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Airport Information For UNBG

Terminal Charts For UNBG

Revision Letter For Cycle 13-2016

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Notebook

General Information

Location: GORNO-ALTAISK RUS
ICAO/IATA: UNBG / RGK
Lat/Long: N51° 58.15', E085° 50.18'
Elevation: 968 ft

Airport Use: Public
Daylight Savings: Not Observed
UTC Conversion: -7:00 = UTC
Magnetic Variation: 6.0° E

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

Sunrise: 2156 Z
Sunset: 1439 Z

Runway Information

Runway: 02
Length x Width: 7546 ft x 138 ft
Surface Type: asphalt
TDZ-Elev: 955 ft
Lighting: Edge
Stopway: 164 ft

Runway: 20
Length x Width: 7546 ft x 138 ft
Surface Type: asphalt
TDZ-Elev: 967 ft
Lighting: Edge, ALS
Stopway: 164 ft

Communication Information

ATIS: 128.100 Non-English
Dializ Tower Tower: 133.000 Non-English
Dializ Tower Tower: 123.100 Secondary Non-English
Dializ Zemlya Ramp/Taxi: 123.100 Secondary Non-English
Dializ Zemlya Ramp/Taxi: 118.900 Non-English
Dializ Transit Operations: 123.100 Secondary Non-English
Dializ Transit Operations: 119.000 Non-English

