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Airport Information For ULOO

Terminal Charts For ULOO

Revision Letter For Cycle 13-2016

Change Notices

Notebook

General Information

Location: PSKOV RUS
ICAO/IATA: ULOO / PKV
Lat/Long: N57° 47.03', E028° 23.72'
Elevation: 154 ft

Airport Use: Public
Daylight Savings: Not Observed
UTC Conversion: -3:00 = UTC
Magnetic Variation: 9.0° 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: 0104 Z
Sunset: 1911 Z

Runway Information

Runway: 01
Length x Width: 6585 ft x 144 ft
Surface Type: concrete
TDZ-Elev: 150 ft
Lighting: Edge

Runway: 19
Length x Width: 6585 ft x 144 ft
Surface Type: concrete
TDZ-Elev: 154 ft
Lighting: Edge, ALS

Communication Information

Pskov Tower: 122.000
Pskov Apron Ramp/Taxi: 119.000

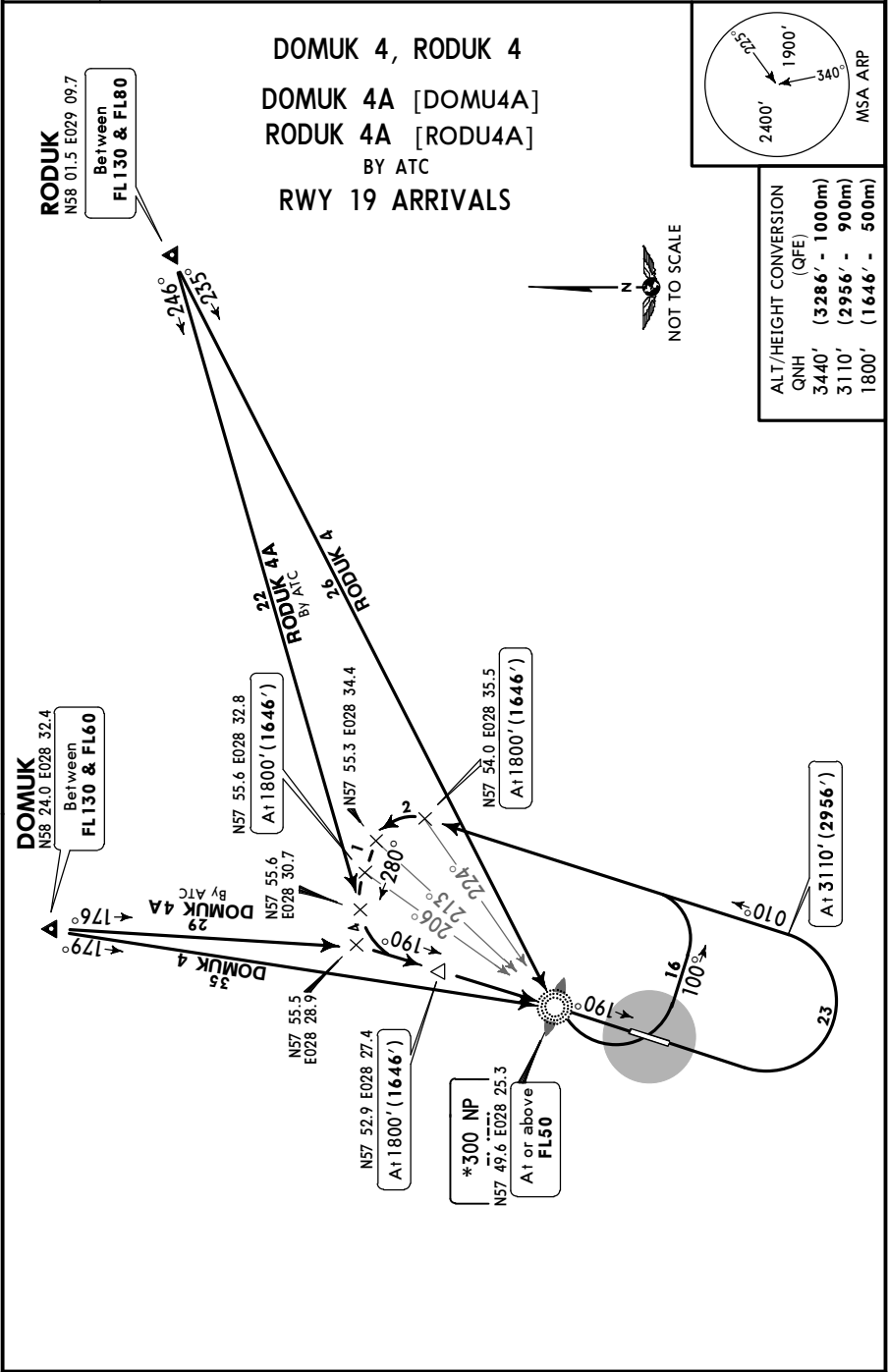
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ULOO/PKV
PSKOV

JEPPESSEN
6 MAR 15 (10-2A)

PSKOV, RUSSIA
STAR

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')
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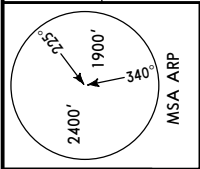


ULOO/PKV
PSKOV

JEPPESSEN
6 MAR 15 (10-2B)

