

## List of pages in this Trip Kit

Trip Kit Index

Airport Information For ULOO

Terminal Charts For ULOO

Revision Letter For Cycle 08-2026

Change Notices

Notebook

## General Information

Location: PSKOV RUS  
ICAO/IATA: ULOO / PKV  
Lat/Long: N57° 46.92', E028° 23.65'  
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: No  
LLWS Alert: No  
Beacon: No

Sunrise: 0206 Z  
Sunset: 1800 Z

## Runway Information

Runway: 01  
Length x Width: 8281 ft x 144 ft  
Surface Type: concrete  
TDZ-Elev: 149 ft  
Lighting: Edge, ALS

Runway: 19  
Length x Width: 8281 ft x 144 ft  
Surface Type: concrete  
TDZ-Elev: 154 ft  
Lighting: Edge, ALS

## Communication Information

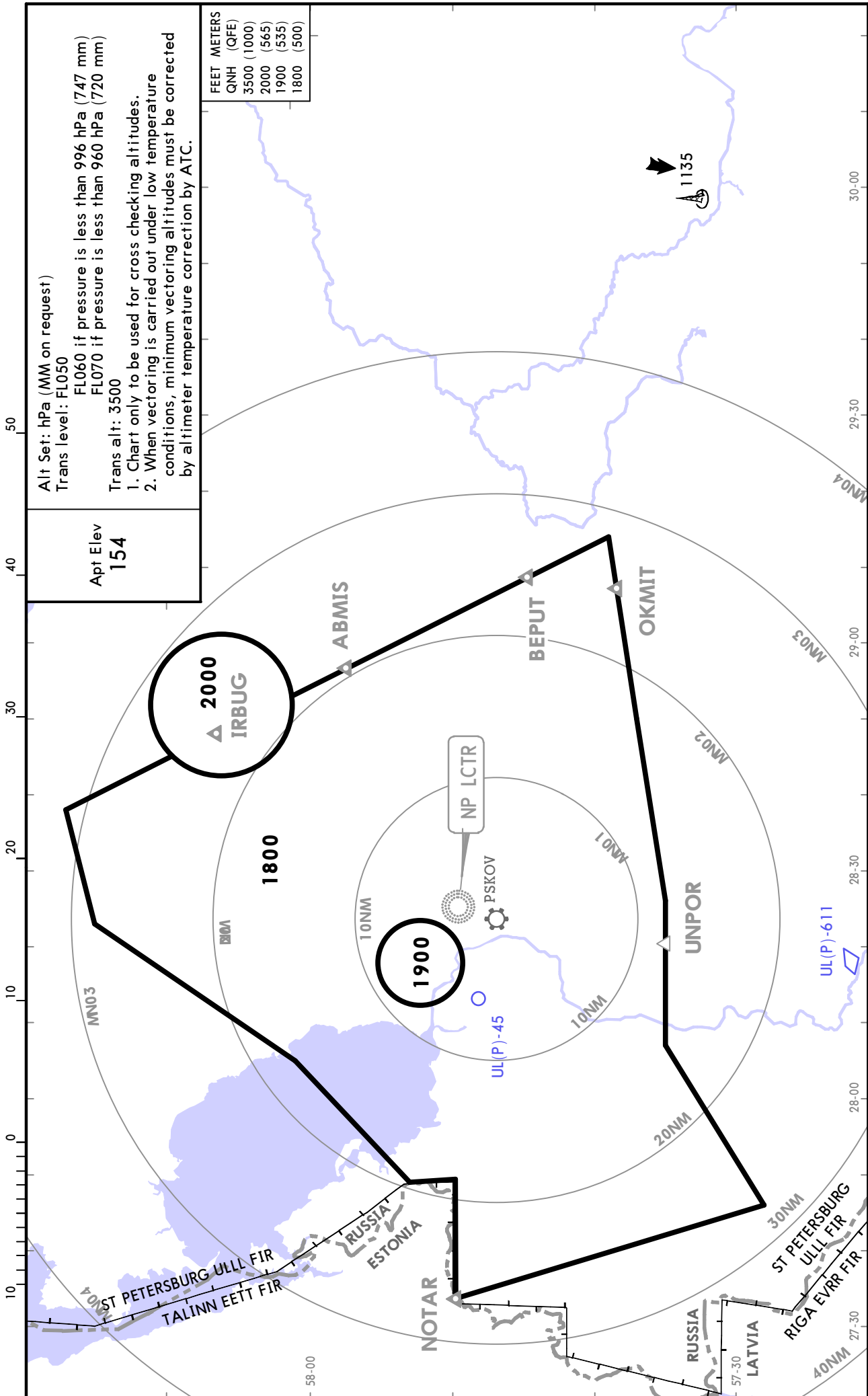
Pskov Tower: 129.000 Secondary  
Pskov Tower: 122.000

ULOO/PKV  
PSKOV

JEPPESEN  
16 JAN 26 10-1R Eff 22 Jan

PSKOV, RUSSIA

RADAR MINIMUM ALTITUDES



CHANGES: Prohibited area added.

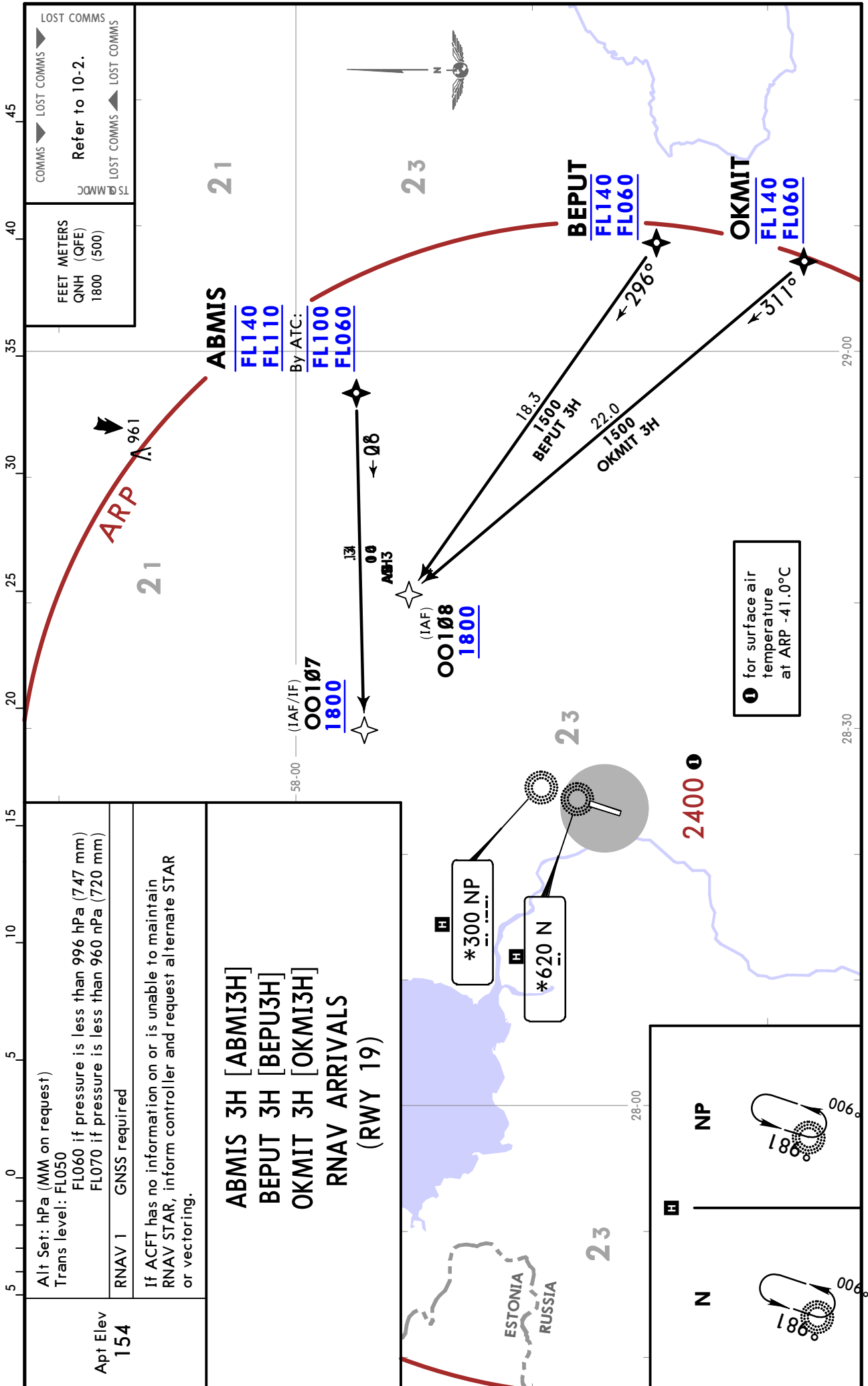
© JEPPESEN, 2021, 2026. ALL RIGHTS RESERVED.



# ULOO/PKV PSKOV

JEPPESEN  
22 DEC 23 **10-2A** Eff 28 Dec

PSKOV, RUSSIA  
**RNAV STAR**

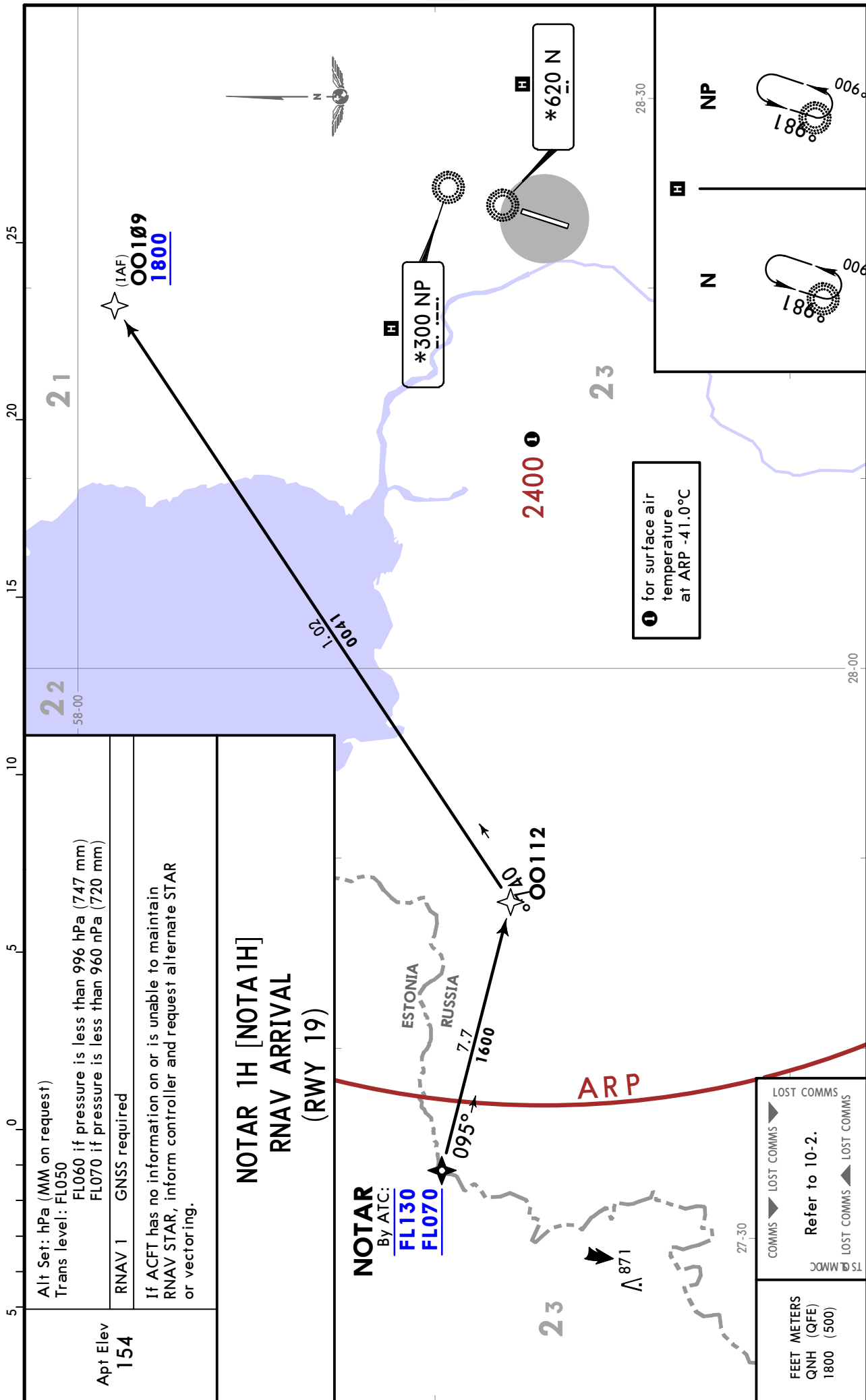




ULOO/PKV  
PSKOV

JEPPESEN  
22 DEC 23 10-2C Eff 28 Dec

PSKOV, RUSSIA  
RNAV STAR



CHANGES: AD renamed, RNAV STAR completely revised.

© JEPPESEN, 2021, 2023. ALL RIGHTS RESERVED.