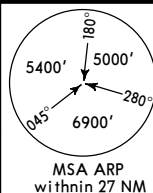
UNBG/RGK
GORNO-ALTAISK

JEPPESSEN GORNO-ALTAISK, RUSSIA
3 JUN 16 (10-2) STAR

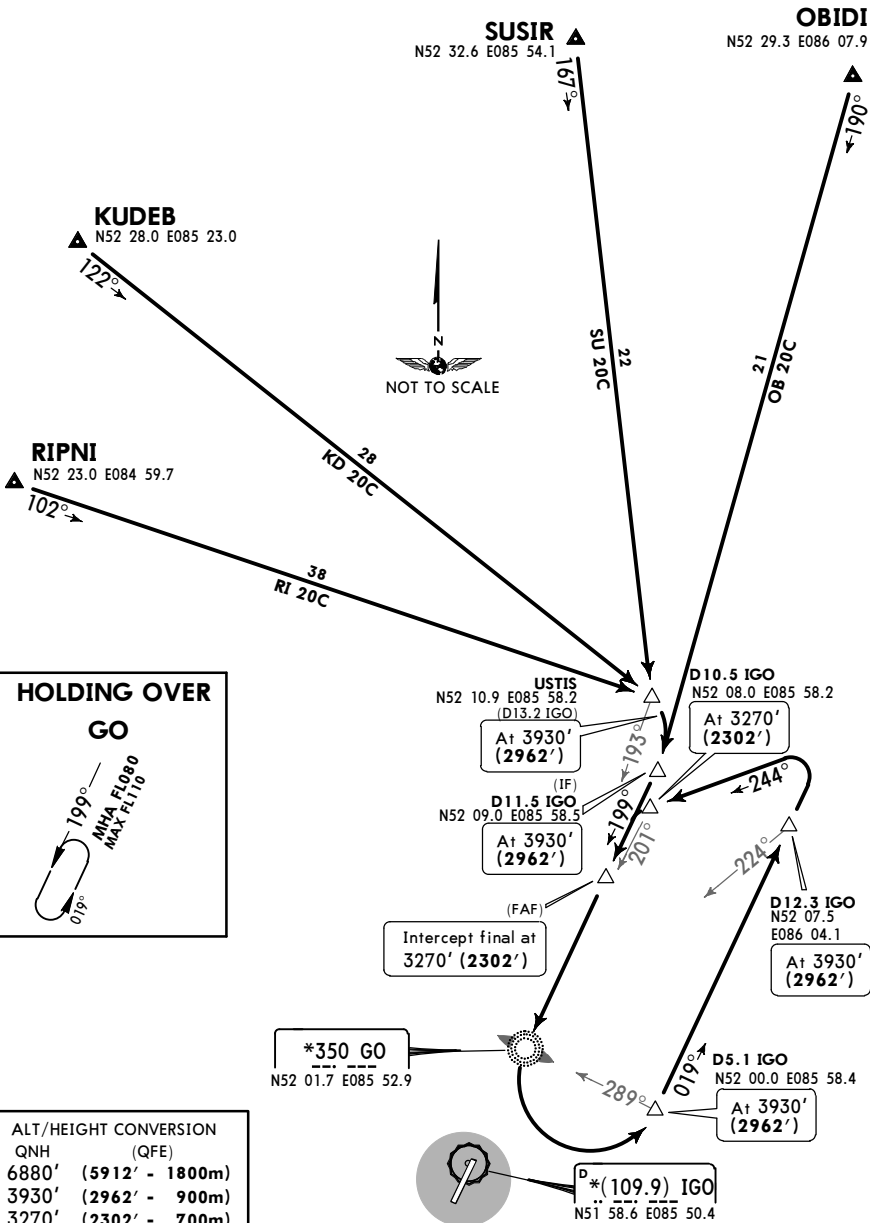
*ATIS
128.1
Russian only

Apt Elev
968'

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL80 Trans alt: 6880' (5912')
1. CAUTION: By passing FAF above 3270' (2302')
execute missed approach after passing GO,
turn LEFT, then according to chart.
2. Available only for aircraft equipped with transponder.



KD 20C, OB 20C, RI 20C, SU 20C
RWY 20 ARRIVALS
FOR RUSSIAN USERS ONLY



UNBG/RGK
GORNO-ALTAISK

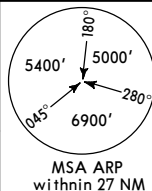
JEPPESSEN GORNO-ALTAISK, RUSSIA
3 JUN 16 10-2A

STAR

*ATIS
128.1
Russian only

Apt Elev
968'

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL80 Trans alt: 6880' (5912')
1. CAUTION: By passing FAF above 3270' (2302')
execute missed approach after passing GO,
turn LEFT, then according to chart.
2. Available for aircraft not equipped with transponder.



KD 20R, OB 20R, RI 20R, SU 20R
RWY 20 ARRIVALS
FOR RUSSIAN USERS ONLY

SUSIR

N52 32.6 E085 54.1

OBIDI

N52 29.3 E086 07.9

HOLDING OVER

GO



KUDEB

N52 28.0 E085 23.0



RIPNI

N52 23.0 E084 59.7

31
SU 20R

D10.5 IGO

N52 08.0 E085 58.2

At 3270'
(2302')

D12.3 IGO

N52 07.5 E086 04.1

At 3930'
(2962')

(FAF)

Intercept final at
3270' (2302')

*350 GO
N52 01.7 E085 52.9

D5.1 IGO

N52 00.0 E085 58.4

At 3930'
(2962')

D*(109.9) IGO
N51 58.6 E085 50.4

ALT/HEIGHT CONVERSION

QNH	(QFE)
6880' (5912' - 1800m)	
3930' (2962' - 900m)	
3270' (2302' - 700m)	

UNBG/RGK
GORNO-ALTAISK

 **JEPPESSEN GORNO-ALTAISK, RUSSIA**
22 APR 16 **(10-2B)** **Eff 28 Apr** **STAR**

COMMUNICATION FAILURE PROCEDURES

The pilot shall switch on the distress signal and, using all available facilities, take measures to reestablish communication with ATC unit directly or by means of other aircraft. In such cases, if necessary, the emergency frequency may be used.

The pilot shall in all cases continue to transmit the establish position reports, its actions, flight conditions using all available onboard radio communication facilities for commands reception and watch controllers instructions and information by communication channels and on frequency of GO NDB.

In case of radio communication failure during IFR entry into CTA, if unable to change to visual flight, aircraft shall continue maintaining last assigned FL by controller to GO NDB, enter the holding area and continue the flight in it descending to not below FL80.

