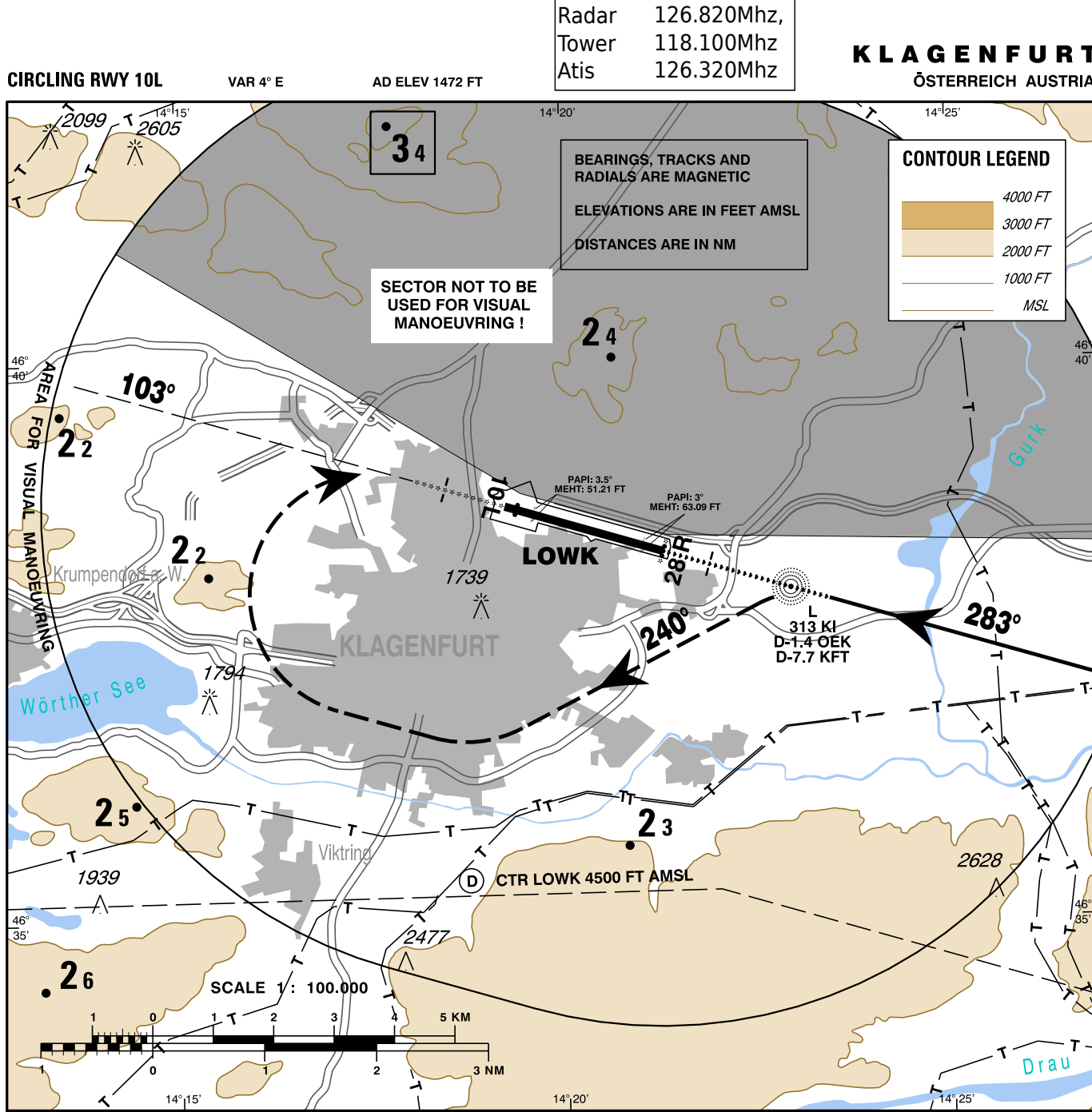


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CHANGE: CHART TITLE: EDITORIAL



CIRCLING PROCEDURE RWY 10L:

LANDING RUNWAY

COMPLETE A PUBLISHED INSTRUMENT APPROACH TO RWY 28R;
 BREAK-OFF TO THE LEFT NOT LATER THAN OVER L KI AND EXECUTE A CIRCLING
 APPROACH TO RWY 10L, 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 28R AND
 - TAKE-OFF ON RWY 10L S H O U L D BE EXECUTED !

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