

## Know Before You Go

This information is subject to change. Not for navigation or legal pre-flight action.



[View the FAA's From the Flight Deck video](#) to see actual KPOU airport runway approach and taxiway footage combined with diagrams and visual graphics to clearly identify hot spots and other safety-sensitive items.

**Hudson Valley Regional Airport** (KPOU) is a medium sized primarily general aviation airfield located near Poughkeepsie, New York. It has two paved runways along with a grass strip.

KPOU Tower Administrative Office  
Business Phone 845-462-3434  
Open 0800 to 1600 M-F

- ✓ There are 3 areas of which pilots must be aware.
  - The Hold Sort Line at RWY 33
  - The grass RWY 07/25
  - The slanted TWY A
- ✓ There is a unique marking system on RWY 15/33. When aircraft are taxiing south on RWY 15 and are instructed to hold short of RWY 06/24, there are clear markings on the runway to indicate where pilots should stop.
- ✓ If taxiing north on RWY 33 and instructions to hold short of RWY 06/24 are provided, no markings exist.
- ✓ If specific instructions are not provided by ATC, pilots should ask where they should hold on the runway.
- ✓ The grass RWY 07/25 is 1358 feet and is parallel to RWY 6/24 and between TWY G and RWY 15/33.
- ✓ The approach end of RWY 25 is located 500' west of RWY 15/33. Pilots need to understand the cones, stakes and other markings on the grass runway to avoid landing well short of the established threshold and within the established area.
- ✓ There is no visual vertical guidance to RWY 07/25. Pilots need to adjust glide path to land beyond the threshold of RWY 25 and within the defined grass strip markings.
- ✓ TWY A slants toward the approach end of RWY 06. Because this can bring aircraft on the TWY too close to aircraft for safe operations, the hold short line is located just beyond TWY H and is marked and also has wig-wag lights for identification.

## Airspace

The **airspace** at KPOU is **Class D** Svc with a 2700' MSL ceiling. (Refer to Sectional Chart)  
Class D Airspace Requirements (CFR §91.129 and AIM 3-1-4; 3-2-5):

- Visibility 3 statute miles
- Distance from Clouds 500 feet below | 1,000 feet above | 2,000 feet horizontal
- Communications Establish communications (controller response)
- Pilot No special certification required
- Equipment Two-way radio

## Cautions

### Hot Spots

**HS 1** Hold line further back on TWY A. ATC non-visual area between TWY A6 and RWY 06.

**HS 2** Be alert of hold line location on TWY A5 for RWY 06/24.

### Departure

- ✓ Pilots should review taxiway/runway markings, lighting and signage to ensure that they are departing the assigned runway.

### Landing

- ✓ RWY 07/25 is 1358 feet grass strip located parallel to RWY 06/24 and between TWY G and RWY 15/33.
- ✓ There is no visual vertical guidance to RWY 07/25. Pilots need to adjust glide path to land beyond the threshold of RWY 25 and within the defined grass strip markings.
- ✓ Aircraft landing on the grass strip RWY 25 must ensure that they land within the defined area to clear aircraft taxiing on RWY 15/33 and TWY B.
- ✓ RWY 06 Touch and Go Landings and Practice Approaches prohibited due to obscured line of sight from Air Traffic Control Tower.

### Surface Risk – Movement Area

- ✓ Runway incursion risks exist here.
- ✓ Be aware of the location of “Hold Short” signage and markings.
- ✓ TWY A does not have standard 90 degree turns for the approach ends of RWY 06/24.

### Additional Cautions

- ✓ If ever in doubt about your position or your instructions, ask the TWR.
- ✓ RWY 07/25 is closed at night, during IMC and from Nov 1 – APR 15.
- ✓ The ground is soft in the tie down areas.



## Communications

### KPOU Tower (TWR) Operations:

- ✓ 0700 to 2200 (Summer May 15 – Sep 14)
- ✓ 0700 to 2100 (Winter Sep 15 – May 14)

When TWR is closed:

- ✓ The airspace becomes class E
- ✓ Use CTAF 124.0
- ✓ Use CTAF to activate HIRL RWY 06/24; REILS RWY 24; MALSR RWY 06.
- ✓ For Clearance Delivery contact New York Approach at 516-683-2448 or 121.8.

## From the KPOU Control Tower

Local information that your KPOU TWR controllers want you to know.

### Take-off/Departure

- ✓ There are several run-up areas for your use. Most run-up operations are performed holding short of the runway, prior to departure. If you require an extended run-up for engine testing or any other reason, ask Ground Control and they can direct you to an alternate location.

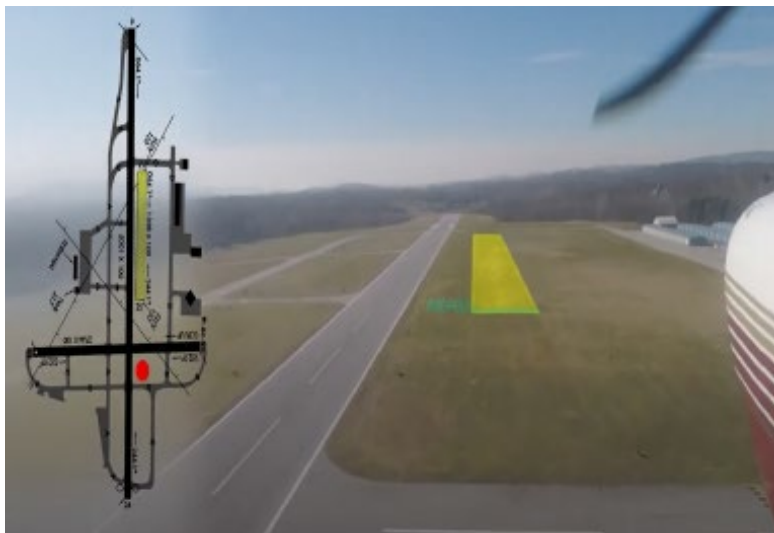
✓

### Arrival/Landing

- ✓ Most typically, controllers at KPOU will utilize left traffic patterns.
- ✓ RWY 24 is the calm wind runway and is utilized most often.

### Special Traffic (Military / Commercial / Helicopter, etc.)

- ✓ RWY 24 is the calm wind runway and is utilized most often.
- ✓ For those aircraft requesting to land on the **Grass RWY 25**, note that the threshold is displaced to the west of RWY 15/33.



- ✓ Helicopters requesting hover practice during RWY 06/24 operations should expect the north side of RWY 15/33, at the approach end of RWY 15. Helicopters will be instructed to hold short of RWY 06/24 or TWY D until further advised by ATC.



### Additional Information

- ✓ RWY 24 – Threshold displaced.
- ✓ Noise abatement procedures in effect, contact Airport Manager 845-849-3770 for details.
- ✓ Deer and birds on and in vicinity of airport.
- ✓ RWY 15-33 CLOSED to air carrier aircraft.
- ✓ Traffic Pattern Altitudes; 1197' MSL Small Aircraft – 1997' MSL Large Aircraft
- ✓ Ground Soft in Tie-down areas.
- ✓ Landing fee for multi-engine aircraft.

This information is subject to change. Not for navigation or legal pre-flight action. Refer to official pre-flight materials such as, but not limited to, NOTAMs, Airport Diagrams, Chart Supplement and VFR charts for the current airport-specific details.