At ETA or as close to this time as possible the crew shall execute approach according to the established procedure. Landing shall be carried out not later than 30 minutes after ETA.

If due to meteorological conditions or other reasons landing at Gorno-Altaiisk aerodrome is not possible, the crew shall proceed to the alternate aerodrome climbing according SID to cross KUDEB at FL110, then depending on en-route flight direction to the alternate aerodrome, at FL140, FL150 of FL240, FL250.

UNBG/RGK
GORNO-ALTAISK

22 APR 16

10-3

Eff 28 Apr

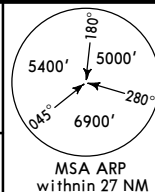
SID

Apt Elev
968'

QNH on request (QFE)

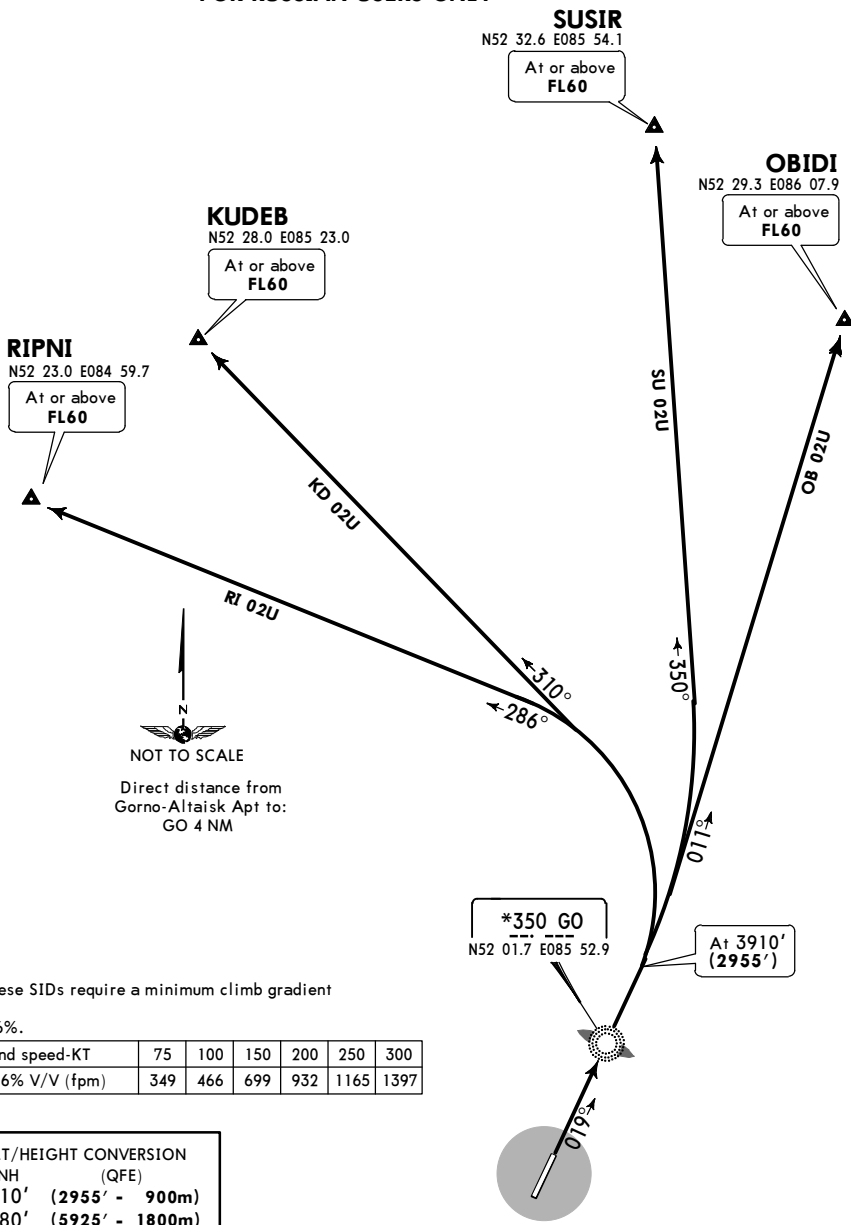
Trans level: FL80 Trans alt: 6880' (5925')

1. In case of emergency after take-off, execute LEFT procedure turn for landing on RWY 20.
2. EXPECT downdrafts during crossing Katun river at distance 1 NM from RWY THR.



