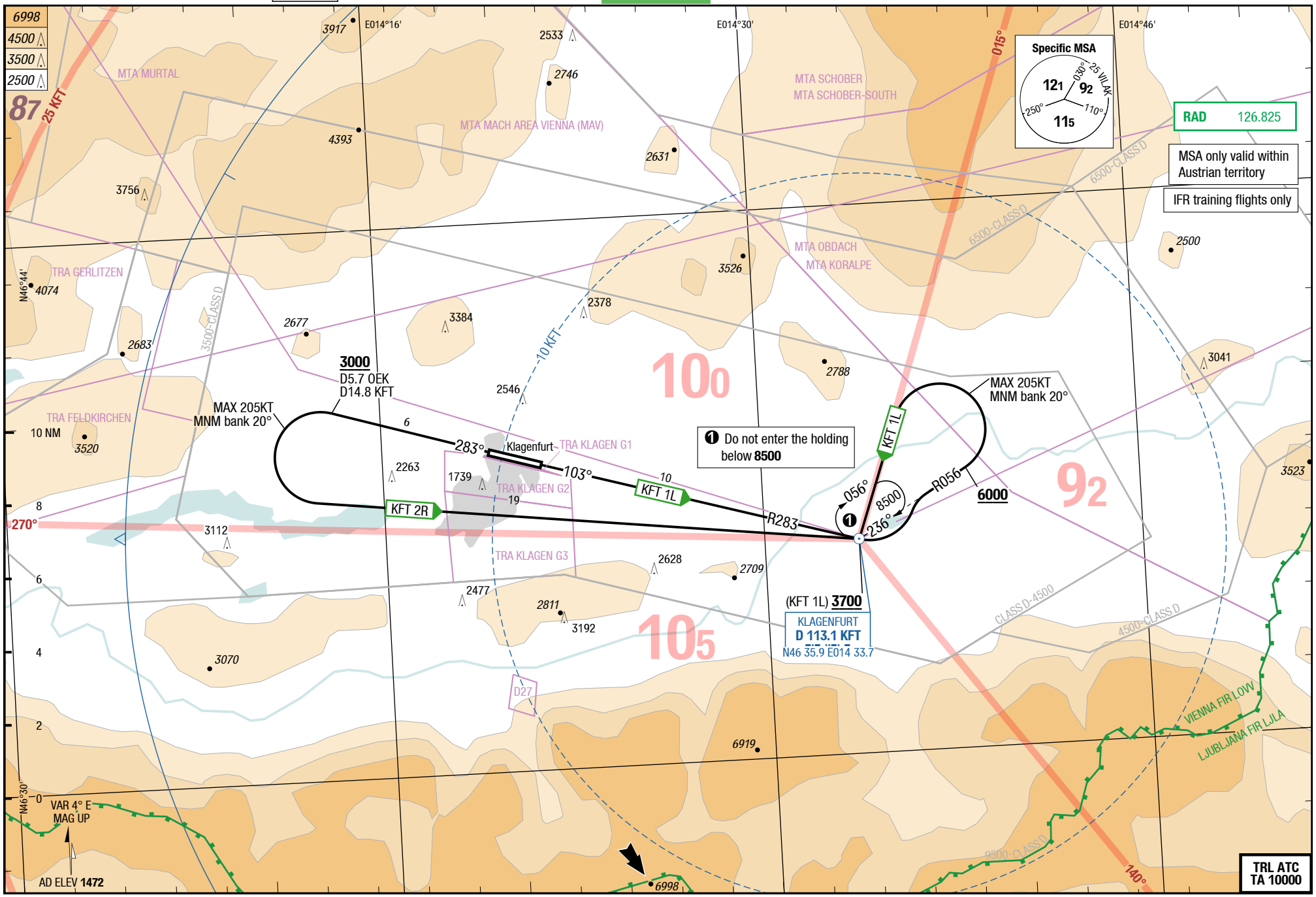
KFT 1L/2R (ATC)

SID SID

Klagenfurt Austria

NIL

KFT 1L/2R (ATC)



Changes: DIST

ABIRI 1L / BERTA 1L / INGID 2L / KLAGY 1L / REKTI 1L / VILAK 1L

RWY 10L (103°)

When instructed, contact Klagenfurt RAD.

	GS	120	150	180	210	240	270
5.0%	ft/MIN	700	800	1000	1100	1300	1400
5.5%	ft/MIN	700	900	1100	1200	1400	1600
6.5%	ft/MIN	800	1000	1200	1400	1600	1800
7.4%	ft/MIN	900	1200	1400	1600	1800	2100
8.5%	ft/MIN	1100	1300	1600	1900	2100	2400

DESIGNATOR	ROUTING	ALTITUDES
	Runway 10L	
ABIRI 1L 5.5% **126.825** ①	RWY HDG to **KFT** (MAX 205KT) - ABIRI **FMS** KFT [K205-; L] - ABIRI	ABIRI MNM **9000** ABIRI MNM **9000**
BERTA 1L 8.5% **126.825** ①	RWY HDG to **KFT** (MAX 205KT) - BERTA **FMS** KFT [K205-; R] - BERTA	BERTA MNM **11000** BERTA MNM **11000**
INGID 2L 6.5% to 10000 **126.825** ①	RWY HDG to WK610 (MAX 205KT) - WK611 - INGID **FMS** WK610 [K205-; L] - WK611 - INGID	WK611 MNM **10000** INGID MNM **11500** WK611 MNM **10000** INGID MNM **11500**
KLAGY 1L 7.4% **126.825** ①	RWY HDG to **KFT** (MAX 205KT) - KLAGY **FMS** KFT [K205-; R] - KLAGY	KLAGY MNM **10000** KLAGY MNM **10000**
REKTI 1L 6.5% to 3000 5.0% thereafter **126.825** ①	RWY HDG to WK610 (MAX 205KT) - WK612 - REKTI **FMS** WK610 [K205-; L] - WK612 [L] - REKTI	WK612 MNM **8000** REKTI MNM **11000** WK612 MNM **8000** REKTI MNM **11000**
VILAK 1L 6.5% to 3000 5.0% thereafter **126.825** ①	RWY HDG to WK610 (MAX 205KT) - WK612 - VILAK **FMS** WK610 [K205-; L] - WK612 - VILAK	WK612 MNM **8000** VILAK MNM **10000** WK612 MNM **8000** VILAK MNM **10000**