# ULOO/PKV PSKOV



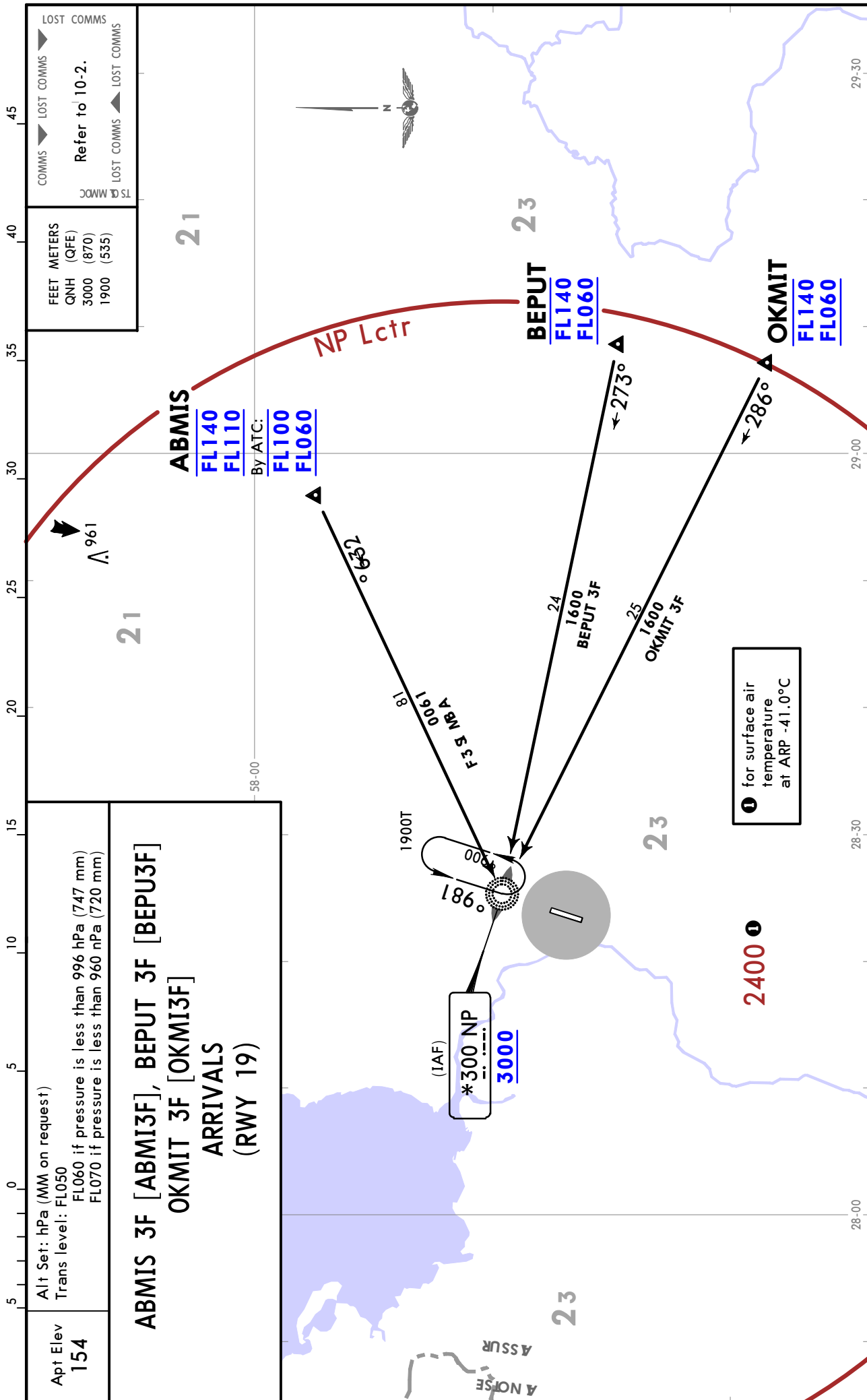
# PSKOV, RUSSIA

22 DEC 23

10-2D

Eff 28 Dec

STAR



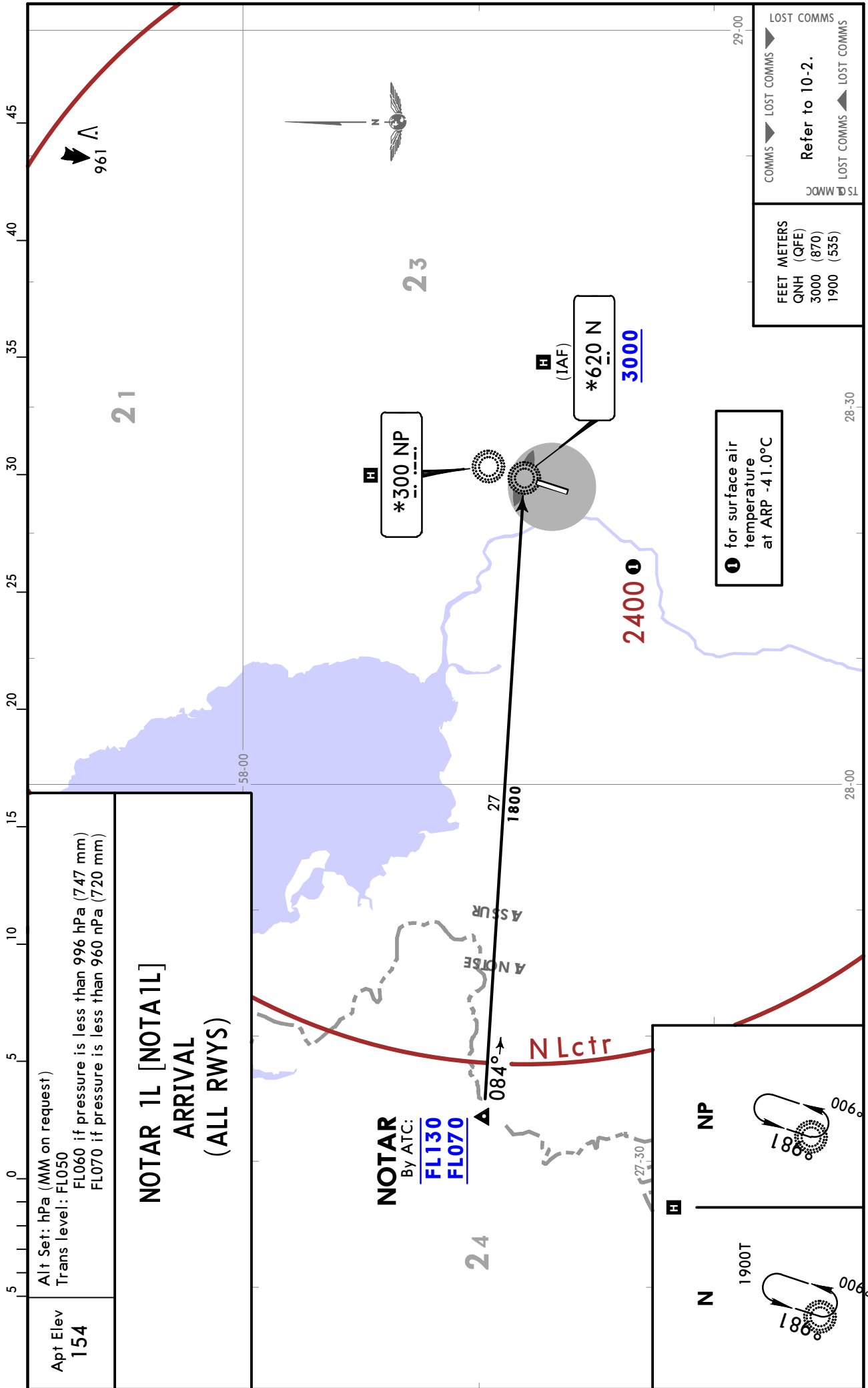




ULOO/PKV  
PSKOV

JEPPESEN  
22 DEC 23 10-2G Eff 28 Dec

PSKOV, RUSSIA  
STAR



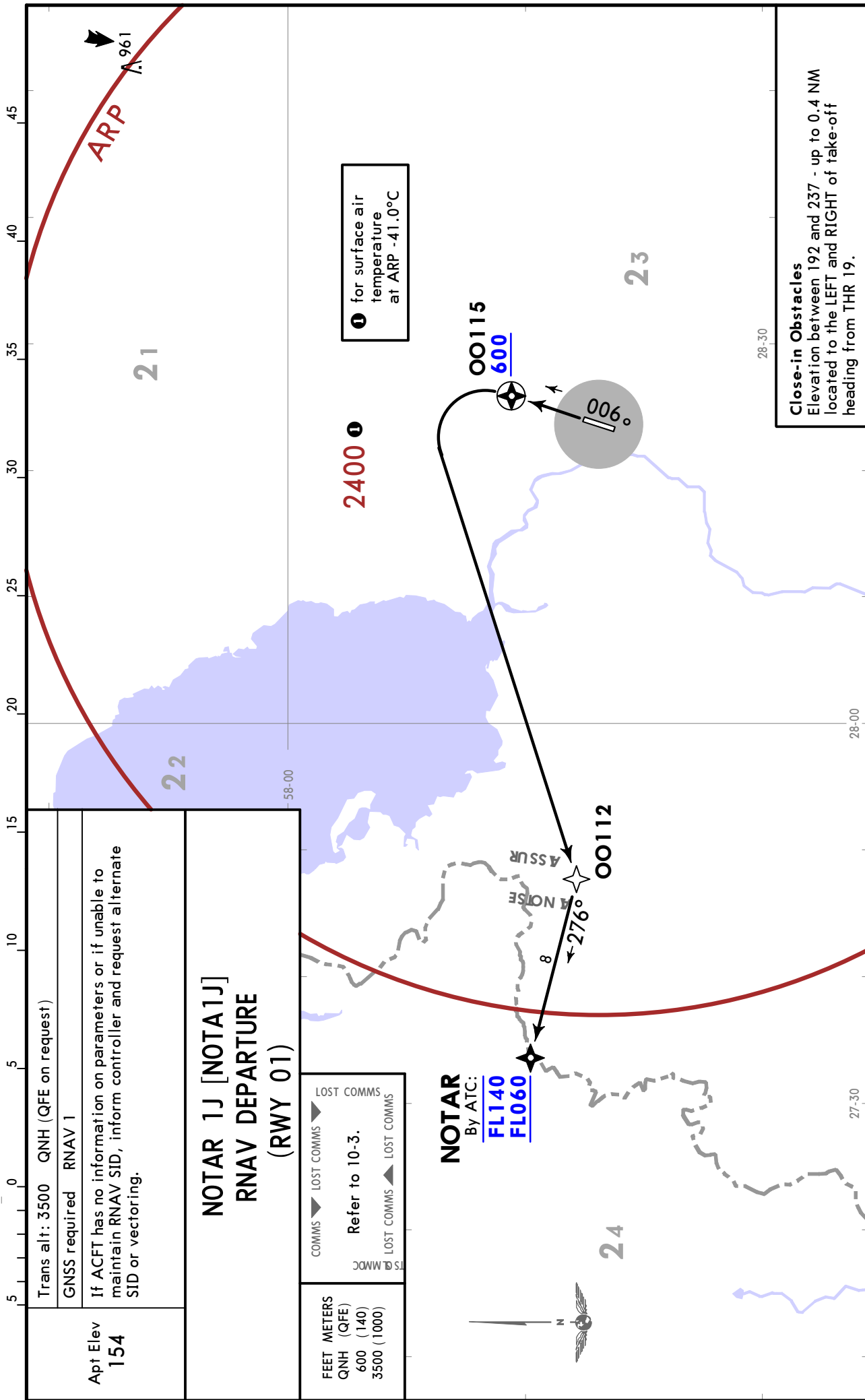




ULOO/PKV  
PSKOV

**JEPPESSEN**  
22 DEC 23 **10-3B** Eff 28 Dec

**PSKOV, RUSSIA**  
**RNAV SID**



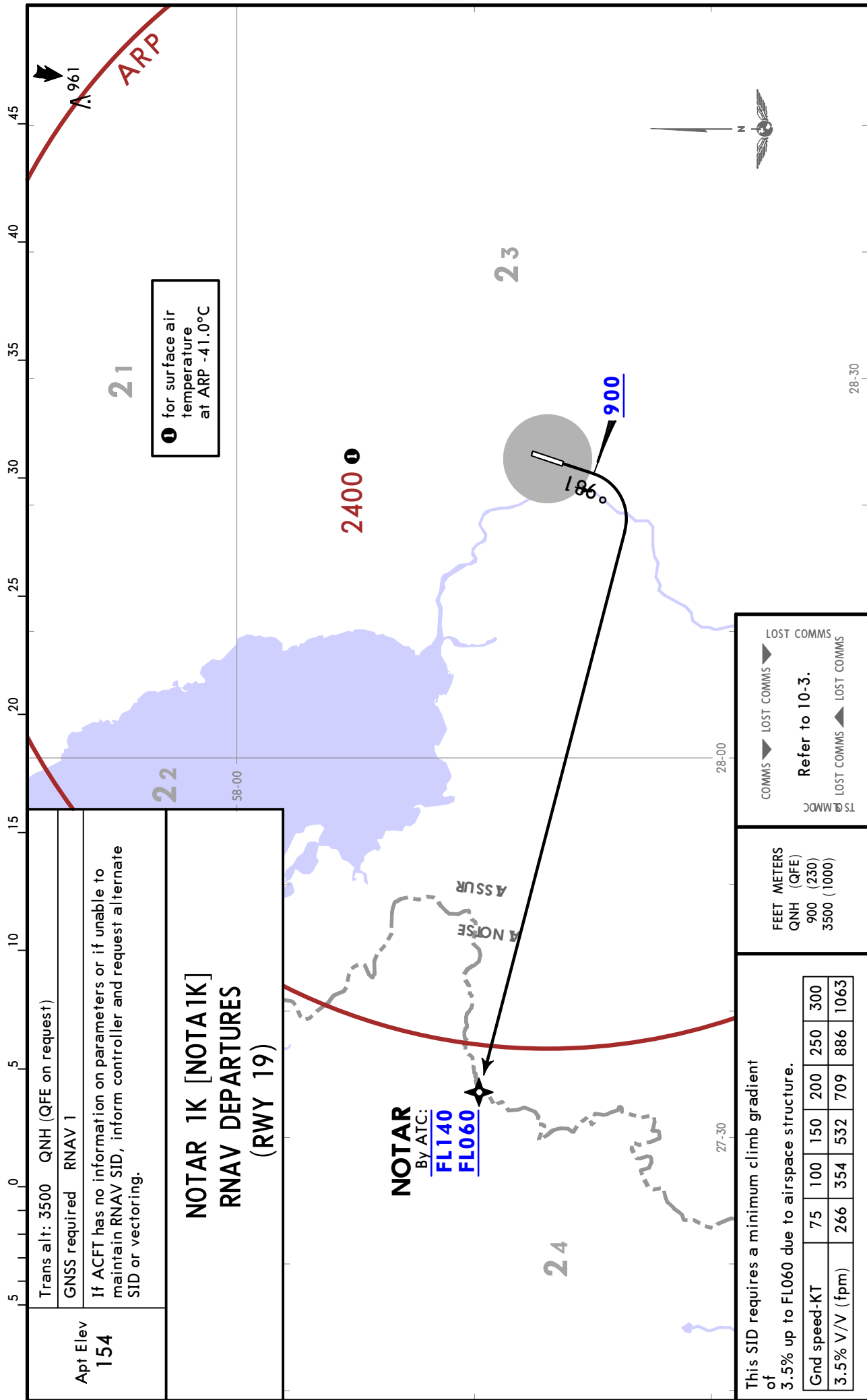
CHANGES: AD renamed, RNAV SID completely revised.

© JEPPESSEN., 2019, 2023. ALL RIGHTS RESERVED.