KD 02U, OB 02U, RI 02U, SU 02U
RWY 02

FOR RUSSIAN USERS ONLY

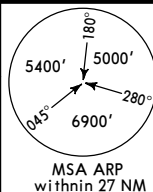


UNBG/RGK
GORNO-ALTAISK

 **JEPPESSEN GORNO-ALTAISK, RUSSIA**
22 APR 16 **(10-3A)** **Eff 28 Apr** **SID**

Apt Elev
968'

QNH on request (QFE)
Trans level: FL80 Trans alt: 6880' (5912')



KD 20U, OB 20U, RI 20U, SU 20U
RWY 20
FOR RUSSIAN USERS ONLY



KUDEB
N52 28.0 E085 23.0
At or above
FL60

SUSIR
N52 32.6 E085 54.1
At or above
FL60

OBIDI
N52 29.3 E086 07.9
At or above
FL60

RIPNI
N52 23.0 E084 59.7
At or above
FL60

D7.9 IGO
N51 58.6 E085 50.4
At or above
2940' (1972')
but not
later than
D7.9 IGO

ALT/HEIGHT CONVERSION	
QNH	(QFE)
2940'	(1972' - 600m)
3270'	(2302' - 700m)
6880'	(5912' - 1800m)

These SIDs require a minimum climb gradient of 5.9% up to 3270' (2302').

Gnd speed-KT	75	100	150	200	250	300
5.9% V/V (fpm)	448	597	896	1195	1494	1792

UNBG/RGK
GORNO-ALTAISK

JEPPESSEN GORNO-ALTAISK, RUSSIA
 22 APR 16 **(10-3B)** **Eff 28 Apr** **SID**

COMMUNICATION FAILURE PROCEDURES

The pilot shall switch on the distress signal and, using all available facilities, take measures to reestablish communication with ATC unit directly or by means of other aircraft. In such cases, if necessary, the emergency frequency may be used.

The pilot shall in all cases continue to transmit the establish position reports, its actions, flight conditions using all available onboard radio communication facilities for commands reception and watch controllers instructions and information by communication channels and on frequency of GO NDB.

In case of radio communication failure after take-off (if at 2120' (1152') [350m] and communication with TWR controller is not established) the pilot shall climb to 3930' (2962') [900m] and carry out the instrument approach procedure and land at Gorno-Altaiisk.

If unable to land immediately at Gorno-Altaiisk, due to any reasons (landing weight, weather conditions), after going around the pilot has the right:

