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JEPPESEN

JeppView for Windows

List of pages in this Trip Kit

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JeppView for Windows

General Information

Location: KLAGENFURT AUT
ICAO/IATA: LOWK / KLU
Lat/Long: N46° 38.6', E014° 20.2'
Elevation: 1472 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: -1:00 = UTC
Magnetic Variation: 4.0° E

Fuel Types: 100 Octane (LL), Jet A-1
Repair Types: Minor Airframe, Minor Engine
Customs: Yes
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: No

Sunrise: 0531 Z
Sunset: 1603 Z

Runway Information

Runway: 10L
Length x Width: 8924 ft x 148 ft
Surface Type: bitu
TDZ-Elev: 1470 ft
Lighting: Edge, ALS, Centerline
Displaced Threshold: 656 ft

Runway: 28R
Length x Width: 8924 ft x 148 ft
Surface Type: bitu
TDZ-Elev: 1444 ft
Lighting: Edge, ALS, Centerline, TDZ

Communication Information

ATIS: 126.330
Klagenfurt Tower: 118.100
Klagenfurt Radar: 123.325

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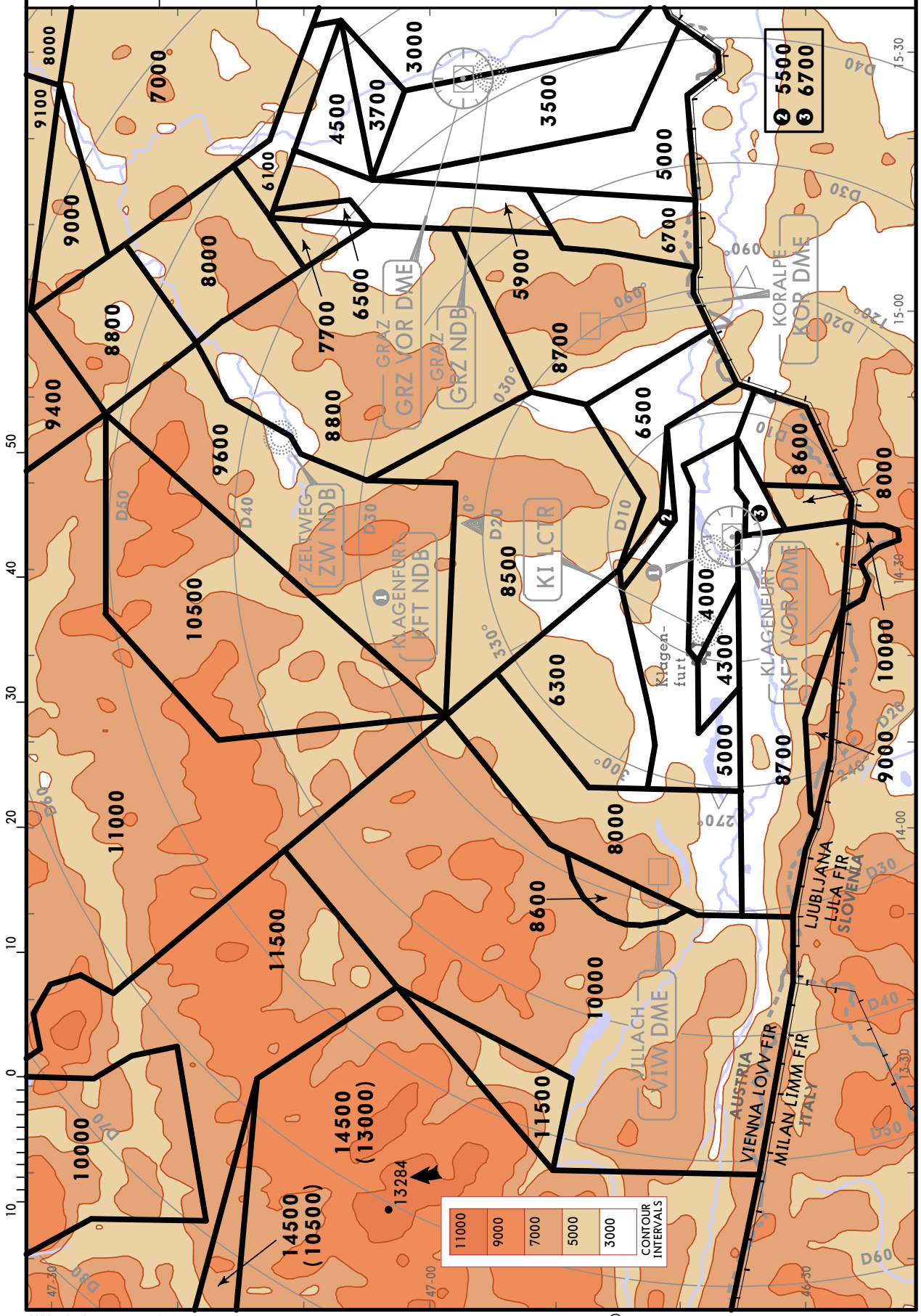
LOWK/KLU
KLAGENFURT

JEPPESEN
1 OCT 21 (10-1R) Eff 7 Oct

KLAGENFURT, AUSTRIA
RADAR MINIMUM ALTITUDES

*KLAGENFURT Radar (APP) 123.325	Apt Elev 1472′	Alt Set:hPa Trans level: By ATC Trans alt: 10000 1. Minimum altitudes applicable for RADAR controlled aircraft within controlled airspace. Values in brackets refer to minimum altitudes in uncontrolled airspace providing adequate obstacle clearance. 2. This chart may only be used for cross-checking of assigned altitudes while under RADAR control.



CHANGES: RADAR frequency.

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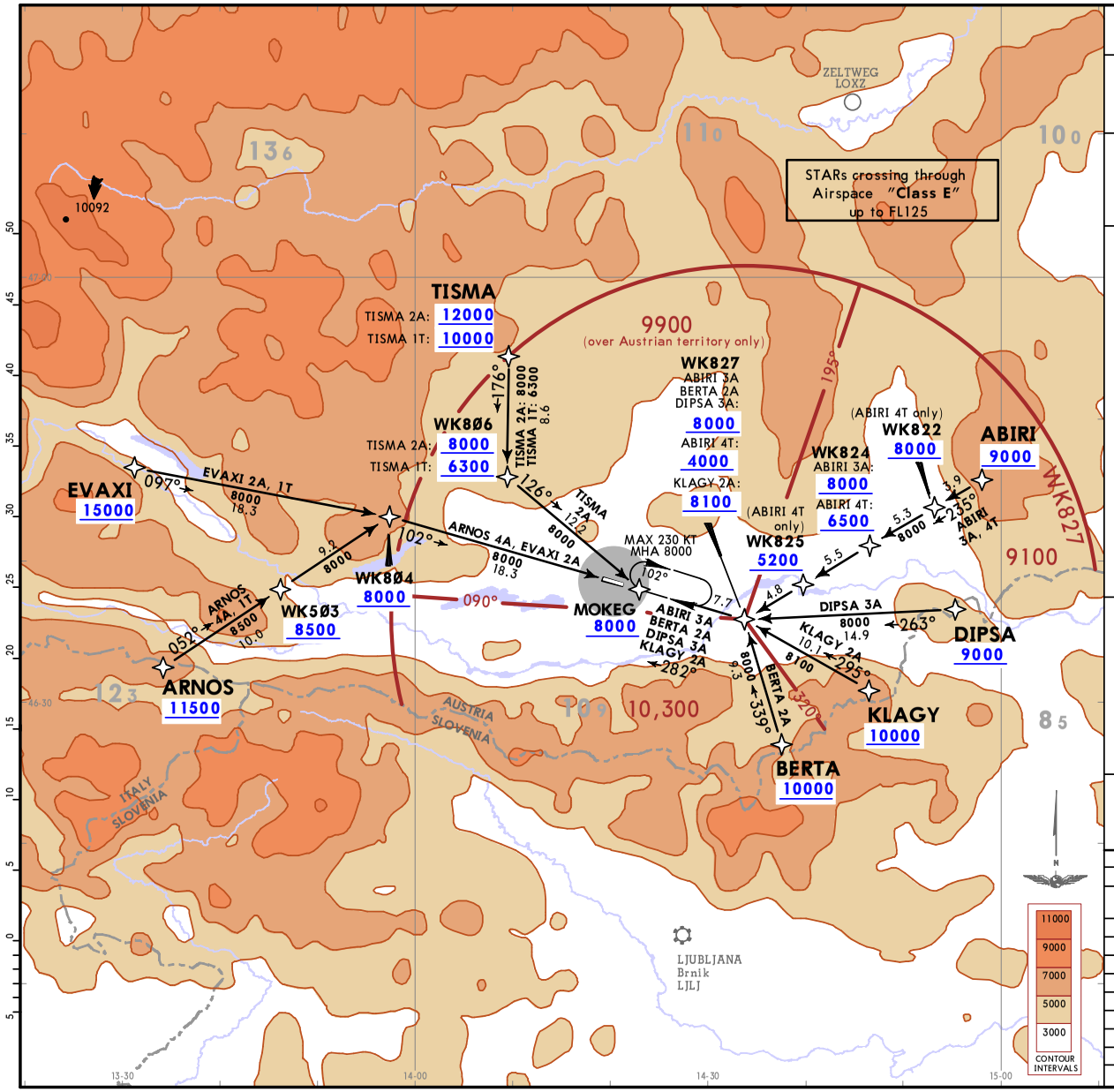
LOWK/KLU
KLAGENFURT

JEPPESEN
22 DEC 23 (10-2) Eff 28 Dec

KLAGENFURT, AUSTRIA
RNAV STAR

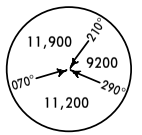


D-ATIS	Apt Elev	Alt Set: hPa
126.330	1472	Trans level: By ATC

GNSS required
RNAV 1 required
Aircraft without the required RNAV capability shall inform ATC and may expect RADAR vectors to final approach

1. EXPECT RNAV-Transition to final approach (refer to chart 10-2A).
2. Unless instructed otherwise, follow STAR and enter holding, thereafter RNAV transitions or RADAR vectoring, depending on RWY-in-use, will be provided by ATC.

ABIRI 3A [ABIR3A]
ABIRI 4T [ABIR4T]
ARNOS 4A [ARNO4A]
ARNOS 1T [ARNO1T]
BERTA 2A [BERT2A]
DIPSA 3A [DIPS3A]
EVAXI 2A [EVAX2A]
EVAXI 1T [EVAX1T]
KLAGY 2A [KLAG2A]
TISMA 2A [TISM2A]
TISMA 1T [TISM1T]
RNAV ARRIVALS
(ALL RWYS)



MSA WK804
applicable over Austrian territory only

STAR	ROUTING
ABIRI 3A	ABIRI - WK824 - WK827 - MOKEG.
ABIRI 4T	ABIRI - WK822 - WK824 - WK825 - WK827.
ARNOS 4A	ARNOS - WK5Ø3 - WK8Ø4 - MOKEG.
ARNOS 1T	ARNOS - WK5Ø3 - WK8Ø4.
BERTA 2A	BERTA - WK827 - MOKEG.
DIPSA 3A	DIPSA - WK827 - MOKEG.
EVAXI 2A	EVAXI - WK8Ø4 - MOKEG.
EVAXI 1T	EVAXI - WK8Ø4.
KLAGY 2A	KLAGY - WK827 - MOKEG.
TISMA 2A	TISMA - WK8Ø6 - MOKEG.
TISMA 1T	TISMA - WK8Ø6.

CHANGES: RNAV SID ABIRI 3T renumbered 4T & revised.

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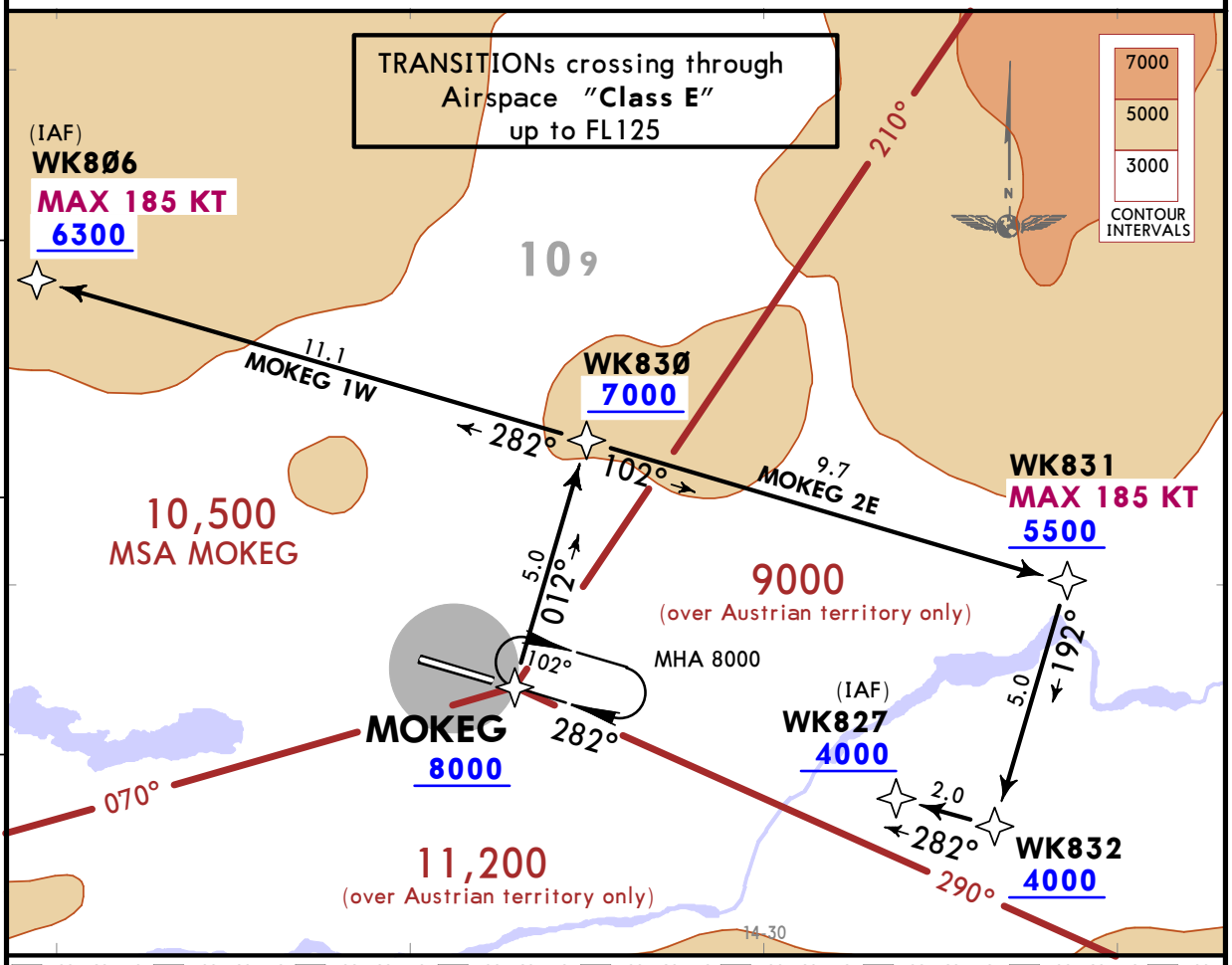
D-ATIS	Apt Elev	
126.330	1472	Alt Set: hPa Trans level: By ATC RNAV 1 required GNSS required 1. After direct clearance to a waypoint intercept and follow transition. 2. If unable to follow transition advise ATC IMMEDIATELY.