ULOO/PKV  
PSKOV

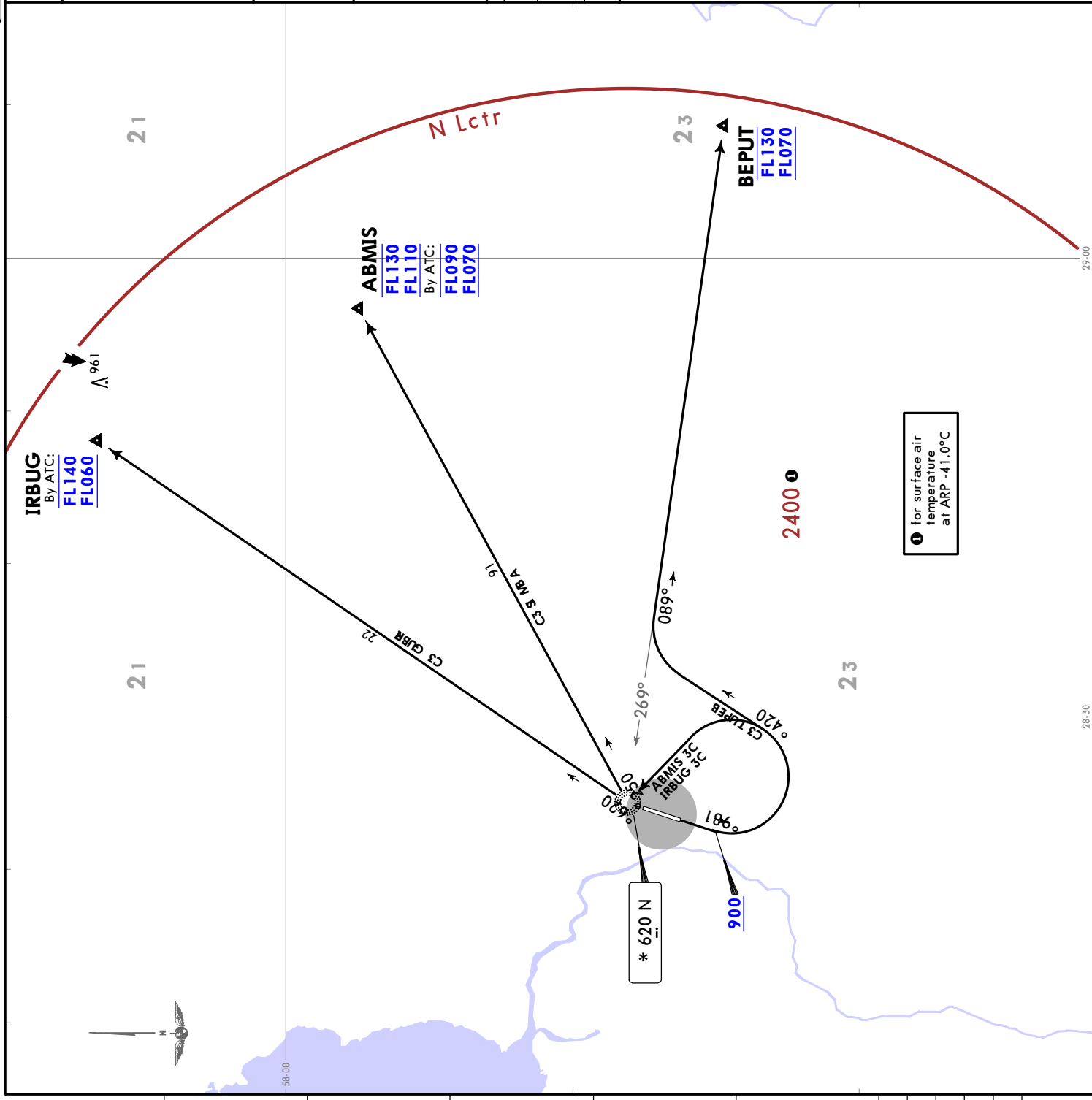
JEPPESEN  
22 DEC 23 10-3C Eff 28 Dec

PSKOV, RUSSIA  
RNAV SID





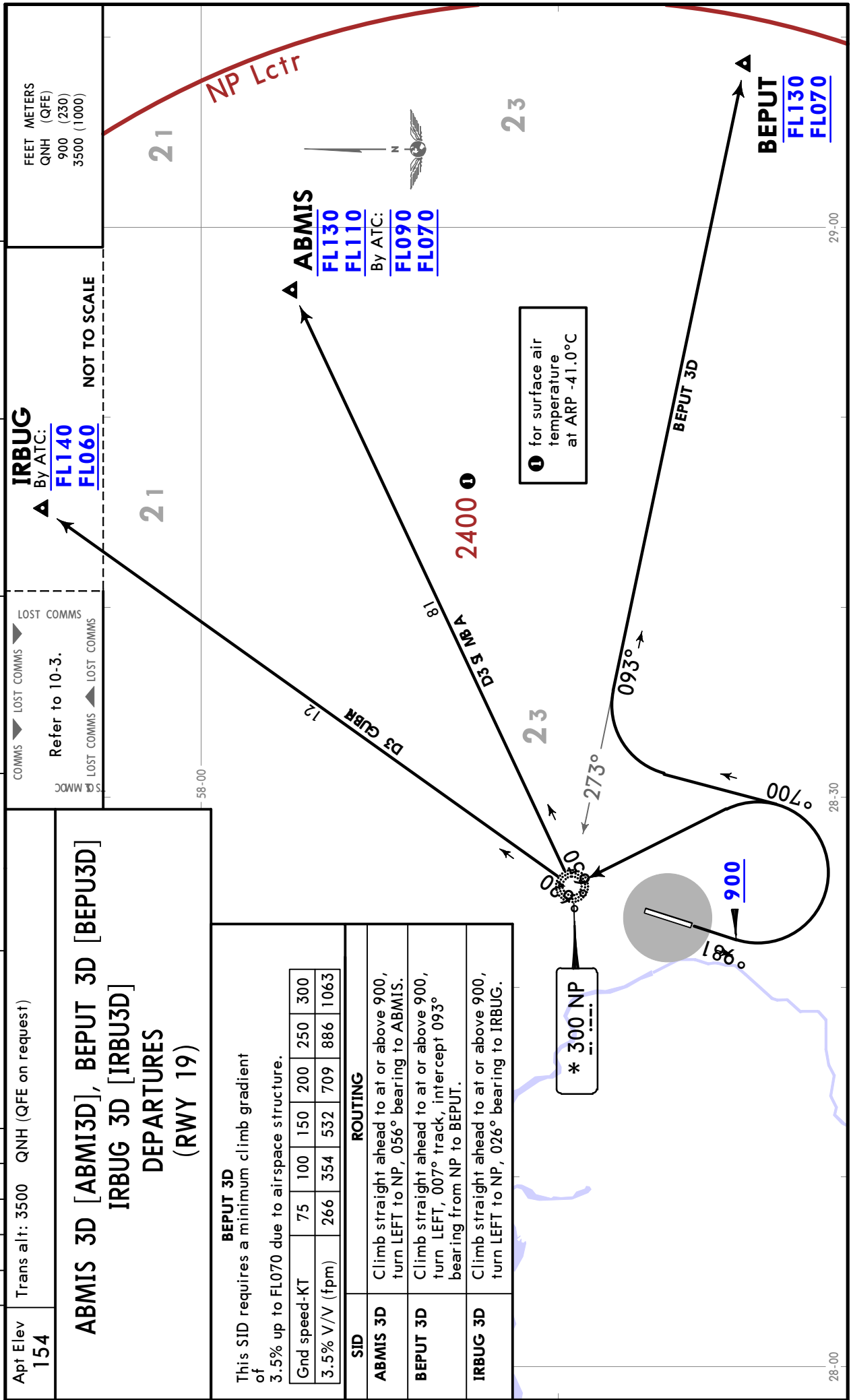
Apt Elev 154	Trans alt: 3500 QNH (QFE on request)														
<p><b>ABMIS 3C [ABMI3C]</b>  <b>BEPUT 3C [BEPU3C]</b>  <b>IRBUG 3C [IRBU3C]</b>  <b>DEPARTURES</b>  <b>(RWY 19)</b></p>															
<p>FEET METERS                  QNH (QFE)                  900 (230)                  3500 (1000)</p>	<p>COMMS ▼ LOST COMMS ▼                  Refer to 10-3.                  LOST COMMS ▲ LOST COMMS</p>														
<p><b>BEPUT 3C</b>                  This SID requires a minimum climb gradient of 3.7% up to FL070 due to airspace structure.</p> <table border="1"> <tr> <td>Grnd speed-KT</td> <td>75</td> <td>100</td> <td>150</td> <td>200</td> <td>250</td> <td>300</td> </tr> <tr> <td>3.7% V/V (fpm)</td> <td>281</td> <td>375</td> <td>562</td> <td>749</td> <td>937</td> <td>1124</td> </tr> </table>		Grnd speed-KT	75	100	150	200	250	300	3.7% V/V (fpm)	281	375	562	749	937	1124
Grnd speed-KT	75	100	150	200	250	300									
3.7% V/V (fpm)	281	375	562	749	937	1124									
<p><b>SID ROUTING</b></p> <p><b>ABMIS 3C</b> Climb straight ahead to at or above 900, turn LEFT to N, 052° bearing to ABMIS.</p> <p><b>BEPUT 3C</b> Climb straight ahead to at or above 900, turn LEFT, 024° track, intercept 089° bearing from N to BEPUT.</p> <p><b>IRBUG 3C</b> Climb straight ahead to at or above 900, turn LEFT to N, 026° bearing to IRBUG.</p>															



ULOO/PKV  
PSKOV

**JEPPESSEN**  
19 JAN 24 **10-3F** Eff 25 Jan

PSKOV, RUSSIA  
**SID**



CHANGES: Crossing at ABMIS.

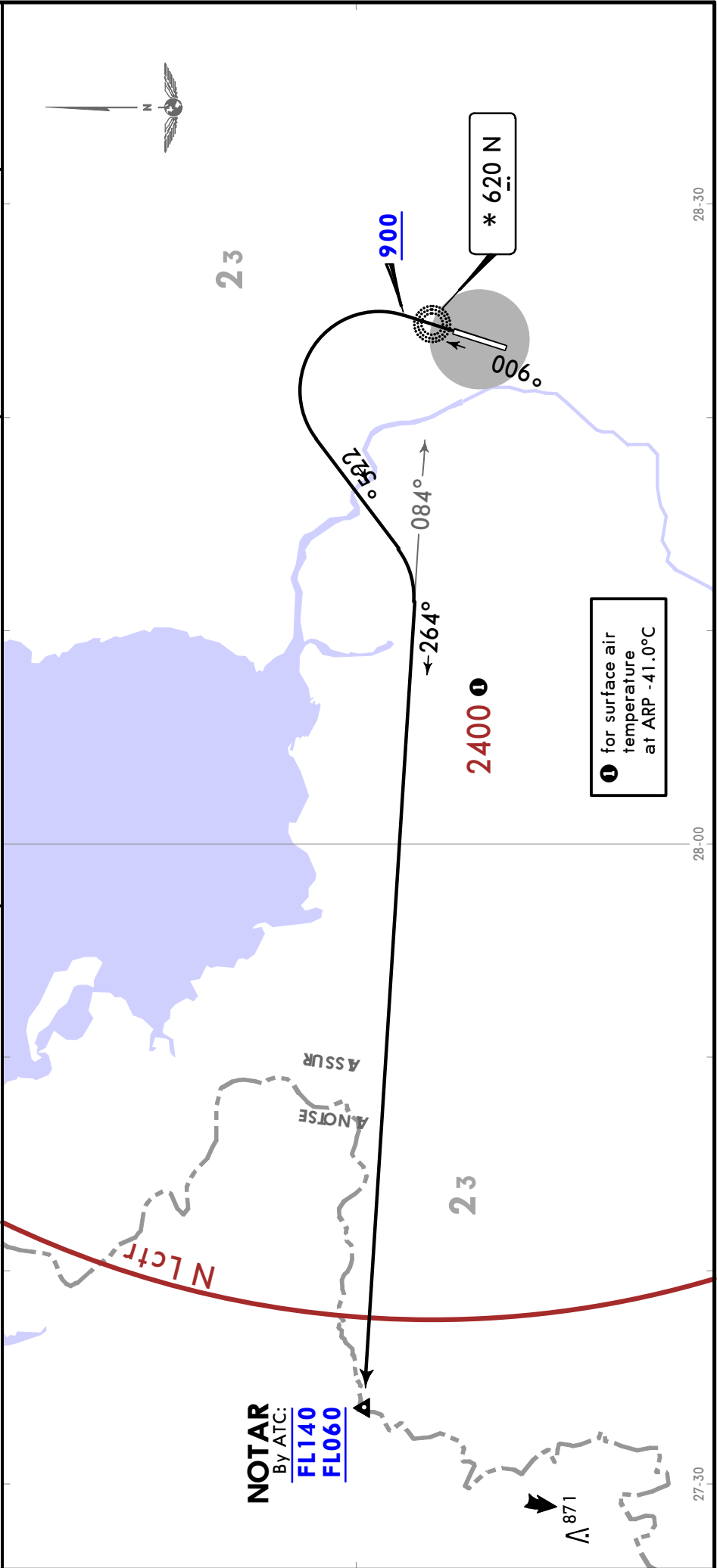
UL00/PKV  
PSKOV

JEPPESEN  
19 JAN 24 10-3G Eff 25 Jan

PSKOV, RUSSIA

SID

<p>Apt Elev <b>154</b></p>	<p>Trans alt: 3500 QNH (QFE on request) Turn before N is prohibited.</p>	<p><b>NOTAR 1A [NOTA1A] DEPARTURE (RWY 01)</b></p>	<p><b>Close-in Obstacles</b> Elevation between 192 and 237 - up to 0.4 NM located to the LEFT and RIGHT of take-off heading THR 19.</p>	<p><b>ROUTING</b> Climb straight ahead to at or above 900, turn LEFT, 225° track, 264° bearing from N to NOTAR.</p>	<p>COMMS    LOST COMMS    LOST COMMS</p> <p>Refer to 10-3.</p> <p>TS &amp; MMDC    LOST COMMS    LOST COMMS</p>	<p>FEET METERS QNH (QFE) 900 (230) 3500 (1000)</p>
--------------------------------	--	--	---	---	---	--







ULOO/PFV

JEPPESEN

PSKOV, RUSSIA

PSKOV

22 DEC 23

10-4

Eff 28 Dec

NOISE

**NOISE ABATEMENT**

LT minus 3 HOURS=UTC (Z)

**GENERAL**

Noise abatement procedures during take-off and climb shall be executed by all ACFT but not at the expense of flight safety.

Noise abatement procedures shall not be employed in case of engine failure during take-off and approach.

Noise abatement procedures should be employed in accordance with the requirements of the Aeroplane Flight Manual and ICAO Annex 16.

**NIGHTTIME RESTRICTIONS**

Term "night" indicates the period from 2000-0400UTC. Arrivals and departures of ACFT complying with noise certification requirements specified in ICAO Annex 16, Chapter 3 are allowed at night.

Run-up of APU of civil ACFT is PROHIBITED at the AD. Use of APU should be avoided and/or restricted on stand equipped with ACFT ground power units and preconditioned air systems after arriving ACFT is parked and before departing ACFT leaves the stand.

**ARRIVAL**

Displacement of THR must not be used as a noise abatement measure.

Intercept GP and maintain a  $3^{\circ} \pm 0.5^{\circ}$  glide slope angle.

Carry out approach at the established speed of not below  $1.3V_s + 10$  KT (19 km/h) while maintaining engine thrust until landing if practicable.

**DEPARTURE**

Take-off not only from RWY beginning, provided flight crew is able to employ noise abatement procedures.

Do not reduce engines power until:

- ACFT reaches 690' (210m);
- Established standard power mode enables to maintain established climb gradient of not less than 4%.

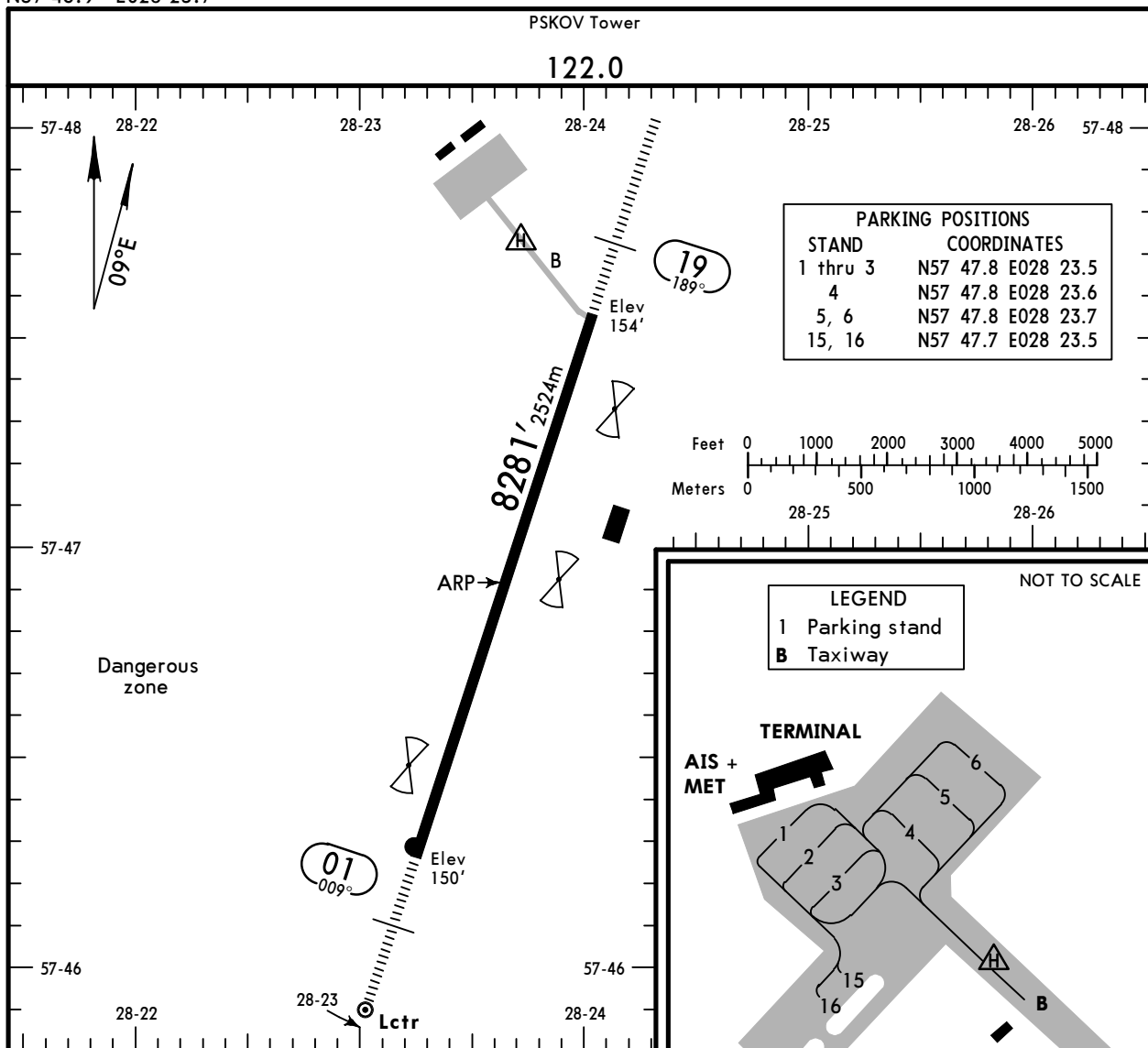
After lift-off accelerate to  $V_2 + 10$  KT (19 km/h) and maintain this speed during employment of noise abatement procedures.