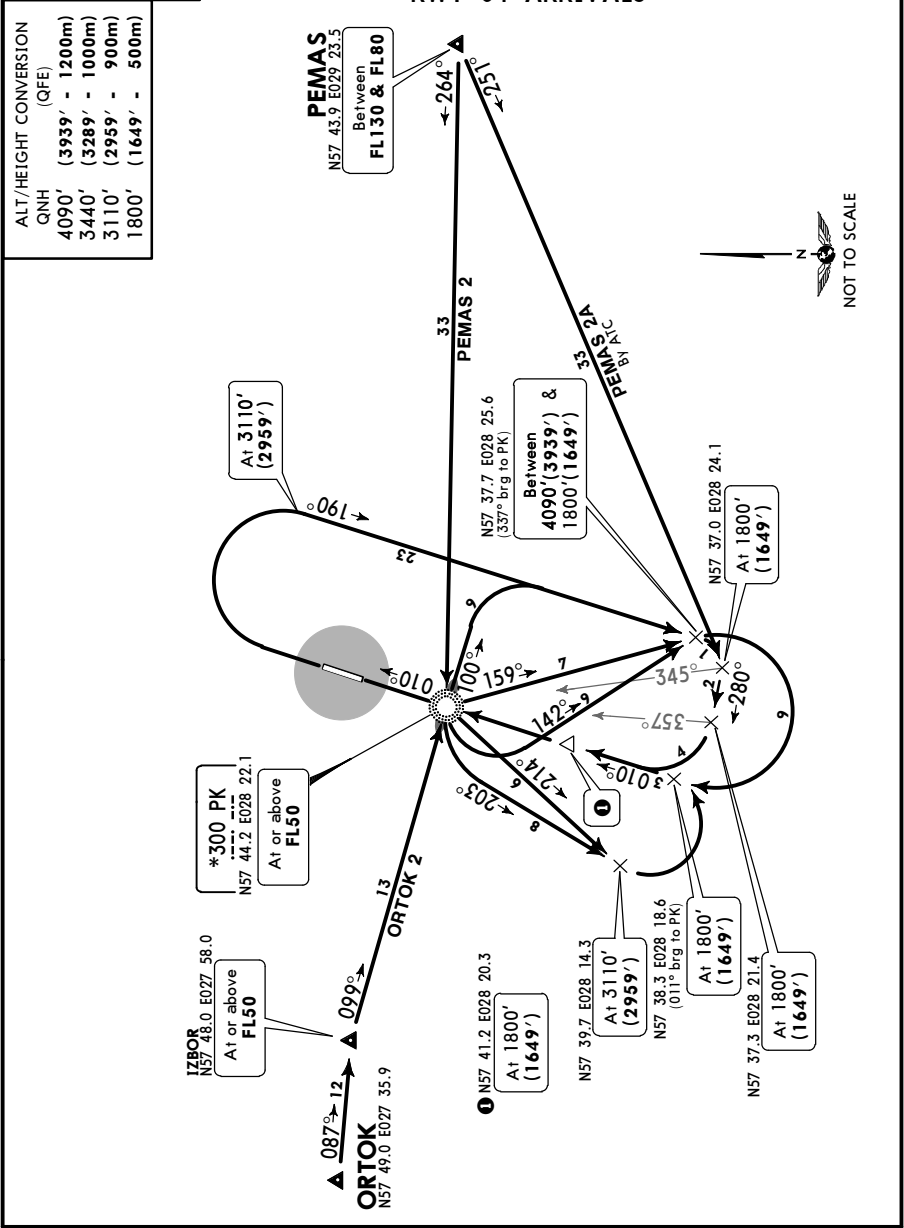
PSKOV, RUSSIA
STAR

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' (3289')



ALT/HEIGHT CONVERSION (QFE)	
QNH	
4090'	(3939' - 1200m)
3440'	(3289' - 1000m)
3110'	(2959' - 900m)
1800'	(1649' - 500m)

ORTOK 2, PEMAS 2
PEMAS 2A [PEMA2A]
BY ATC
RWY 01 ARRIVALS



ULOO/PKV
PSKOV

JEPPESSEN
6 MAR 15 (10-2C)

PSKOV, RUSSIA
STAR

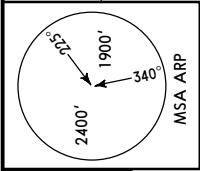
Apt Elev
154'

Alt Set: MM (hPa on request) QNH on request (QFE)