MOKEG 2E [MOK2E]
MOKEG 1W [MOK1W]
RNAV TRANSITIONS
(ALL RWYS)



LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST

Flights able to perform RNAV transition:
- If RWY in use is known:
Proceed at the last cleared level to MOKEG and enter the holding, descend to 8000, proceed according RNAV transition to the relevant IAP of the runway in use. While performing the RNAV transition, descend to the minimum descent altitudes in accordance with the vertical description of the RNAV transition, perform IAP and land on the runway in use
- If the runway in use is NOT known proceed according WX forecast or actual WX report:
In case of calm winds or winds from WEST, SOUTH, SOUTHWEST, NORTH and NORTHWEST, proceed at the last cleared level to MOKEG and enter the holding, descend to 8000, proceed according RNAV transition to the relevant IAP of RWY 28. While performing the RNAV transition, descend to the minimum descent altitudes 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 the last cleared level to MOKEG and enter the holding, descend to 8000, proceed according RNAV transition to the relevant IAP of RWY 10. While performing the RNAV transition, descend to the minimum descent altitudes in accordance with the vertical description of the RNAV transition, perform IAP to RWY 10 and land on RWY 10L.

Flights unable to perform RNAV transition:
Proceed at the last cleared level to 374 KFT NDB and enter the holding, descend to 8500, perform IAP (NDB RWY 28R) and land on RWY 28R. If wind conditions do require, perform a circling approach to RWY 10L and land on RWY 10L.

LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS

TRANSITION	RWY	ROUTING
MOKEG 2E	28R	MOKEG - WK83Ø - WK831 - WK832 - WK827.
MOKEG 1W	10L	MOKEG - WK83Ø - WK8Ø6.

CHANGES: None.

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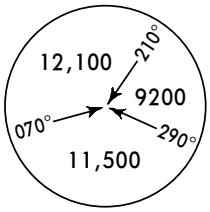
*KLAGENFURT Radar (APP)
123.325

Apt Elev
1472

Trans alt: 10000

RNAV 1 approval required
GNSS required

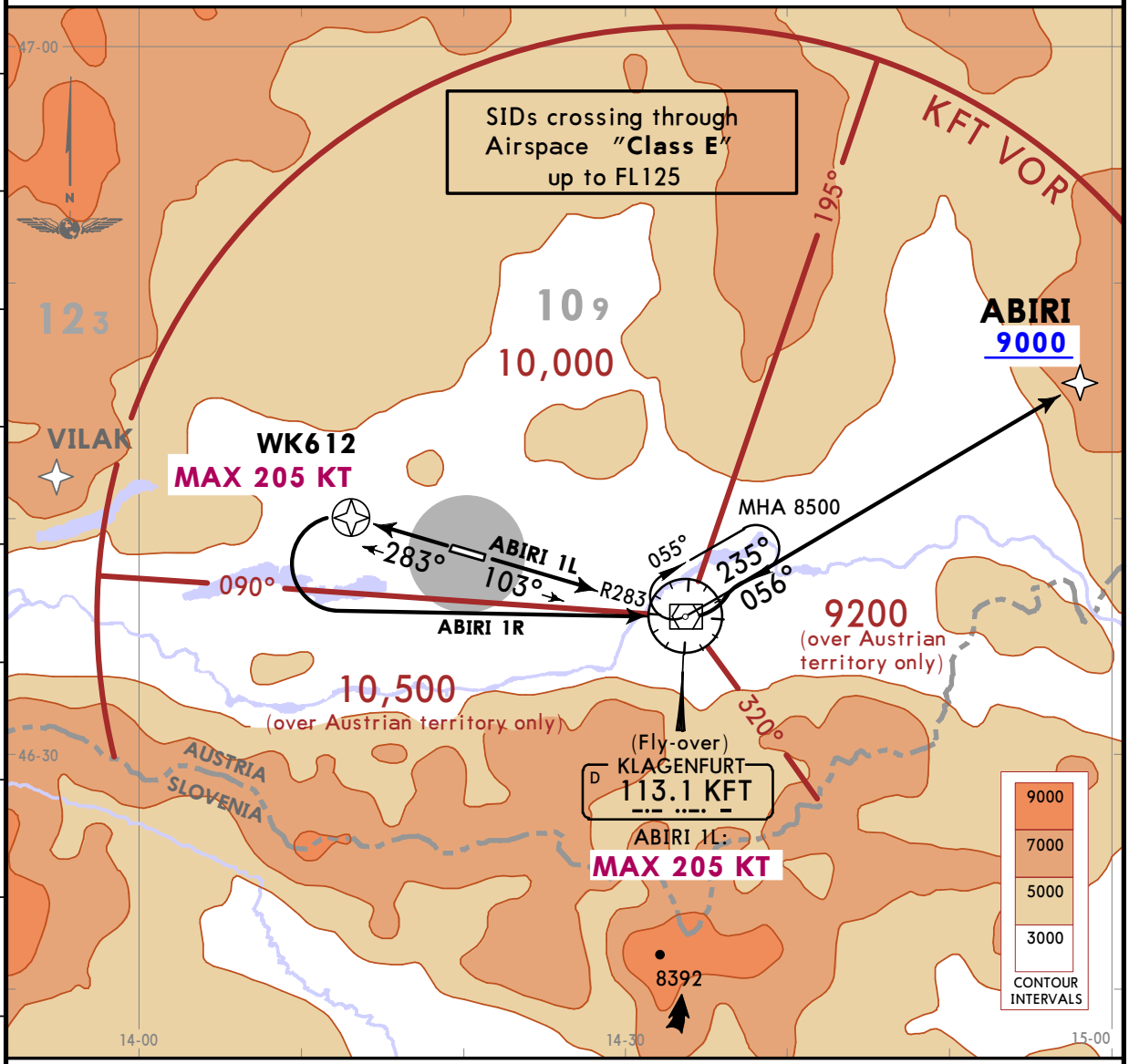
1. Contact KLAGENFURT Radar when advised by Tower.
2. Due to mountainous terrain in the vicinity of airport and along departure track it is absolutely necessary to observe the required climb gradients. If RADAR vectoring is provided the climb gradient of the cleared SID shall be continued.
3. For noise abatement reasons aircraft should use RWY 10L whenever possible.
4. To expedite traffic, ATC may request acft to start the initial turn with visual reference to terrain when passing 3000. In this case terrain clearance has to be assured by the pilot until passing 6500.



MSA VILAK
applicable over Austrian territory only

ABIRI 1L [ABIR1L], ABIRI 1R [ABIR1R]
RNAV DEPARTURES (ALL RWYS)

SPEED: MAX 250 KT UP TO 10000



These SIDs require minimum climb gradients of
ABIRI 1L: 335 per NM (5.5%).
ABIRI 1R: 345 per NM (5.6%) up to 3000.

Gnd speed-KT	75	100	150	200	250	300
335 per NM	419	558	838	1117	1396	1675
345 per NM	431	575	863	1150	1438	1725

If unable to comply, use KFT SIDs.

Initial climb clearance **By ATC**

Execute initial turns with MAX 205 KT and a bank angle of at least 20°.

SID	RWY	ROUTING
ABIRI 1L	**10L**	Climb on 103° track to KFT - ABIRI.
ABIRI 1R	**28R**	Climb on 283° track to WK612 - KFT - ABIRI.

CHANGES: Holding over KFT revised.

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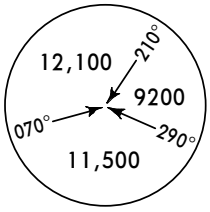
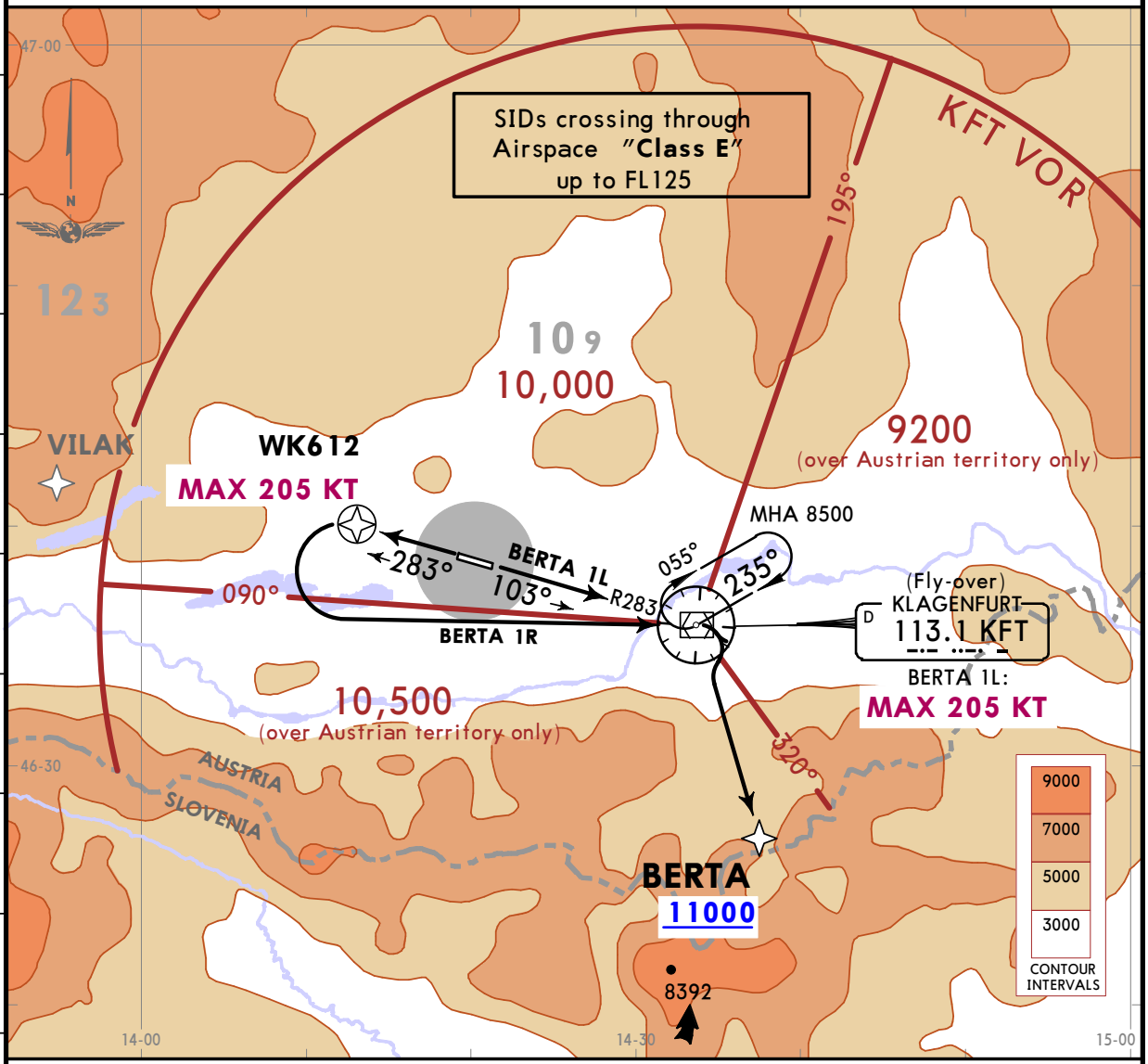
*KLAGENFURT Radar (APP) 123.325	Trans alt: 10000 RNAV 1 approval required GNSS required 1. Contact KLAGENFURT Radar when advised by Tower. 2. Due to mountainous terrain in the vicinity of airport and along departure track it is absolutely necessary to observe the required climb gradients. If RADAR vectoring is provided the climb gradient of the cleared SID shall be continued. 3. For noise abatement reasons aircraft should use RWY 10L whenever possible. 4. To expedite traffic, ATC may request acft to start the initial turn with visual reference to terrain when passing 3000. In this case terrain clearance has to be assured by the pilot until passing 6500.
Apt Elev 1472	



MSA VILAK
applicable over
Austrian territory only

BERTA 1L [BERT1L], BERTA 1R [BERT1R]
RNAV DEPARTURES (ALL RWYS)

SPEED: MAX 250 KT UP TO 10000



These SIDs require minimum climb gradients of
BERTA 1L: 520 per NM (8.5%).
BERTA 1R: 345 per NM (5.6%) up to 3000, then 275 per NM (4.5%).

Gnd speed-KT	75	100	150	200	250	300
275 per NM	344	458	688	917	1146	1375
345 per NM	431	575	863	1150	1438	1725
520 per NM	650	867	1300	1733	2167	2600

If unable to comply, use KFT SIDs.

Initial climb clearance **By ATC**

Execute initial turns with MAX 205 KT and a bank angle of at least 20°.

SID	RWY	ROUTING
BERTA 1L	**10L**	Climb on 103° track to KFT - BERTA.
BERTA 1R	**28R**	Climb on 283° track to WK612 - KFT - BERTA.