Maintain climbing speed with flaps and slats in take-off configuration.

**ULOO/PKV**  
 Apt Elev **154'**  
 N57 46.9 E028 23.7

**JEPPesen**  
 29 MAR 24 **(10-9)**

**PSKOV, RUSSIA**  
**PSKOV**



**GENERAL**

At night and during the day, when visibility is 2000m or below, ACFT shall taxi with landing/taxi lights switched on.  
 ACFT shall taxi via TWY B at reduced speed, strictly along center line and with extreme caution.  
 ACFT shall taxi into/out of stands only after obtaining tower controller's clearance and follow the signals of the technical specialist.  
 Stands 1 thru 6 are available for helicopters.  
 Birds in vicinity of airport.

**ADDITIONAL RUNWAY INFORMATION**

RWY	HIRL (60m)	① HIALS PAPI-L (angle 3.0°)	RVR	USABLE LENGTHS		TAKE-OFF	WIDTH
				Threshold	Glide Slope		
01							144'
19		② HIALS PAPI-L (angle 3.0°)					44m

- ① length 650m
- ② length 900m

<b>Std</b>				<b>TAKE-OFF</b>	
① RL & RCLM	① RL or RCLM	Adequate Vis Ref		DAY	NIGHT
		R/V300m	R/V400m		

① For NIGHT operations, at least RL and RENL are required.

## ARRIVAL PROCEDURE

RWY shall be vacated via TWY B. ACFT must vacate ILS critical area as quickly as possible. Flight crew shall report vacation of RWY to "Pskov-Tower" controller only after ACFT completely crosses the RWY-holding position marking at the RWY. Flight crew should read back all instructions of "Pskov-Tower" controller, acknowledging accuracy of the information obtained. ACFT shall be parked onto the stands by the instructions of the specialists providing ACFT arrival, following the established taxi routes, until ACFT is brought to fullstop and chocks are installed.

## DEPARTURE PROCEDURES

Pilot-in-command must request ATC clearance from "Pskov-Tower" controller, reporting flight number, destination AD, stand number.

Flight crew shall request clearance to start engines on stand, when ACFT is under tow, and at start-up position only, provided ACFT is ready for departure, which means that all pre-flight procedures have been completed, all passengers are on board, entrance and cargo compartment doors are closed, stairs removed, a tow bar is connected (when towing is required), ACFT de-icing/antiicing treatment has been completed, ground personnel is ready for towing (taxiing) and has established radio contact with the pilot-in-command.

Taxi and tow operations are PROHIBITED without "Pskov-Tower" controller's clearance.

A DLA message must be submitted and new time of departure in FPL and slot must be approved with relevant airport services, if time of ACFT departure, initially indicated in the FPL, is delayed for more than 30 minutes.

Over the course of taxi operations the flight crew must constantly check ACFT position, especially at TWY intersections, to make sure that taxiing is carried out in compliance with safety-related procedures. In case of difficulty or doubt in determining ACFT position, it is necessary to stop taxiing and report to the controller.

It is PROHIBITED to cross the runway-holding position (ILS critical area) without controller's clearance.

Flight crew should read back all instructions of "Pskov-Tower" controller.

## LOW VISIBILITY PROCEDURES (LVP)

LVP applied when RVR is below 550m.

Tower controller informs flight crews using the following phrase: "Low visibility procedures in progress, check your minimum".

ACFT shall taxi under assistance of follow-me car.

The following is prohibited during LVP:

- take-off not from the RWY beginning,
- take-off without stopping at line-up position.

Only one ACFT can be present on RWY, TWY B should be clear of ACFT.

Crossing of runway-holding position marking (ILS critical area) is prohibited without clearance of tower controller.

# ULOO/PKV

STRAIGHT-IN RWY		A	B	C	D
01	GLS	350'(200') R750m R1200m	350'(200') R750m R1200m	350'(200') R750m R1200m	350'(200') R750m R1200m
	ALS out				
	RNP LNAV/VNAV	435'(285') R900m R1400m	445'(295') R900m R1400m	455'(305') R1000m R1400m	465'(315') R1000m R1400m
	ALS out				
	①RNP LNAV	550'(400') R1400m R1500m	550'(400') R1400m R1500m	550'(400') R1400m R1800m	550'(400') R1400m R1800m
ALS out					
①NDB	710'(556') R1500m R1500m	710'(556') R1500m R1500m	710'(556') R2100m R2400m	710'(556') R2100m R2400m	
ALS out					
19	ILS Z, Y or X	354'(200') ② R550m R1200m	354'(200') ② R550m R1200m	354'(200') ② R550m R1200m	354'(200') ② R550m R1200m
	ALS out				
	GLS	354'(200') ② R550m R1200m	354'(200') ② R550m R1200m	354'(200') ② R550m R1200m	354'(200') ② R550m R1200m
	ALS out				
	① LOC Z, Y or X	550'(396') R1100m R1500m	550'(396') R1100m R1500m	550'(396') R1100m R1800m	550'(396') R1100m R1800m
	ALS out				
	RNP LNAV/VNAV	451'(297') ② R650m R1400m	461'(307') ② R700m R1400m	470'(316') ② R700m R1400m	479'(325') R800m R1500m
	ALS out				
	①RNP LNAV	560'(406') R1200m R1500m	560'(406') R1200m R1500m	560'(406') R1200m R1900m	560'(406') R1200m R1900m
	ALS out				
① NDB Z or Y	580'(426') R1300m R1500m	580'(426') R1300m R1500m	580'(426') R1300m R2000m	580'(426') R1300m R2000m	
ALS out					

① Continuous Descent Final Approach.

② R750m when a Flight Director or Autopilot or HUDLS to DA is not used.

CIRCLE-TO-LAND ③	100 KT	135 KT	180 KT	205 KT
After NDB 01	630'(476')	660'(506')	760'(606')	860'(706')
	720'(566')	710'(556')	750'(596')	850'(696')
	V1500m	V1600m	V2400m	V3600m

③ Prohibited West of airport.

## TAKE-OFF

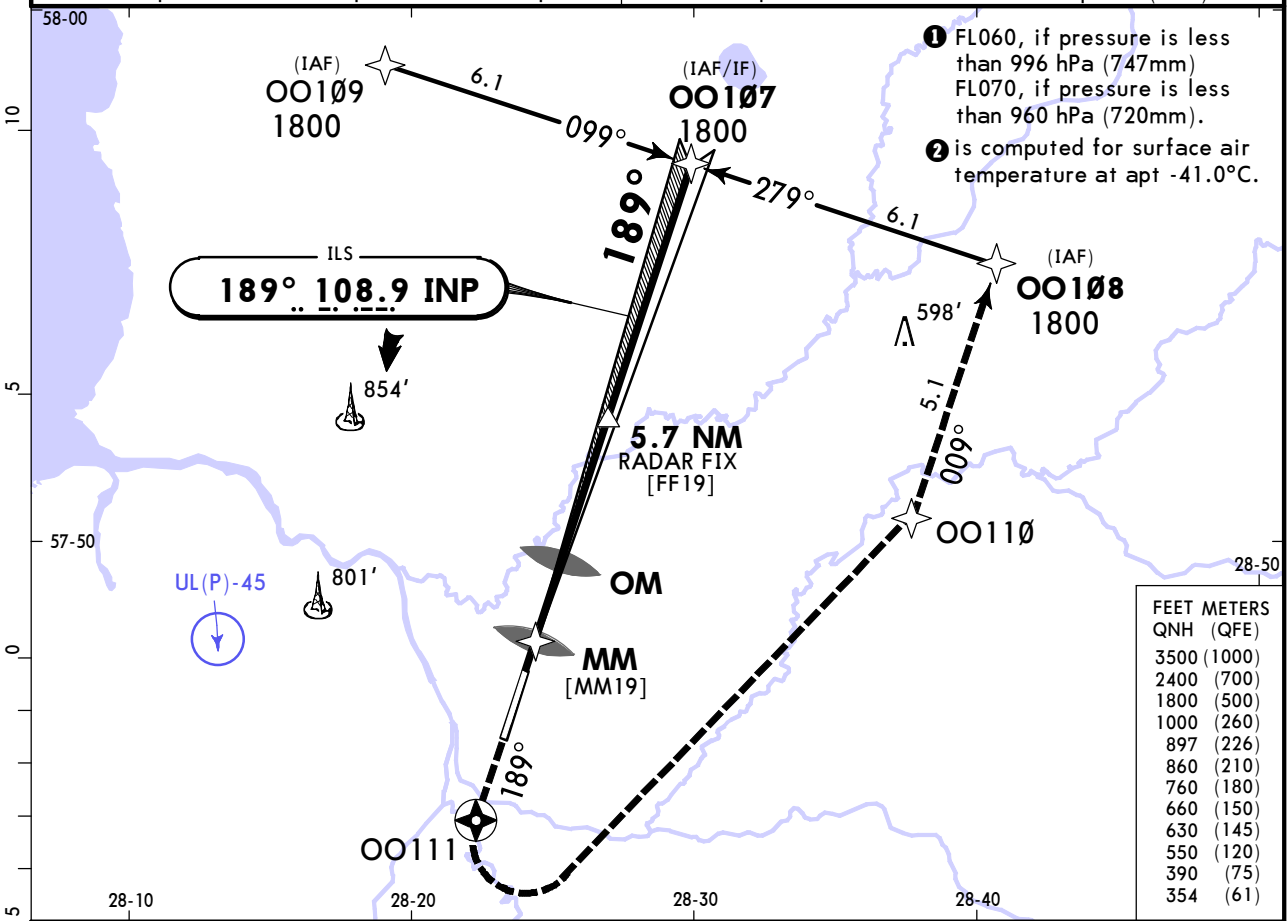
Low Visibility Procedures required		RCLM or RL	RL	Adequate Vis Ref	
Approval for Low Visibility Take-off required				DAY	NIGHT
RCLM & RL & RVR		DAY	NIGHT	DAY	NIGHT
DAY	NIGHT				
R300m		R/V400m		R/V500m	NA

**UL00/PKV**  
PSKOV

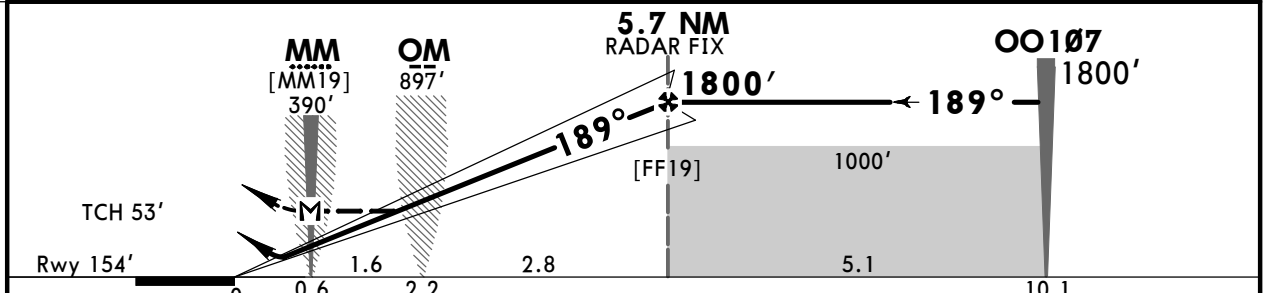
**JEPPESEN**  
16 JAN 26  
Eff 22 Jan (11-1)

**PSKOV, RUSSIA**  
ILS Z or LOC Z Rwy 19

PSKOV Tower					<div style="border: 1px solid black; border-radius: 50%; width: 100px; height: 100px; margin: 0 auto; display: flex; align-items: center; justify-content: center;">2400</div>
122.0					
LOC INP <b>108.9</b>	Final Apch Crs <b>189°</b>	5.7 NM RADAR FIX <b>1800'</b> (1646')	ILS DA(H) <b>354'</b> (200')	Apt Elev 154'  Rwy 154'	
<b>MISSED APCH: Climb STRAIGHT AHEAD to OO111, turn LEFT to OO110, then proceed to OO108 climbing to 1800' or above.</b>					
Alt Set: hPa (MM on req)		Rwy Elev: 6 hPa	Trans level: FL050 ①		Trans alt: 3500'
RNAV 1 required for initial apch and missed apch.			1. GNSS required. 2. RADAR control required (LOC).		



