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General Information

Location: Pskov Rus
IATA Code: PKV
Lat/Long: N57° 47.1' E028° 23.9'
Elevation: 154 ft

Airport Use: Public
Magnetic Variation: 8.6°E

Fuel Types: Jet A-1
Repair Types: Minor Airframe, Minor Engine
Customs: Yes
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: No
Beacon: No

Sunrise: 0253 Z
Sunset: 1724 Z,

Runway Information

Runway: 01
Length x Width: 6562 ft x 144 ft
Surface Type: concrete
TDZ-Elev: 149 ft
Lighting: Edge

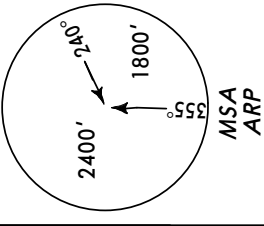
Runway: 19
Length x Width: 6562 ft x 144 ft
Surface Type: concrete
TDZ-Elev: 154 ft
Lighting: Edge, ALS, TDZ

Communication Information

Pskov Tower 122.0
Pskov Apron Ramp/Taxi Control 119.0

Apt Elev
154'

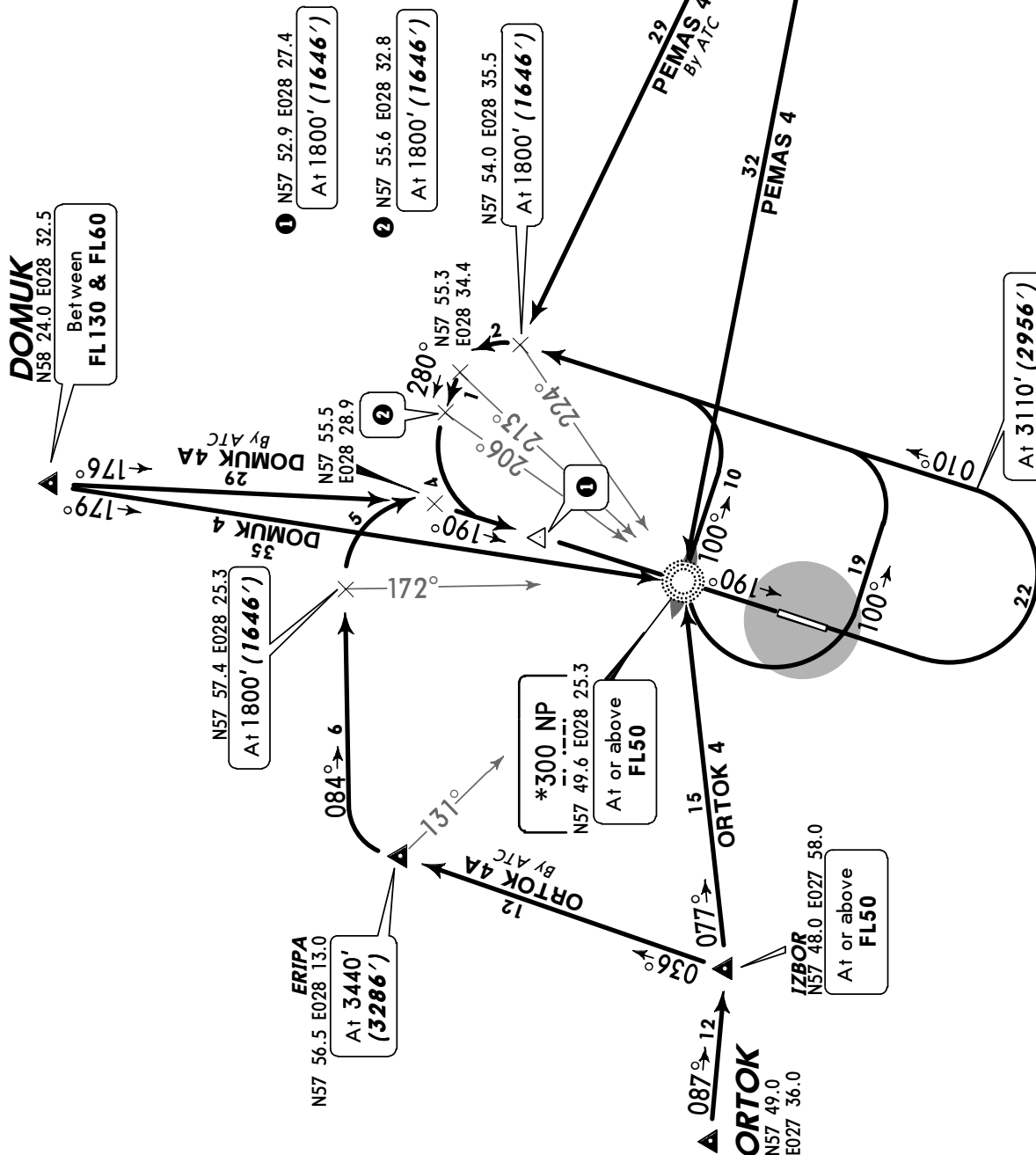
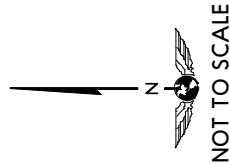
Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL50
FL60 if pressure is less than 733 mm (977.3 hPa)
Trans alt: 3440' (3286')