CHANGES: Holding over KFT revised.

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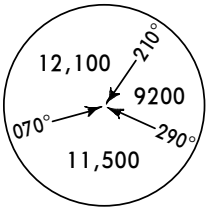
*KLAGENFURT Radar (APP)
123.325

Apt Elev
1472

Trans alt: 10000

RNAV 1 approval required
GNSS required

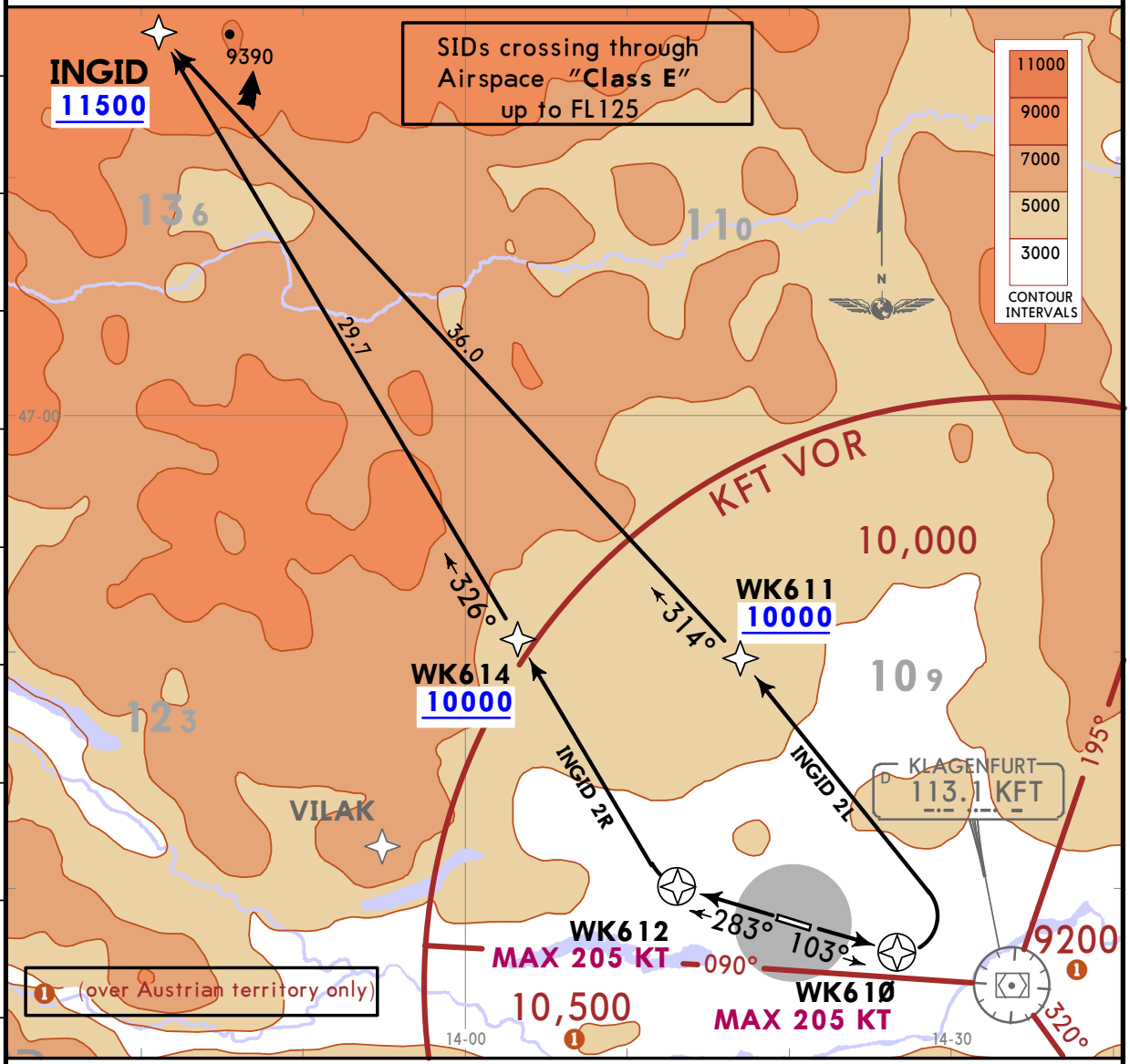
1. Contact KLAGENFURT Radar when advised by Tower.
2. Due to mountainous terrain in the vicinity of airport and along departure track it is absolutely necessary to observe the required climb gradients. If RADAR vectoring is provided the climb gradient of the cleared SID shall be continued.
3. For noise abatement reasons aircraft should use RWY 10L whenever possible.
4. To expedite traffic, ATC may request acft to start the initial turn with visual reference to terrain when passing 3000. In this case terrain clearance has to be assured by the pilot until passing 6500.



MSA VILAK
applicable over
Austrian territory only

INGID 2L [INGI2L], INGID 2R [INGI2R]
RNAV DEPARTURES (ALL RWYS)

SPEED: MAX 250 KT UP TO 10000



These SIDs require minimum climb gradients of
INGID 2L: 395 per NM (6.5%) up to 10000.
INGID 2R: 500 per NM (8.2%) up to 10000.

Gnd speed-KT	75	100	150	200	250	300
395 per NM	494	658	988	1317	1646	1975
500 per NM	625	833	1250	1667	2083	2500

If unable to comply, use KFT SIDs.

Initial climb clearance **By ATC**

Execute initial turns with MAX 205 KT and a bank angle of at least 20°.

SID	RWY	ROUTING
INGID 2L	**10L**	Climb on 103° track to WK61Ø - WK611 - INGID.
INGID 2R	**28R**	Climb on 283° track to WK612 - WK614 - INGID.

CHANGES: None.

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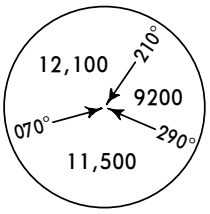
*KLAGENFURT Radar (APP)
123.325

Apt Elev
1472

Trans alt: 10000

RNAV 1 approval required
GNSS required

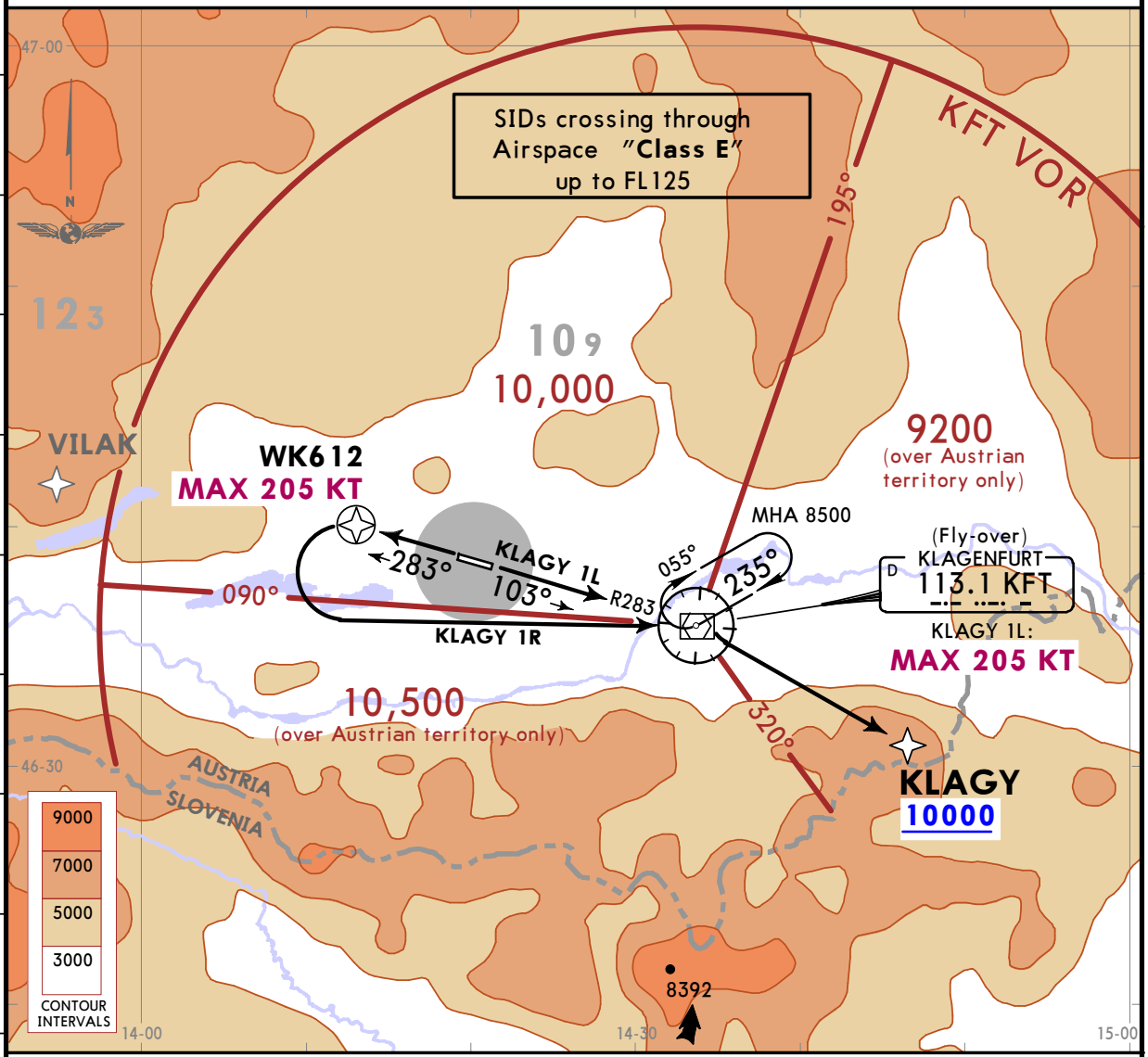
1. Contact KLAGENFURT Radar when advised by Tower.
2. Due to mountainous terrain in the vicinity of airport and along departure track it is absolutely necessary to observe the required climb gradients. If RADAR vectoring is provided the climb gradient of the cleared SID shall be continued.
3. For noise abatement reasons aircraft should use RWY 10L whenever possible.
4. To expedite traffic, ATC may request acft to start the initial turn with visual reference to terrain when passing 3000. In this case terrain clearance has to be assured by the pilot until passing 6500.



MSA VILAK
applicable over
Austrian territory only

KLAGY 1L [KLAG1L], KLAGY 1R [KLAG1R]
RNAV DEPARTURES (ALL RWYS)

SPEED: MAX 250 KT UP TO 10000



These SIDs require minimum climb gradients of
KLAGY 1L: 450 per NM (7.4%).
KLAGY 1R: 345 per NM (5.6%) up to 3000, then 235 per NM (3.9%).

Gnd speed-KT	75	100	150	200	250	300
235 per NM	294	392	588	783	979	1175
345 per NM	431	575	863	1150	1438	1725
450 per NM	563	750	1125	1500	1875	2250

If unable to comply, use KFT SIDs.

Initial climb clearance **By ATC**

Execute initial turns with MAX 205 KT and a bank angle of at least 20°.

SID	RWY	ROUTING
KLAGY 1L	**10L**	Climb on 103° track to KFT - KLAGY.
KLAGY 1R	**28R**	Climb on 283° track to WK612 - KFT - KLAGY.

CHANGES: Holding over KFT revised.

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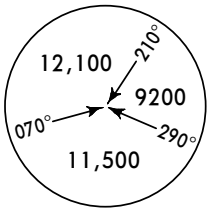
*KLAGENFURT Radar (APP)
123.325

Apt Elev
1472

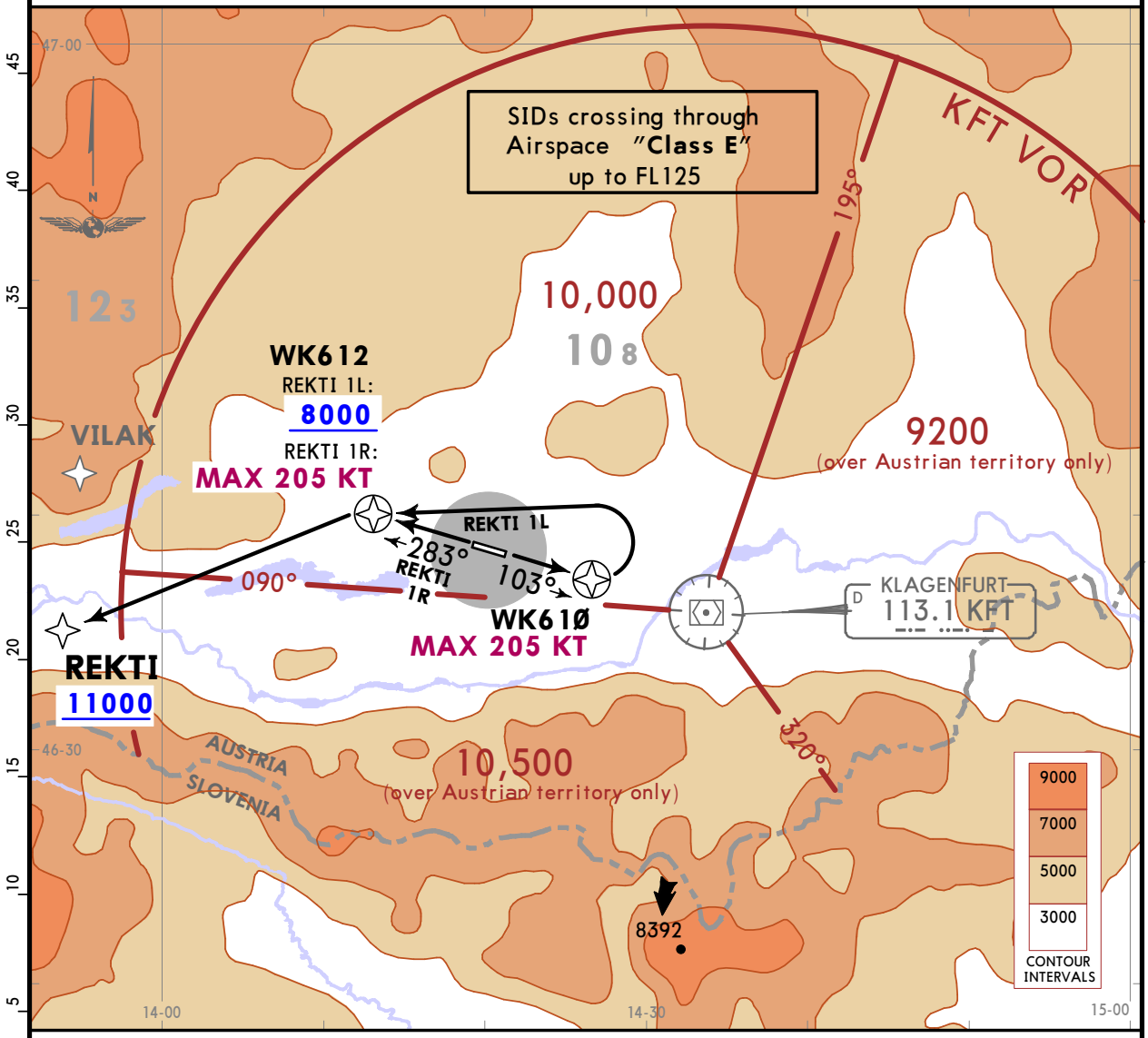
Trans alt: 10000
1. RNAV 1 approval required.
2. GNSS required.
3. Contact KLAGENFURT Radar when advised by Tower.
4. Due to mountainous terrain in the vicinity of airport and along departure track it is absolutely necessary to observe the required climb gradients. If RADAR vectoring is provided the climb gradient of the cleared SID shall be continued.
5. For noise abatement reasons aircraft should use RWY 10L whenever possible.
6. To expedite traffic, ATC may request acft to start the initial turn with visual reference to terrain when passing 3000. In this case terrain clearance has to be assured by the pilot until passing 6500.