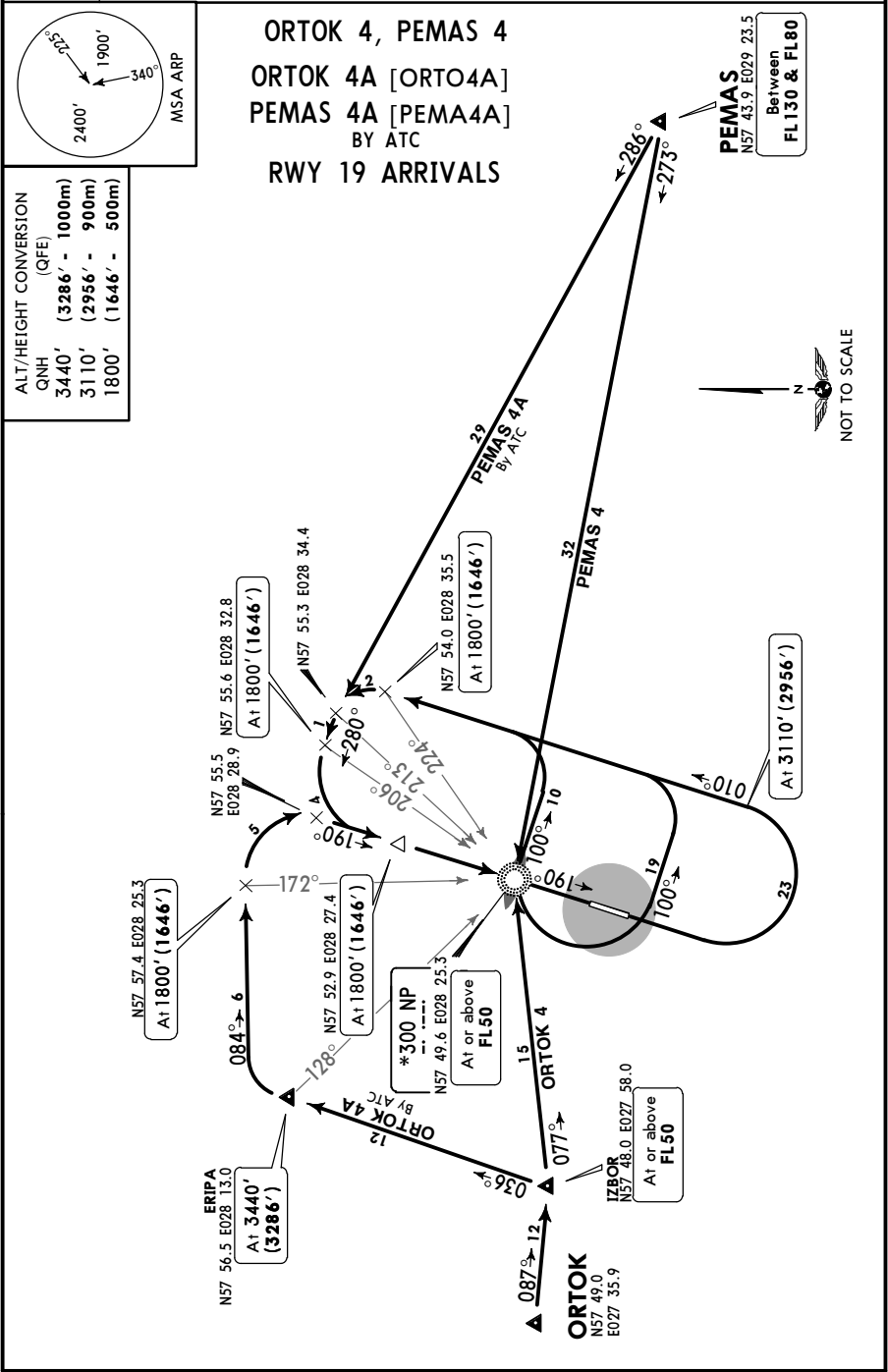
Trans level: FL50

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

Trans alt: 3440' (3286')



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



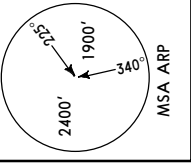
ULOO/PKV
PSKOV

JEPPESSEN
6 MAR 15 10-3

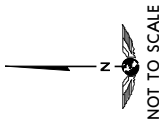
PSKOV, RUSSIA
SID

Apt Elev
154'

QNH on request (QFE)
Trans level: FL50
FL60 if pressure is less than 733 mm (977.3 hPa)
Trans alt: 3440' (3289')



DOMUK 1, ORTOK 1, PEMAS 1, RODUK 1
RWY 01 DEPARTURES



NOT TO SCALE

DOMUK
N58 01.5 E028 32.4
Between
FL60 & FL130

ORTOK 1									
This SID requires a minimum climb gradient 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			

RODUK
N58 01.5 E029 09.7
Between
FL80 & FL140

PEMAS
N57 43.9 E029 23.5
Between
FL80 & FL130

A1 3110' (2959')
but not before
6.5 NM from
THR RWY 19

*300 PK
N57 44.2 E028 22.1

ORTOK 1

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

ORTOK 1									
This SID requires a minimum climb gradient 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			

ERIPA
N57 56.5 E028 13.0
(130' brg to PK)
At or above
FL50

DOMUK 1, PEMAS 1
RODUK 1
Turn at or above
810' (659')
but not before
2.2 NM from
THR RWY 19