① Initial turn MNM bank 20°, MAX 205KT

Changes: ALT, PROC renumbered

ABIRI 1R / BERTA 1R / INGID 2R / KLAGY 1R / REKTI 1R / VILAK 1R

RWY 28R (283°)

When instructed, contact Klagenfurt RAD.

	GS	120	150	180	210	240	270
3.9%	ft/MIN	500	600	800	900	1000	1100
4.5%	ft/MIN	600	700	900	1000	1100	1300
5.6%	ft/MIN	700	900	1100	1200	1400	1600
8.2%	ft/MIN	1000	1300	1500	1800	2000	2300
8.4%	ft/MIN	1100	1300	1600	1800	2100	2300

DESIGNATOR	ROUTING	ALTITUDES
	Runway 28R	
ABIRI 1R 5.6% to 3000 **126.825** ①	RWY HDG to WK612 (MAX 205KT) - **KFT** - ABIRI **FMS** WK612 [K205-; L] - KFT [L] - ABIRI	ABIRI MNM **9000** ABIRI MNM **9000**
BERTA 1R 5.6% to 3000 4.5% thereafter **126.825** ①	RWY HDG to WK612 (MAX 205KT) - **KFT** - BERTA **FMS** WK612 [K205-; L] - KFT [R] - BERTA	BERTA MNM **11000** BERTA MNM **11000**
INGID 2R 8.2% to 10000 **126.825** ①	RWY HDG to WK612 (MAX 205KT) - WK614 - INGID **FMS** WK612 [K205-; R] - WK614 - INGID	WK614 MNM **10000** INGID MNM **11500** WK614 MNM **10000** INGID MNM **11500**
KLAGY 1R 5.6% to 3000 3.9% thereafter **126.825** ①	RWY HDG to WK612 (MAX 205KT) - **KFT** - KLAGY **FMS** WK612 [K205-; L] - KFT [R] - KLAGY	KLAGY MNM **10000** KLAGY MNM **10000**
REKTI 1R 8.4% **126.825** ①	RWY HDG to WK612 (MAX 205KT) - REKTI **FMS** WK612 [K205-; L] - REKTI	REKTI MNM **11000** REKTI MNM **11000**
VILAK 1R 8.2% **126.825** ①	RWY HDG to WK612 (MAX 205KT) - VILAK **FMS** WK612 [K205-] - VILAK	VILAK MNM **10000** VILAK MNM **10000**

① Initial turn MNM bank 20°, MAX 205KT

Changes: ALT, PROC renumbered

KLAGENFURT 1L / KLAGENFURT 2R

RWYs 10L (103°) / 28R (283°)

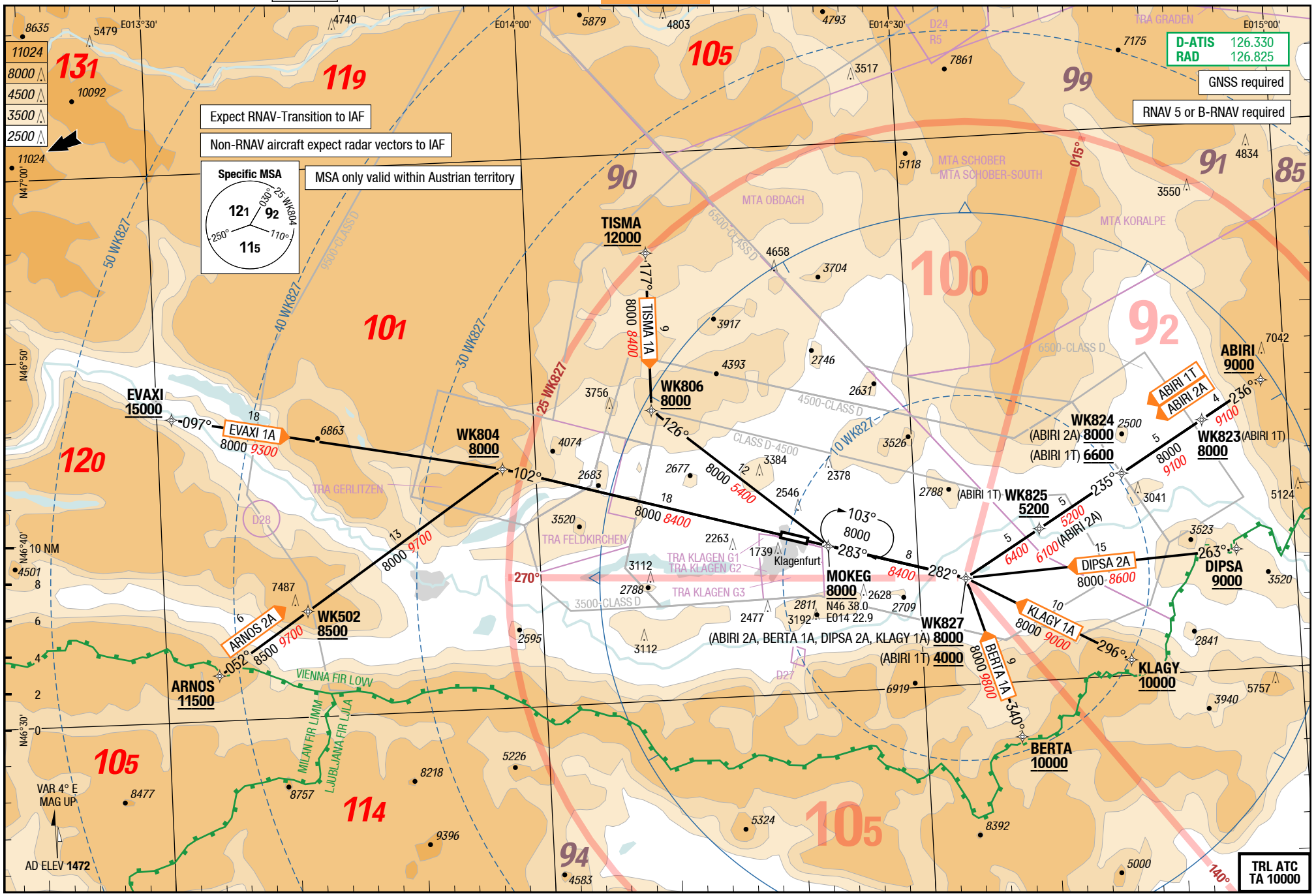
When instructed, contact Klagenfurt RAD.