MSA VILAK
applicable over
Austrian territory only

REKTI 1L [RETI1L], REKTI 1R [REKT1R]
RNAV DEPARTURES

SPEED: MAX 250 KT UP TO 10000



These SIDs require minimum climb gradients of
REKTI 1L: 395 per NM (6.5%) up to 3000, then 305 per NM (5.0%).
REKTI 1R: 515 per NM (8.4%).

Gnd speed-KT	75	100	150	200	250	300
305 per NM	381	508	763	1017	1271	1525
395 per NM	494	658	988	1317	1646	1975
515 per NM	644	858	1288	1717	2146	2575

If unable to comply, use KFT SIDs.

Initial climb clearance **By ATC**

Execute initial turns with MAX 205 KT and a bank angle of at least 20°.

SID	RWY	ROUTING
REKTI 1L	**10L**	Climb on 103° track to WK61Ø - WK612 - REKTI.
REKTI 1R	**28R**	Climb on 283° track to WK612 - REKTI.

CHANGES: RADAR frequency.

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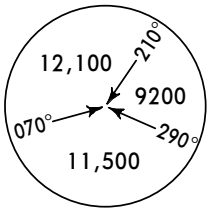
*KLAGENFURT Radar (APP)
123.325

Apt Elev
1472

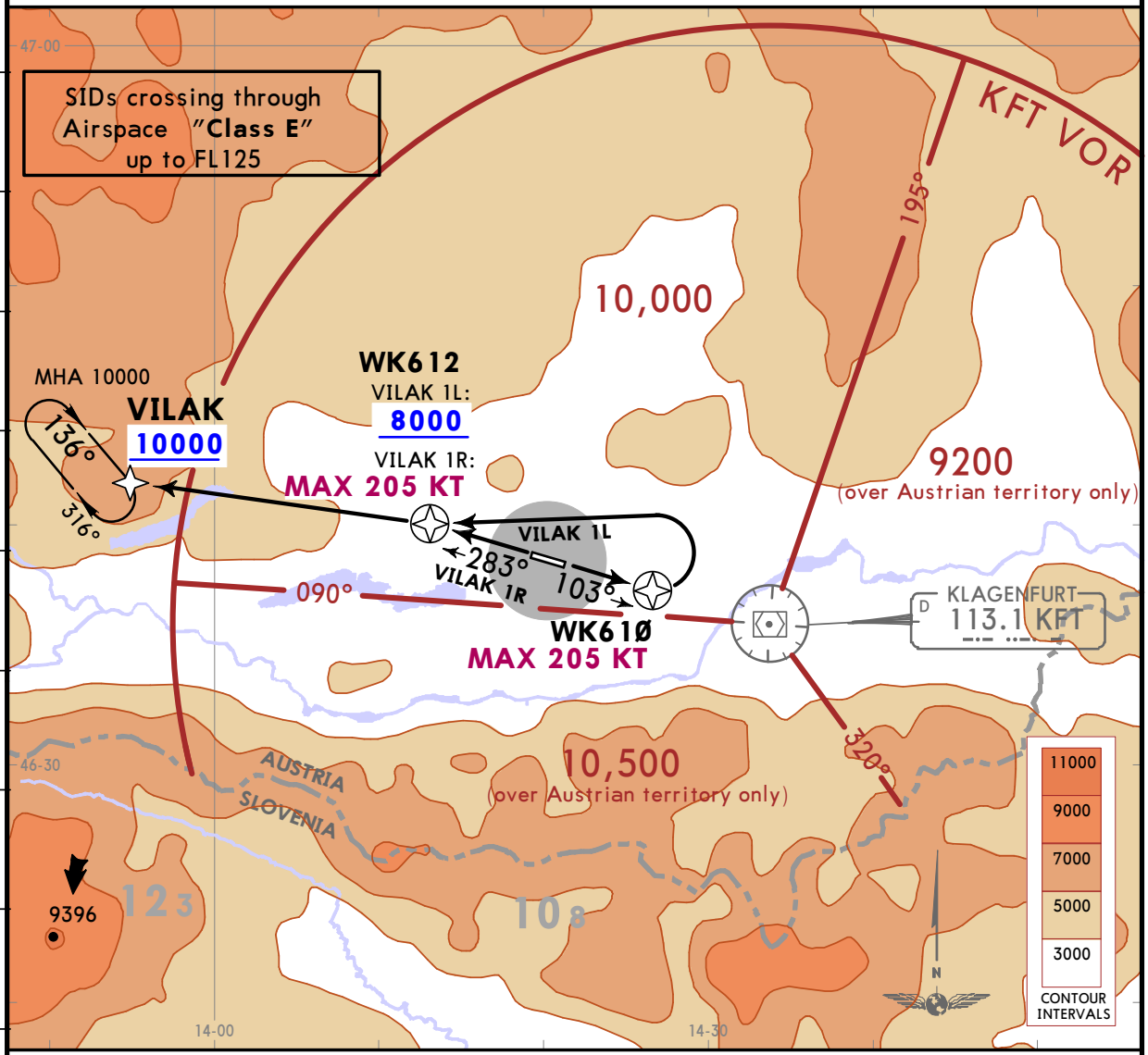
Trans alt: 10000
1. RNAV 1 approval required.
2. GNSS required.
3. Contact KLAGENFURT Radar when advised by Tower.
4. Due to mountainous terrain in the vicinity of airport and along departure track it is absolutely necessary to observe the required climb gradients. If RADAR vectoring is provided the climb gradient of the cleared SID shall be continued.
5. For noise abatement reasons aircraft should use RWY 10L whenever possible.
6. To expedite traffic, ATC may request acft to start the initial turn with visual reference to terrain when passing 3000. In this case terrain clearance has to be assured by the pilot until passing 6500.



MSA VILAK
applicable over
Austrian territory only

VILAK 1L [VILA1L], VILAK 1R [VILA1R]
RNAV DEPARTURES

SPEED: MAX 250 KT UP TO 10000



These SIDs require minimum climb gradients of
VILAK 1L: 395 per NM (6.5%) up to 3000, then 305 per NM (5.0%).
VILAK 1R: 500 per NM (8.2%).

Gnd speed-KT	75	100	150	200	250	300
305 per NM	381	508	763	1017	1271	1525
395 per NM	494	658	988	1317	1646	1975
500 per NM	625	833	1250	1667	2083	2500

If unable to comply, use KFT SIDs.

Initial climb clearance By ATC

Execute initial turns with MAX 205 KT and a bank angle of at least 20°.

SID	RWY	ROUTING
VILAK 1L	**10L**	Climb on 103° track to WK61Ø - WK612 - VILAK.
VILAK 1R	**28R**	Climb on 283° track to WK612 - VILAK.

CHANGES: RADAR frequency.

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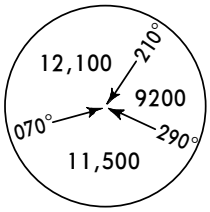
*KLAGENFURT Radar (APP) 123.325	Trans alt: 10000 1. Contact KLAGENFURT Radar when advised by Tower. 2. Due to mountainous terrain in the vicinity of airport and along departure track it is absolutely necessary to observe the required climb gradients. If RADAR vectoring is provided the climb gradient of the cleared SID shall be continued. 3. For noise abatement reasons aircraft should use RWY 10L whenever possible. 4. To expedite traffic, ATC may request acft to start the initial turn with visual reference to terrain when passing 3000. In this case terrain clearance has to be assured by the pilot until passing 6500.
Apt Elev 1472	

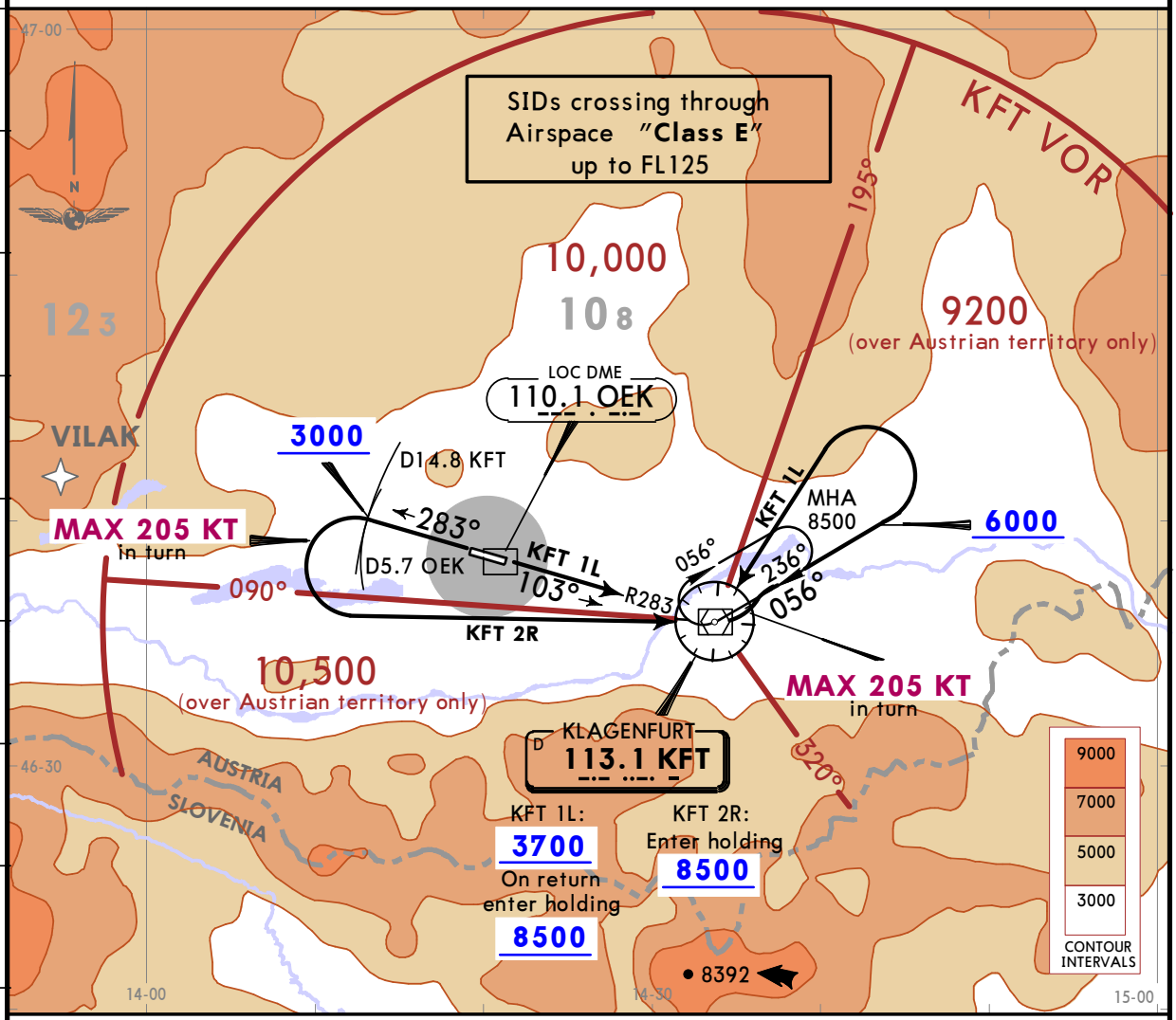


MSA VILAK
applicable over Austrian territory only

KLAGENFURT 1L (KFT 1L)
KLAGENFURT 2R (KFT 2R)
DEPARTURES

ONLY AVAILABLE FOR NON-RNAV EQUIPPED AIRCRAFT AND IFR TRAINING FLIGHTS

SPEED: MAX 250 KT UP TO 10000



These SIDs require minimum climb gradients of
KFT 1L: 245 per NM (4%) up to 8500.
KFT 2R: 335 per NM (5.5%) up to 3000, then 245 per NM (4%).

Gnd speed-KT	75	100	150	200	250	300
245 per NM	306	408	613	817	1021	1225
335 per NM	419	558	838	1117	1396	1675

Initial climb clearance **By ATC**

Execute initial turns with MAX 205 KT and a bank angle of at least 20°.

SID	RWY	ROUTING
KFT 1L	**10L**	Climb on 103° track to KFT, turn LEFT, intercept KFT R056 to 6000, turn LEFT to KFT and enter holding at or above 8500.
KFT 2R	**28R**	Climb on 283° track to D5.7 OEK/ D14.8 KFT, turn LEFT to KFT and enter holding at or above 8500.

CHANGES: RADAR frequency.