IZBOR
N57 48.0 E027 58.0
At or above
FL70

ORTOK
N57 49.0 E027 35.9
Between
FL60 & FL120
or between
FL190 & FL410

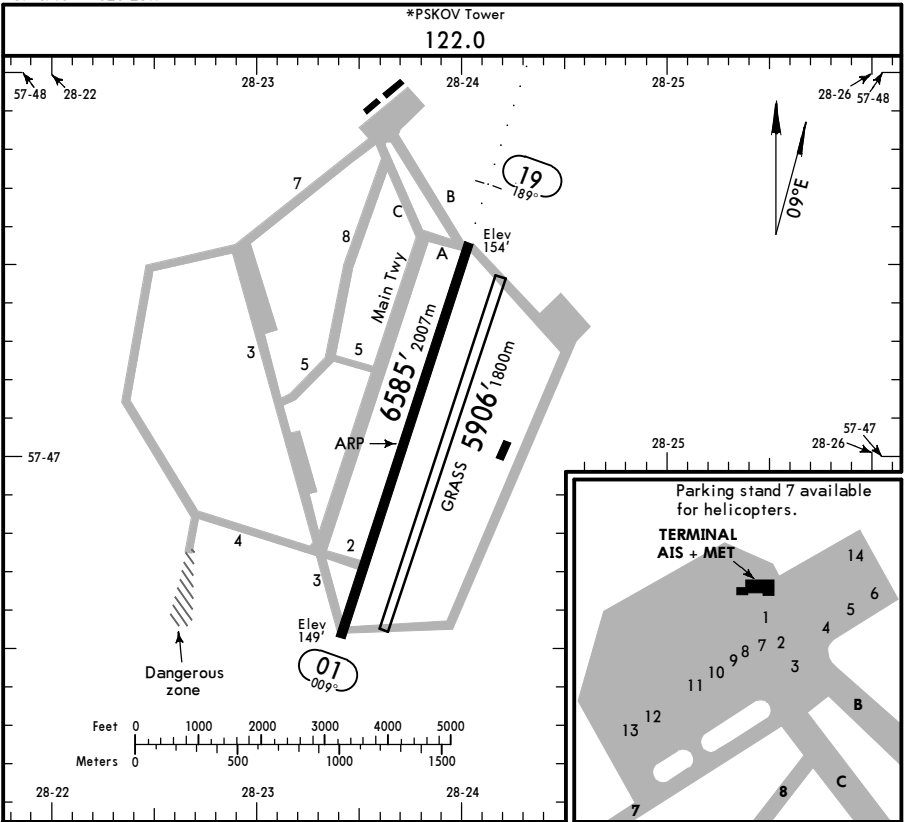
ALT/HEIGHT CONVERSION	
QNH (QFE)	
810' (659' - 200m)	
3110' (2959' - 900m)	
3440' (3289' - 1000m)	

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ULOO/PKV
Apt Elev **154'**
N57 47.0 E028 23.7

JEPPesen
3 JUN 16 **(10-9)**

PSKOV, RUSSIA
PSKOV



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

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS			
		LANDING BEYOND		TAKE-OFF	WIDTH
		Threshold	Glide Slope		
01	RL (60m)				144'
19	RL (60m) ALS SFL PAPI-L (angle 2.67°)				44m
01	Grass runway				164'
19					50m

TAKE-OFF

AIR CARRIER (JAA)
Main rwy 01/19

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

ULOO/PKV



Standard
PSKOV, RUSSIA
PSKOV

STRAIGHT-IN RWY		A	B	C	D
01	2 NDB or PK NDB or P Lctr ❶ ❷	560' (409') R1500m	560' (409') R1500m	560' (409') R1900m	560' (409') R1900m
	2 NDB or PK NDB ❶ ❷	900' (749') C3500m	900' (749') C3500m	900' (749') C3500m	900' (749') C3500m
	P Lctr ❸	900' (749') C3700m	900' (749') C3700m	900' (749') C3900m	900' (749') C3900m
	NDB ❶	560' (409') R1900m	560' (409') R1900m	560' (409') R1900m	NOT APPLICABLE
	N Lctr ❶ ❷	580' (429') R2000m	580' (429') R2000m	580' (429') R2000m	580' (429') R2000m
	N Lctr ❸	1140' (989') C4700m	1140' (989') C4700m	1140' (989') C4900m	1140' (989') C4900m
19	2 NDB ❶ ❷	560' (406') R1500m	560' (406') R1500m	560' (406') R1700m	560' (406') R1700m
	ALS out	R1500m	R1500m	R1900m	R1900m
	2 NDB ❶ ❷	560' (406') R1700m	560' (406') R1700m	560' (406') R1700m	560' (406') R1700m
	ALS out	R1900m	R1900m	R1900m	R1900m
	NP NDB or N Lctr ❶ ❷	580' (426') R1500m	580' (426') R1500m	580' (426') R1800m	580' (426') R1800m
	ALS out	R1500m	R1500m	R2000m	R2000m
	NP NDB ❶ ❷	580' (426') R1800m	580' (426') R1800m	580' (426') R1800m	580' (426') R1800m
	ALS out	R2000m	R2000m	R2000m	R2000m
	N Lctr ❸	630' (476') C2200m	630' (476') C2200m	630' (476') C2400m	630' (476') C2400m
	ALS out	C2400m	C2400m	C2600m	C2600m
	NDB ❶	580' (426') R1800m	580' (426') R1800m	580' (426') R1800m	NOT APPLICABLE
	ALS out	R2000m	R2000m	R2000m	

❶ Continuous Descent Final Approach. ❷ with FAF. ❸ w/o FAF.

CIRCLE-TO-LAND ❹	100 KT	135 KT	180 KT	205 KT
to rwy 01 ❸	650' (499') ceiling 350m- V3000m	660' (509') ceiling 350m- V3000m	780' (629') ceiling 350m- V3000m	860' (709') ❹
to rwy 19	650' (496') ceiling 350m- V3000m	660' (506') ceiling 350m- V3000m	780' (626') ceiling 350m- V3000m	860' (706') ❺

❹ Not authorized West of airport.

❺ Circling height based on rwy 01 displaced threshold elev of 151'.

❻ Widebodied acft: MDA(H) 1140' (989') CEIL 400m VIS 5000m.

❼ Widebodied acft: MDA(H) 1140' (986') CEIL 400m VIS 5000m.

