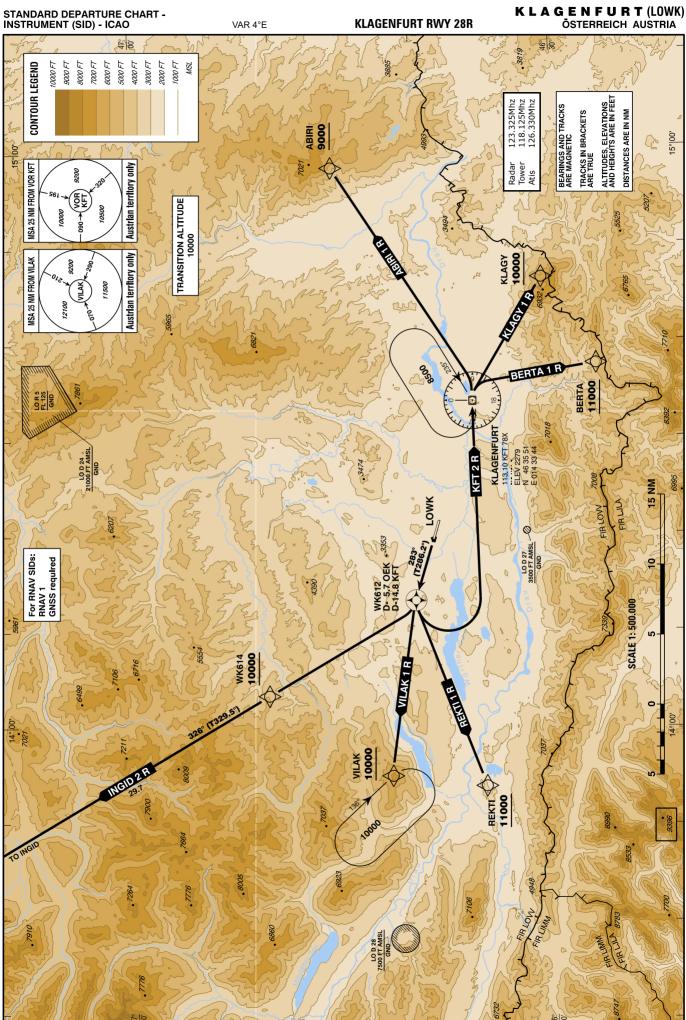


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CHANGE: HOLDING TRACK KFT; EDITORIAL



AIRAC AMDT 289 / 31 OCT 2024

LOWK AD 2 MAP 9-2

30,46

STANDARD DEPARTURE ROUTES - INSTRUMENT SID's

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.

		After	Take-Off						
Designator	Route	Climb to initially	Expect FREQ	Remarks					
ABIRI 1 R Abiri one romeo departure	Climb on track 283° to WK612 - VOR/DME KFT - ABIRI	By ATC	KLAGENFURT RADAR 123.325 KLAGENFURT RADAR KLAGENFURT (345 FT/NM) until passing 300 MSL, thereafter at least (205 FT/NM).						
	Contact KLAGENFURT	RADAR when adv	vised by Tower						
RNAV SID Coding Table of ABIRI 1 R									
	O successful designed and the second secon		1						

Path		Waypoin	ıt	Course/ Track	DIST	Turn	Constra	aints	Navigation	
Terminator	Identifier	Flyover	Coordinates	° MAG NM (° True)		Direction	Level	Speed	Specification	Remarks
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	

						After T	ake-Off			
Designator			Route			Climb to initially	Expect FRI	EQ	emarks	
BERTA 1 F Berta one ror departure	-	Climb on track 283° to WK612 - VOR/DME KFT - BERTA				By ATC	KLAGENFURT RADAR 123.325 KLAGENFURT (345 FT/NM) MSL, there (275 FT/NM)			til passing 3000 FT
Contact KLAGENFURT RADAR when advised by Tower										
			RN	IAV SID Co	ding Ta	able of BEF	RTA 1 R			
Path		Waypoin	nt	Course/ Track	DIST	Turn	Constra	aints	Navigation	
Terminator	Identifier	Flyover	Coordinates	° MAG (° True)	NM	Direction	Level	Speed	Specification	Remarks
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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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.