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LOWK/KLU

Apt Elev **1472′**
N46 38.6 E014 20.2

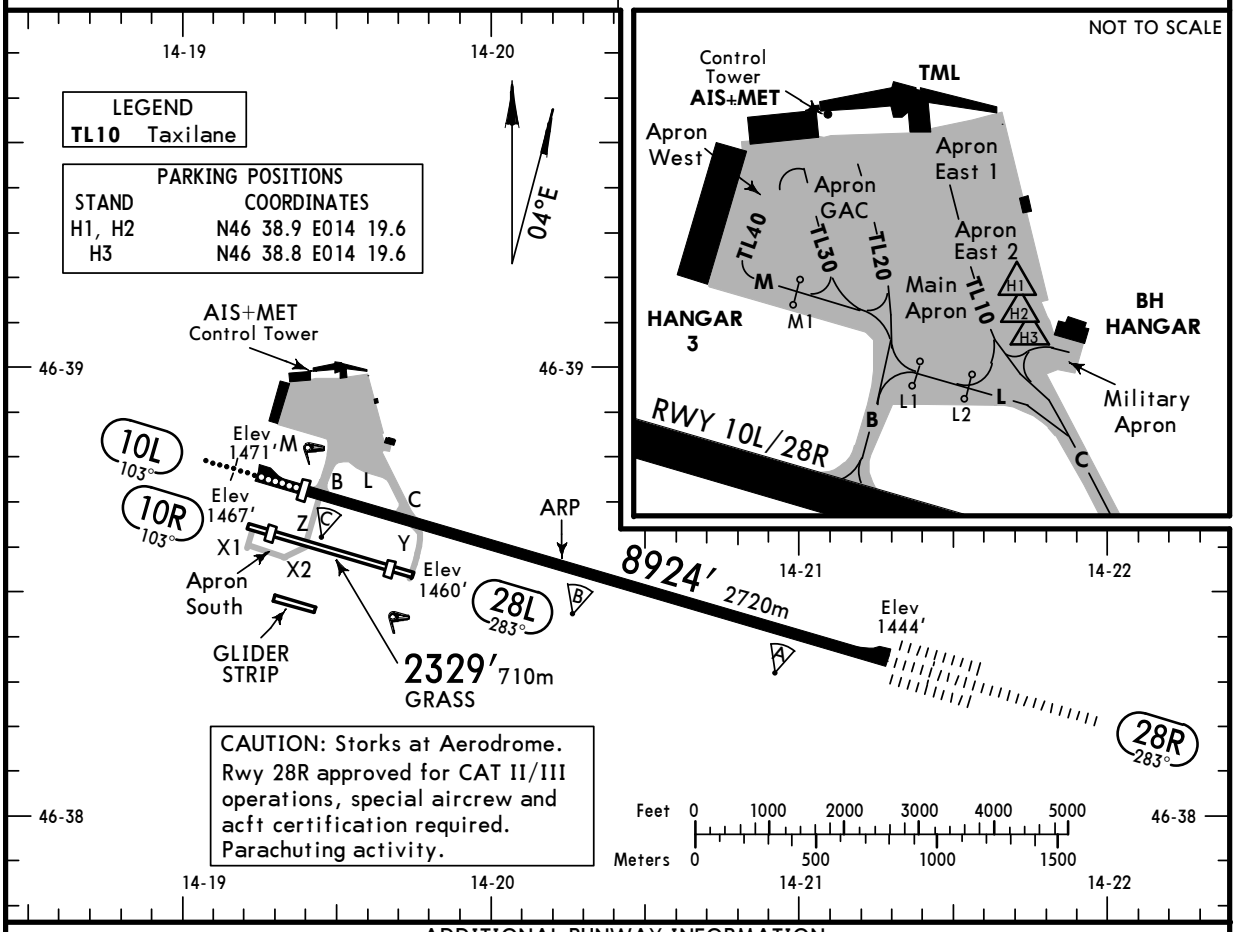
JEPPESEN
24 MAR 23 (10-9)

KLAGENFURT, AUSTRIA

KLAGENFURT

D-ATIS
126.330

*KLAGENFURT Tower
118.1



CAUTION: Storks at Aerodrome.
Rwy 28R approved for CAT II/III operations, special aircrew and acft certification required.
Parachuting activity.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND: Threshold	Glide Slope	TAKE-OFF	WIDTH
10L	HIRL (60m) CL (15m) HIALS PAPI-L (3.5°) RVR	8268′ 2520m		❶	148′ 45m
28R	HIRL (60m) CL (15m) ALSF-II TDZ PAPI-L (3.0°) RVR		7891′ 2405m		
10R		2001′ 610m			82′ 25m
28L					

❶ TAKE-OFF RUN AVAILABLE
RWY 10L:
From rwy head 8924′ (2720m)
twy B int 8071′ (2460m)
twy C int 6939′ (2115m)

PREFERENTIAL RUNWAY SYSTEM:
To minimize noise, landing on rwy 28R and take-off on rwy 10L shall be performed whenever possible.

LOW VISIBILITY PROCEDURES

Low visibility take-off is given when RVR is less than 550m.
LVP will become effective in relation to weather conditions:
LVP becomes effective when RVR for TDZ is less than 800m and/or ceiling/vertical visibility is less than 300′.
Pilots will be informed either via ATIS or RTF: "LOW VISIBILITY PROCEDURES IN OPERATION".
"RUNWAY VACATED" is to be reported by the pilot as soon as the acft has left the yellow/green colourcoded section of the exit twy.

Standard TAKE-OFF & IFR DEPARTURE PROCEDURE

	Low Visibility Take-off					
	HIRL, CL & relevant RVR	RL, CL & relevant RVR	RL & CL	Day: RL & RCLM Night: RL or CL	Day: RL or RCLM Night: RL or CL	Adequate vis ref (Day only)
A B C D	TDZ, MID, RO RVR 125m	TDZ, MID, RO RVR 150m	RVR 200m	RVR 300m	400m	500m

IFR DEPARTURE PROCEDURE

A careful calculation of the take-off parameters and the aircraft climb gradient is essential. In no case enter a holding pattern below the published minimum holding altitude.

CHANGES: Parking positions, low visibility take-off.

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LOWK/KLU
KLAGENFURT

JEPPESEN
24 MAR 23 (11-1)

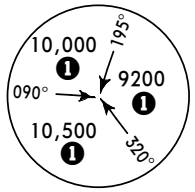
KLAGENFURT, AUSTRIA
ILS or LOC Rwy 28R

D-ATIS	*KLAGENFURT Radar (APP)	*KLAGENFURT Tower
126.330	123.325	118.1

BRIEFING STRIP TM

LOC OEK	Final Apch Crs	D7.9 OEK	ILS DA(H) Refer to Minimums	Apt Elev 1472′ Rwy 1444′
110.1	283°	4000′ (2556′)		

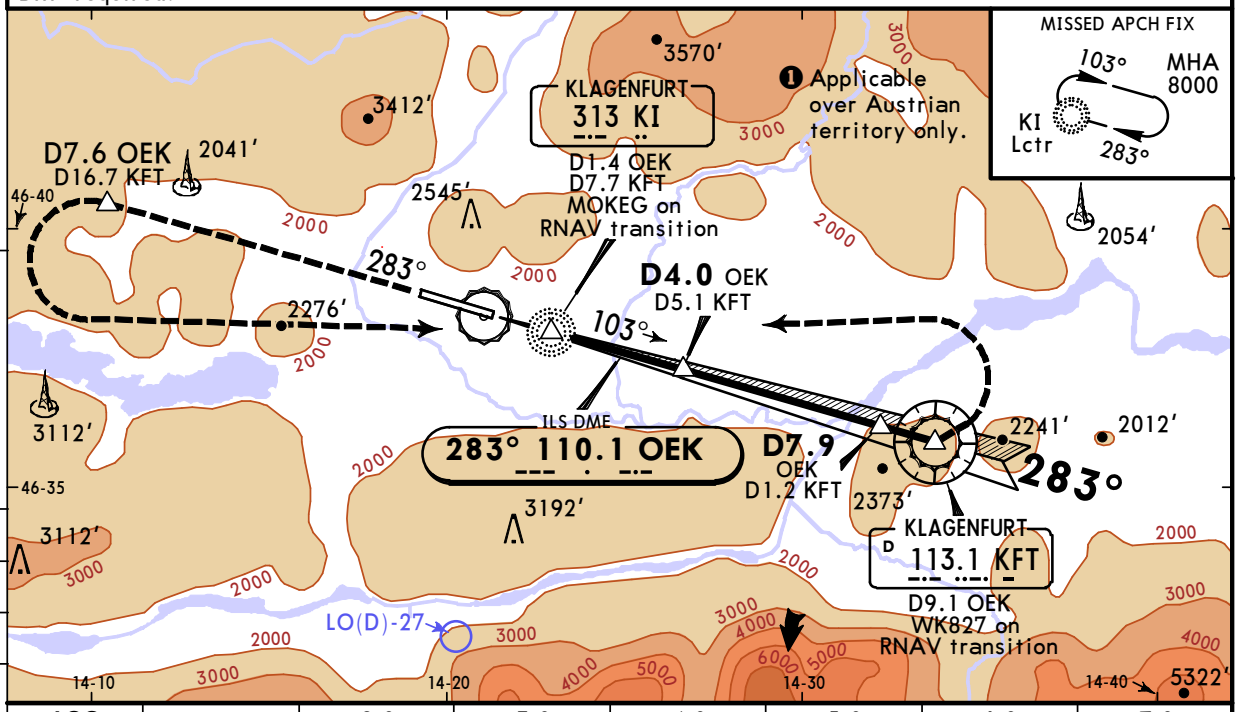
MISSED APCH: Climb on 283° to D7.6 OEK/D16.7 KFT, then turn LEFT to KI Lctr. Climb on 103° to VOR, then turn LEFT direct to KI Lctr to 8000′ and hold. Turn limited to MAX 210 KT.



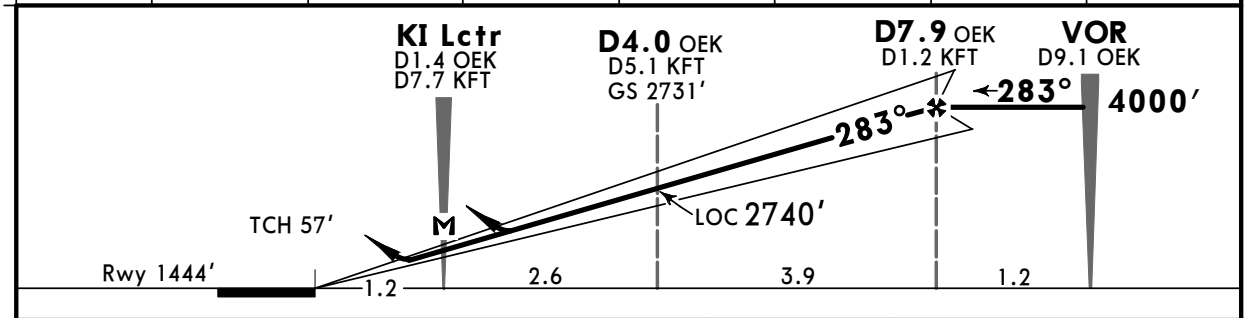
MSA
KFT VOR

Alt Set: hPa	Rwy Elev: 52 hPa	Trans level: By ATC	Trans alt: 10000′

DME required.



LOC (GS out)	OEK DME	2.0	3.0	4.0	5.0	6.0	7.0
	ALTITUDE	2080′	2410′	2730′	3060′	3390′	3720′



Gnd speed-Kts	70	90	100	120	140	160
ILS GS or LOC Descent Angle 3.00°	372	478	531	637	743	849
MAP at KI Lctr/D1.4 OEK/D7.7 KFT						

ALSF-II
PAPI
283°
D7.6 OEK

Standard STRAIGHT-IN LANDING RWY **28R**

	ILS					LOC (GS out)		CIRCLE-TO-LAND
	Missed apch climb gradient mim 4.0% DA(H) 1644′ (200′)			Missed apch climb gradient mim 2.5% DA(H) C: 1985′ (541′) 1 D: 2000′ (556′)			Missed apch climb gradient mim 2.5% CDFA ABC: 1990′ (546′) DA/MDA(H) D: 2030′ (586′)		Not authorized North of airport
	FULL	TDZ or CL out	ALS out	FULL	TDZ or CL out	ALS out		ALS out	
A	RVR 550m	RVR 550m 2	RVR 1200m	RVR 700m	RVR 700m 2	RVR 1400m	RVR 1500m		See 19-10 for CIRCLE-TO-LAND with prescribed flight tracks
B				RVR 1300m		RVR 1500m			
C				RVR 1800m		RVR 2400m	RVR 1800m	RVR 2400m	
D							RVR 2000m		

PANS OPS

1 DA(H) CAT A: 1761′(317′), CAT B: 1871′(427′).
2 RVR 750m when a Flight Director or Autopilot or HUD to DA is not used.

CHANGES: None.