TAKE-OFF RWY 01, 19

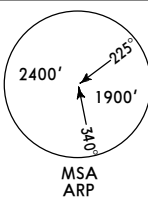
LVP must be in force			
RCLM (DAY only) or RL		RCLM (DAY only) or RL	NIL (DAY only)
A	250m	400m	500m
B			
C			
D	300m		

ULOO/PKV
PSKOV

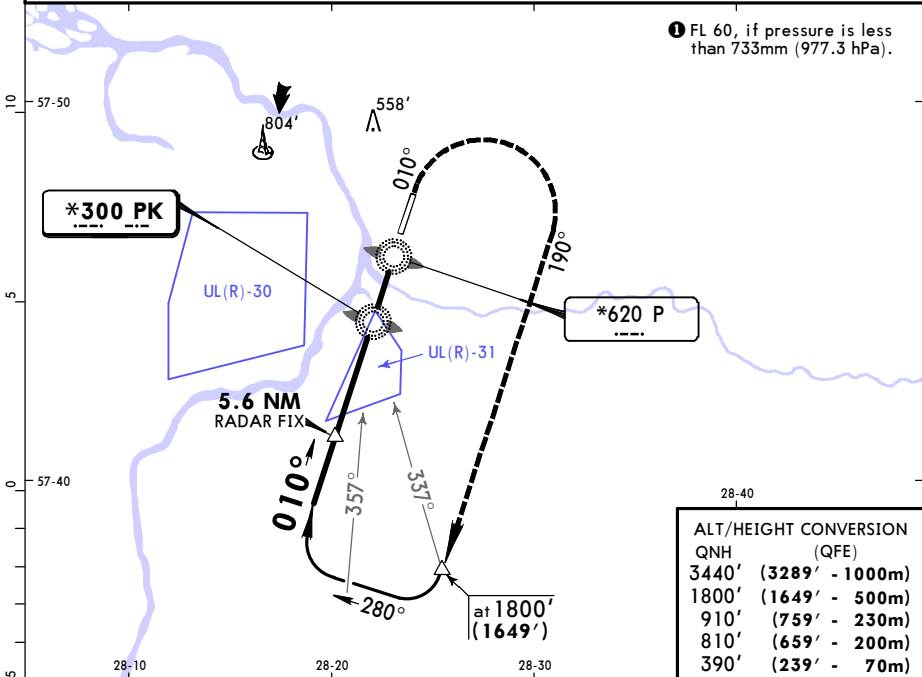
JEPPESSEN
6 MAR 15 (16-1)

PSKOV, RUSSIA
2 NDB or NDB Rwy 01

*PSKOV Tower				
122.0				
NDB PK *300	Final Apc Crs 010°	Minimum Alt 5.6 NM RADAR FIX 1800'(1649')	MDA(H) Refer to Minimums	Apt Elev 154' RWY 151'
MISSED APCH: Climb on 010° to 810'(659') or above, then turn RIGHT onto 190° climbing to 1800'(1649'), then according to chart.				
Alt Set: MM (hPa on req)		QNH on req (QFE)	Trans level: FL 50 ①	Trans alt: 3440'(3289')

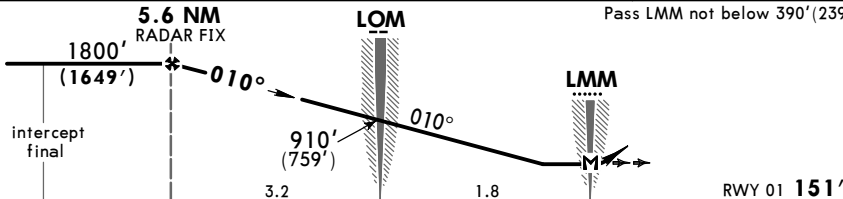


① FL 60, if pressure is less than 733mm (977.3 hPa).



ALT/HEIGHT CONVERSION	
QNH	(QFE)
3440'	(3289' - 1000m)
1800'	(1649' - 500m)
910'	(759' - 230m)
810'	(659' - 200m)
390'	(239' - 70m)

Pass LMM not below 390'(239').



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 2.67°	331	425	472	567	661	756
MAP at LMM						

810' (659') or above	010°	190° RT	1800' (1649')
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STRAIGHT-IN LANDING RWY 01

2 NDB or PK NDB or P Lctr

With FAF
MDA(H) 560'(409')

W/o FAF
MDA(H) 900'(749')

	With FAF MDA(H) 560'(409')	W/o FAF MDA(H) 900'(749')	
A	1600m	1600m	
B		2000m	
C		3600m	
D	2000m	4000m	

PANS OPS

CHANGES: MSA. Rwy elev.

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ULOO/PKV
PSKOV

JEPPesen
6 MAR 15 **(16-2)** CAT A, B & C

PSKOV, RUSSIA
via Racetrack NDB Rwy 01

BREEZING STRIP™

*PSKOV Tower

122.0

NDB PK

*300

Final Apch Crs

010°

Minimum Alt LOM

980'(829')

MDA(H)

560'(409')

Apt Elev

154'

RWY

151'

MISSED APCH: Climb on 010° to 1470'(1319'), then turn RIGHT to PK NDB climbing to 1800'(1649'), or as directed.