	GS	120	150	180	210	240	270
4.0%	ft/MIN	500	700	800	900	1000	1100
5.5%	ft/MIN	700	900	1100	1200	1400	1600

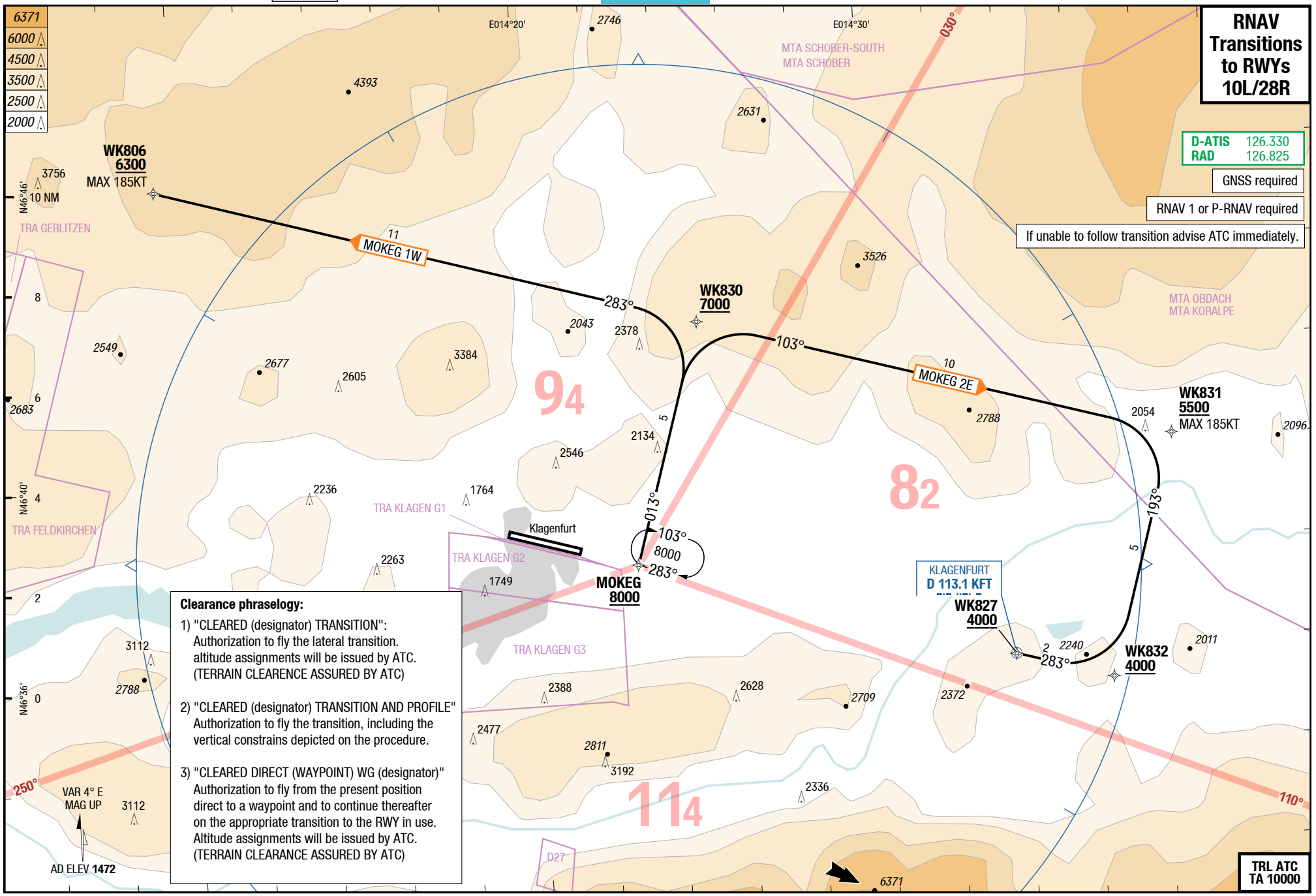
DESIGNATOR	ROUTING	ALTITUDES
	Runway 10L	
KLAGENFURT 1L **KFT 1L** (ATC) 4.0% to 8500 **126.825** ①②	at **KFT LT** intercept R056 **KFT** - at MNM **6000 LT** (MAX 205KT, MNM bank 20°) direct **KFT**	**KFT** MNM **3700**
	Runway 28R	
KLAGENFURT 2R **KFT 2R** (ATC) 5.5% to 3000 4.0% **126.825** ①②	at D5.7 **OEK** (D14.8 **KFT**) **LT** (MAX 205KT, MNM bank 20°) direct **KFT**	D5.7 **OEK** (D14.8 **KFT**) MNM **3000**

① Do not enter the holding below 8500

② IFR training flights only.