FEET	METERS
3500	(1000)
2400	(700)
1800	(500)
1000	(260)
897	(226)
860	(210)
760	(180)
660	(150)
630	(145)
550	(120)
390	(75)
354	(61)



Gnd speed-KT	70	90	100	120	140	160	HIALS PAPI OO111 ↑ OO110 ← LT
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	
MAP at MM							
5.7NM to MAP	4.4	3:46	2:56	2:38	2:12	1:53	1:39

	STRAIGHT-IN LANDING		CIRCLE-TO-LAND Prohibited West of airport
	ILS	LOC (GS out) CDFA	
	DA(H) <b>354'</b> (200')	<b>2</b> DA/MDA(H) <b>550'</b> (396')	
	ALS out	ALS out	Max KT
A	<b>1</b> R550m R1200m	R1100m	100
B			135
C			180
D			205
			MDA(H)
			630' (476')
			660' (506')
			760' (606')
			860' (706')

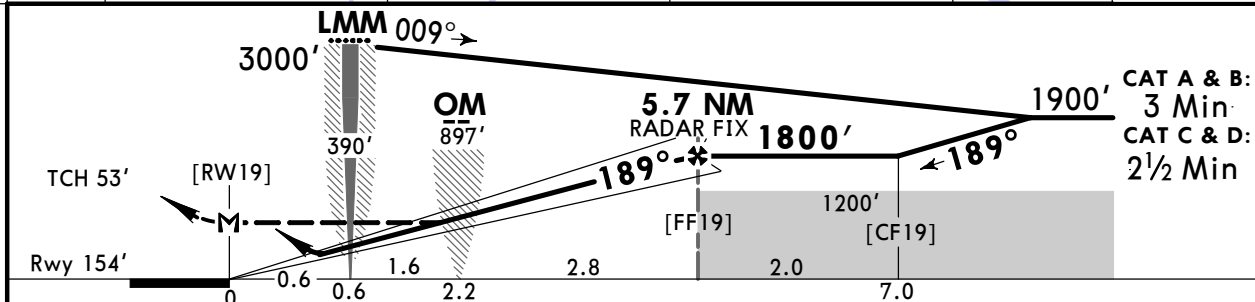
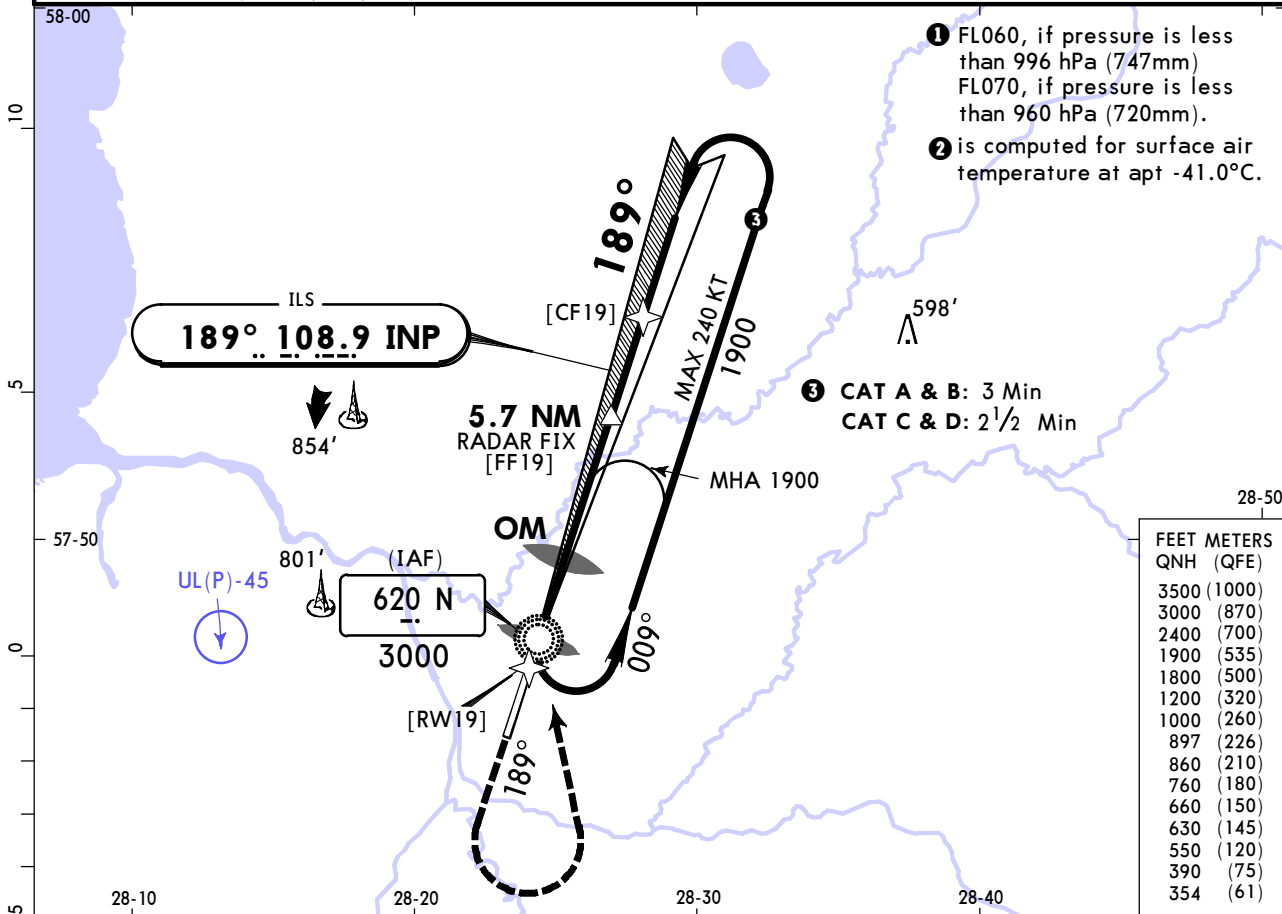
**1** R750m when a Flight Director or Autopilot or HUD to DA is not used.  
**2** VNAV DA(H) in lieu of MDA(H) depends on operator policy.

**UL00/PKV**  
PSKOV

**JEPPESEN**  
16 JAN 26  
Eff 22 Jan (11-2)

**PSKOV, RUSSIA**  
ILS Y or LOC Y Rwy 19

PSKOV Tower					<div style="border: 1px solid black; border-radius: 50%; width: 100px; height: 100px; margin: 0 auto;"></div> <p style="text-align: center;">2400</p>
122.0					
LOC INP <b>108.9</b>	Final Apch Crs <b>189°</b>	5.7 NM RADAR FIX <b>1800'</b> (1646')	ILS DA(H) <b>354'</b> (200')	Apt Elev 154'  Rwy 154'	
<b>MISSED APCH: Climb STRAIGHT AHEAD to 1000' or above (MAX 250 KT), then turn LEFT to N LMM climbing to 1900' or above.</b>					MSA ARP <b>2</b>
Alt Set: hPa (MM on req)		Rwy Elev: 6 hPa	Trans level: FL050 <b>1</b>	Trans alt: 3500'	
RADAR control required (LOC).					



Gnd speed-KT	70	90	100	120	140	160	HIALS PAPI <div style="display: flex; align-items: center;"> <div style="width: 10px; height: 10px; background-color: black; margin-right: 5px;"></div> <div style="width: 10px; height: 10px; background-color: gray; margin-right: 5px;"></div> <div style="width: 10px; height: 10px; background-color: white; margin-right: 5px;"></div> </div>	1000' or above on 189°	250 KT MAX	
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743				849
MAP at RW19										
5.7NM to MAP	5.0	4:17	3:20	3:00	2:30	2:09	1:53			

	ILS		LOC (GS out)		Max KT	CIRCLE-TO-LAND Prohibited West of airport
	DA(H)	ALS out	DA/MDA(H)	ALS out		
A	354' (200')		<b>2</b> 550' (396')		100	630' (476') V1500m
B					135	660' (506') V1600m
C	<b>1</b> R550m	R1200m	R1100m		180	760' (606') V2400m
D					205	860' (706') V3600m

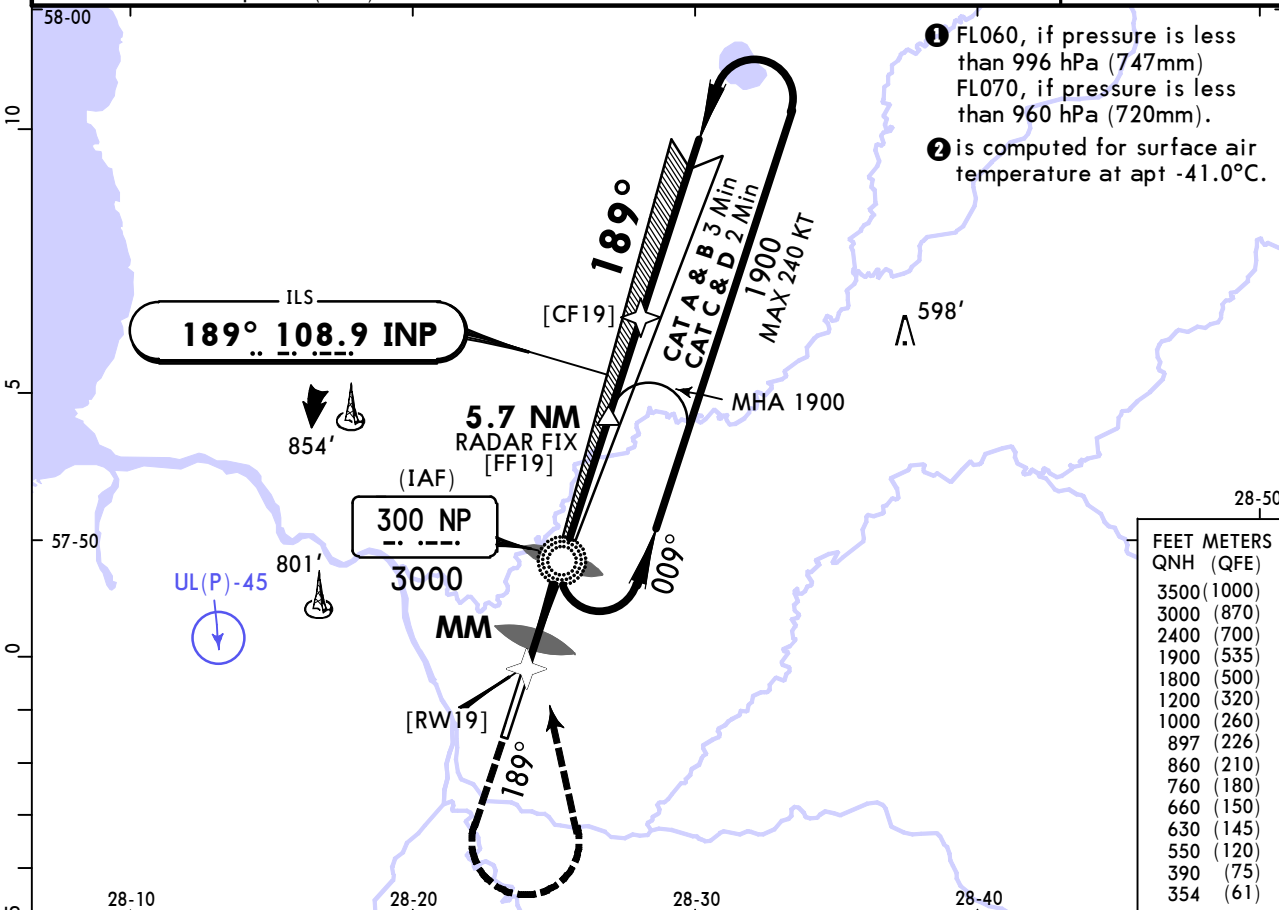
**1** R750m when a Flight Director or Autopilot or HUD to DA is not used.  
**2** VNAV DA(H) in lieu of MDA(H) depends on operator policy.

**UL00/PKV**  
PSKOV

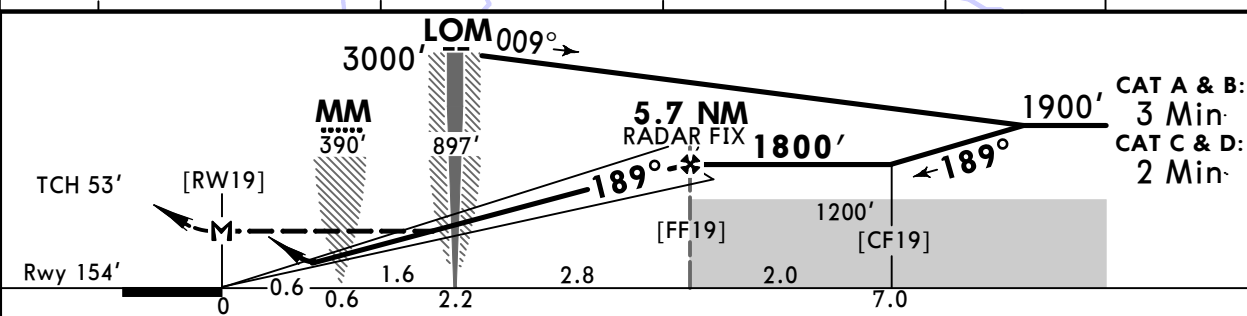
**JEPPESEN**  
16 JAN 26  
Eff 22 Jan **(11-3)**

**PSKOV, RUSSIA**  
ILS X or LOC X Rwy 19

PSKOV Tower 122.0					2400
LOC INP <b>108.9</b>	Final Apch Crs <b>189°</b>	5.7 NM RADAR FIX <b>1800'</b> (1646')	ILS DA(H) <b>354'</b> (200')	Apt Elev 154' Rwy 154'	
MISSED APCH: Climb STRAIGHT AHEAD to 1000' or above (MAX 250 KT), then turn LEFT to NP LOM climbing to 1900' or above.					
Alt Set: hPa (MM on req) Rwy Elev: 6 hPa Trans level: FL050 ① Trans alt: 3500'					MSA ARP ②
RADAR control required (LOC).					



- ① FL060, if pressure is less than 996 hPa (747mm)  
FL070, if pressure is less than 960 hPa (720mm).
- ② is computed for surface air temperature at apt -41.0°C.



Gnd speed-KT	70	90	100	120	140	160	HIALS PAPI 1000' or above on 189° 250 KT MAX	
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743		849
MAP at [RW19]								
5.7NM to MAP	5.0	4:17	3:20	3:00	2:30	2:09	1:53	

PANS OPS	Std ILS STRAIGHT-IN LANDING			LOC (GS out) CDFA		CIRCLE-TO-LAND Prohibited West of airport	
	DA(H)	ALS out	ALS out	DA/MDA(H)	ALS out	Max KT	MDA(H)
A				②		100	630' (476') V1500m
B	① R550m	R1200m			R1500m	135	660' (506') V1600m
C					R1800m	180	760' (606') V2400m
D						205	860' (706') V3600m

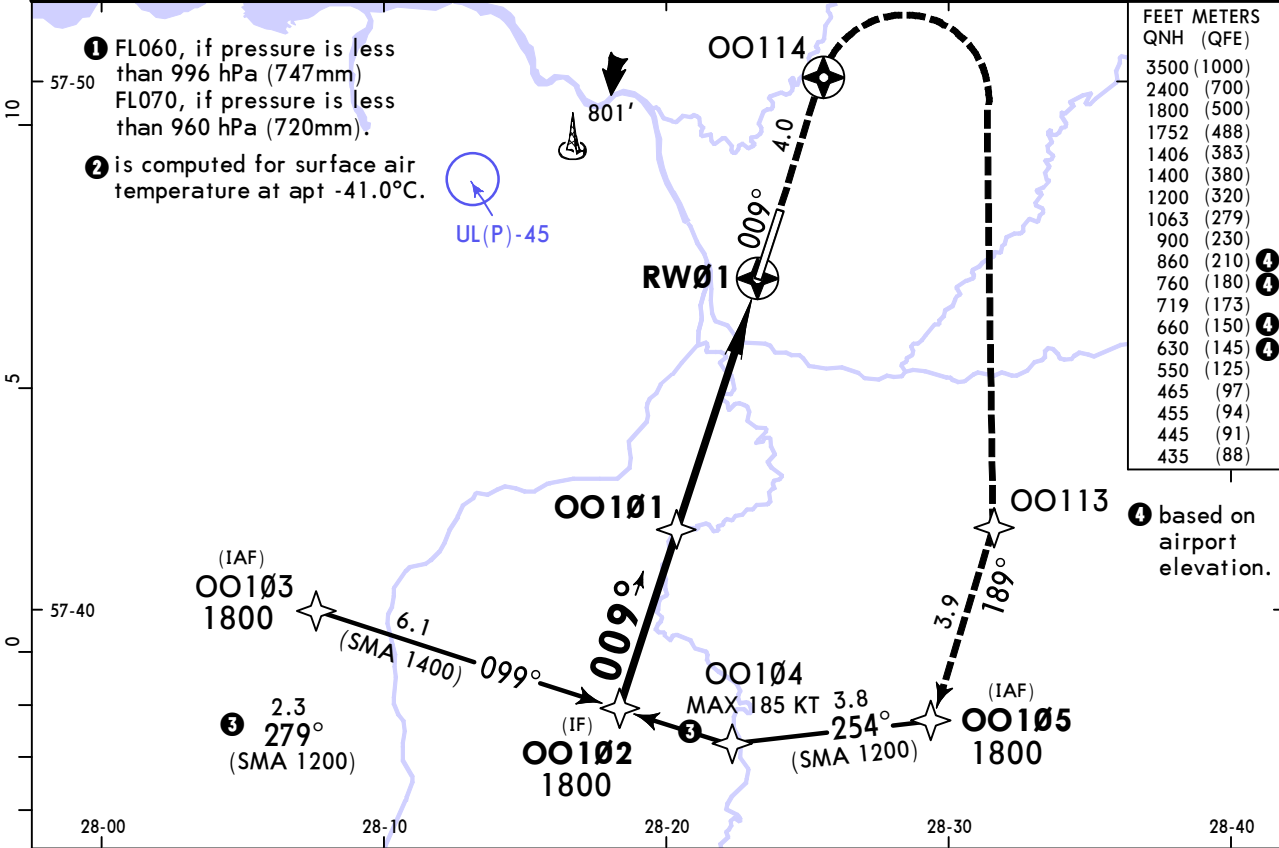
① R750m when a Flight Director or Autopilot or HUD to DA is not used.  
② VNAV DA(H) in lieu of MDA(H) depends on operator policy.