Alt Set: MM (hPa on req)

QNH on req (QFE)

Trans level: FL 50 ①

Trans alt: 3440'(3289')

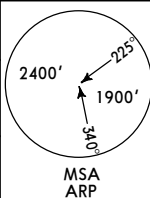
2400'

1900'

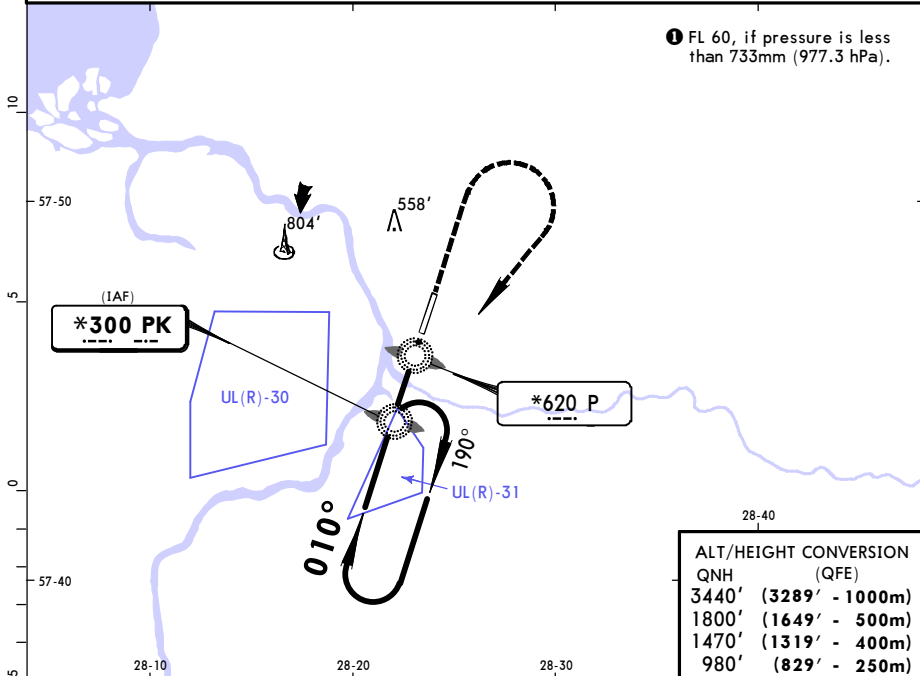
MSA ARP

225°

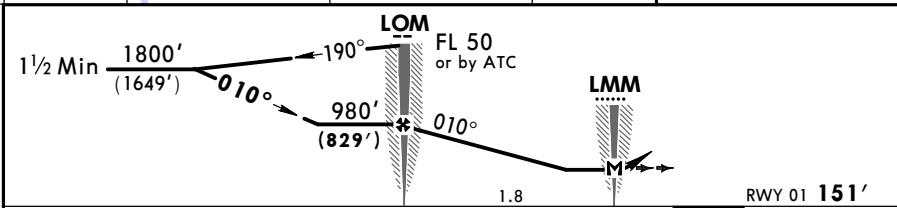
340°



① FL 60, if pressure is less than 733mm (977.3 hPa).



ALT/HEIGHT CONVERSION	
QNH	(QFE)
3440'	(3289' - 1000m)
1800'	(1649' - 500m)
1470'	(1319' - 400m)
980'	(829' - 250m)



Gnd speed-Kts	70	90	100	120	140	160		1470' (1319')	on 010°	PK 300	1800' (1649')
Descent Angle	3.00°	372	478	531	637	743	849			RT	
MAP at LMM											

STRAIGHT-IN LANDING RWY 01

MDA(H) **560'(409')**

A		
B	1600m	
C	2000m	
D	NOT APPLICABLE	

PANS OPS

CHANGES: MSA. Rwy elv.

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Alt Set: MM (hPa on req) QNH on req (**QFE**) Trans level: FL 50 **1** Trans alt: 3440' (**3289'**)

ALT/HEIGHT CONVERSION	
QNH	(QFE)
3440'	(3289' - 1000m)
1800'	(1649' - 500m)
810'	(659' - 200m)

RADAR FIX

1800'
(1649')

009°

intercept
final

3.1

Rwy 151'

Gnd speed-Kts	70	90	100	120	140	160	
Descent Angle 4.83°	599	770	856	1027	1198	1369	

STRAIGHT-IN LANDING RWY 01

With FAF		W/o FAF	
MDA(H) 580'(429')		MDA(H) 1140'(989')	
A	1600m	3200m	
B			
C			
D			
	2000m	4800m	
	2400m		

PANS OPS

ULOO/PKV
PSKOV

JEPPesen
3 JUN 16 (16-4)

PSKOV, RUSSIA
2 NDB or NDB Rwy 19

BREFFING STRIP™

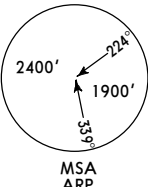
*PSKOV Tower

122.0

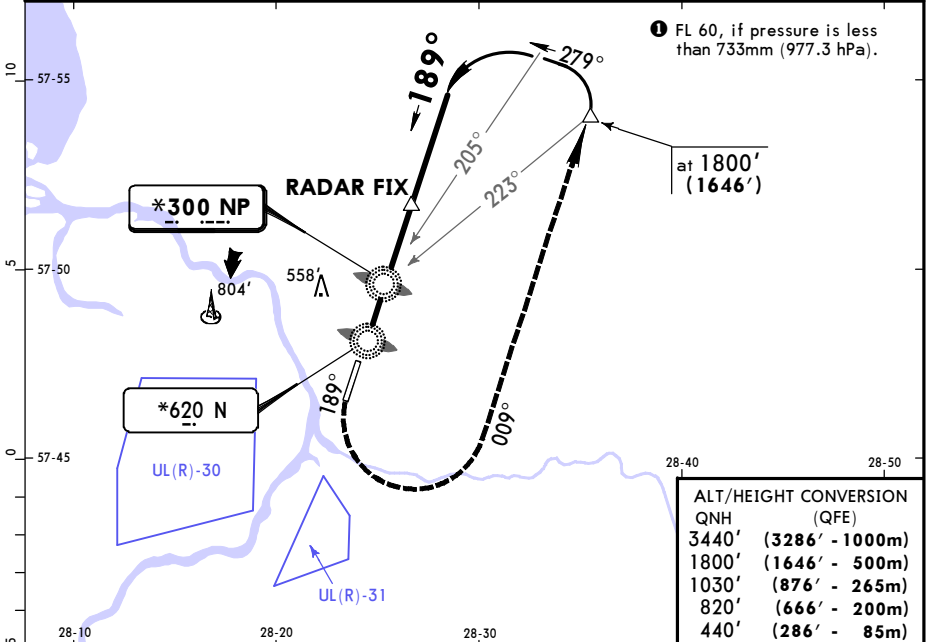
NDB NP *300	Final Apch Crs 189°	Minimum Alt RADAR FIX 1800'(1646')	MDA(H) Refer to Minimums	Apt Elev 154' Rwy 154'
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MISSED APCH: Climb on 189° to 820'(666') or above, then turn LEFT onto 009° climbing to 1800'(1646'), then according to chart.