Changes: FREQ, OBST



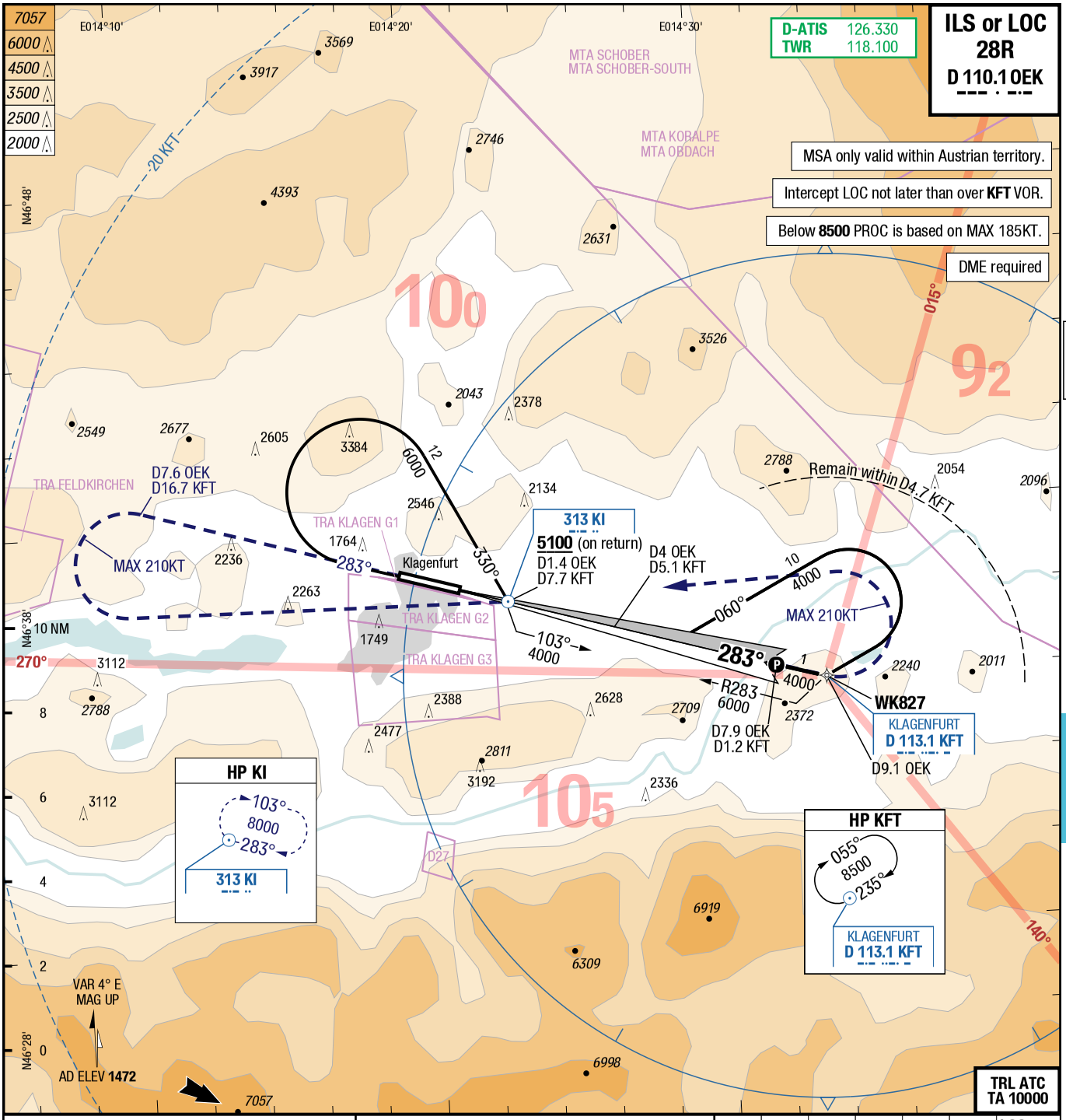
Clearance phraselogy:

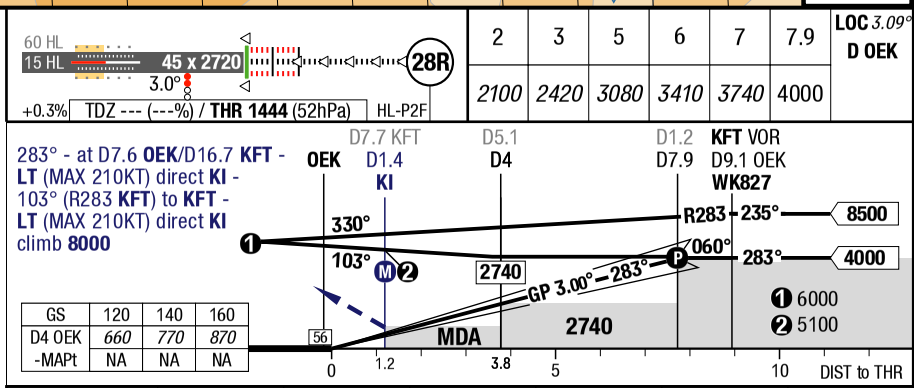
1) "CLEARED (designator) TRANSITION":
Authorization to fly the lateral transition. altitude assignments will be issued by ATC. (TERRAIN CLEARENCE ASSURED BY ATC)

2) "CLEARED (designator) TRANSITION AND PROFILE"
Authorization to fly the transition, including the vertical constrains depicted on the procedure.