UL00/PKV  
PSKOV

**JEPPESEN**  
29 MAR 24 (12-1)

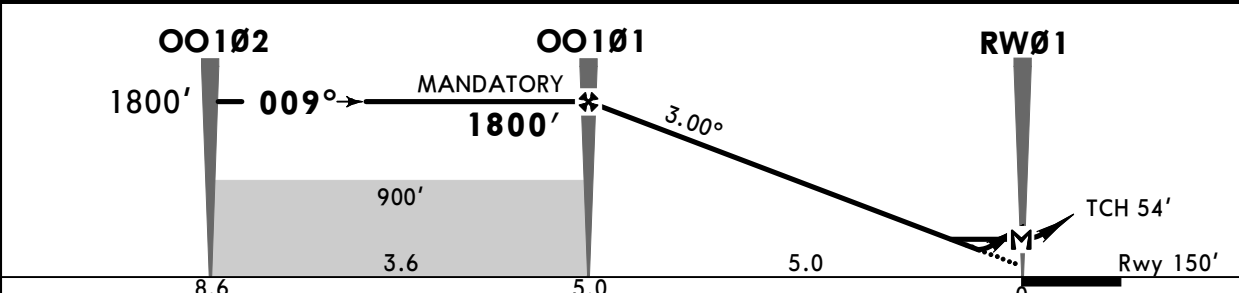
PSKOV, RUSSIA  
RNP Rwy 01

PSKOV Tower					2400
122.0					
RNAV	Final Apch Crs <b>009°</b>	<b>00101</b> MANDATORY <b>1800'</b> (1650')	LNAV/VNAV DA(H) Refer to Minimums	Apt Elev 154'  Rwy 150'	
<b>MISSED APCH: Climb STRAIGHT AHEAD to 00114 (MAX 225 KT), then turn RIGHT to 00113, then proceed to 00105 climbing to 1800' or above.</b>					MSA ARP ②
Alt Set: hPa (MM on req)		Rwy Elev: 5 hPa	Trans level: FL050 ①		Trans alt: 3500'
RNP Apch	1. GNSS required. 2. Baro-VNAV not authorized below -30°C.				



FEET	METERS
3500	(1000)
2400	(700)
1800	(500)
1752	(488)
1406	(383)
1400	(380)
1200	(320)
1063	(279)
900	(230)
860	(210)
760	(180)
719	(173)
660	(150)
630	(145)
550	(125)
465	(97)
455	(94)
445	(91)
435	(88)

DIST to RW01	4.9	3.8	2.7	1.6
ALTITUDE	1752'	1406'	1063'	719'



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI	OO114 ↑	225 KT MAX	OO113 RT
Glide Path Angle	3.00°	372	478	531	637	743				
MAP at RW01										

PANS OPS	STRAIGHT-IN LANDING				CIRCLE-TO-LAND		
	LNAV/VNAV		LNAV CDFA		Prohibited West of airport		
	DA(H) A: <b>435'</b> (285') C: <b>455'</b> (305') B: <b>445'</b> (295') D: <b>465'</b> (315')		① DA/MDA(H) <b>550'</b> (400')		Max KT	MDA(H)	
A	R900m		R1400m	R1500m	100	<b>630'</b> (476')	V1500m
B					135	<b>660'</b> (506')	V1600m
C	R1000m	R1400m	R1400m	R1800m	180	<b>760'</b> (606')	V2400m
D					205	<b>860'</b> (706')	V3600m

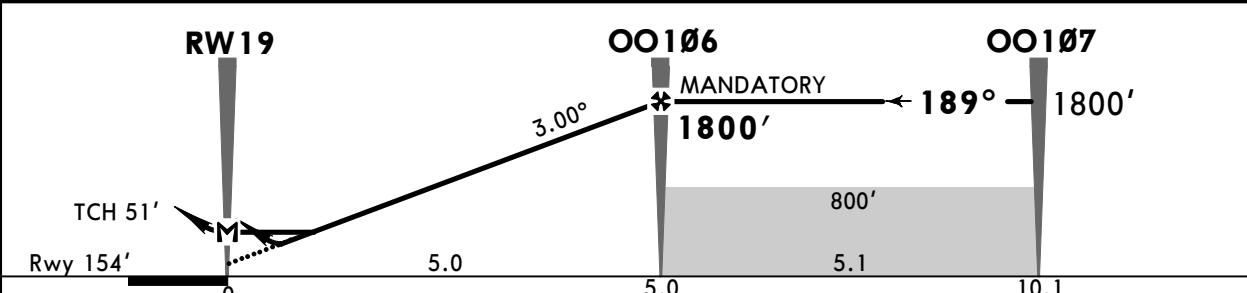
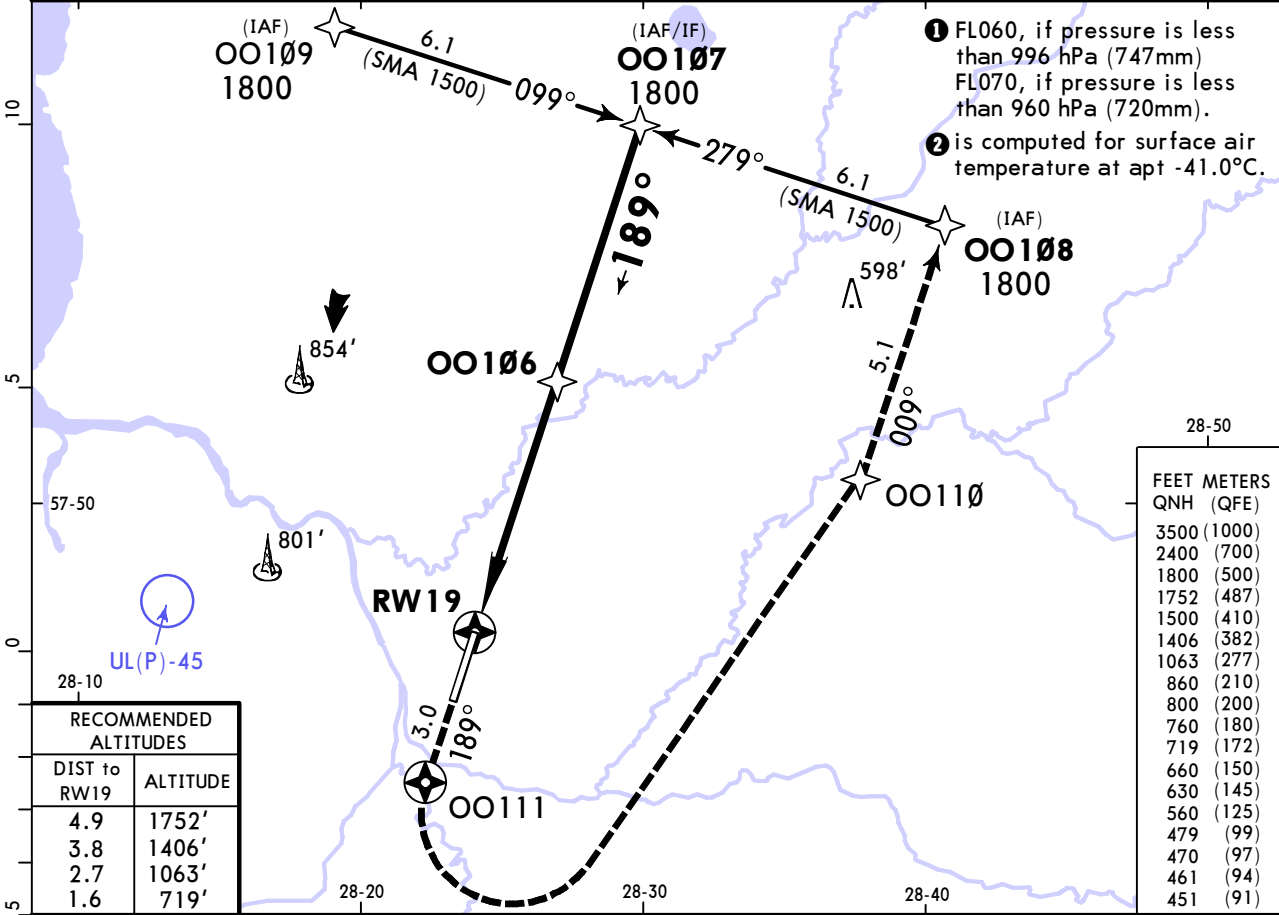
① VNAV DA(H) in lieu of MDA(H) depends on operator policy.

UL00/PKV  
PSKOV

**JEPPESEN**  
29 MAR 24 (12-2)

PSKOV, RUSSIA  
RNP Rwy 19

PSKOV Tower					<div style="border: 1px solid black; border-radius: 50%; width: 100px; height: 100px; margin: 0 auto;"></div> <p style="text-align: center;">2400</p>		
122.0							
RNAV	Final Apch Crs <b>189°</b>	<b>00106</b> MANDATORY 1800' (1646')	LNAV/VNAV DA(H) Refer to Minimums	Apt Elev 154'  Rwy 154'			
<b>MISSED APCH: Climb STRAIGHT AHEAD to OO111, then turn LEFT to OO110, then proceed to OO108 climbing to 1800' or above.</b>							
Alt Set: hPa (MM on req)		Rwy Elev: 6 hPa		Trans level: FL050 ①		Trans alt: 3500'	
RNP Apch   1. GNSS required. 2. Baro-VNAV not authorized below -30°C.							



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI 	OO111 ↑	OO110 ← LT
Glide Path Angle	3.00°	372	478	531	637	849			

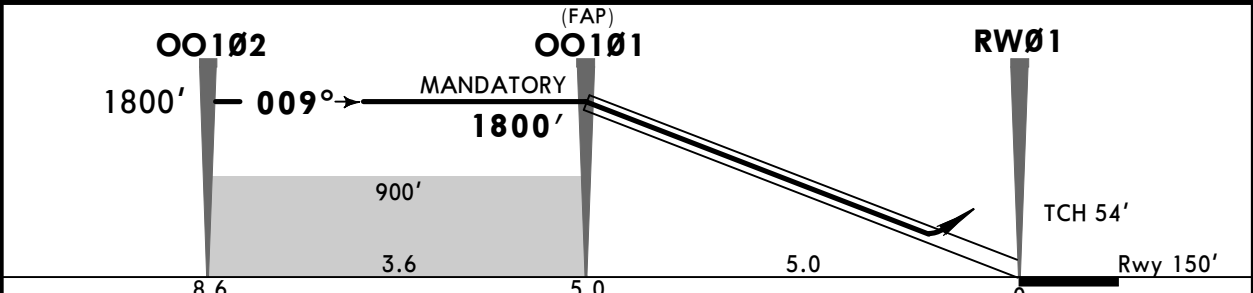
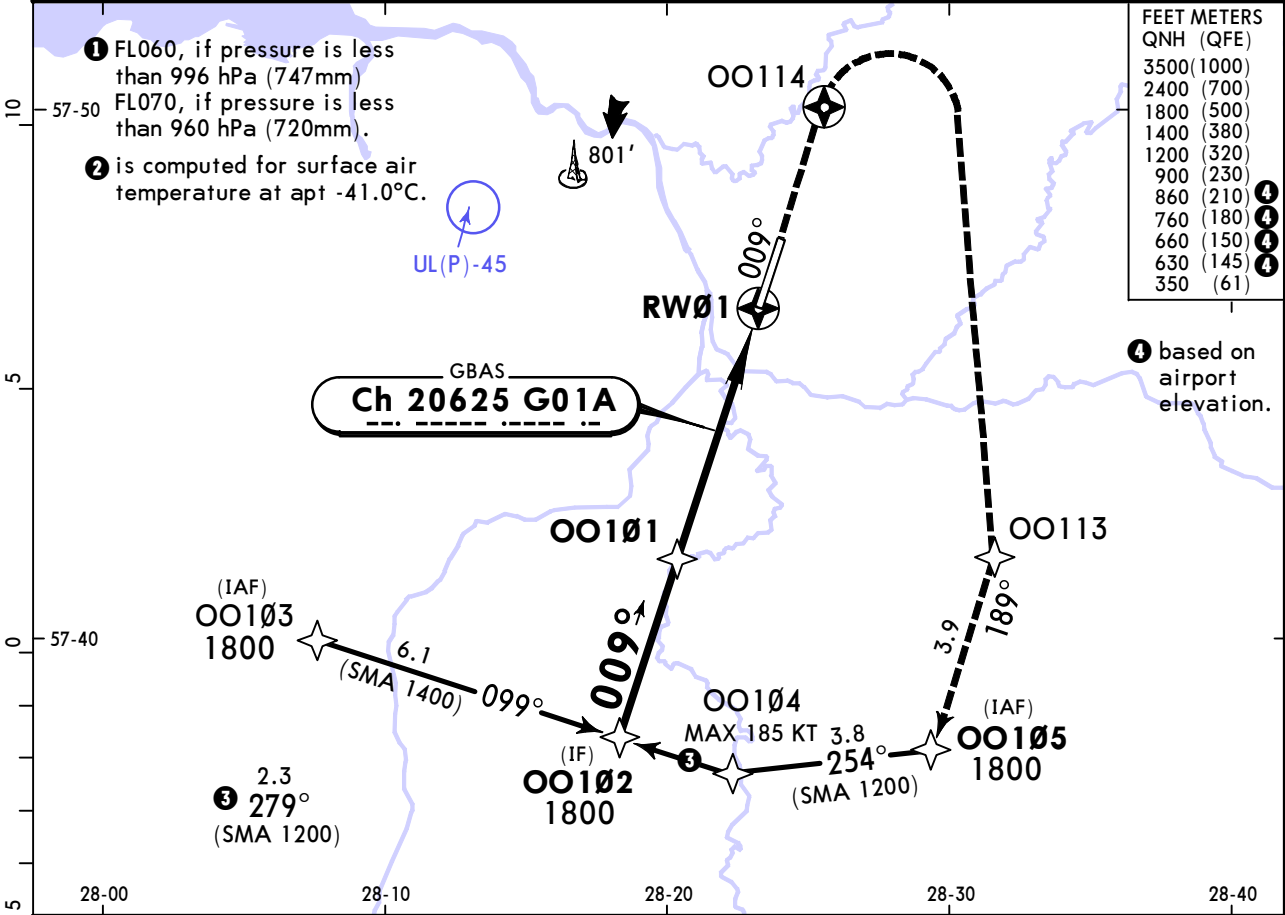
PANS OPS	<b>Std</b> STRAIGHT-IN LANDING				CIRCLE-TO-LAND Prohibited West of airport	
	LNAV/VNAV		LNAV CDFA		Max KT	MDA(H)
	DA(H) A: 451' (297') C: 470' (316') B: 461' (307') D: 479' (325')		DA/MDA(H) 560' (406')			
	ALS out		ALS out		135	660' (506') V1600m
A	R750m	R1400m	R1200m	R1500m	180	760' (606') V2400m
B	R750m	R1400m		R1500m	205	860' (706') V3600m
C	R800m	R1500m				
D	R800m	R1500m				

**UL00/PKV**  
PSKOV

**JEPPesen**  
29 MAR 24 **(12-40)**

**PSKOV, RUSSIA**  
GLS Rwy 01

PSKOV Tower					<div style="border: 1px solid black; border-radius: 50%; width: 100px; height: 100px; margin: 0 auto;"></div> <p style="text-align: center;">2400</p> <p style="text-align: center;">MSA ARP ②</p>		
122.0							
GBAS <b>Ch 20625</b> G01A	Final Apch Crs <b>009°</b>	<b>00101</b> MANDATORY <b>1800'</b> (1650')	GLS DA(H) <b>350'</b> (200')	Apt Elev 154'  Rwy 150'			
<b>MISSED APCH: Climb STRAIGHT AHEAD to OO114 (MAX 225 KT), then turn RIGHT to OO113, then proceed to OO105 climbing to 1800' or above.</b>							
Alt Set: hPa (MM on req)		Rwy Elev: 5 hPa		Trans level: FL050 ①		Trans alt: 3500'	
RNAV 1 required for initial and missed approach.				GNSS required.			