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 50 ① Trans alt: 3440' (3286')
When crossing LMM increase control over the flight height to avoid collision with vehicles on the highway.



MSA
ARP



Pass LMM not below 440'(286').

LMM

LOM

RADAR FIX

1800' (1646')

189°

1030' (876')

intercept final

Rwy 154'

0 0.6 1.6 2.2 2.1

Gnd speed-Kts	70	90	100	120	140	160	ALS	MIM 820' (666') on 189°	009° LT	1800' (1646')
Descent Angle 3.50°	434	557	619	743	867	991	PAPI			
MAP at LMM										

2 NDB		STRAIGHT-IN LANDING RWY 19 NP NDB		With FAF MDA(H) 580(426')		N Lctr W/o FAF MDA(H) 630(476')	
MDA(H) 560'(406')		MDA(H) 580'(426')		ALS out		ALS out	
A	1600m			1600m		1600m	
B							
C	2000m			2000m		2000m	
D						2400m	

PANS OPS

ULOO/PKV
PSKOV

JEPPesen
6 MAR 15 **16-5** **CAT A, B & C**

PSKOV, RUSSIA
via Racetrack **NDB Rwy 19**

BREFFING STRIP™

*PSKOV Tower

122.0

NDB NP *300	Final Apch Crs 190°	Minimum Alt LOM 980'(826')	MDA(H) 580'(426')	Apt Elev 154' RWY 154'
-----------------------	-------------------------------	--------------------------------------	-----------------------------	---

MISSED APCH: Climb on 190° to 1470'(1316'), then turn LEFT to NP NDB climbing to 1800'(1646'), or as directed.

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 50 **1** Trans alt: 3440'(3286')

2400'

1900'

340'

225°

MSA ARP

ALT/HEIGHT CONVERSION
QNH (QFE)
3440' (3286' - 1000m)
1800' (1646' - 500m)
1470' (1316' - 400m)
980' (826' - 250m)

FL 50
or by ATC

LOM

1800'
(1646')

010°

1 1/2 Min

190°

980'
(826')

190°

LMM

RWY 19 154'

Gnd speed-Kts	70	90	100	120	140	160	ALS	1470' (1316')	on 190°	NP 300	1800' (1646')
Descent Angle	3.42°	424	545	605	726	847	968	PAPI		LT	
MAP at LMM											

STRAIGHT-IN LANDING RWY 19

MDA(H) 580'(426')