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LOWK/KLU KLAGENFURT

JEPPESEN 11-1A

8 MAR 24
Eff 21 Mar

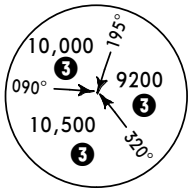
KLAGENFURT, AUSTRIA
❶ ❷ CAT II/III ILS Rwy 28R

D-ATIS	*KLAGENFURT Radar (APP)	*KLAGENFURT Tower
126.330	123.325	118.1

BRIEFING STRIP ™

LOC OEK	Final Apch Crs	D7.9 OEK	CAT II & III ILS	Apt Elev 1472′
110.1	283°	4000′ (2556′)	Refer to Minimums	Rwy 1444′

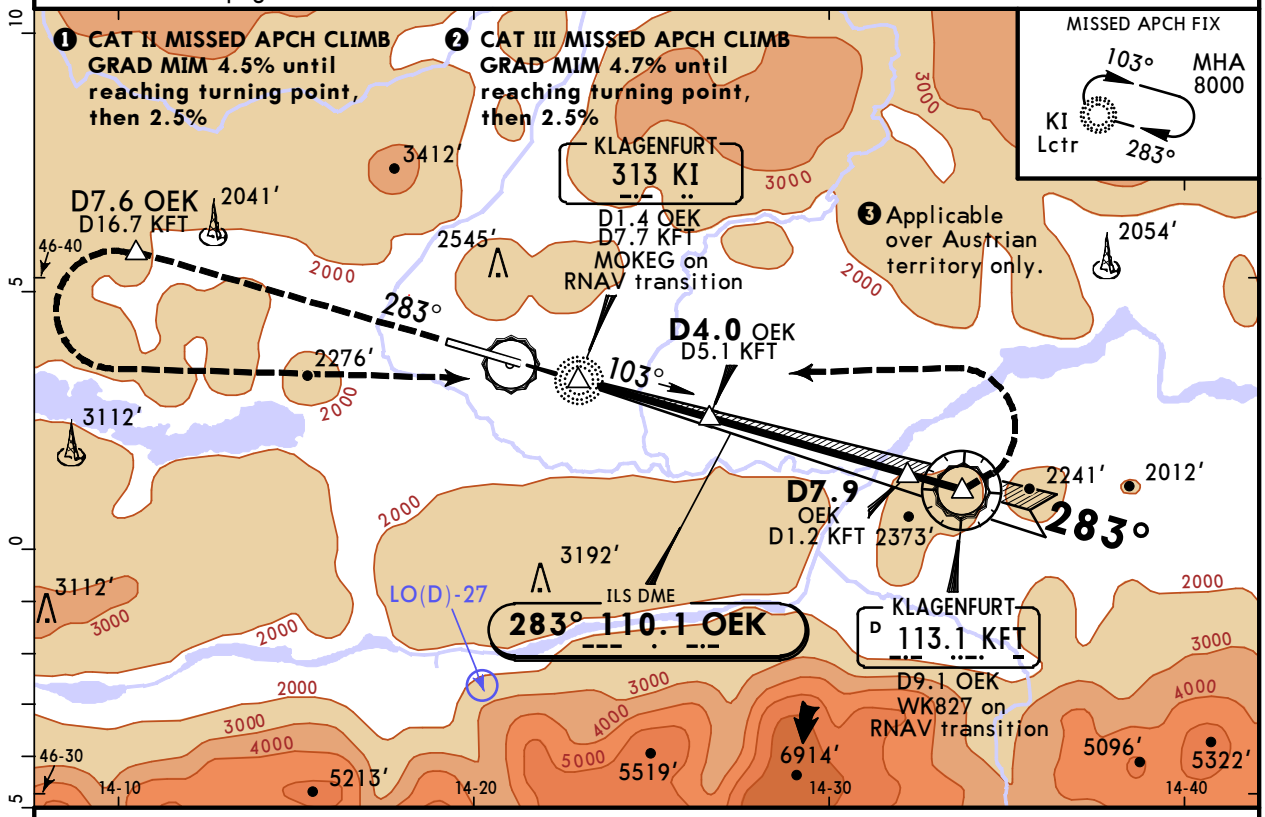
MISSED APCH: Climb on 283° to D7.6 OEK/D16.7 KFT, then turn LEFT to KI Lctr. Climb on 103° to VOR, then turn LEFT direct to KI Lctr to 8000′ and hold. Turn limited to MAX 210 KT.

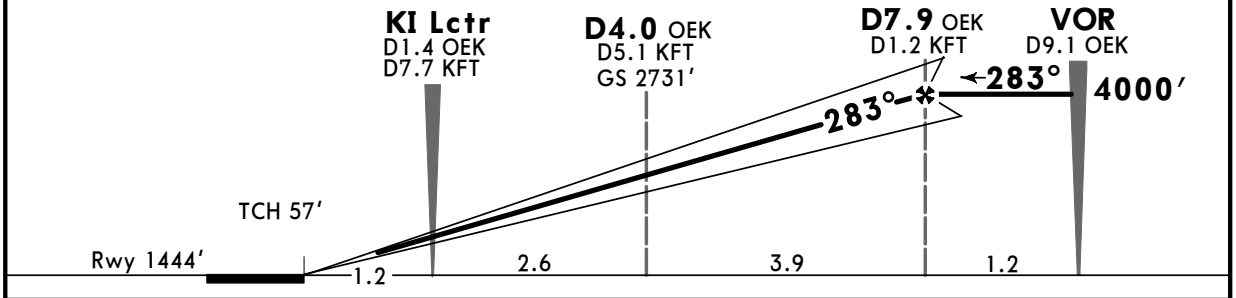


MSA
KFT VOR

Alt Set: hPa | Rwy Elev: 52 hPa | Trans level: By ATC | Trans alt: 10000′

1. DME required. 2. Special aircrew & acft certification required. For detailed information and instructions see page 11-1B.





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849

ALSF-II
PAPI PAPI

283°

D7.6 OEK

PANS OPS

Std/State STRAIGHT-IN LANDING

CAT III ILS	CAT II ILS
	RA 104′ DA(H) 1544′ (100′)
R75m	❶ R300m

MISSED APPROACH

MINIMUM CLIMB GRADIENT:
CAT III ILS:
4.7% (286′ per NM) until reaching turning point, then 2.5% (152′ per NM).
CAT II ILS:
4.5% (274′ per NM) until reaching turning point, then 2.5% (152′ per NM).

❶ CAT D requires autoland or HUDLS, otherwise: R350m.

CHANGES: ILS CAT III minimums, new minimums format.

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CAT II/III ILS PROCEDURE RWY 28R GUIDELINES

1. Purpose and Scope

As this CAT II/III ILS DME approach procedure contains a NON-ICAO STANDARD missed approach (higher than normal missed approach climb gradient), detailed familiarization of the flight crew is required. Special authorization by Austro Control GmbH is no longer necessary.
The corresponding documentation about landing mass limitations due to required performance limitations for the corresponding aircraft type need to be carried on board in a form which allows simple use.

2. Missed Approach Requirements

It is necessary to achieve the following straight climb gradients (until reaching the turning point (TP)) with respect to the applicable DH.
After the TP the standard missed approach climb gradient of 2.5% is required.

DH	Missed apch climb one engine out
50′	4.7%
100′	4.5%
120′	4.4%
140′	4.3%
160′	4.2%

The required climb gradient shall be achieved with all engines operating or one engine inoperative in approach climb configuration at the pressure altitude of 2500′ and for the actual OAT, with Anti-Ice **ON** corrections to be considered according to the applicable AFM.

CHANGES: None.

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LOWK/KLU KLAGENFURT

JEPPESEN 5 AUG 22 (12-1) Eff 11 Aug

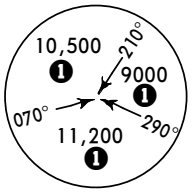
KLAGENFURT, AUSTRIA RNP Rwy 10L

BRIEFING STRIP™

D-ATIS	*KLAGENFURT Radar (APP)	*KLAGENFURT Tower
126.330	123.325	118.1

EGNOS	Final Apch Crs	WK81Ø	LPV CAT I DA(H) Refer to Minimums	Apt Elev 1472′ Rwy 1470′
Ch 95190 E10A	102°	3300′ (1830′)		

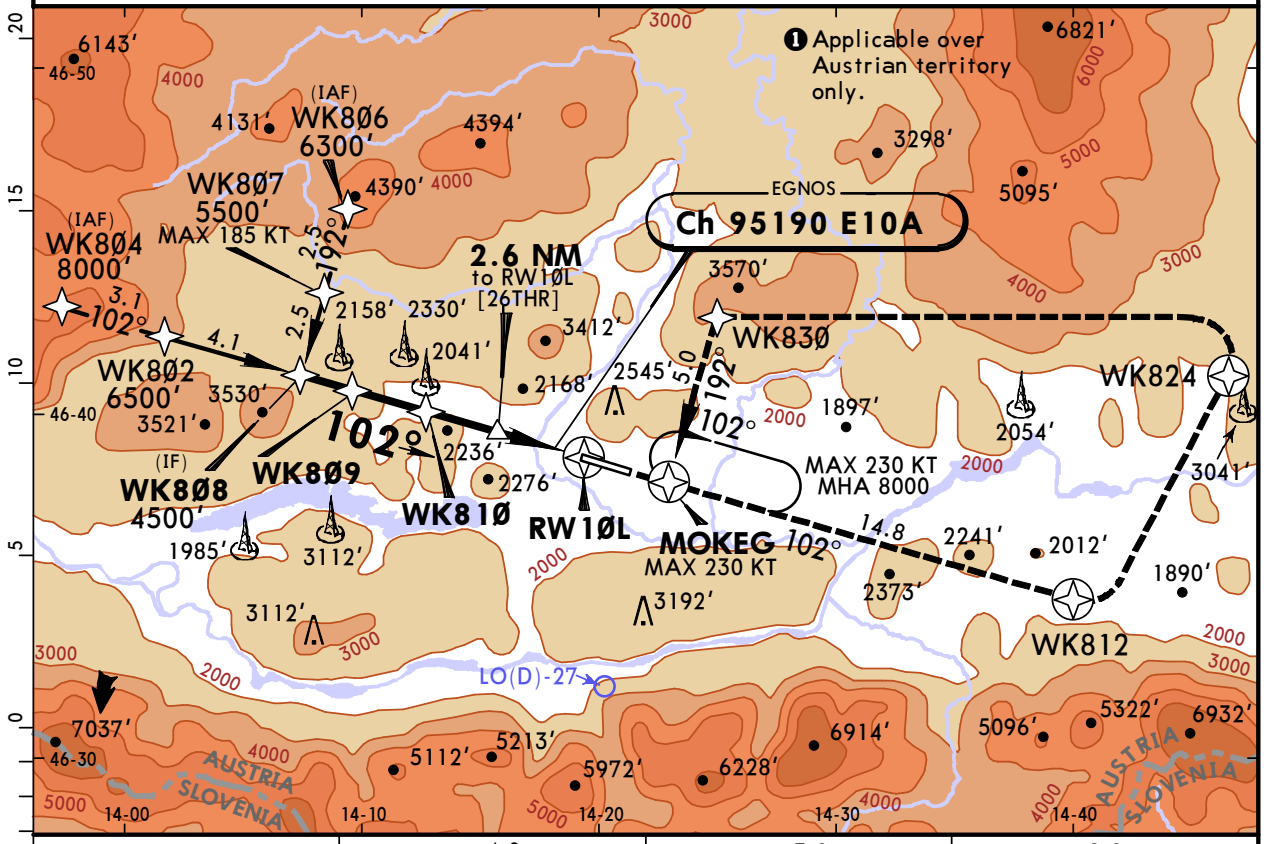
MISSED APCH: Climb STRAIGHT AHEAD to WK812, then turn LEFT (MAX 230 KT) direct to WK824, then turn LEFT (MAX 230 KT) direct to WK83Ø, then turn LEFT to MOKEG and hold. Do not enter holding below 8000′.



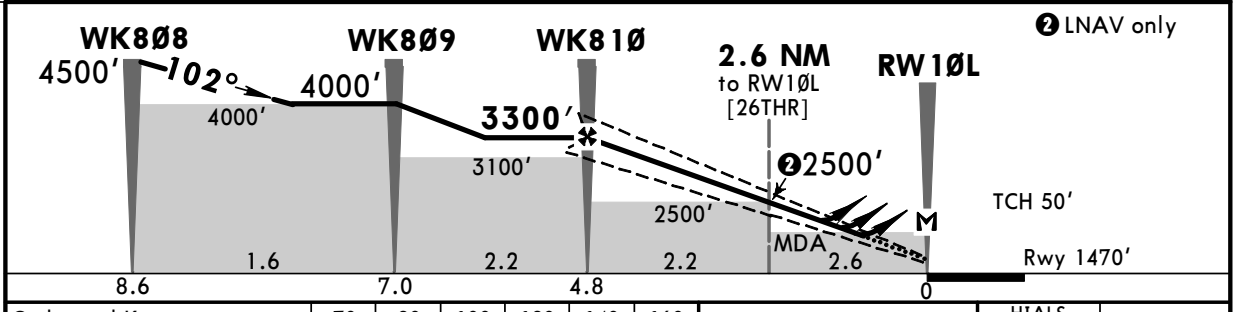
MSA
MOKEG

RNP Apch	Alt Set: hPa	Rwy Elev: 53 hPa	Trans level: By ATC	Trans alt: 10000′

For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C.
VPA exceeds 3.5° above 15°C.



DIST to RW1ØL	4.0	3.0	2.0
ALTITUDE	3010′	2630′	2260′



Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.50°	434	557	619	743	867	991
MAP at RW1ØL							

HIALS
PAPI

WK812

Standard STRAIGHT-IN LANDING RWY **10L**

	LPV CAT I	LNAV/VNAV	LNAV
DA(H)	A: **1685′** (215′) C: **1712′** (242′) B: **1701′** (231′) D: **1723′** (253′)	AB: **2188′** (718′) CD: **2220′** (750′)	CDFA DA/MDA(H) **2230′** (760′)
	ALS out	ALS out	ALS out
A	RVR 800m	RVR 1200m	RVR 1500m	RVR 1500m
B				
C		RVR 1300m	RVR 2400m	RVR 2400m
D				

PANS OPS

CHANGES: MSA, missed apch, SMA, minimums.