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI	OO114 ↑ 225 KT MAX	OO113 → RT
Glide Path Angle	3.00°	372	478	531	637	743			

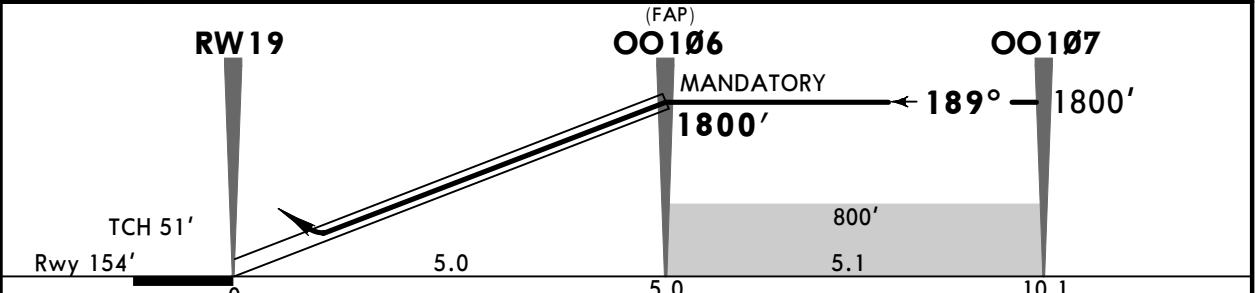
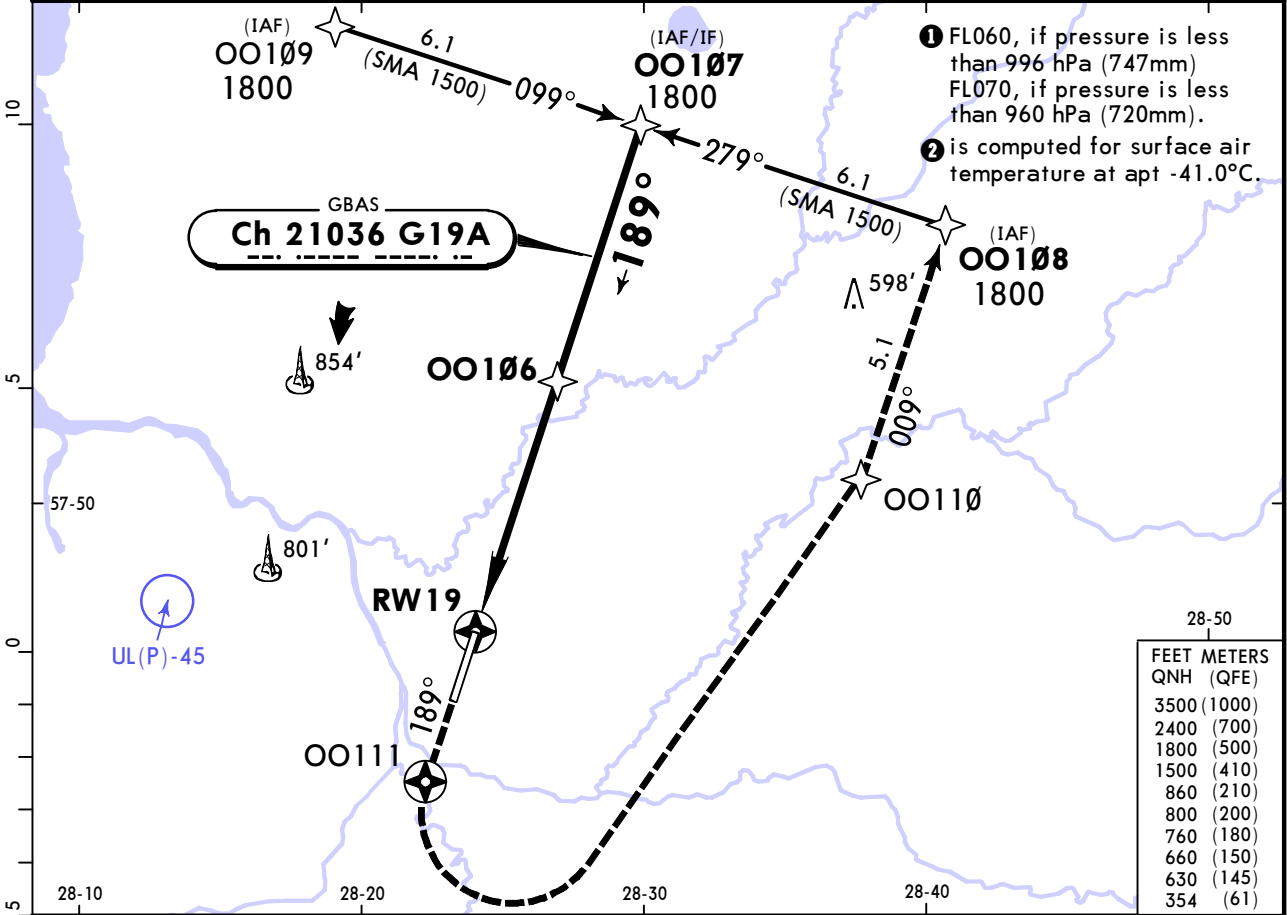
PANS OPS	<b>Std</b> STRAIGHT-IN LANDING		CIRCLE-TO-LAND	
	GLS		Prohibited West of airport	
	DA(H) <b>350'</b> (200')			
	ALS out		Max KT	MDA(H)
	A		100	630' (476')
B		135	660' (506')	V1600m
C	R750m	180	760' (606')	V2400m
D	R1200m	205	860' (706')	V3600m

UL00/PKV  
PSKOV

**JEPPESEN**  
29 MAR 24 (12-41)

PSKOV, RUSSIA  
GLS Rwy 19

PSKOV Tower					
122.0					
GBAS <b>Ch 21036</b> G19A	Final Apch Crs <b>189°</b>	<b>00106</b> MANDATORY 1800' (1646')	GLS DA(H) <b>354' (200')</b>	Apt Elev 154'  Rwy 154'	
<b>MISSED APCH: Climb STRAIGHT AHEAD to OO111, then turn LEFT to OO110, then proceed to OO108 climbing to 1800' or above.</b>					MSA ARP ②
Alt Set: hPa (MM on req)		Rwy Elev: 6 hPa		Trans level: FL050 ①	
RNAV 1 required for initial and missed approach.			GNSS required.		
Trans alt: 3500'					



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI OO111 OO110 ↑ LT
Glide Path Angle	3.00°	372	478	531	637	849	

PANS OPS	<b>Std</b> STRAIGHT-IN LANDING		CIRCLE-TO-LAND Prohibited West of airport	
	GLS DA(H) <b>354' (200')</b>			
	ALS out		Max	MDA(H)
	A		100	630' (476') V1500m
	B		135	660' (506') V1600m
C	<b>1</b> R550m	R1200m	180	760' (606') V2400m
D			205	860' (706') V3600m

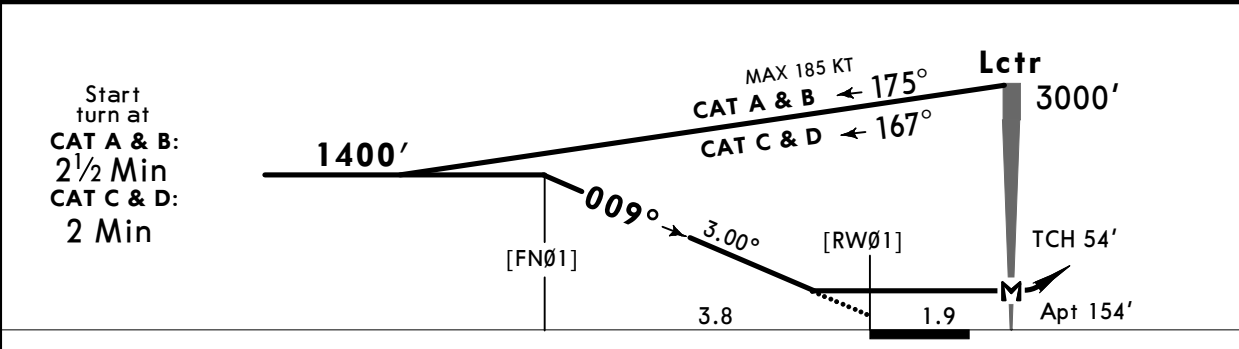
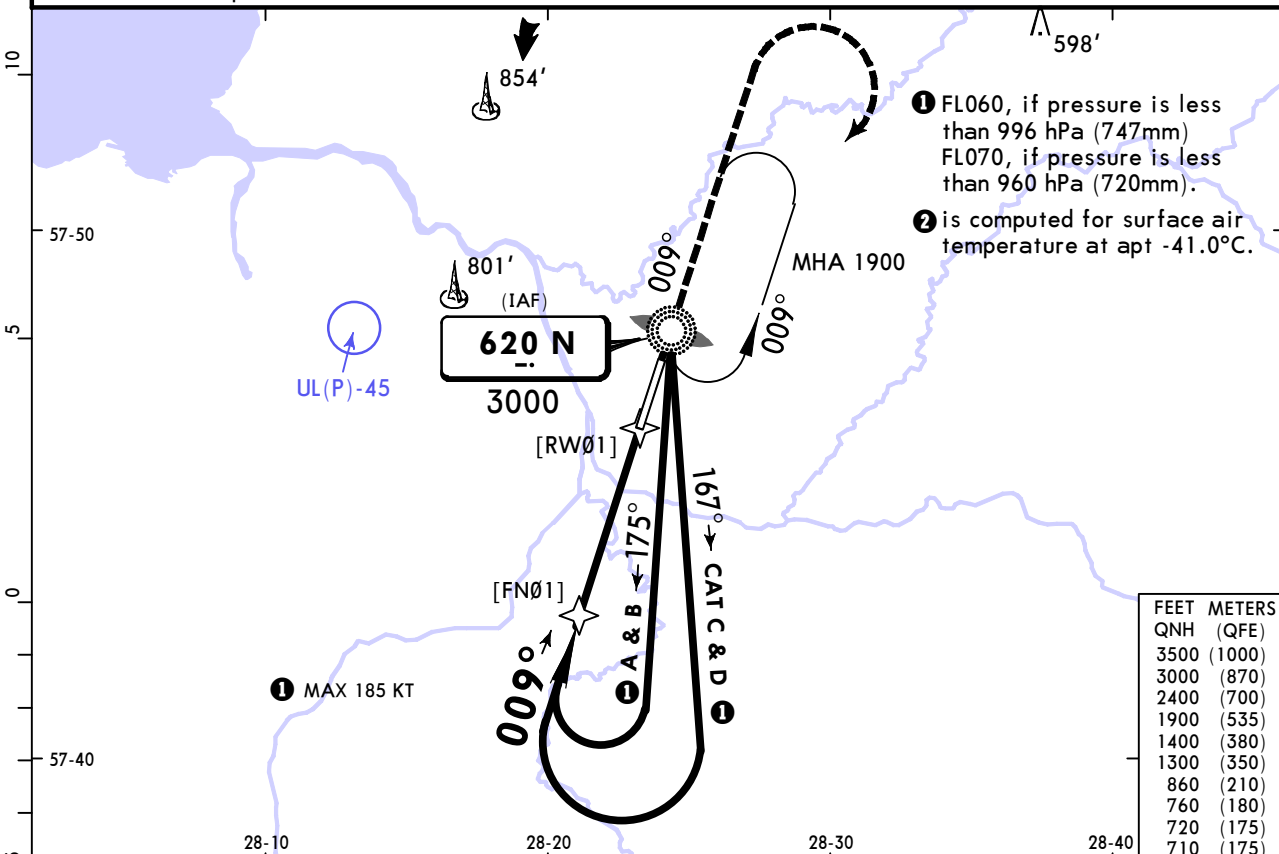
**1** R750m when a Flight Director or Autopilot or HUD to DA is not used.

**UL00/PKV**  
PSKOV

**JEPPESEN**  
16 JAN 26 (16-1) Eff 22 Jan

**PSKOV, RUSSIA**  
NDB Rwy 01

PSKOV Tower					<div style="border: 1px solid black; border-radius: 50%; width: 100px; height: 100px; margin: 0 auto; display: flex; align-items: center; justify-content: center;"> <span style="font-size: 24px;">2400</span> </div> <p>MSA N Lctr ②</p>	
122.0	Lctr N <b>620</b>	Final Apch Crs <b>009°</b>	[FNØ1] <b>1400'</b> (1246')	DA/MDA(H) <b>710'</b> (556')		Apt Elev 154'
<p><b>MISSED APCH:</b> Climb STRAIGHT AHEAD to 1300' or above, then turn RIGHT to Lctr climbing to 1900' or above. Turn before MAP is prohibited.</p>						
Alt Set: hPa (MM on req)		Apt Elev: 6 hPa		Trans level: FL050 ①		Trans alt: 3500'
Radar control required.						