DOMUK 4, DOMUK 4A [DOMU4A]
ORTOK 4, ORTOK 4A [ORTO4A]
PEMAS 4, PEMAS 4A [PEMA4A]
RWY 19 ARRIVALS

PEMAS
N57 43.9 E029 23.6
Between
FL130 & FL80

ALT/HEIGHT CONVERSION	
QNH	(QFE)
3440'	(3286' - 1000m)
3110'	(2956' - 900m)
1800'	(1646' - 500m)



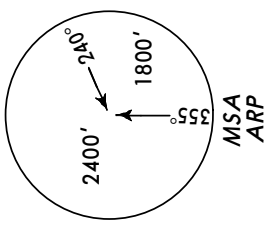
Apt Elev
154'

QNH on request (QFE)

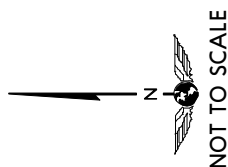
Trans level: FL50

FL60 if pressure is less than 733 mm (977.3 hPa)

Trans alt: 3440' (3291')



DOMUK 1, ORTOK 1, PEMAS 1 RWY 01 DEPARTURES



ORTOK 1

This SID requires minimum climb gradients of 7.5% up to the initial turn.

Gnd speed-KT	75	100	150	200	250	300
7.5% V/V (fpm)	570	760	1139	1519	1899	2279

ALT/HEIGHT CONVERSION

QNH (QFE)

810' (661' - 200m)

3110' (2961' - 900m)

3440' (3291' - 1000m)

DOMUK

N58 24.0 E028 32.5

Between FL60 & FL130



DOMUK 1

38

ORTOK 1

16

ORTOK 1

276°

ORTOK 1

12

ORTOK 1

271°

ORTOK 1

12

ORTOK 1

271°

ORTOK 1

12

ORTOK 1

271°

ORTOK 1

12

ORTOK 1

271°

ORTOK 1

12

ORTOK 1

271°

ORTOK 1

12

ORTOK 1

271°

ORTOK 1

12

ORTOK 1

271°

ORTOK 1

12

ORTOK 1

271°

ORTOK 1

12

ERIPA

N57 56.5 E028 13.0
(131° brg to PK)

At or above FL50

ORTOK 1

276°

ORTOK 1

16

ORTOK 1

276°

ORTOK 1

12

ORTOK 1

271°

ORTOK 1

12

ORTOK 1

271°

ORTOK 1

12

ORTOK 1

271°

ORTOK 1

12

ORTOK 1

271°

ORTOK 1

12

ORTOK 1

271°

ORTOK 1

12

ORTOK 1

PEMAS

N57 43.9 E029 23.6

Between FL80 & FL130

PEMAS 1

34

PEMAS 1

094°

PEMAS 1

070°

PEMAS 1

359°

PEMAS 1

070°

PEMAS 1

359°

PEMAS 1

070°

PEMAS 1

359°

*300 PK

N57 44.2 E028 22.1

ORTOK 1

276°

ORTOK 1

16

ORTOK 1

276°

ORTOK 1

IZBOR

N57 48.0 E027 58.0

At or above FL70

ORTOK 1

271°

ORTOK 1

12

ORTOK 1

271°

ORTOK 1

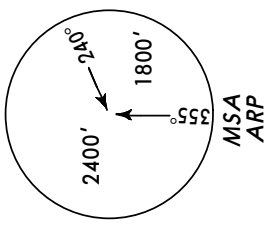
12

ORTOK 1

271°

Apt Elev
154'

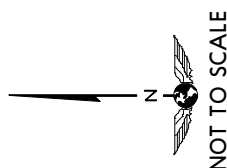
QNH on request (QFE)
Trans level: FL50
FL60 if pressure is less than 733 mm (977.3 hPa)
Trans alt: 3440' (3286')



DOMUK 3, ORTOK 3 ORTOK 3A [ORTOK3A], PEMAS 3 RWY 19 DEPARTURES

PEMAS
N57 43.9 E029 23.6
Between
FL80 & FL130

ALT/HEIGHT CONVERSION
QNH (QFE)
810' (656' - 200m)
3440' (3286' - 1000m)



DOMUK
N58 24.0 E028 32.5
Between
FL60 & FL130

These SIDs require minimum climb gradients
of 5% up to 810' (656'),
then
6.9% to NP.