3) "CLEARED DIRECT (WAYPOINT) WG (designator)"
Authorization to fly from the present position direct to a waypoint and to continue thereafter on the appropriate transition to the RWY in use. Altitude assignments will be issued by ATC. (TERRAIN CLEARANCE ASSURED BY ATC)

Changes: FREQ, Track, OBST, SUAs





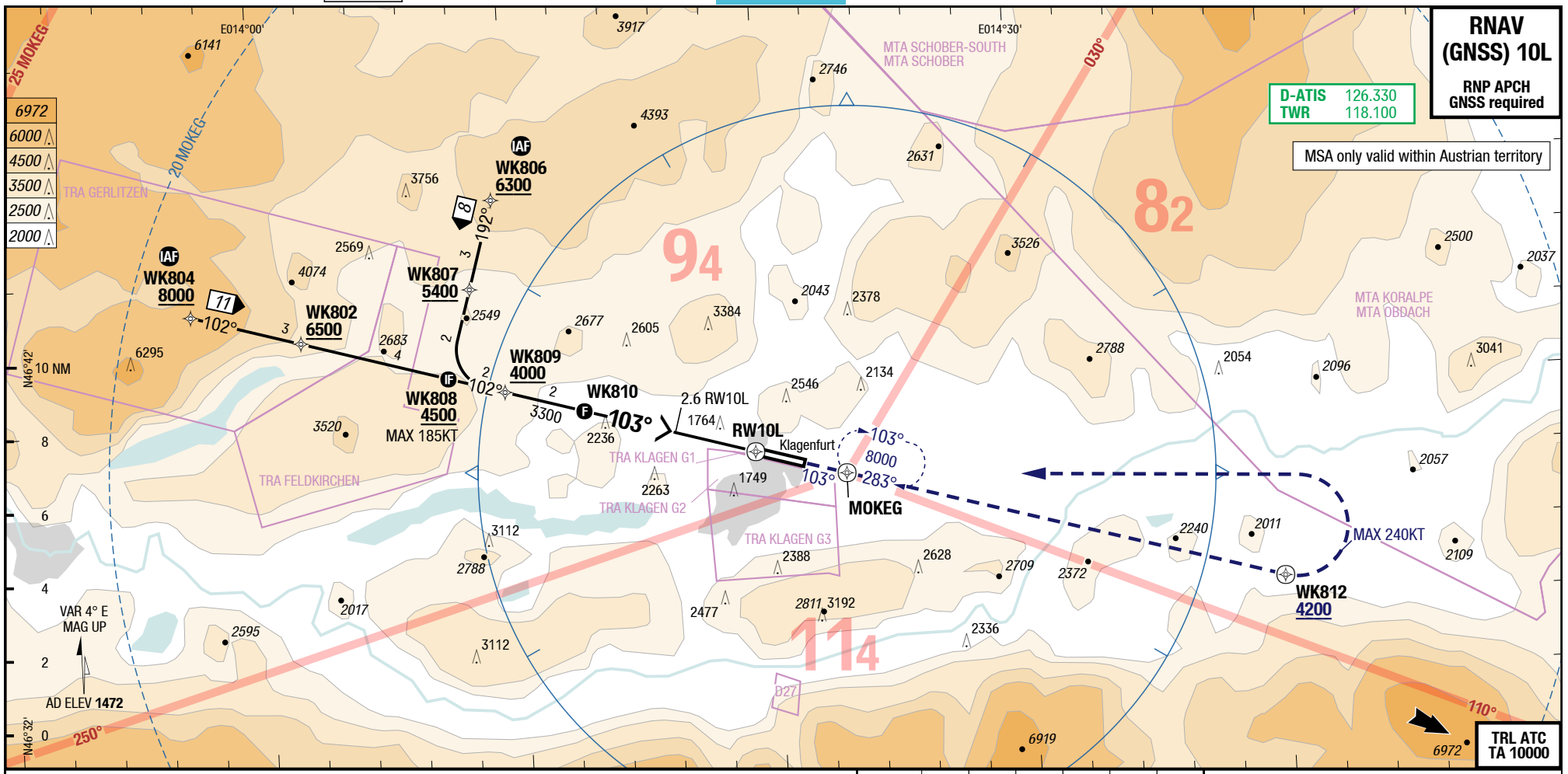
28R		Cat 3a DME GA 4.7% 1)	Cat 2 DME GA 4.5% 2)	Cat 2 DME GA 4.4% 3)	Cat 2 DME GA 4.3% 4)	Cat 2 DME GA 4.2% 5)	Circling
C	ft - m/km ft	50 - 200R **50** RA	100 - 300R **104** RA	120 - 300R **126** RA	140 - 400R **148** RA	160 - 450R **170** RA	See VAC
D	ft - m/km ft	50 - 200R **50** RA	100 - 300R **104** RA 6)	120 - 300R **126** RA 6)	140 - 400R **148** RA	160 - 450R **170** RA	See VAC

1) Up to 3540ft 2) Up to 3470ft 3) Up to 3460ft 4) Up to 3450ft 5) Up to 3440ft 6) If not conducting autoland RVR 350m required

Austria **Klagenfurt**
RNAV (GNSS) 28R
RNAV (GNSS) 10L

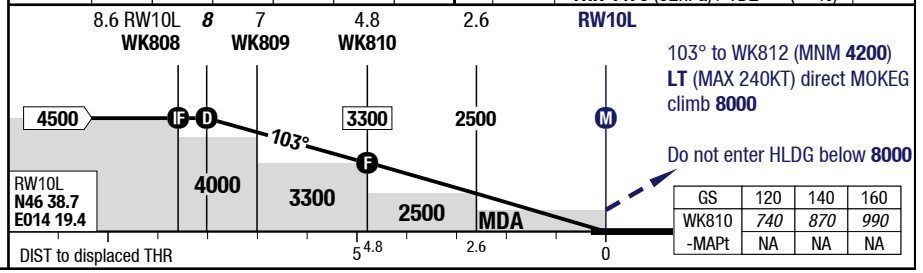
IAC IAC

Klagenfurt Austria
RNAV (GNSS) 28R
RNAV (GNSS) 10L



3.50° RW10L	8	6	5	4	3	2
	4500	3750	3380	3010	2640	2270

10L HL-S
3.5° 60 HL
200 2520 x 45 15 HL
430
THR 1470 (52hPa) / TDZ --- (---%) -0.3%



GS	120	140	160
WK810	*740*	*870*	*990*
-MAPt	NA	NA	NA

10L		RNAV GNSS LNAV					Circling
C	ft - m/km ft	650 - 2.4 **2120**					Not published
D	ft - m/km ft	650 - 2.4 **2120**					Not published

