



CHANGE: HOLDING TRACK KFT; EDITORIAL

**STANDARD DEPARTURE ROUTES - INSTRUMENT
SID's**

**KLAGENFURT
RWY 28R**

Calculation of the SID's is based on an all - engines operative minimum net climb gradient of 3.3% (205 FT/NM). MAX IAS during initial turn 205 KT, bank angle at least 20° - thereafter MAX IAS 250 KT up to 10000 FT MSL. Where a greater climb gradient for a specific SID (or part of SID) is necessary this is indicated in the description of the route. For obstacles in the vicinity of the aerodrome see Aerodrome Obstacle Chart Type B. If radar vectoring is provided the climb gradient of the cleared SID shall be continued.

Due to mountainous terrain in the vicinity of Klagenfurt and as well as along the departure flight path and the unusual high climb gradient it is absolutely necessary that pilots observe the required minimum climb gradient as indicated for each departure route.

Aircraft unable to comply with the prescribed climb gradient shall use departure route KFT.

Contingency procedures are under the responsibility of the operator.

For noise abatement reasons departing ACFT should use RWY 10L whenever possible!

To expedite traffic, ATC may request aircraft to start the initial turn with visual reference to terrain when passing 3000 FT MSL. In this case terrain clearance has to be assured by the pilot until passing 6500 FT MSL.

Designator	Route	After Take-Off		Remarks
		Climb to ..initially	Expect FREQ	
ABIRI 1 R Abiri one romeo departure	Climb on track 283° to WK612 - VOR/DME KFT - ABIRI	By ATC	KLAGENFURT RADAR 123.325	Climb gradient at least 5,6% (345 FT/NM) until passing 3000 FT MSL, thereafter at least 3,3% (205 FT/NM).

Contact KLAGENFURT RADAR when advised by Tower

RNAV SID Coding Table of ABIRI 1 R

Path Terminator	Waypoint			Course/ Track ° MAG (° True)	DIST NM	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Flyover	Coordinates				Level	Speed		
CF	WK612	yes	N464002.91 E0141305.71	283° (286.2°)				K205-	RNAV 1	
DF	VOR/DME KFT	yes	N463551.30 E0143344.35			left			RNAV 1	
DF	ABIRI	no	N464545.01 E0145803.26			left	A9000+		RNAV 1	

Designator	Route	After Take-Off		Remarks
		Climb to ..initially	Expect FREQ	
BERTA 1 R Berta one romeo departure	Climb on track 283° to WK612 - VOR/DME KFT - BERTA	By ATC	KLAGENFURT RADAR 123.325	Climb gradient at least 5,6% (345 FT/NM) until passing 3000 FT MSL, thereafter at least 4,5% (275 FT/NM).

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RNAV SID Coding Table of BERTA 1 R

Path Terminator	Waypoint			Course/ Track ° MAG (° True)	DIST NM	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Flyover	Coordinates				Level	Speed		
CF	WK612	yes	N464002.91 E0141305.71	283° (286.2°)				K205-	RNAV 1	
DF	VOR/DME KFT	yes	N463551.30 E0143344.35			left			RNAV 1	
DF	BERTA	no	N462658.95 E0143730.85			right	A11000+		RNAV 1	

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Designator	Route	After Take-Off		Remarks
		Climb to ..initially	Expect FREQ	
INGID 2 R Ingid two romeo departure	Climb on track 283° to WK612 - WK614 - INGID	By ATC	KLAGENFURT RADAR 123.325	Climb gradient at least 8.2% (500 FT/NM) until passing 10000 FT MSL, thereafter at least 3.3% (205 FT/NM).

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RNAV SID Coding Table of INGID 2 R

Path Terminator	Waypoint			Course/ Track ° MAG (° True)	DIST NM	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Flyover	Coordinates				Level	Speed		
CF	WK612	yes	N464002.91 E0141305.71	283° (286.2°)				K205-	RNAV 1	
DF	WK614	no	N465034.15 E0140313.63			right	A10000+		RNAV 1	
TF	INGID	no	N471606.73 E0134106.67	326° (329.5°)	29.7	left	A11500+		RNAV 1	

Designator	Route	After Take-Off		Remarks
		Climb to ..initially	Expect FREQ	
KFT 2 R Klagenfurt two romeo departure	Climb on track 283 until passing D-5.7 OEK/D-14.8 KFT, turn LEFT and proceed inbound to VOR/DME KFT, enter the holding	By ATC	KLAGENFURT RADAR 123.325	Only available for 1. NON-RNAV equipped aircraft, 2. IFR training flights. Initial turn MAX IAS 205 KT. Climb gradient up to 3000 FT MSL at least 5.5% (335 FT/NM), thereafter 4% (245 FT/NM). Pass D-5.7 OEK/D-14.8 KFT at or above 3000 FT MSL. Do not enter the holding below 8500 FT MSL!

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Designator	Route	After Take-Off		Remarks
		Climb to ..initially	Expect FREQ	
KLGY 1 R Klagy one romeo departure	Climb on track 283° to WK612 - VOR/DME KFT - KLAGY	By ATC	KLAGENFURT RADAR 123.325	Climb gradient at least 5.6% (345 FT/NM) until passing 3000 FT MSL, thereafter at least 3,9% (235 FT/NM).

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RNAV SID Coding Table of KLAGY 1 R

Path Terminator	Waypoint			Course/ Track ° MAG (° True)	DIST NM	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Flyover	Coordinates				Level	Speed		
CF	WK612	yes	N464002.91 E0141305.71	283° (286.2°)				K205-	RNAV 1	
DF	VOR/DME KFT	yes	N463551.30 E0143344.35			left			RNAV 1	
DF	KLGY	no	N463051.48 E0144630.61			right	A10000+		RNAV 1	

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Designator	Route	After Take-Off		Remarks						
		Climb to ..initially	Expect FREQ							
REKTI 1 R Rekti one romeo departure	Climb on track 283° to WK612 - REKTI	By ATC	KLAGENFURT RADAR 123.325	Climb gradient at least 8.4% (515 FT/NM).						
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RNAV SID Coding Table of REKTI 1 R										
Path Terminator	Waypoint			Course/ Track ° MAG (° True)	DIST NM	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Flyover	Coordinates				Level	Speed		
CF	WK612	yes	N464002.91 E0141305.71	283° (286.2°)				K205-	RNAV 1	
DF	REKTI	no	N463504.34 E0135350.81			left	A11000+		RNAV 1	

Designator	Route	After Take-Off		Remarks						
		Climb to ..initially	Expect FREQ							
VILAK 1 R Vilak one romeo departure	Climb on track 283° to WK612 - VILAK	By ATC	KLAGENFURT RADAR 123.325	Climb gradient at least 8.2% (500 FT/NM).						
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RNAV SID Coding Table of VILAK 1 R										
Path Terminator	Waypoint			Course/ Track ° MAG (° True)	DIST NM	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Flyover	Coordinates				Level	Speed		
CF	WK612	yes	N464002.91 E0141305.71	283° (286.2°)				K205-	RNAV 1	
DF	VILAK	no	N464147.01 E0135452.72				A10000+		RNAV 1	

RNAV Holding								
Holding Point	Inbound Track ° True	Inbound Track ° MAG	Turn Direction	MAX IAS	Minimum Holding Altitude FT MSL / FL	Time	DIST NM	Remarks
VILAK	139.4°	136°	right		A10000	1 MIN		