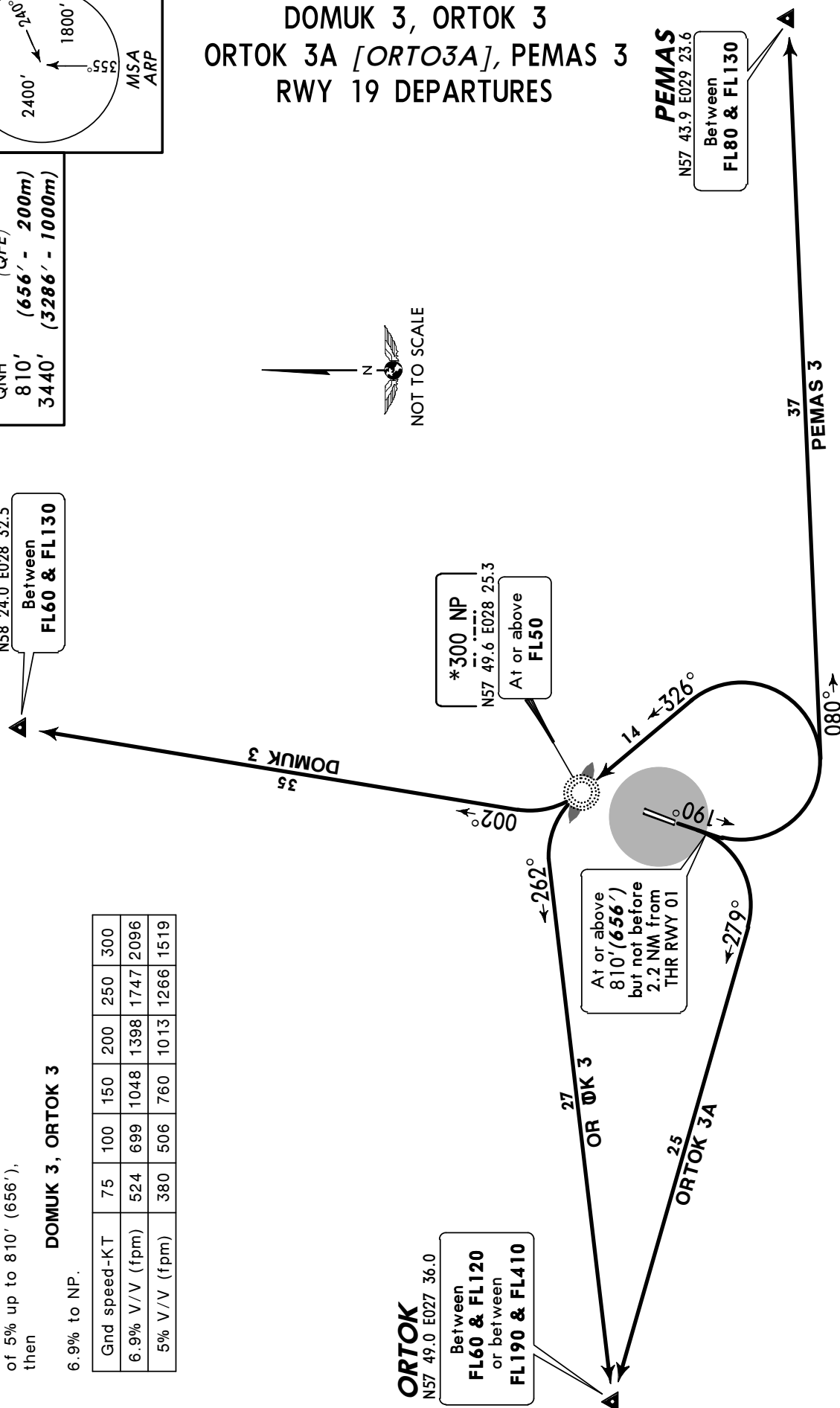
DOMUK 3, ORTOK 3

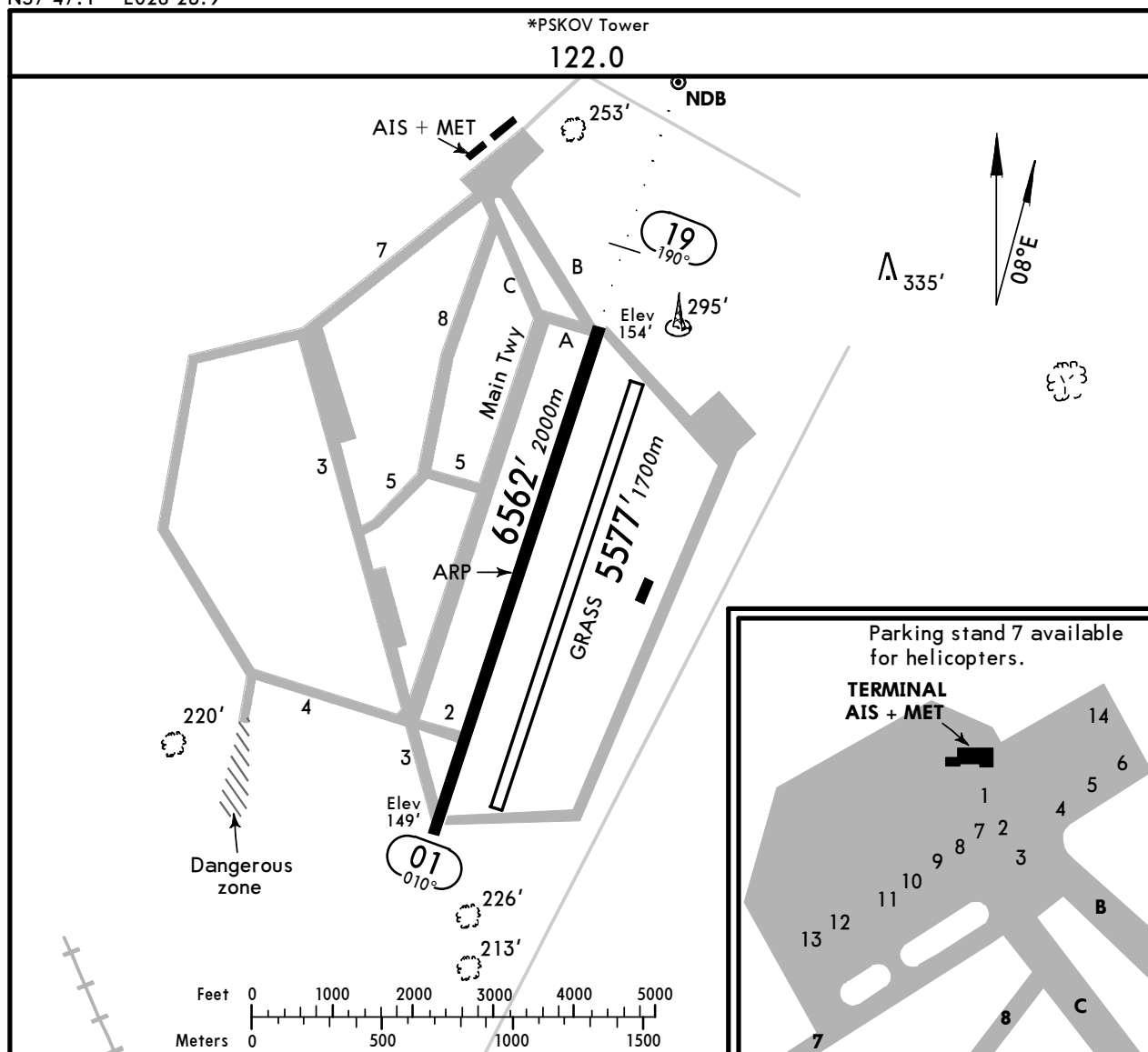
Gnd speed-KT	75	100	150	200	250	300
6.9% V/V (fpm)	524	699	1048	1398	1747	2096
5% V/V (fpm)	380	506	760	1013	1266	1519

ORTOK
N57 49.0 E027 36.0
Between
FL60 & FL120
or between
FL190 & FL410

*300 NP
N57 49.6 E028 25.3
At or above
FL50

At or above
810' (656')
but not before
2.2 NM from
THR RWY 01





GENERAL

Only twys A, B and C available for taxiing of acft class 3 and 4.

Taxiing shall be carried out at minimum speed, under idle power, strictly along centreline.

When VIS is 2000m or below and during NIGHT, taxiing shall be carried out with follow-me car or by towing tractor.

Birds.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS			WIDTH
		Threshold	Glide Slope	TAKE-OFF	
01	RL (60m)				144'
19	RL (60m) ALS SFL PAPI-L (angle 2.67°)				44m
01	Grass runway				144'
19					44m

TAKE-OFF

AIR CARRIER (JAA)

All Rwys

LVP must be in force

RCLM (DAY only)
or RL

RCLM (DAY only)
or RL

A		
B	250m	400m
C		
D	300m	

STRAIGHT-IN RWY		A	B	C	D