Changes: FREQ, Track, SUAs, OBST, Note

KLU-LOWK

7-60

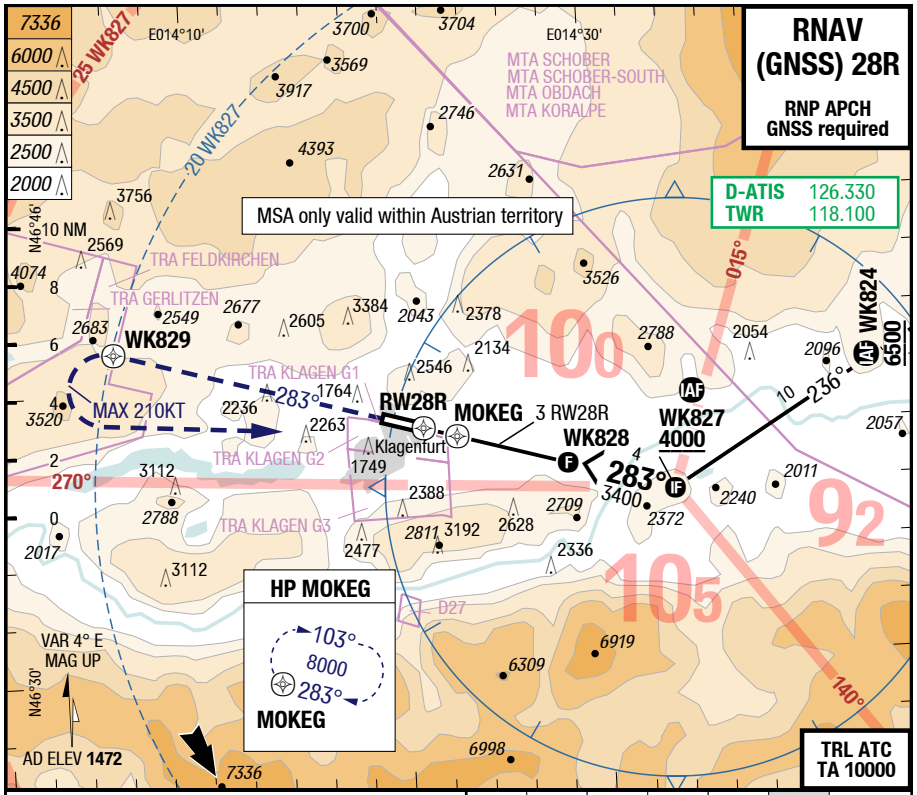
Austria **Klagenfurt**

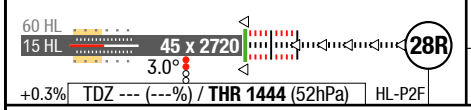
RNAV (GNSS) 28R

IAC IAC

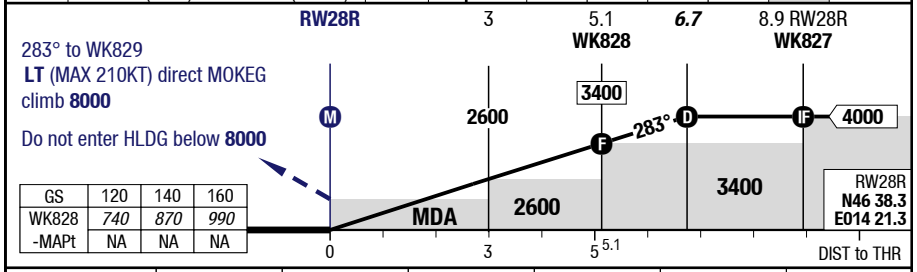
Klagenfurt Austria

RNAV (GNSS) 28R





2	4	5	6	6.7		3.50° RW28R
2240	2980	3360	3730	4000		



GS	120	140	160
WK828	740	870	990
-MAPt	NA	NA	NA

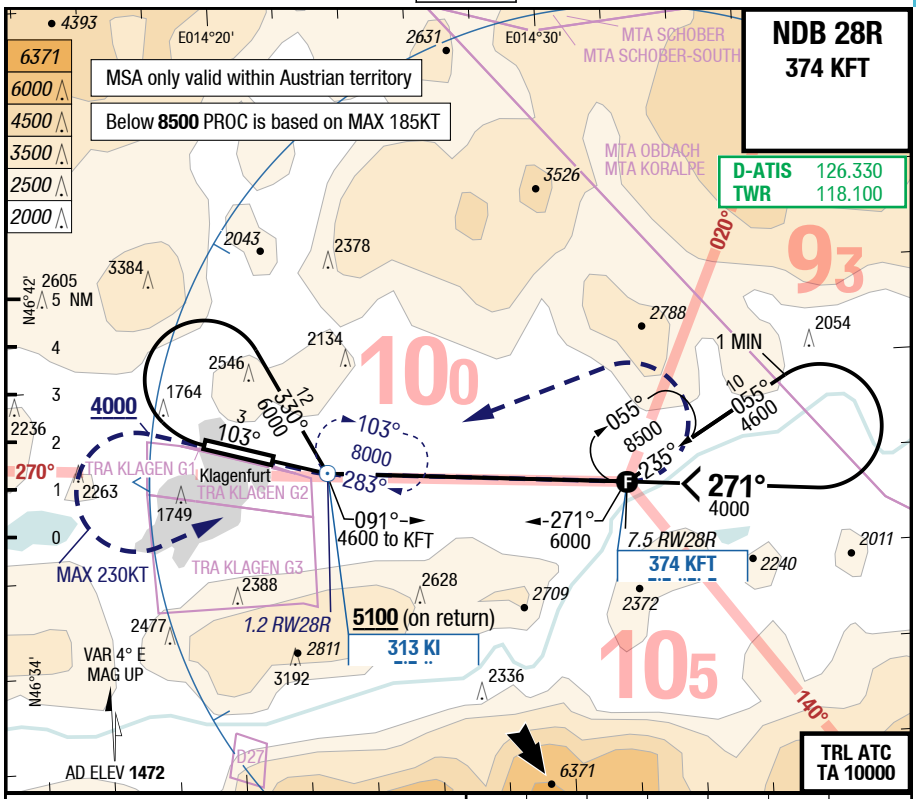
28R		RNAV GNSS LNAV GA 4.0%	RNAV GNSS LNAV GA 3.0%	RNAV GNSS LNAV GA 2.5%			Circling
C	ft - m/km ft	720 - 2.4 **2160**	790 - 2.4 **2230**	1610 - 5.0 **3050**			Not published
D	ft - m/km ft	720 - 2.4 **2160**	790 - 2.4 **2230**	1610 - 5.0 **3050**			Not published

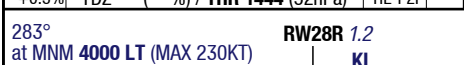
Changes: Track, FREQ, OBST

KLU-LOWK

7-70

NDB 28R

