



HUDSON VALLEY REGIONAL AIRPORT (POU)

PILOT INFORMATION

Updated: 02/23/2023

POU Tower Administrative Office
Business Phone 845-462-3434
Open 0800L to 1600L – Monday through Friday



**Federal Aviation
Administration**

Introduction

The purpose of this document is to supplement the From the Flight Deck Videos that are produced by the FAA Runway Safety Group. Here you will also find information provided by the local air traffic controllers at the airport where you intend to fly.

Table of Contents

	Page
Title Page	1
Introduction	2
Important Notice and Links	3
POU Specific Section	
1. From the Flight Deck (FTFD) Video Notes	4
2. Airspace	4
3. Cautions	4
✓ Hot Spots	
✓ Departure	
✓ Landing	
✓ Surface Risk – Movement Areas	
✓ Additional Cautions	
4. Communications	5
5. From the Control Tower	6
✓ Takeoff/Departure	
✓ Arrival/Landing	
✓ Special Traffic (Grass RWY and Helicopter)	
6. Additional Information	7
General Information Section	
1. Best Practices	8
2. Lost Communications	8
3. Emergencies	9
4. Special VFR	9

IMPORTANT NOTICE

The information in this facility supplement is subject to change. Not for navigation or legal* pre-flight action. Always refer to official pre-flight materials such as, but not limited to, NOTAMs, airport diagrams, VFR charts and airport construction notices for the latest airport-specific details.

General Links

Here are some links to current FAA information.

- [Aeronautical Information Services](#)
- [Airport Construction](#)
- [Airport Diagram](#)
- [Chart Supplement](#)
- [From the Flight Deck Videos](#)
- [Hot Spots](#)
- [NOTAMS](#)
- [VFR Charts](#)

Some Advisory Circulars for Reference

- ❖ [AC 90-66B Non-Towered Airport Flight Operations \(faa.gov\)](#) Subject: Non-Towered Airport Flight Operations – 2/25/19
- ❖ [AC 91-73B \(faa.gov\)](#) Subject: Parts 91 and 135 Single Pilot, Flight School Procedures During Taxi Operations – 7/30/12
- ❖ [AC 91-92 \(faa.gov\)](#) Subject: Pilot's Guide to a Preflight Briefing - 3/15/21
- ❖ [AC 90-48E \(faa.gov\)](#) Subject: Subject: Pilots' Role in Collision Avoidance – 10/20/22

POU Specific Section

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

1. From the Flight Deck (FTFD) Video Notes

- 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 6/24, 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 6/24 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 7/25 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 7/25. 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 6. 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.

2. Airspace

The airspace at POU 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 |

3. 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 7/25 is 1358 feet grass strip located parallel to RWY 6/24 and between TWY G and RWY 15/33.
- ✓ There is no visual vertical guidance to RWY 7/25. 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 6/24.

Additional Cautions

- ✓ If ever in doubt about your position or your instructions, ask the TWR

4. Communications

POU 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.

5. From the POU Control Tower

Local Information that your POU TWR controllers want you to know.

Takeoff/Departure

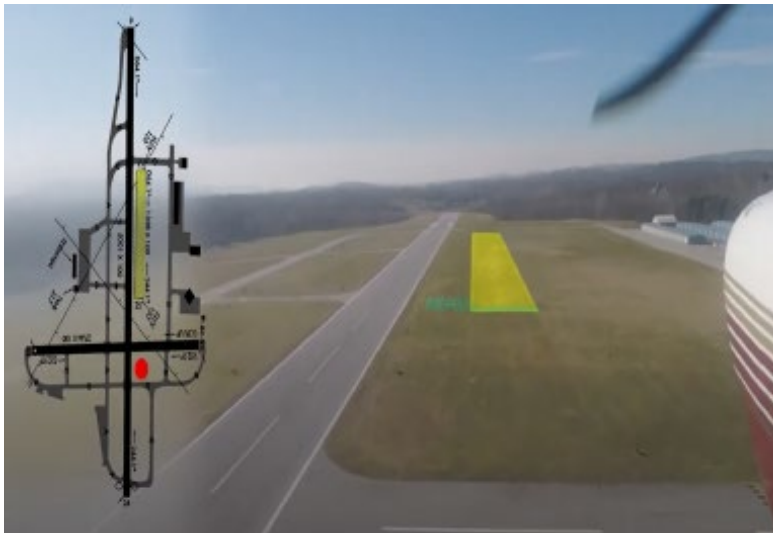
- ✓ There are several run-up areas for your use. Most run-up operations are performed holding short of the runway, prior to departure. If you require an extended run-up for engine testing or any other reason, ask Ground Control and they can direct you to an alternate location.

Arrival/Landing

- ✓ Most typically, controllers at POU 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 08/24 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.



6. 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.