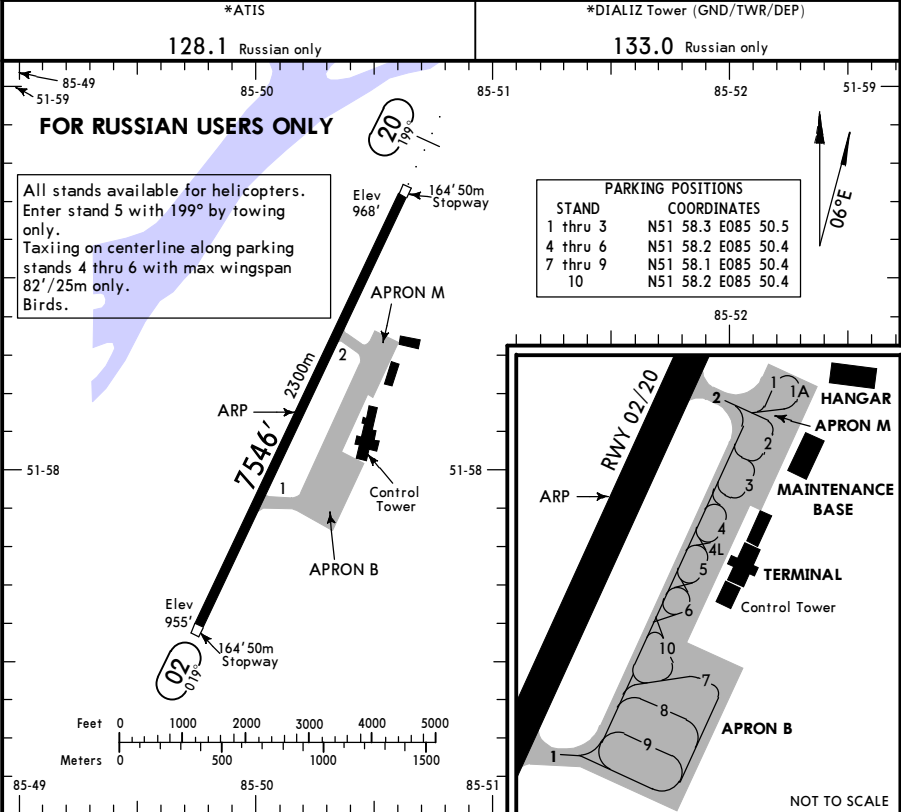
- to proceed to the destination aerodrome along the SID to KUDEB climbing the FL indicated in the FPL.
- to proceed to the alternate aerodrome chosen when taking the decision for departure.
- to enter the holding over GO NDB and hold at FL80 for fuel use, then carry out landing at Gorno-Altaiisk.

In case of radio communication failure when climbing to FL (height) the pilot must proceed at the last FL (height) assigned by the controller to KUDEB, then establish the FL in accordance with the FPL.

UNBG/RGK

Apt Elev **968'**
N51 58.2 E085 50.2

JEPPESSEN GORNO-ALTAISK, RUSSIA
22 APR 16 **(10-9)** **Eff 28 Apr** **GORNO-ALTAISK**



ADDITIONAL RUNWAY INFORMATION					
RWY		USABLE LENGTHS			
		LANDING BEYOND		TAKE-OFF	WIDTH
		Threshold	Glide Slope		
02	RL (60m)			① ②	138' 42m
20	RL (60m) ALS PAPI-L (angle 3.33°)		6635' 2022m		

- ① First 164'/50m unusable for take-off.
- ② TAKE-OFF RUN AVAILABLE
- Rwy 02:
From posn, 164' / 50m after rwy head 7382' (2250m)
twy 1 int 4101' (1250m)
- Rwy 20:
From posn, 164' / 50m after rwy head 7382' (2250m)
twy 2 int 4921' (1500m)

TAKE-OFF	
AIR CARRIER (JAA)	
All Rwys	
LVP must be in force	RCLM (DAY only)
RCLM (DAY only) or RL	RCLM (DAY only) or RL
A	400m
B	
C	
D	

UNBG/RGK

 **JEPPESSEN**

22 APR 16
Eff 28 Apr

10-9S

Standard

GORNO-ALTAISK, RUSSIA

GORNO-ALTAISK

STRAIGHT-IN RWY		A	B	C	D
20	ILS	1674' (706') R1500m	1674' (706') R1500m	1690' (722') C2400m	1690' (722') C2400m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	NDB ①	1860' (892') R1500m	1860' (892') R1500m	1860' (892') C2400m	1890' (922') C2400m

① Continuous Descent Final Approach.

TAKE-OFF RWY 02, 20			
LVP must be in Force			
RCLM (DAY only) or RL		RCLM (DAY only) or RL	NIL (DAY only)
A	250m	400m	500m
B			
C	300m		
D			

Chart changes since cycle 12-2016

ADD = added chart, REV = revised chart, DEL = deleted chart.
ACT PROCEDURE IDENT INDEX REV DATE EFF DATE

GORNO-ALTAISK, (GORNO-ALTAISK - UNBG)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport UNBG