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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.

							After 1	ake-Off					
Desig	gnator			Route			Climb to .initially	Expect FRI	EQ	emarks			
	D 2 R two rom ture	eo	Climb on tra INGID	ack 283° to WK6	12 - WK614	-	By ATC	KLAGENFU RADAR 123.325	(5 KI	Climb gradient at least 8. (500 FT/NM) until passing 10000 MSL, thereafter at least 3. (205 FT/NM).			
	Contact KLAGENFURT RADAR when advised by Tower												
	RNAV SID Coding Table of INGID 2 R												
Pa	ath		Waypoin	t	Course/ Track	DIST	Turn	Constra	aints	Navigation ed Specification			
Termi	-	Identifier	Flyover	Coordinates	° MAG (° True)	NM	Direction	Level	Speed		Remarks		
С	F	WK612	yes	N464002.91 E0141305.71	283° (286.2°)				K205-	RNAV 1			
D	F	WK614	no	N465034.15 E0140313.63			right	A10000+		RNAV 1			
Т	F	INGID	no	N471606.73 E0134106.67	326° (329.5°)	29.7	left	A11500+		RNAV 1			

		After	Take-Off	
Designator	Route	Climb to initially	Expect FREQ	Remarks
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!
	Contact KLAGENFURT	RADAR when ad	vised by Tower	



						After T	ake-Off					
Designator			Route			Climb to .initially	Expect FR	EQ	emarks			
Klagy one romeo Climb on track 283° to WK612 - VOR/DME By ATC RA				KLAGENFU RADAR 123.325	(3 (3 M	limb gradient 45 FT/NM) un SL, thereaftei 35 FT/NM).	til passing 3000 FT					
	Contact KLAGENFURT RADAR when advised by Tower											
	RNAV SID Coding Table of KLAGY 1 R											
Path		Waypoin	t	Course/ Track	DIST	Turn	Constr	aints	Navigation			
Terminator	Identifier	Flyover	Coordinates	° MAG (° True)	NM	Direction	Level	Speed	Specification	Remarks		
CF	WK612	yes	N464002.91 E0141305.71	283° (286.2°)			K20		RNAV 1			
DF	VOR/DME KFT	yes	N463551.30 E0143344.35			left			RNAV 1			

A10000+

right

N463051.48

E0144630.61

KLAGY

no

DF

RNAV 1

STANDARD DEPARTURE ROUTES - INSTRUMENT SID's

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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.

N463504.34

E0135350.81

Contingency procedures are under the responsibility of the operator.

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						After 1	ake-Off					
Designator	esignator		Route				Expect FR	EQ	Remarks			
REKTI 1 R Rekti one romeo departure		ck 283° to WK612	- REKTI		By ATC	KLAGENFU RADAR 123.325		imb gradient 15 FT/NM).	at	least	8.4%	
	Contact KLAGENFURT RADAR when advised by Tower											
			RI	NAV SID Co	oding T	able of RE	KTI 1 R					
Path		Waypoin	t	Course/ Track	DIST	T Turn	Constraints		Navigation	_		
Terminator	Identifier	Flyover	Coordinates	° MAG (° True)	NM	Direction	Level	Speed	Specification	Remarks		
CF	WK612	yes	N464002.91 E0141305.71	283° (286.2°)				K205-	RNAV 1			

left

A11000+

RNAV 1

						After 1	Take-Off					
Designator			Route			Climb to .initially	Expect FRE	EQ R	emarks			
VILAK 1 R Vilak one romeo departure		Climb on trac	ck 283° to WK612	- VILAK		By ATC	KLAGENFU RADAR 123.325	C	limb gradient 00 FT/NM).	at	least	8.2%
	Contact KLAGENFURT RADAR when advised by Tower											
	RNAV SID Coding Table of VILAK 1 R											
Path		Waypoir	ıt	Course/ Track	DIST	Turn	Constra	aints	Navigation	Remarks		
Terminator	Identifier	Flyover	Coordinates	° MAG (° True)	NM	Direction	Level	Speed	Specification			
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						

DF

REKTI

no