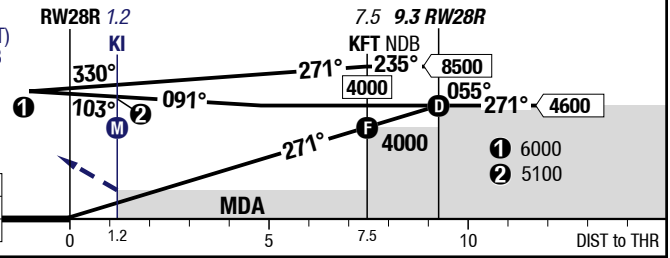




3	4	5	6	7	9.3
2510	2840	3180	3510	3850	4600

3.15°
RW28R
271°
RWY 283°

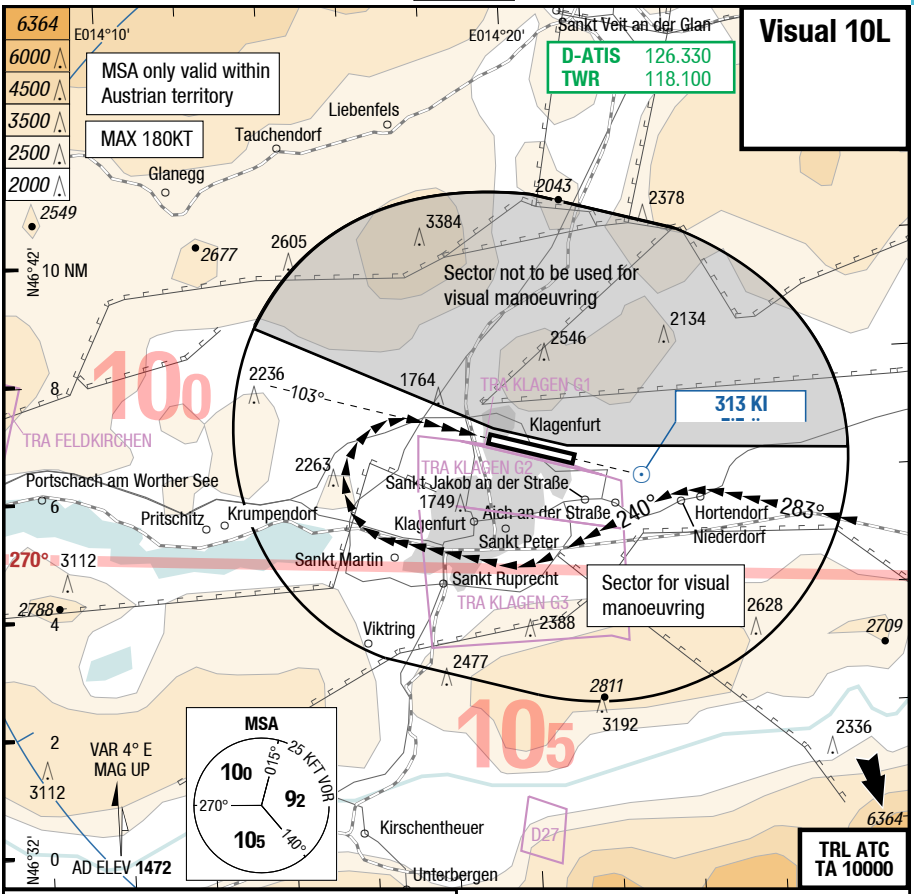
283°
at MNM **4000 LT** (MAX 230KT)
direct **KI** - 091° - at **KFT** NDB
LT direct **KI** -
climb **8000**
accelerate after completion
of the missed APCH turn



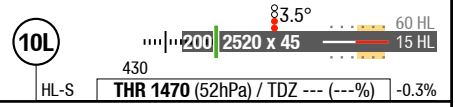
GS	120	140	160
7.5 RW28R	*670*	*780*	*890*
-MAPt	NA	NA	NA

28R		NDB LCTR KFT+KI					Circling
C	ft - m/km ft	960 - 3.8 **2400**					See VAC
D	ft - m/km ft	960 - 3.8 **2400**					See VAC

Changes: FREQ, OBST, SUAs



If visual contact to the airport during the circling manoeuvre is lost, climb to the MNM circling altitude and turn right to **KI**, do not overshoot QDM 103 **KI**; after **KI** follow MA-procedure as described for ILS or NDB APCH.