01	2 NDB or PK NDB or P NDB ❶ ❷	560'(411') R1500m	560'(411') R1500m	560'(411') R1900m	560'(411') R1900m
	2 NDB or PK NDB ❶ ❸	900'(751') C3500m	900'(751') C3500m	900'(751') C3500m	900'(751') C3500m
	P NDB ❸	900'(751') C3700m	900'(751') C3700m	900'(751') C3900m	900'(751') C3900m
	NDB ❶	560'(411') R1900m	560'(411') R1900m	560'(411') R1900m	560'(411') R1900m
	N NDB ❶ ❷	970'(821') R1500m	970'(821') R1500m	1140'(991') C2400m	1140'(991') C2400m
	N NDB ❸	1140'(991') C4700m	1140'(991') C4700m	1140'(991') C4900m	1140'(991') C4900m
19	2 NDB ❶	550'(396') R1500m	550'(396') R1500m	550'(396') R1600m	550'(396') R1600m
	ALS out	R1500m	R1500m	R1800m	R1800m
	NP NDB ❶ ❷	800'(646') R1500m	800'(646') R1500m	800'(646') C2400m	800'(646') C2400m
	NP NDB or N NDB ❸	860'(706') C3300m	860'(706') C3300m	860'(706') C3500m	860'(706') C3500m
	ALS out	C3500m	C3500m	C3700m	C3700m
	N NDB ❶ ❷	610'(456') R1500m	610'(456') R1500m	610'(456') R1900m	610'(456') R1900m
	ALS out	R1500m	R1500m	C2100m	C2100m
	NDB ❶	580'(426') R1800m	580'(426') R1800m	580'(426') R1800m	580'(426') R1800m
	ALS out	R2000m	R2000m	R2000m	R2000m