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LOWK/KLU
KLAGENFURT

JEPPESEN
5 AUG 22 (12-2) Eff 11 Aug

KLAGENFURT, AUSTRIA
❶ RNP Rwy 28R

D-ATIS	*KLAGENFURT Radar (APP)	*KLAGENFURT Tower
126.330	123.325	118.1

BRIEFING STRIP ™

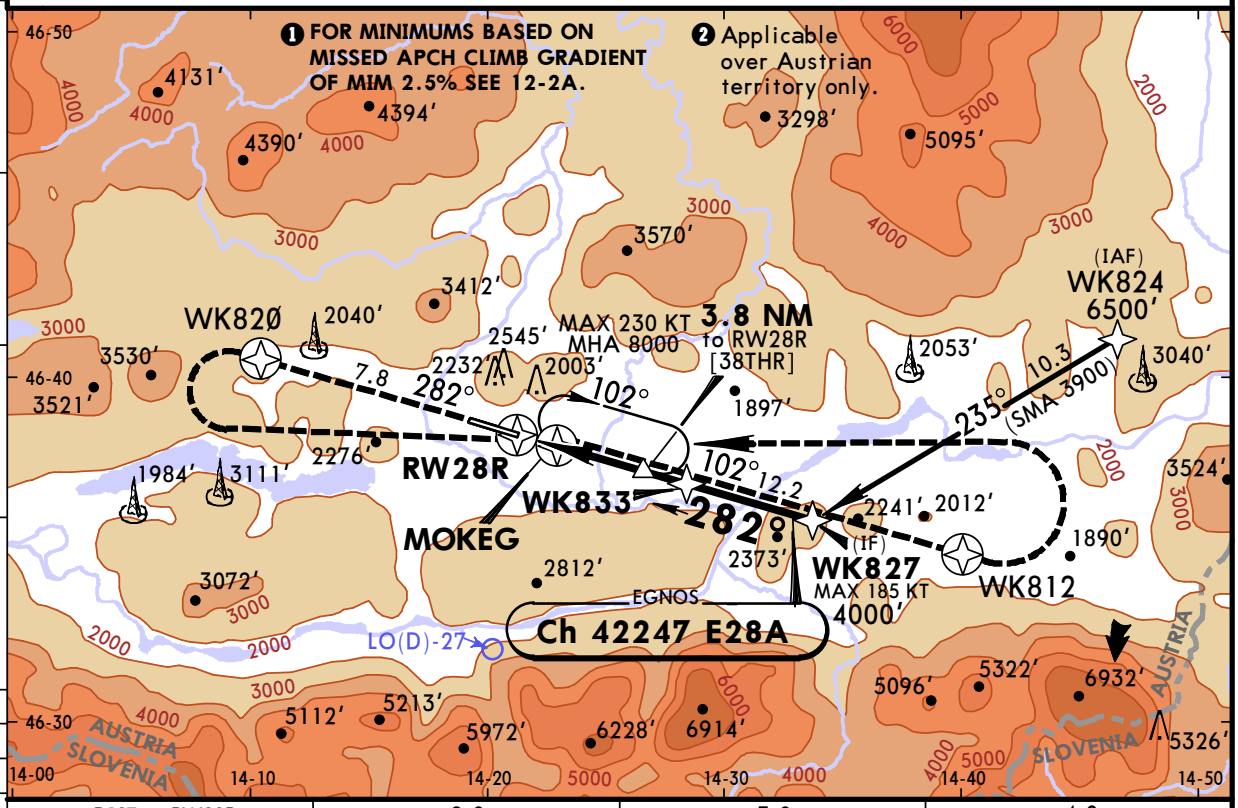
EGNOS	Final Apch Crs	WK833	LPV DA(H) Refer to Minimums	Apt Elev 1472′ Rwy 1444′
Ch 42247 E28A	282°	3100′ (1656′)		

MISSED APCH: Climb STRAIGHT AHEAD to WK82Ø, then turn LEFT direct to MOKEG, then turn RIGHT to WK812, then turn LEFT direct to MOKEG and enter holding not below 8000′. MAX 210 KT during turns.

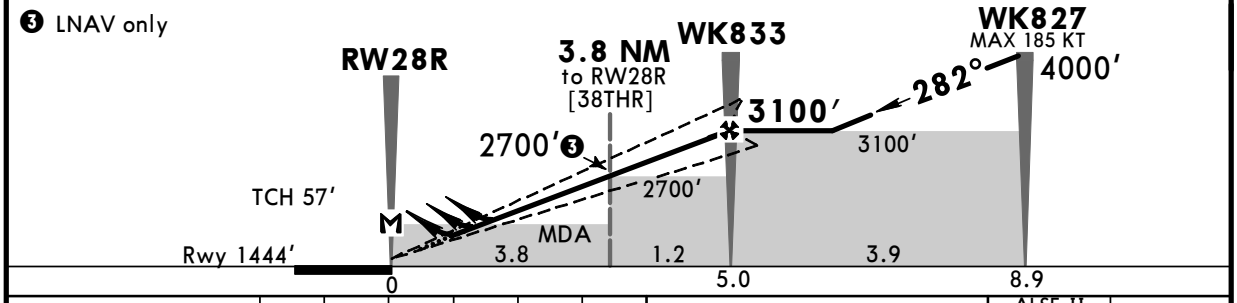
MSA WK827
9900 ❷ 195° 9100 ❷ 090° 10,300 ❷ 320°

RNP Apch	Alt Set: hPa	Rwy Elev: 52 hPa	Trans level: By ATC	Trans alt: 10000′

For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C.
VPA exceeds 3.5° above 50°C.



DIST to RW28R	2.0	3.0	4.0
ALTITUDE	2140′	2460′	2770′



Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW28R						

ALSF-II
PAPI
WK82Ø

Standard STRAIGHT-IN LANDING RWY **28R**

	LPV CAT I MACG mim 4.0% DA(H) 1644′ (200′)			LNAV/VNAV MACG mim 4.0% DA(H) A:1916′ (472′) C:1987′ (543′) B:1928′ (484′) D:2190′ (746′)		LNAV CDFA MACG mim 2.5% DA/MDA(H) 2260′ (816′)	
		TDZ or CL out	ALS out		ALS out		ALS out
A	RVR 550m	RVR 550m ❶	RVR 1200m	RVR 1500m		RVR 1500m	
B							
C				RVR 1800m	RVR 2400m	RVR 2400m	
D				RVR 2400m			

PANS OPS

❶ RVR 750m when a Flight Director or Autopilot or HUD to DA is not used.

CHANGES: MSA, final bearing, missed apch, minimums.

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RNP Rwy 28R MINIMUMS

BASED ON:

MISSED APCH CLIMB GRADIENT MIM 2.5%

Standard STRAIGHT-IN LANDING RWY **28R**
LPV CAT I

DA(H) A: **1821′** (377′) C: **2046′** (602′)
B: **2038′** (594′) D: **2057′** (613′)

		ALS out
A	RVR 1000m	RVR 1500m
B	RVR 1500m	
C	RVR 2100m	RVR 2400m
D		

MISSED APCH CLIMB GRADIENT MIM 2.5%

Standard STRAIGHT-IN LANDING RWY **28R**
LNAV/VNAV

DA(H) A: **2007′** (563′) C: **2059′** (615′)
B: **2040′** (596′) D: **2190′** (746′)

		ALS out
A	RVR 1500m	
B		
C	RVR 2100m	RVR 2400m
D	RVR 2400m	

CHANGES: Minimums.

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LOWK/KLU
KLAGENFURT

JEPPESEN
15 OCT 21 (16-1)

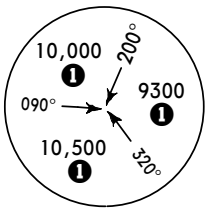
KLAGENFURT, AUSTRIA
NDB Rwy 28R

BRIEFING STRIP ™

D-ATIS	*KLAGENFURT Radar (APP)	*KLAGENFURT Tower
126.330	123.325	118.1

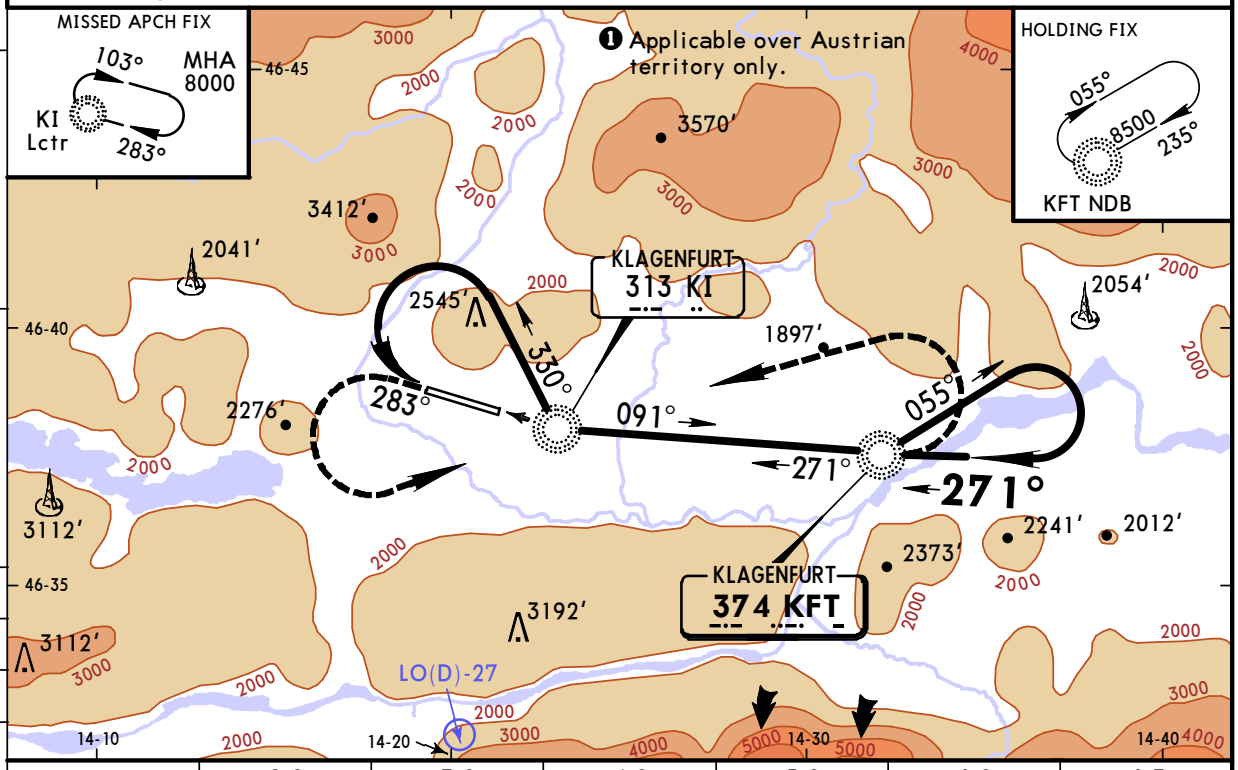
NDB KFT	Final Apch Crs	KFT NDB	DA(H)	Apt Elev 1472′
374	271°	4000′ (2556′)	2530′ (1086′)	Rwy 1444′

MISSED APCH: Climb on 283° to 4000′, then turn LEFT to KI Lctr. Continue climb on 091° to KFT NDB, then turn LEFT to KI Lctr climbing to 8000′ and hold.
Do not enter holding below 8500′.
Accelerate after completion of the missed apch turn and homing KI Lctr.
MAX 185 KT during turn.

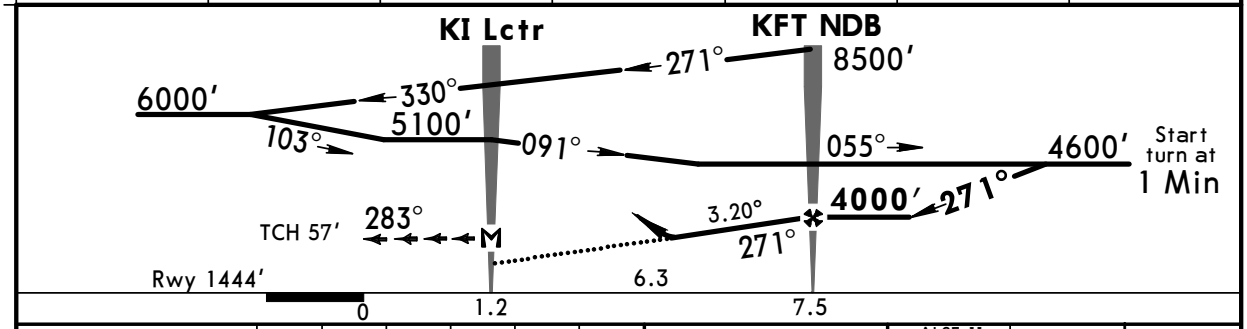


MSA KFT NDB

Alt Set: hPa | Rwy Elev: 52 hPa | Trans level: By ATC | Trans alt: 10000′
Below 8500′ procedure based on MAX 185 KT.



DIST to KI Lctr	2.0	3.0	4.0	5.0	6.0	6.3
ALTITUDE	2570′	2900′	3240′	3570′	3900′	4000′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.20°	396	510	566	679	793	906
MAP at KI Lctr							

ALSF-II
PAPI PAPI
4000′ on 283°

Standard STRAIGHT-IN LANDING RWY **28R**

DA(H) **2530′** (1086′)

ALS out

A	RVR 1500m
B	
C	RVR 4100m
D	RVR 4900m

CIRCLE-TO-LAND

Not authorized North of airport

See 19-10 for CIRCLE-TO-LAND with prescribed flight tracks

PANS OPS

CHANGES: Apch frequency.