End of POU Specific Section

General Information Section

1. Some Best Practices

Do:

- ✓ Refer to the airfield diagram and/or airport moving map while stopped and/or prior to taxiing.
- ✓ Keep your eyes outside to observe traffic, potential threats and airport signs and markings.
- ✓ Ask the controller to repeat instructions and clearances if you are not sure.
- ✓ Ask for progressive taxi instructions if you are unfamiliar or have lost situational awareness.
- ✓ Taxi your aircraft to the side of the run-up area to allow other aircraft to taxi around you if you are not ready for departure.
- ✓ Advise TWR on initial contact (ground or air) if you are a student pilot.
- ✓ Using runway and/or taxiway designators to describe your position, and turning on exterior lights will assist the controller in identifying you.
- ✓ Acknowledge all ATC instructions and read back all hold short restrictions with your call sign.
- ✓ Always make sure that your aircraft is completely behind all hold-short lines.
- ✓ Advise GND/TWR if you want an intersection departure and wait for TWR clearance to take off. There may be a delay due to wake turbulence or traffic.
- ✓ When using any RWY, verify mag heading and look for the white markings to avoid a wrong surface event.
- ✓ Consider backing up a visual approach with an underlying instrument (ILS/LOC/GPS) approach if time and workload allows.
- ✓ Remember that you must have a clearance to cross all RWYs, active and not active.
- ✓ Use caution when taxiing smaller aircraft/helicopters in the vicinity of larger aircraft/helicopters. Controllers may use the words rotor wash, jet blast, or prop wash when issuing cautionary advisories. A general rule of thumb is 100 feet behind a jet aircraft.
- ✓ Reference GPS User Waypoint, or if available, the assigned runway's instrument approach. If unsure that you are aligned for the assigned runway, announce going around and why.
- ✓ Verify proper heading prior to starting takeoff roll on all departures. Consider checking and calling out, Wet compass, runway heading, runway paint/signage for departure runway, and directional gyro shows runway heading.

Do Not:

- ✓ Do not taxi on your own without obtaining taxi instructions from ATC.
- ✓ Do not cross an active RWY without specific controller permission to cross that RWY.
- ✓ Do not use a RWY as a turn-off during landing unless cleared to do so by TWR.
- ✓ Do not wait until you are ready for departure to request an IFR clearance. Making your request to clearance delivery or ground control prior to taxiing will allow time for ATC coordination.
- ✓ Do not, on departure, leave TWR frequency while still in TWR airspace unless previously approved. (Note: frequency change outside of TWR airspace is at pilot's discretion.)

2. Lost Communications Tips (Additional information in the Aeronautical Information Manual (AIM) Chapter 6 - Section 4)

- ✓ Squawk **Transponder Code 7600** if you experience loss of two-way radio capability.
- ✓ If you can hear other aircraft but nobody responds to your calls then you should check for proper

frequency selection, popped circuit breaker, radio panel setup, or an improperly hooked up intercom.

- ✓ Weak batteries in intercoms are often the cause of “radio failure”. Your emergency checklist may come in handy for checking other areas specific to your aircraft.
- ✓ If you can’t hear anything on the receiver, check the volume control, squelch, intercom, circuit breaker, or a stuck mike.
- ✓ After you have determined the extent of the radio failure, you can determine how to communicate with the ATC.

3. Emergencies

- ✓ Each pilot in command who (though not deviating from a rule of this subpart) is given priority by ATC in an emergency and shall submit a detailed report of that emergency within 48 hours to the manager of that ATC facility, if requested by ATC. Ref: CFR §91.123 (d)
- ✓ It is extremely rare that a pilot is asked to justify declaring an emergency. In most cases, when a report is needed, it can usually be accomplished with a phone call.
- ✓ Additional information is also found in the AIM in Chapter 6 – Emergency Procedures

4. Special VFR (AIM 4-4-6)

- ✓ Special VFR is primarily intended to offer pilots a way to operate into, out of, and through tower controlled airspace when local weather restricts the visibility or ceiling to below VFR minimums.
- ✓ There are times, for instance, when visibility is below three miles due to ground fog or the ceiling is below 1000 feet AGL due to a cold front passage, it may be advantageous to use the Special VFR rules to be able to get to VFR conditions.
- ✓ There are rules and conditions that apply to Special VFR and the one that controllers deal with the most often is the requirement that the pilot must request the clearance. We cannot offer it, as we cannot determine your abilities as a pilot and have no wish to talk you into accepting a clearance that may be beyond your experience level.

The basic requirements for Special VFR are:

- The clearance must be requested by the pilot.
- If it is after sunset and before sunrise the pilot requesting the clearance must be IFR rated and the aircraft must be certified for IFR flight.
- A minimum of 1 mile visibility must exist as reported by the tower.

What you may do with a Special VFR clearance:

- You may depart for another destination
- You may transition
- You may enter and land
- You may do touch and go landings

End of General Section