ALS out

A	1600m	
B		
C	2000m	
D	NOT APPLICABLE	

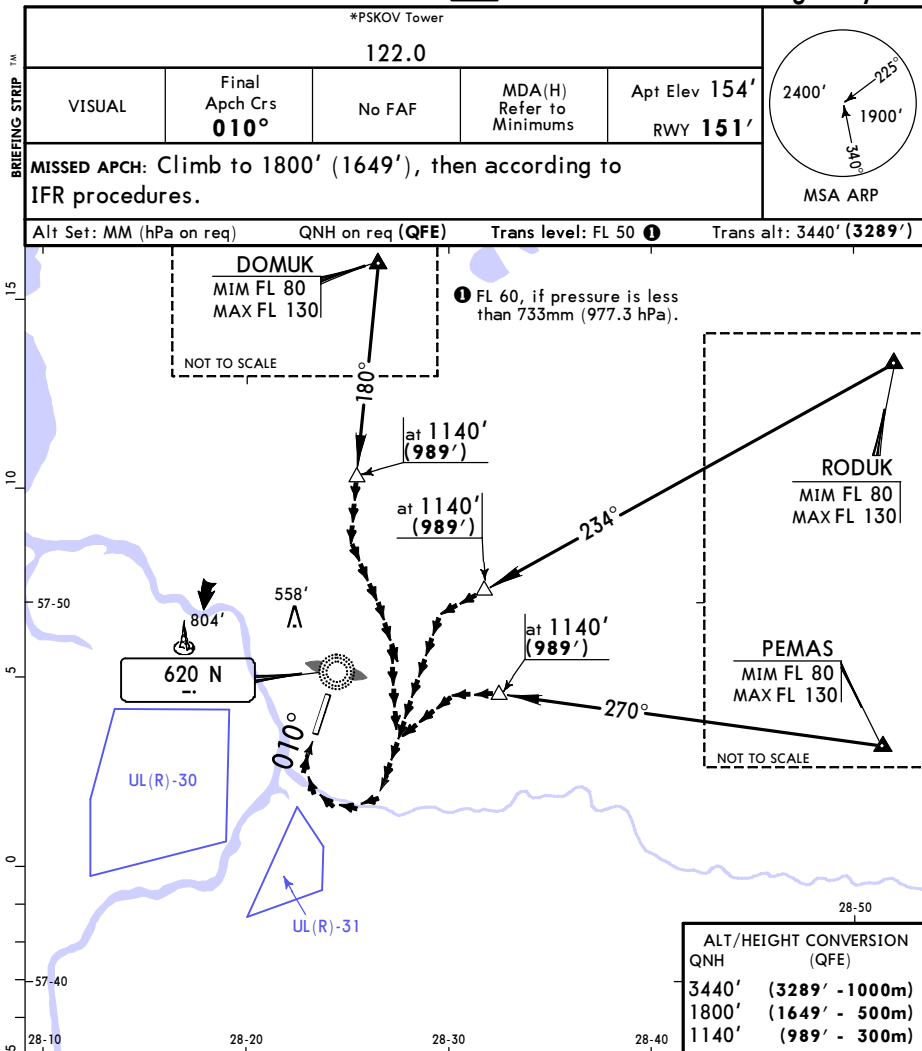
PANS OPS

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ULOO/PKV
PSKOV

JEPPesen
6 MAR 15 (19-10)

PSKOV, RUSSIA
Circling Rwy 01

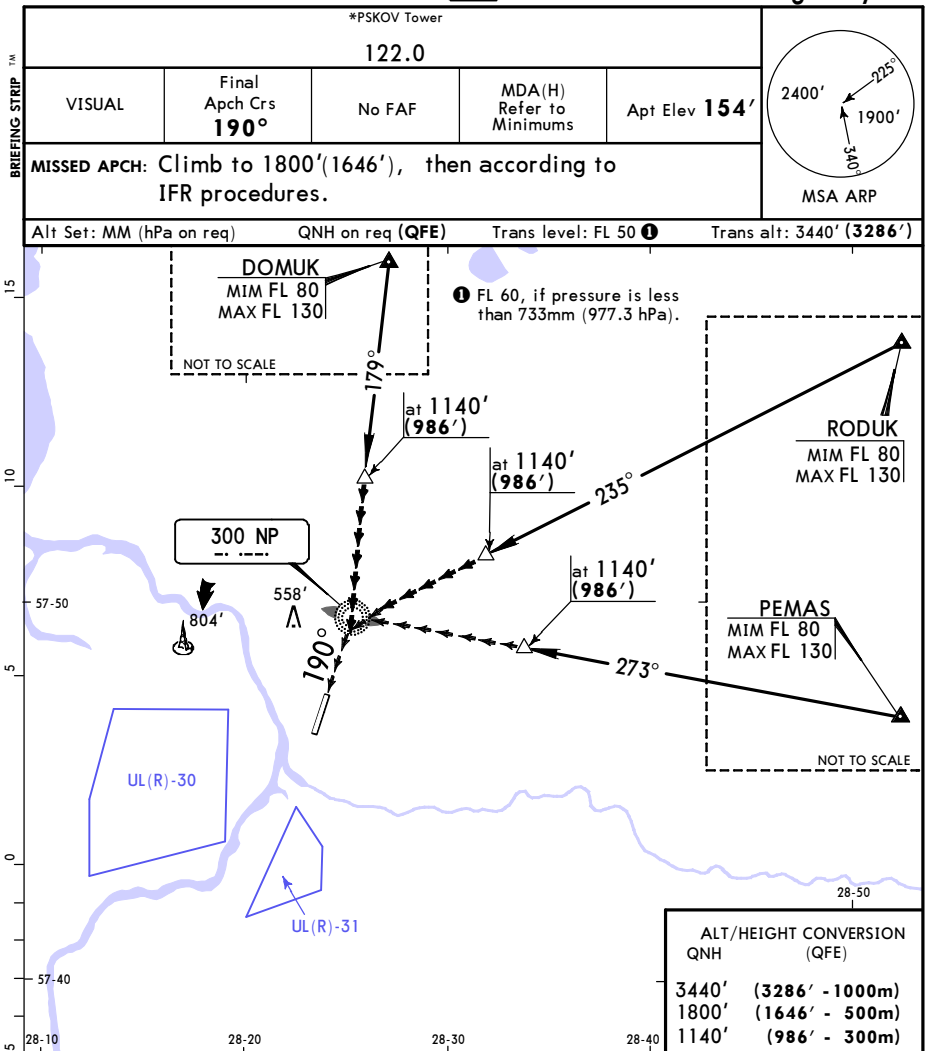


																				1800' (1649') ↑									

ULOO/PKV
PSKOV

JEPPesen
6 MAR 15 (19-11)

PSKOV, RUSSIA
Circling Rwy 19



										ALS PAPI		1800' (1646')
LANDING RWY 19										CEILING REQUIRED		
Not authorized West of airport												
PANS OPS	Max Kts	MDA(H)								CEIL-VIS		
	A 100	650' (496')								350m - 3000m		
	B 135											
	C 180	780' (626')								350m - 3000m		
	D 205	850' (696')								350m - 4000m 1		
1 Widebodied acft: MDA(H) 1140' (986') CEIL 400m VIS 5000m.												

Chart changes since cycle 12-2016

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
PSKOV, (PSKOV - UL00)				

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport ULOO

Type: Terminal

Effectivity: Temporary

Begin Date: Immediately

End Date: 20161231

Minima chgd as follows (16-1) 2 NDB without FAF MDA(H) 910'(759'). PK NDB or P Lctr without FAF MDA(H) 710'(559') VIS CAT B 1600m CAT C 2400m CAT D 2800m.