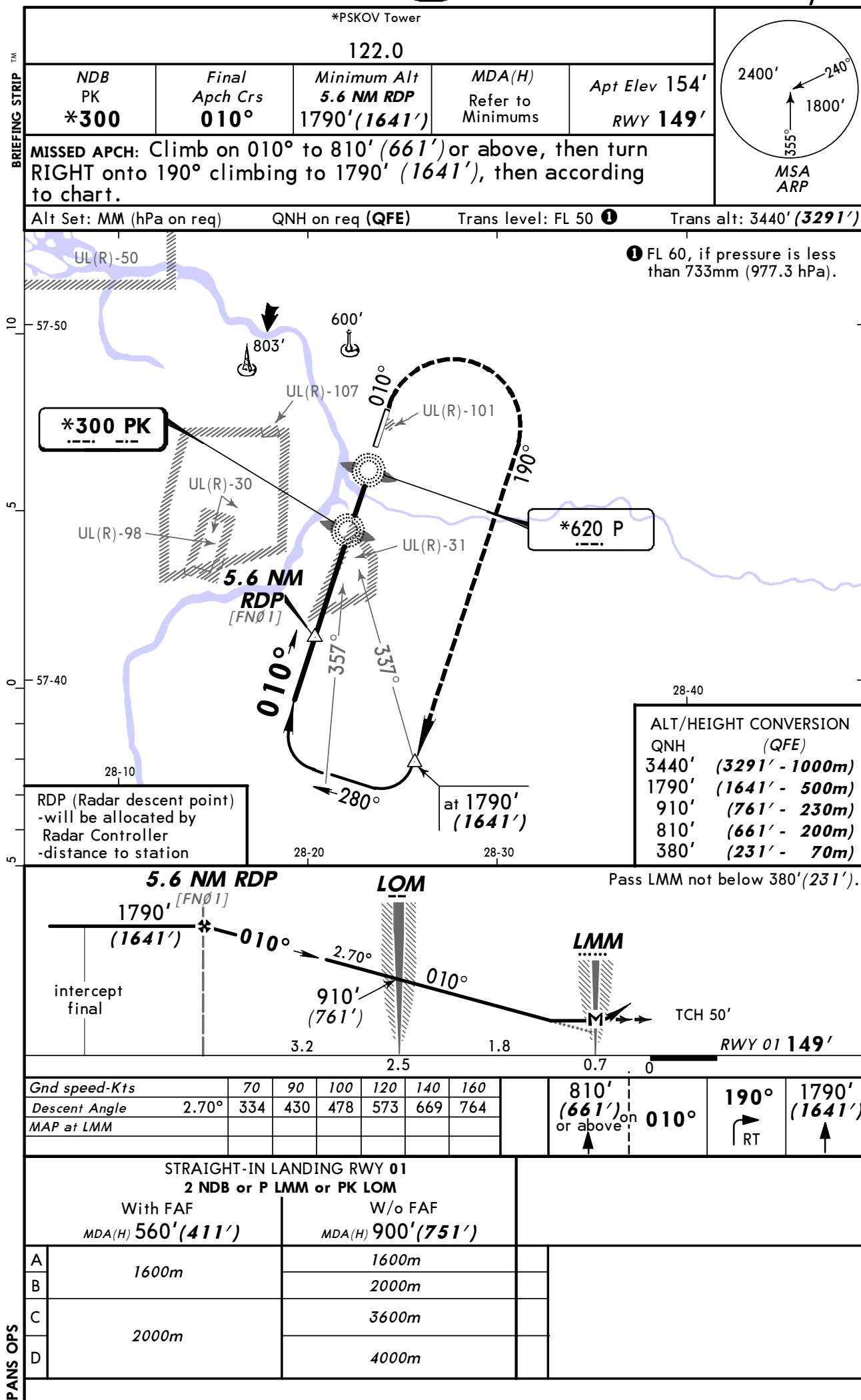
❶ Continuous Descent Final Approach.

