



**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**

WHENEVER POSSIBLE: - AVOID OVERFLYING CITY OF KLAGENFURT BELOW 3000 FT AGL !  
- LANDING ON RWY 28 AND  
- TAKE-OFF ON RWY 10 S H O U L D 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 !				