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JEPPESEN

LOWK
KLAGENFURT

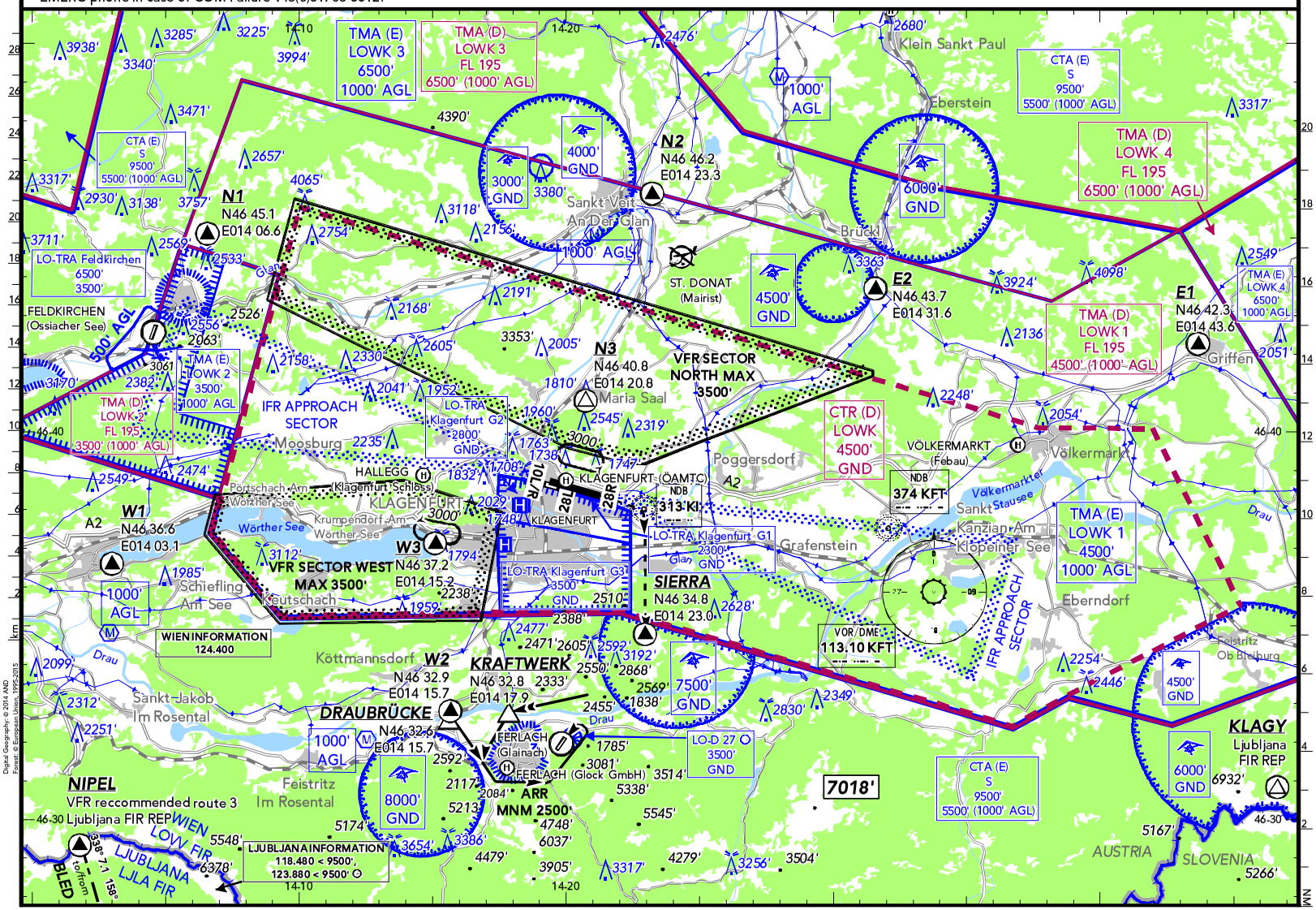
15 OCT 21 (19-1)

KLAGENFURT
AUSTRIA

BRIEFING STRIP™

LOCATION	FIS	ATIS	APPROACH	TOWER
Elev **1472'** /449m N46 38.6 E014 20.2	WIEN INFORMATION **124.400**	ATIS **126.330**	KLAGENFURT RADAR **123.325**	KLAGENFURT TOWER **118.100**(1) (ge, en)

(1) EMERG phone in case of COM Failure +43(0)51703-6812.



CHANGES: COM - Airspace - OBST.

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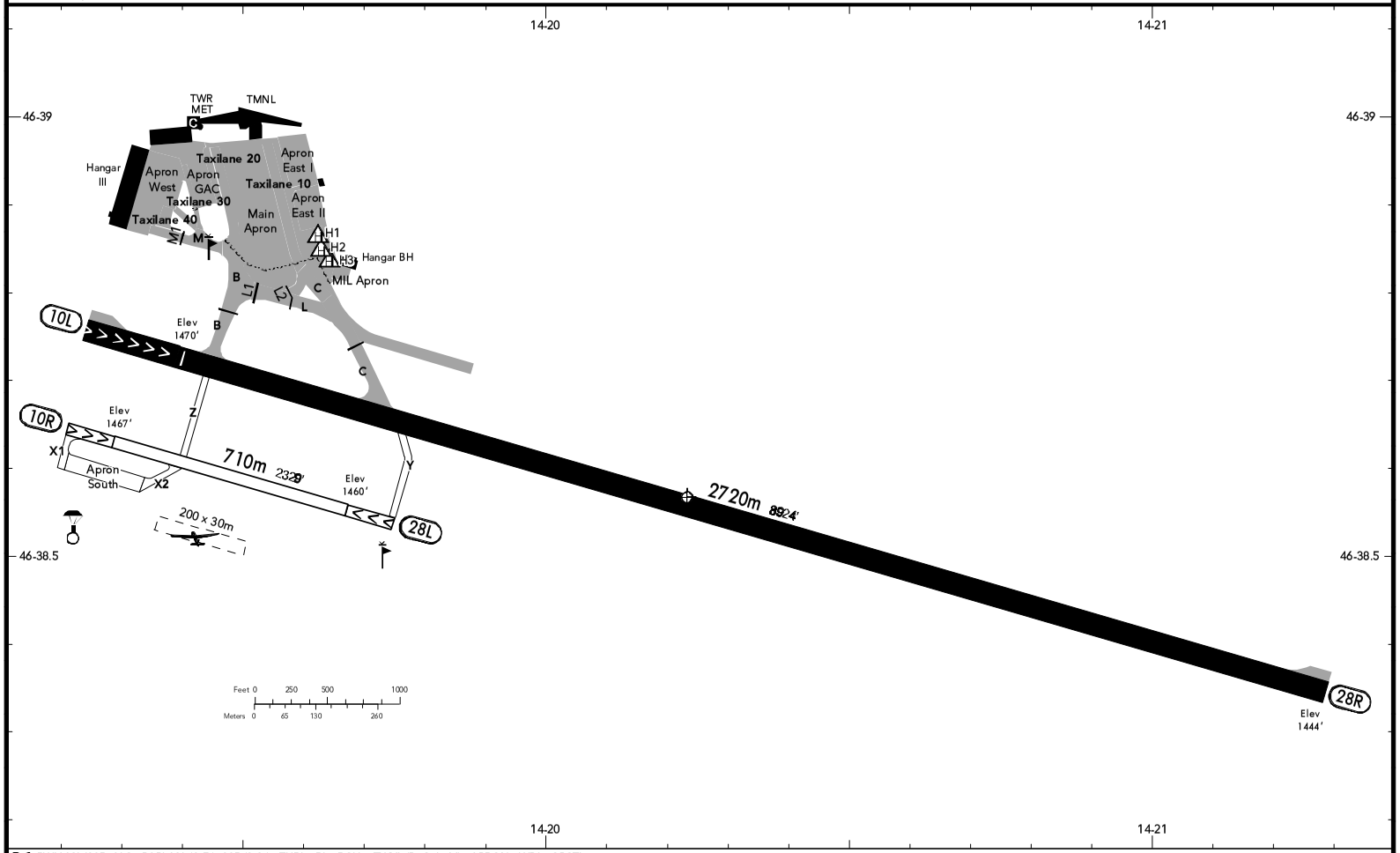
BRIEFING STRIP™

LOCATION	ATIS	TOWER	ADMITTED AIRCRAFT
Elev **1472'** /449m N46 38.6 E014 20.2	ATIS **126.330**	KLAGENFURT TOWER **118.100**(1) (ge, en)	

(1) EMERG phone in case of COM Failure +43(0)51703-6812.



RWY 10L/28R: ALS - PAPI 10L (3.5°), 28R (3.0°) - THRL - RL - RCLL - TWYL (B, C, L, M) - APRON - WDI - OBSTL.

RWY No	Dimension (m) - Surface	TORA (m)	LDA (m)	Strength	Lights
10L (102°) 28R (282°)	2720 x 45 Paved	2720	2520 2720	PCN 62/F/A/W/T	
10R (103°) 28L (283°)	710 x 25 Grass	710	650	2t AUW	---

CHANGES: RWY Surface - QFU - Buildings.

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CAUTION: Pay attention to ropeways & high-tension lines.

Birds in vicinity of AD. Especially APCH sector RWY 10L.

Outside op hr KLAGENFURT ATC contact WIEN FIC.

TRA Feldkirchen: ACT announced via ATIS LOWK.

Intersection TKOF

RWY	TWY	TORA (m)
10L	B	2405
	C	2010

Approaches

Arrival sectors 'NORTH' and 'WEST' end in the respective holding patterns. For further approach hold there if not received an approach or landing clearance previously.

Approaches from the east should be conducted via the points E1 and E2 to the VFR sector 'NORTH'.

Published MAX flight altitudes for entry VFR sectors should be kept as long as possible for noise abatement reasons.

Departures

Departures on RWY 10L and 10R via VFR route SIERRA or VFR sector NORTH shall, unless otherwise instructed by ATC, initiate right/left turn for noise abatement reasons after having passed Görtschitztal Street or 'METRO'-market.

After leaving the CTR via SIERRA, caution on hangglider and paraglider traffic in the area of 'Radsberg'.

Published MAX flight altitudes for exit VFR routes/sectors should be reached as soon as possible for noise abatement reasons.

Transit Flights

Transit flights will be cleared if traffic situation permits.

NORDO Flights

NORDO approaches may be executed only via the VFR points N2 and N3, provided a clearance has been obtained via telephone. The time of entering CTR must be indicated and must not be exceeded by more than 10 MIN; otherwise the clearance expires.

NORDO transit flights are not permitted.

Special Advice

If pilots are unable to comply with clearances or instructions (e.g. MET-Conditions, hilly terrain around the AD), ATC shall be informed immediately.

Radio COM Failure

In case of radio communication failure prior having received an entry clearance, divert to an uncontrolled AD. If unable, proceed via points N2 and N3 and hold in the holding pattern awaiting light signals.

In case of radio communication failure after having received an entry clearance, the flight shall be continued according to the clearance, awaiting light signals in the holding pattern.

NOTE: In case of radio communication failure the pilot shall squawk A 7600.

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LOWK/KLU

JEPPESEN

30 JUL 21
Eff 12 Aug

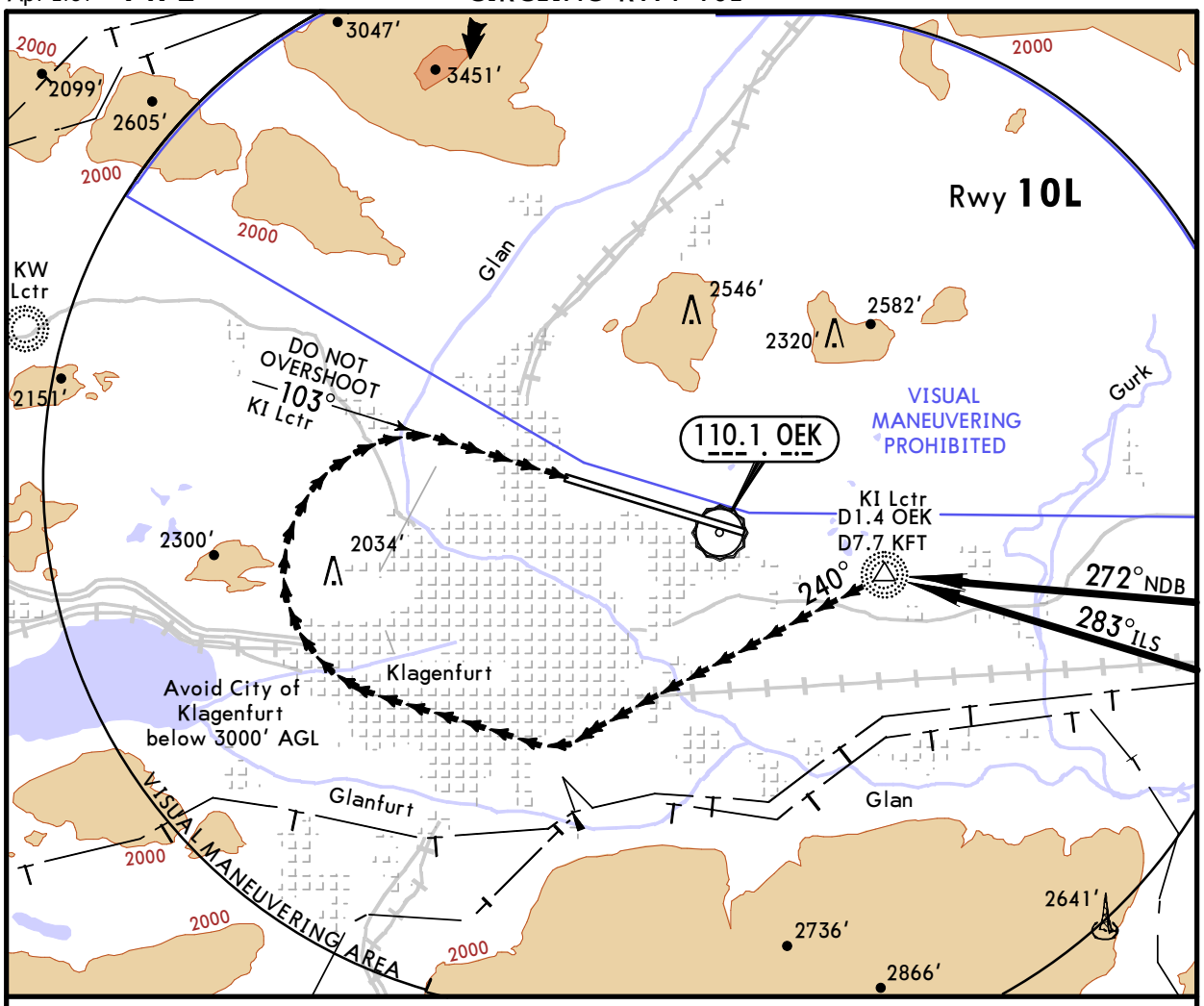
19-10

KLAGENFURT, AUSTRIA

KLAGENFURT

Apt Elev **1472′**

CIRCLING RWY 10L



CIRCLING PROCEDURE RWY 10L: Complete a published instrument approach to RWY 28R. Break-off to the LEFT not later than over KI Lctr and execute a circling approach to RWY 10L, observing the area for visual manoevring as indicated.

MISSED APCH: If visual reference is lost, climb to MDA(H) or higher and turn RIGHT to KI Lctr, then follow missed apch procedure as described for ILS or NDB apch.

Standard

CIRCLE-TO-LAND

Not authorized North of airport

	Max Kts	MDA(H)	VIS
A	100	**2150′** (678′)	1500m
B	135	**2720′** (1248′)	1600m
C	180	**3290′** (1818′)	2400m 1
D	180	**3290′** (1818′)	3600m 1

1 After NDB Rwy 28R apch: VIS 4900m.

CHANGES: Circling minimums.

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