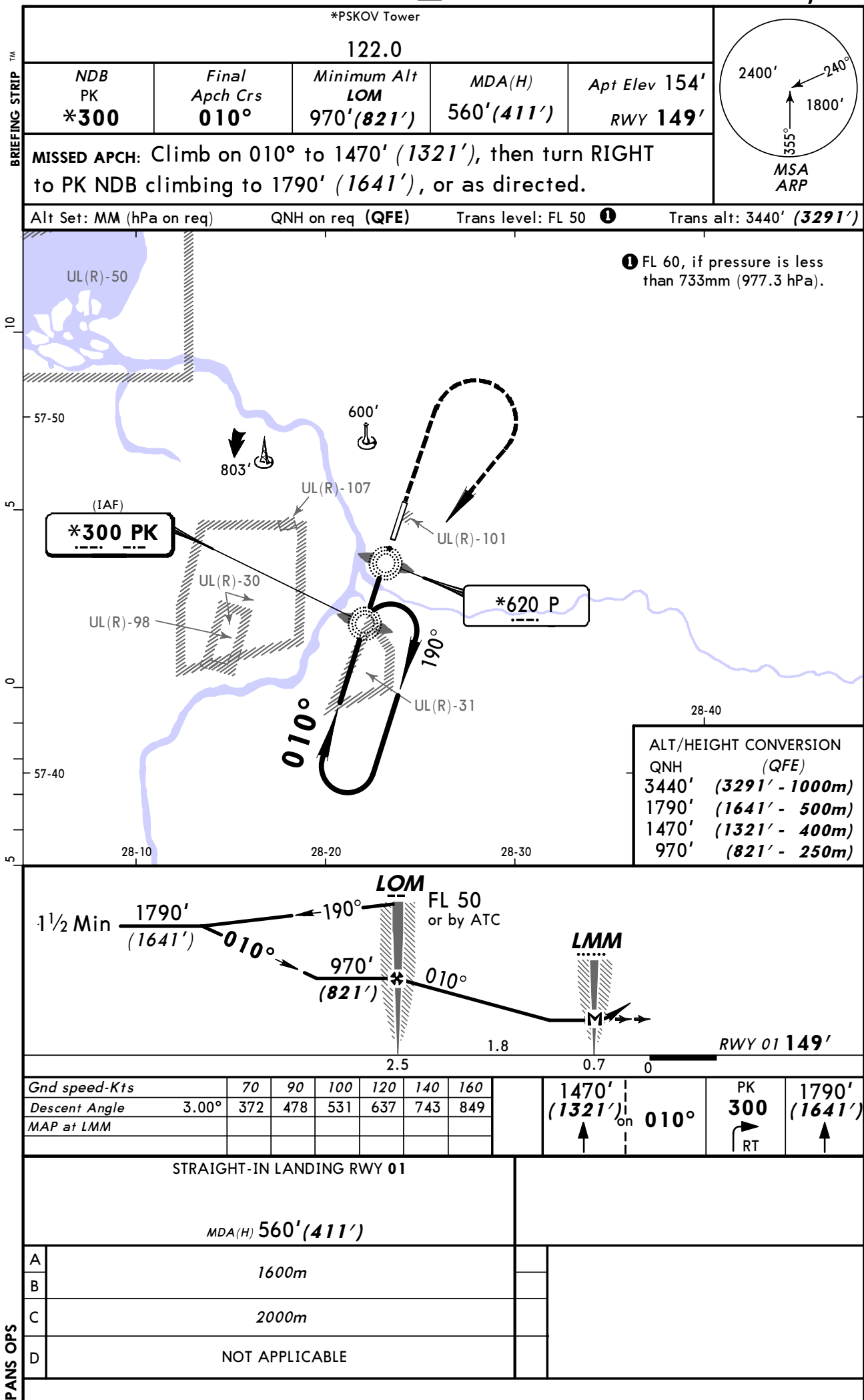
❷ with FAF.

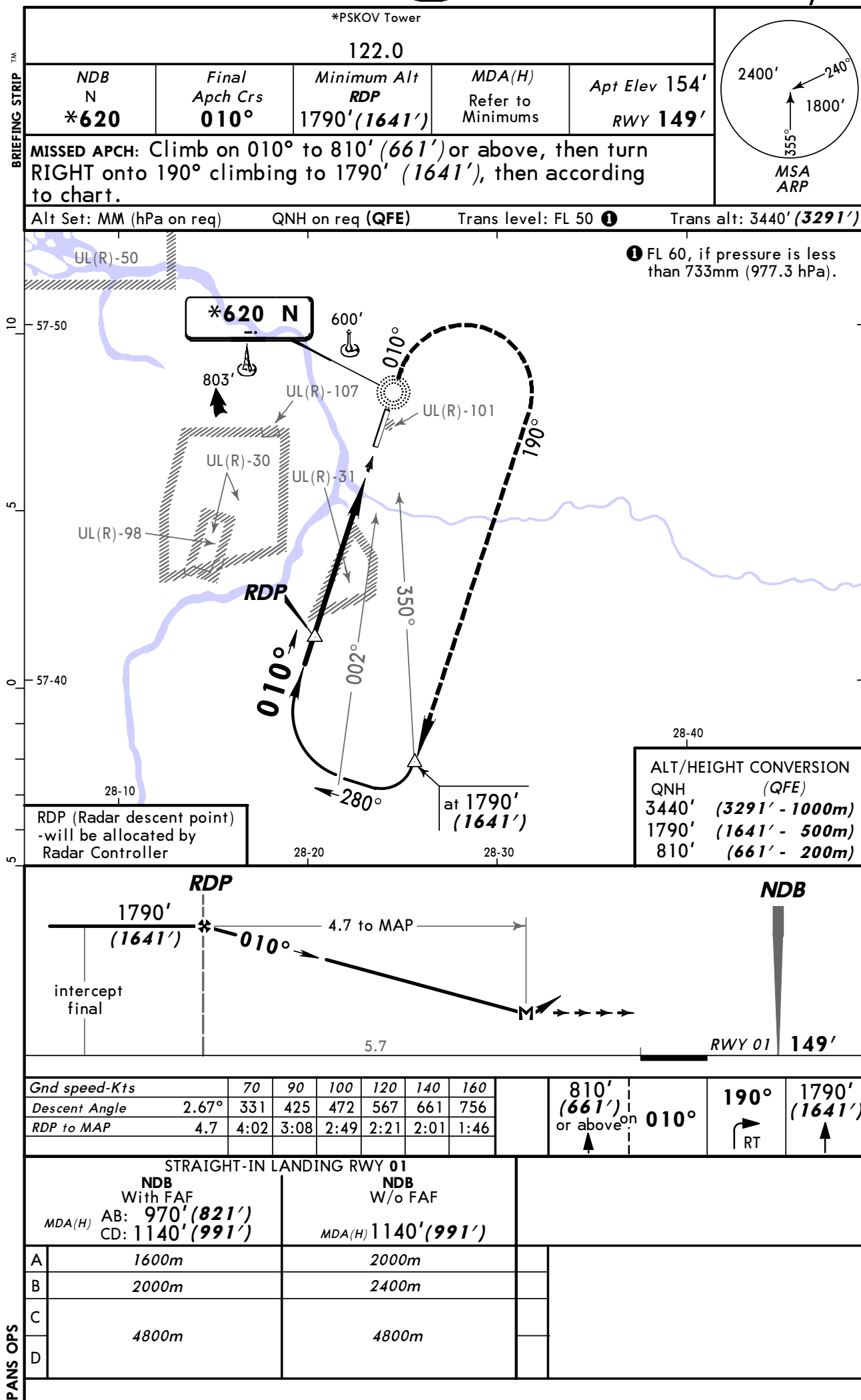
❸ w/o FAF.