Landing runway: Complete a published instrument approach to RWY28R; break-off to the left not later than over **KI** and execute a circling approach to RWY10L, observing the area for visual maneuvering as indicated above.

Noise abatement procedures: Avoid overflying city Klagenfurt below **3000**ft/GND! Whenever possible, landing on RWY28R and take-off on RWY10L shall be executed!

Take-off: Due to high terrain in the vicinity of the aerodrome a careful calculation of the take-off parameters is necessary!

10L		**VISUAL** 1) 2)					**Circling**
C	ft - m/km ft	1720 - 5.0V **3190**					Not published
D	ft - m/km ft	1720 - 5.0V **3190**					Not published

1) MAX KIAS 180 and stay within 4.2 NM
2) S of RWY only

Changes: FREQ, OBST, SUAs

28R		Cat 1 DME GA 4.0% 1) LTs	Cat 1 DME GA 4.0% 1)	Cat 1 DME GA 3.0%	Cat 1 DME GA 2.5% 2)	LOC DME	
C	ft - m/km ft	200 - 400 **1650**	200 - 550 **1650**	330 - 800 **1770** 3)	550 - 1.8 **1990**	550 - 1.8 **1990**	
D	ft - m/km ft	200 - 400 **1650**	200 - 550 **1650**	370 - 1.0 **1810** 4)	560 - 1.8 **2000**	590 - 2.0 **2030**	

1) With EVS 350m, wo EVS use STD 2) With EVS 1.2km, wo EVS use STD 3) With EVS 550m, wo EVS use STD 4) With EVS 650m, wo EVS use STD

Austria **Klagenfurt**
NIL
MRC

MRC MRC

Klagenfurt Austria
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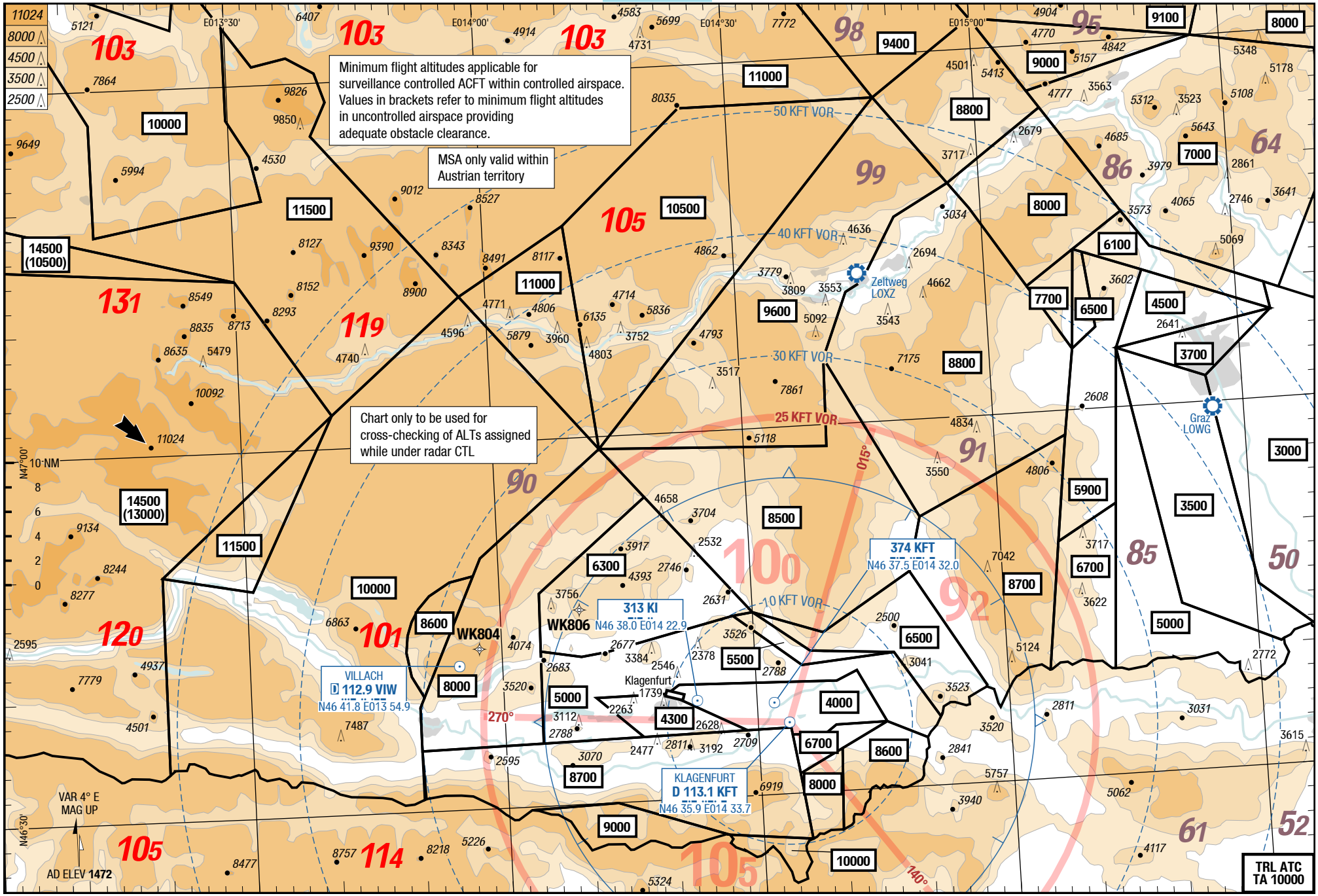

Changes: RADAR SECT, Note, OBST