

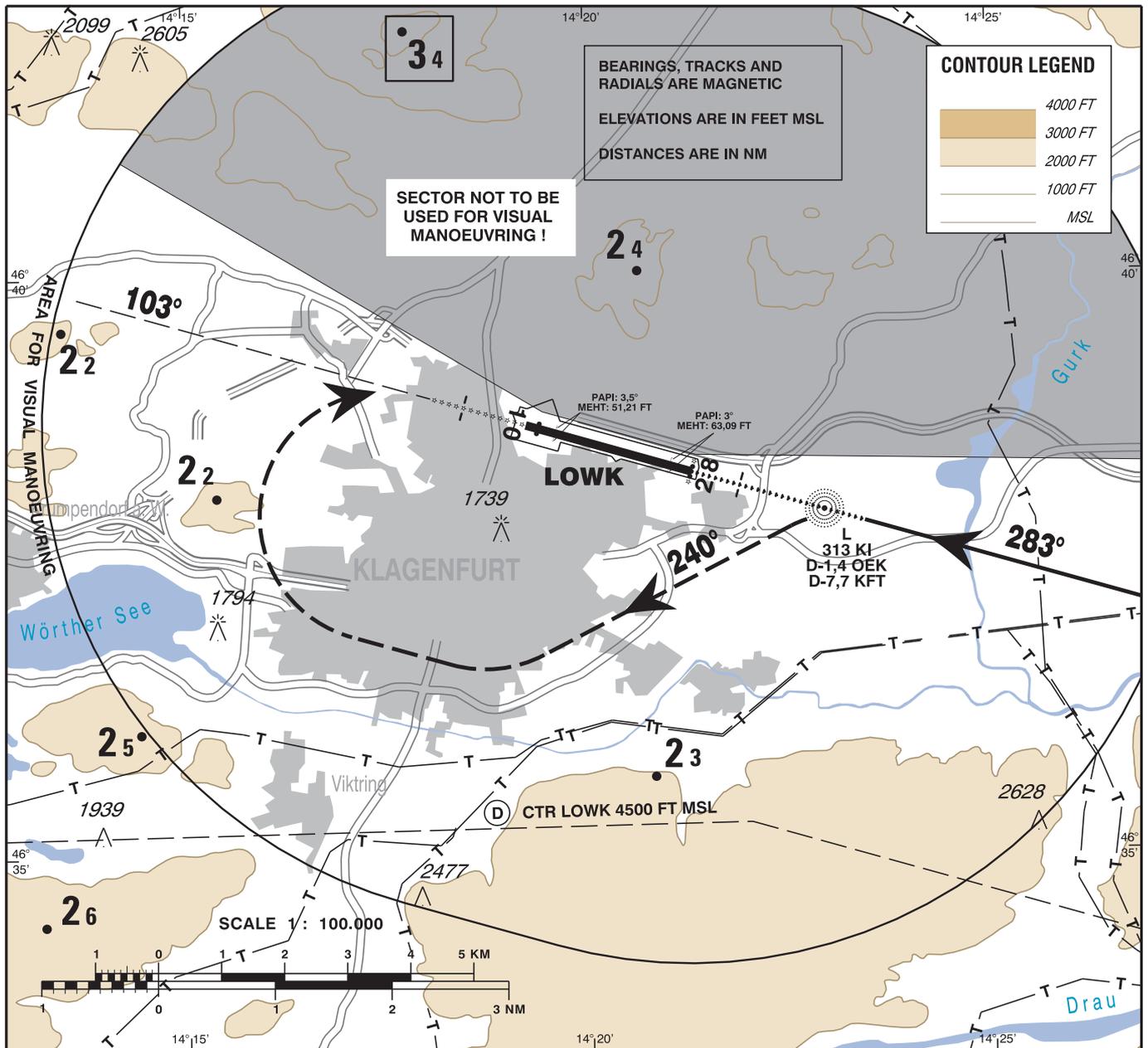
**VISUAL
APPROACH
CHART - ICAO**

VAR 3° E

AD ELEV 1472 FT

RADAR 126.825 MHZ
TOWER 118.100 MHZ
ATIS 126.325 MHZ

KLAGENFURT
ÖSTERREICH AUSTRIA



CHANGE: EDITORIAL

LANDING RUNWAY

COMPLETE A PUBLISHED INSTRUMENT APPROACH TO RWY 28;
BREAK-OFF TO THE LEFT NOT LATER THAN OVER L KI AND EXECUTE A CIRCLING
APPROACH TO RWY 10, OBSERVING THE AREA FOR VISUAL MANOEUVRING AS
INDICATED ABOVE.
IF VISUAL CONTACT TO THE AIRPORT DURING THE CIRCLING MANOEUVRE IS LOST,
CLIMB TO THE MINIMUM CIRCLING ALTITUDE AND TURN RIGHT TO L KI. DO NOT
OVERSHOOT QDM 103 L KI; AFTER L KI FOLLOW MA-PROCEDURE AS DESCRIBED FOR
ILS OR NDB APPROACH.
FOR OBSTRUCTIONS SEE ICAO-AOC LOWK AD 2.24-2-1 AND LOWK AD 2.24-2-2

**NOISE ABATEMENT
PROCEDURE**

AVOID OVERFLYING CITY OF KLAGENFURT BELOW 3000 FT GND !
WHENEVER POSSIBLE: LANDING ON RWY 28 AND
TAKE-OFF ON RWY 10 S H A L L BE EXECUTED !

TAKE-OFF

DUE TO HIGH TERRAIN IN THE VICINITY OF THE AERODROME A CAREFUL CALCULATION
OF THE TAKE-OFF PARAMETERS IS NECESSARY !

SEE LOWK AD 2.22

OCA CIRCLING	A	B	C	D
FT MSL	2750	2750	3190	3190
VISUAL MANOEUVRING RESTRICTED TO MAX IAS 180 KT !				