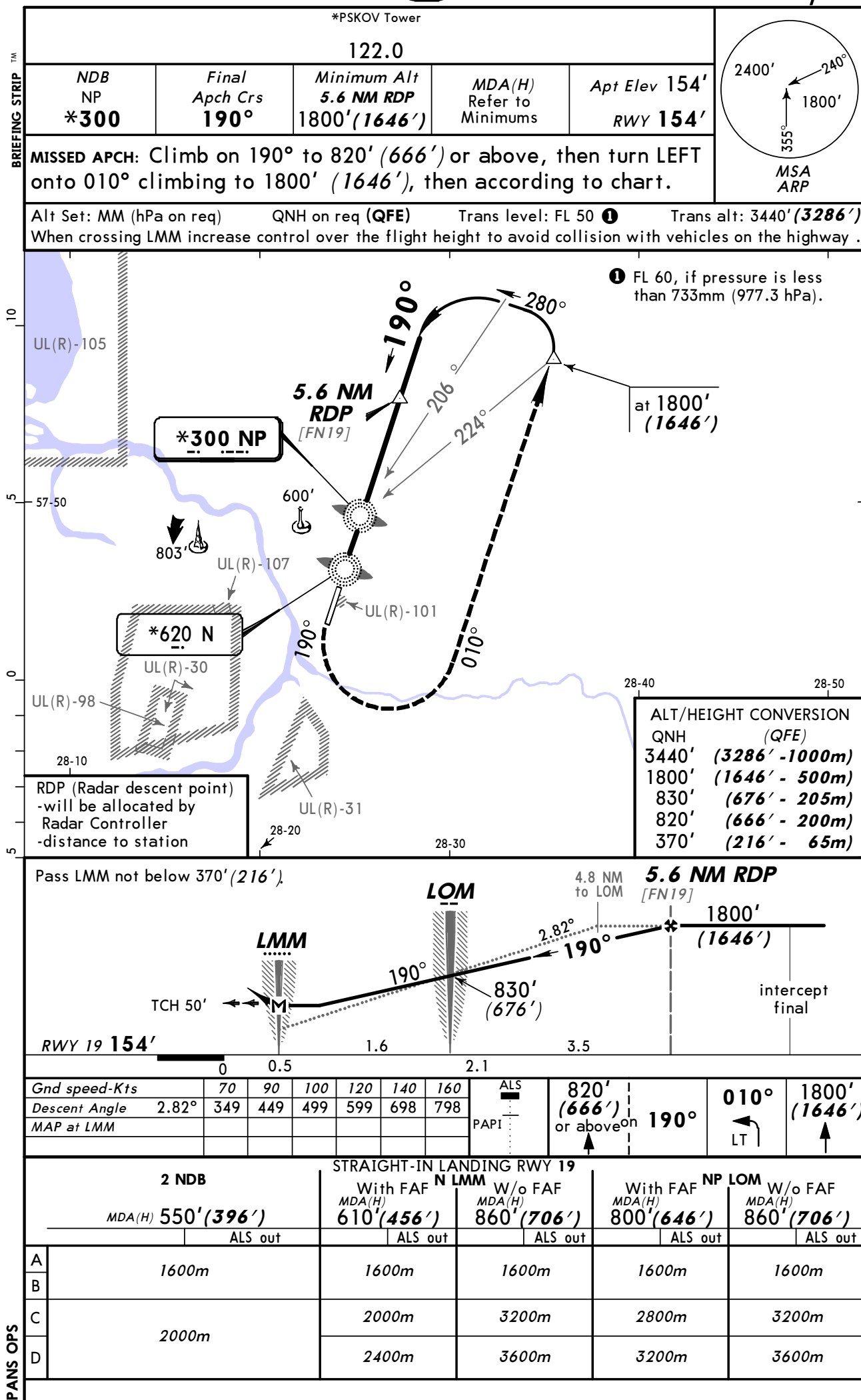
TAKE-OFF RWY 01, 19

LVP must be in force		RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
	RCLM (DAY only) or RL			
A	250m	400m	500m	
B				
C				
D	300m			









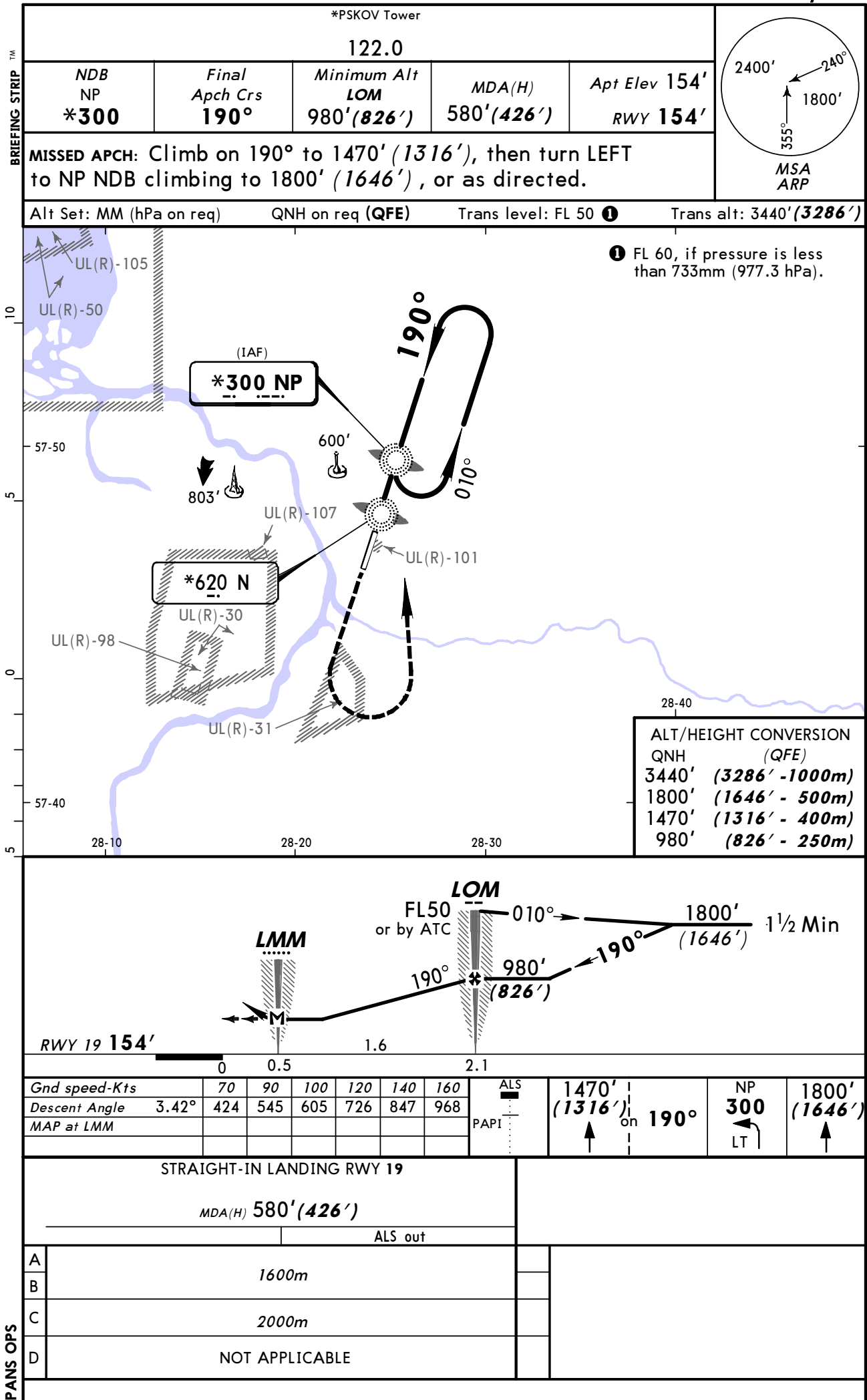




Chart changes since cycle 16-2013

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT PROCEDURE IDENT

INDEX

REV DATE

EFF DATE

PSKOV, (PSKOV - ULOO)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport ULOO