Gnd speed-KT	70	90	100	120	140	160	HIALS PAPI <div style="display: flex; align-items: center;"> <div style="width: 10px; height: 10px; background-color: black; margin-right: 5px;"></div> <div style="width: 10px; height: 10px; border-bottom: 1px solid black; margin-right: 5px;"></div> <div style="width: 10px; height: 10px; border-bottom: 1px dashed black; margin-right: 5px;"></div> <div style="width: 10px; height: 10px; border-bottom: 1px solid black; margin-right: 5px;"></div> <div style="width: 10px; height: 10px; background-color: black; margin-right: 5px;"></div> </div>	<b>1300'</b> or above
Descent Angle	3.00°	372	478	531	637	743		849
MAP at Lctr								

PANS OPS	<b>Std</b> STRAIGHT-IN LANDING				CIRCLE-TO-LAND			
	CDFA				Prohibited West of airport			
	① DA/MDA(H) <b>710'</b> (556')							
	ALS out							
	A	R1500m			Max KT	MDA(H)		
B	R1500m			100	<b>720'</b> (566')		V1500m	
C	R2100m			135	<b>720'</b> (566')		V1600m	
D	R2400m			180	<b>760'</b> (606')		V2400m	
	R2100m			205	<b>860'</b> (706')		V3600m	

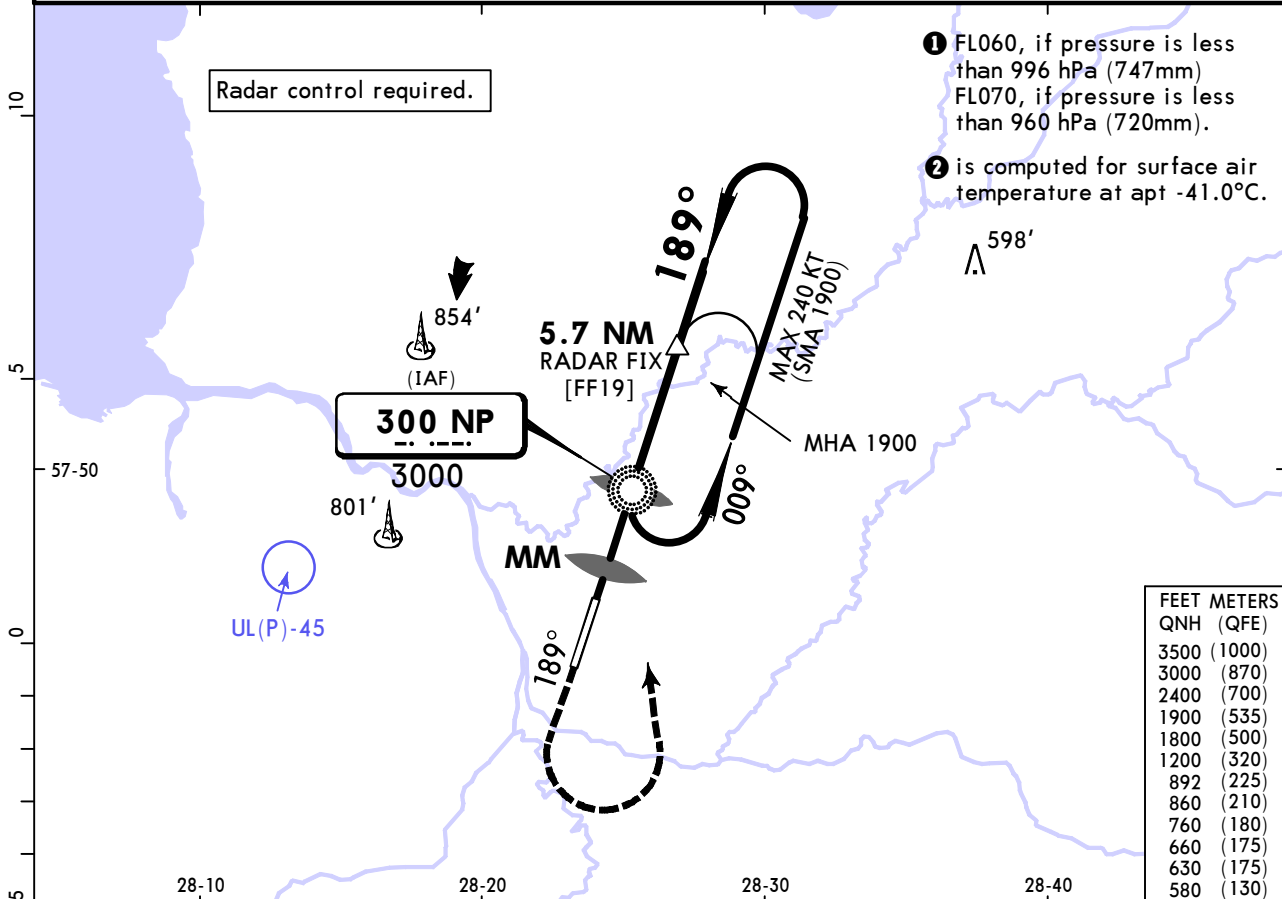
① VNAV DA(H) in lieu of MDA(H) depends on operator policy.  
 CHANGES: Note. © JEPPESEN, 2000, 2026. ALL RIGHTS RESERVED.

**UL00/PKV**  
PSKOV

**JEPPESEN**  
16 JAN 26 (16-2) Eff 22 Jan

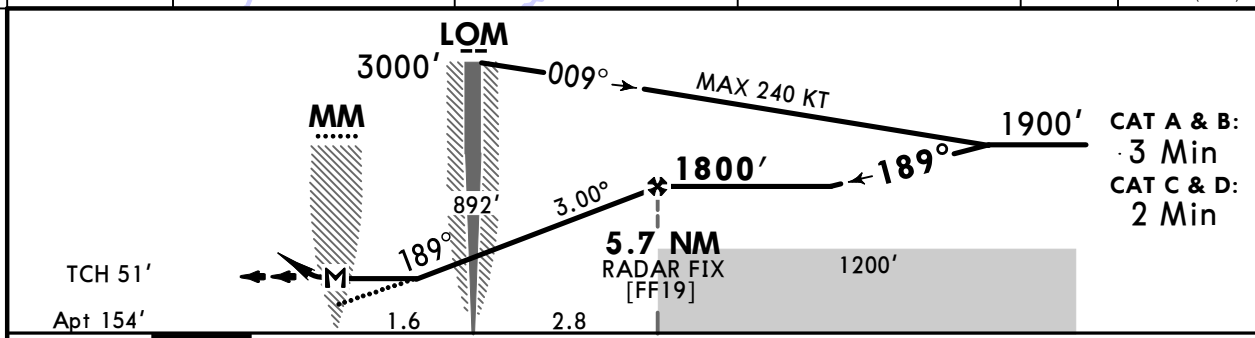
**PSKOV, RUSSIA**  
NDB Z Rwy 19

PSKOV Tower					<div style="border: 1px solid black; border-radius: 50%; width: 100px; height: 100px; margin: 0 auto;"></div> <p style="text-align: center; margin: 0;">2400</p> <p style="text-align: center; margin: 0;">MSA NP NDB ②</p>
122.0					
NDB NP <b>300</b>	Final Apch Crs <b>189°</b>	5.7 NM RADAR FIX <b>1800'</b> (1646')	DA/MDA(H) <b>580'</b> (426')	Apt Elev 154'	
<b>MISSED APCH: Climb STRAIGHT AHEAD to 1200' or above (MAX 255 KT), then turn LEFT to NP LOM climbing to 1900' or above. Turn before MAP is prohibited.</b>					
Alt Set: hPa (MM on req)		Apt Elev: 6 hPa		Trans level: FL050 ①	Trans alt: 3500'



- ① FL060, if pressure is less than 996 hPa (747mm)  
FL070, if pressure is less than 960 hPa (720mm).
- ② is computed for surface air temperature at apt -41.0°C.

FEET	METERS
3500	(1000)
3000	(870)
2400	(700)
1900	(535)
1800	(500)
1200	(320)
892	(225)
860	(210)
760	(180)
660	(175)
630	(175)
580	(130)



Gnd speed-KT	70	90	100	120	140	160	HIALS PAPI <div style="display: inline-block; width: 10px; height: 10px; background-color: black; margin-right: 5px;"></div> 1200' or above 255 KT MAX
Descent Angle	3.00°	372	478	531	637	849	
MAP at MM							
5.7 NM to MAP	4.4	3:46	2:56	2:38	2:12	1:53	1:39

Timing not authorized for defining MAP.

	STRAIGHT-IN LANDING		CIRCLE-TO-LAND		
	CDFA	ALS out	Prohibited	West of airport	
	① DA/MDA(H) <b>580'</b> (426')				
A	R1300m	R1500m	Max KT	MDA(H)	
B			100	<b>630'</b> (476')	V1500m
C		135	<b>660'</b> (506')	V1600m	
D		180	<b>760'</b> (606')	V2400m	
		R2000m	205	<b>860'</b> (706')	V3600m

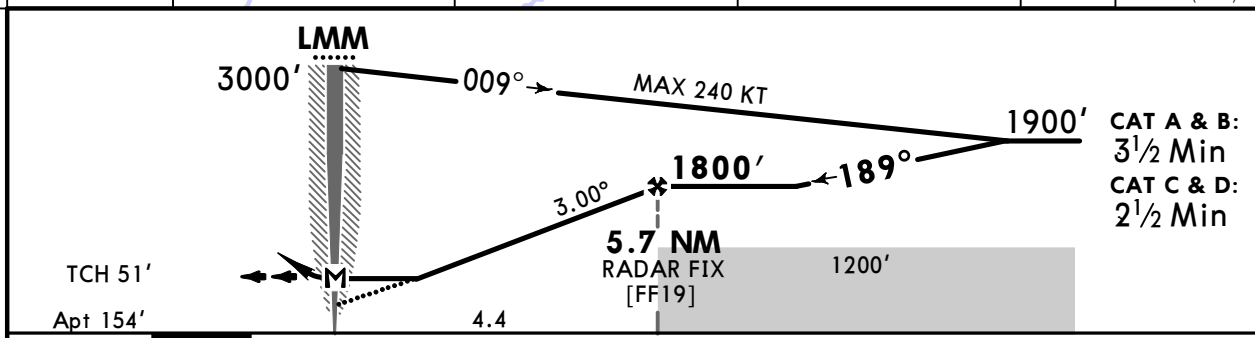
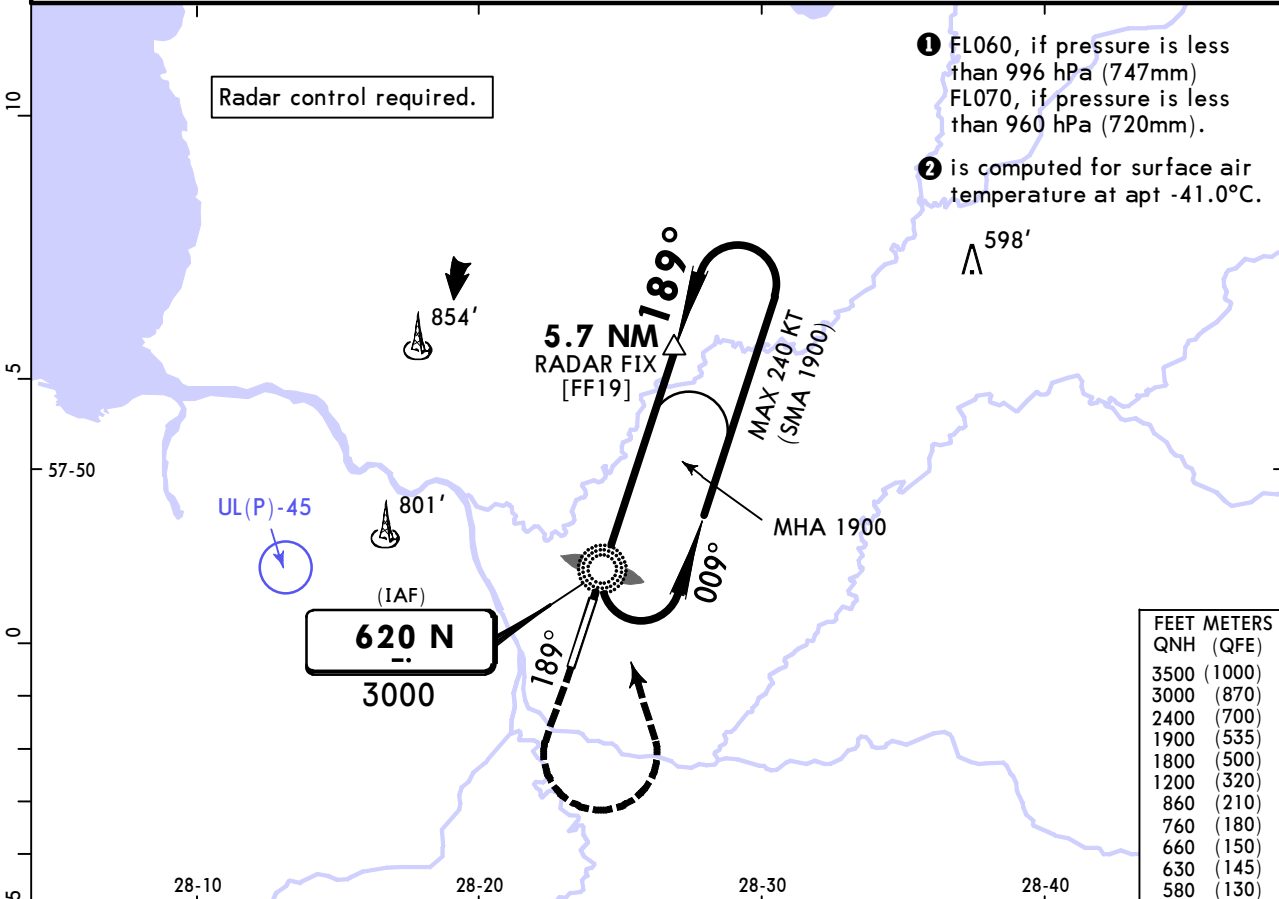
① VNAV DA(H) in lieu of MDA(H) depends on operator policy.  
 CHANGES: Procedure. © JEPPESEN, 2011, 2026. ALL RIGHTS RESERVED.

**UL00/PKV**  
PSKOV

**JEPPESEN**  
16 JAN 26 (16-3) Eff 22 Jan

**PSKOV, RUSSIA**  
NDB Y Rwy 19

PSKOV Tower					<div style="border: 1px solid black; border-radius: 50%; width: 100px; height: 100px; margin: 0 auto; display: flex; align-items: center; justify-content: center;"> <span style="font-size: 24px;">2400</span> </div> <p>MSA N Lctr ②</p>
122.0					
Lctr N <b>620</b>	Final Apch Crs <b>189°</b>	5.7 NM RADAR FIX <b>1800'</b> (1646')	DA/MDA(H) <b>580'</b> (426')	Apt Elev 154'	
<p><b>MISSED APCH: Climb STRAIGHT AHRAD to 1200' or above (MAX 255 KT), then turn LEFT to N Lctr climbing to 1900' or above. Turn before MAP is prohibited.</b></p>					
Alt Set: hPa (MM on req)		Apt Elev: 6 hPa		Trans level: FL050 ①	Trans alt: 3500'



Gnd speed-KT	70	90	100	120	140	160	HIALS PAPI <div style="display: flex; align-items: center; justify-content: center;"> <div style="width: 10px; height: 10px; background-color: black; margin-right: 5px;"></div> <div style="width: 10px; height: 10px; background-color: white; border: 1px solid black; margin-right: 5px;"></div> <div style="width: 10px; height: 10px; background-color: white; border: 1px solid black; margin-right: 5px;"></div> <div style="width: 10px; height: 10px; background-color: white; border: 1px solid black; margin-right: 5px;"></div> <div style="width: 10px; height: 10px; background-color: white; border: 1px solid black; margin-right: 5px;"></div> </div>	1200' or above ↑	255 KT MAX	
Descent Angle	3.00°	372	478	531	637	743				849
MAP at LMM										
5.7 NM to MAP	4.4	3:46	2:56	2:38	2:12	1:53	1:39			

Timing not authorized for defining MAP.

PANS OPS	<b>Std</b>	STRAIGHT-IN LANDING		CIRCLE-TO-LAND		
		CDFA		Prohibited		
		① DA/MDA(H) <b>580'</b> (426')		West of airport		
			ALS out	Max KT	MDA(H)	
	A	R1300m		R1500m	100	630' (476')
B			R1500m	135	660' (506')	V1600m
C			R2000m	180	760' (606')	V2400m
D			R2000m	205	860' (706')	V3600m

① VNAV DA(H) in lieu of MDA(H) depends on operator policy.  
CHANGES: Coding name. © JEPPESEN, 2021, 2026. ALL RIGHTS RESERVED.

### Chart changes since cycle 07-2026

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
	<b>PSKOV, (KRESTY - ULOO)</b>			

## TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport ULOO