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Airport Information For UNBG

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Revision Letter For Cycle 09-2019

Change Notices

Notebook

General Information

Location: GORNO-ALTAISK RUS
ICAO/IATA: UNBG / RGK
Lat/Long: N51° 58.1', E085° 50.2'
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: 2232 Z
Sunset: 1354 Z

Runway Information

Runway: 20
Length x Width: 7549 ft x 138 ft
Surface Type: asphalt
TDZ-Elev: 968 ft
Lighting: Edge, ALS

Runway: 02
Length x Width: 7549 ft x 138 ft
Surface Type: asphalt
TDZ-Elev: 951 ft
Lighting: Edge

Communication Information

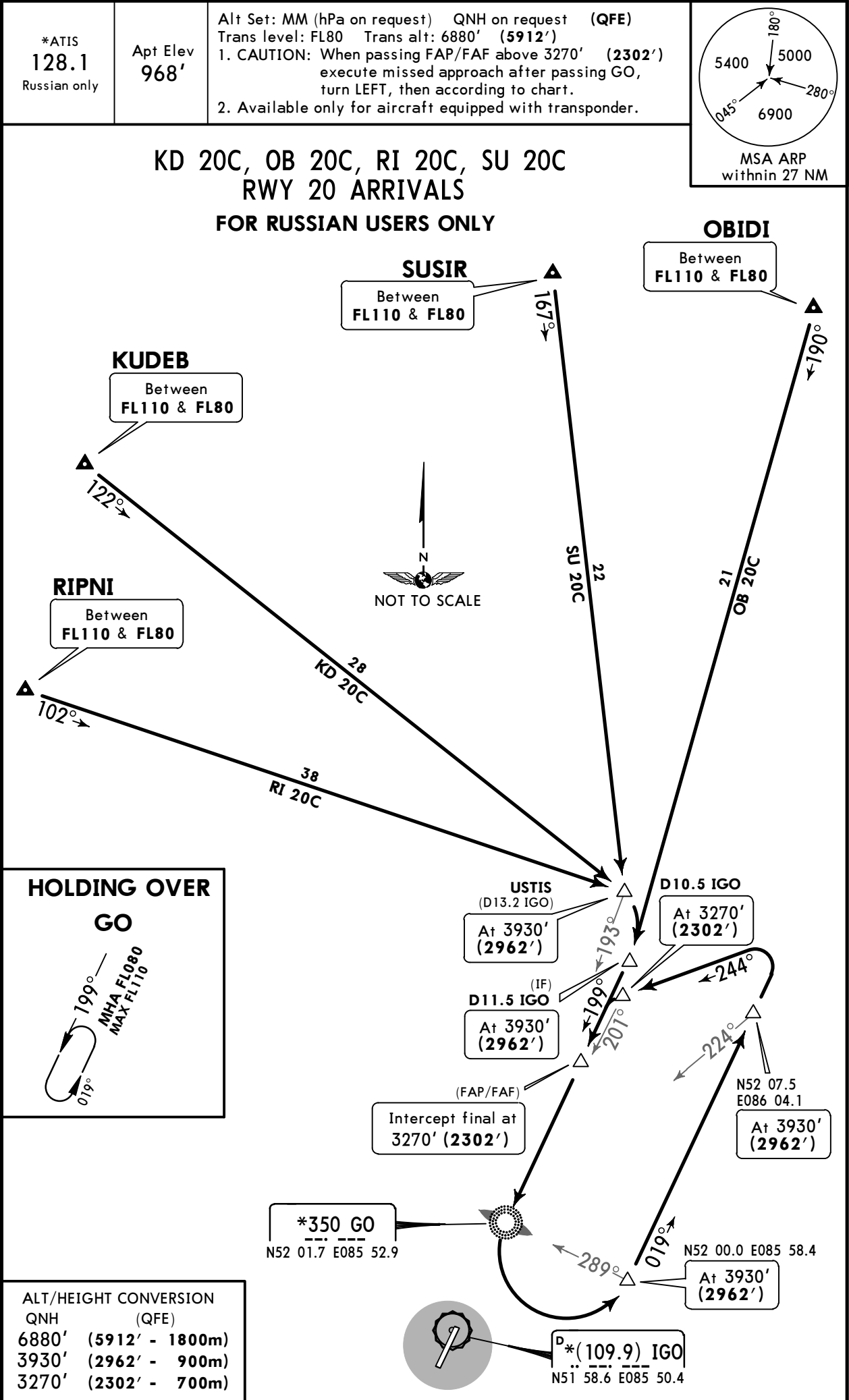
ATIS: 128.100 Non-English
Dializ Tower Tower: 133.000 Non-English
Dializ Zemlya Ramp/Taxi: 118.900 Non-English
Dializ Transit Operations: 119.000 Non-English

UNBG/RGK
GORNO-ALTAISK

26 OCT 18 10-2 Eff 8 Nov

JEPPESSEN GORNO-ALTAISK, RUSSIA

STAR



UNBG/RGK
GORNO-ALTAISK

26 OCT 18 10-2A Eff 8 Nov

JEPPESSEN GORNO-ALTAISK, RUSSIA

STAR

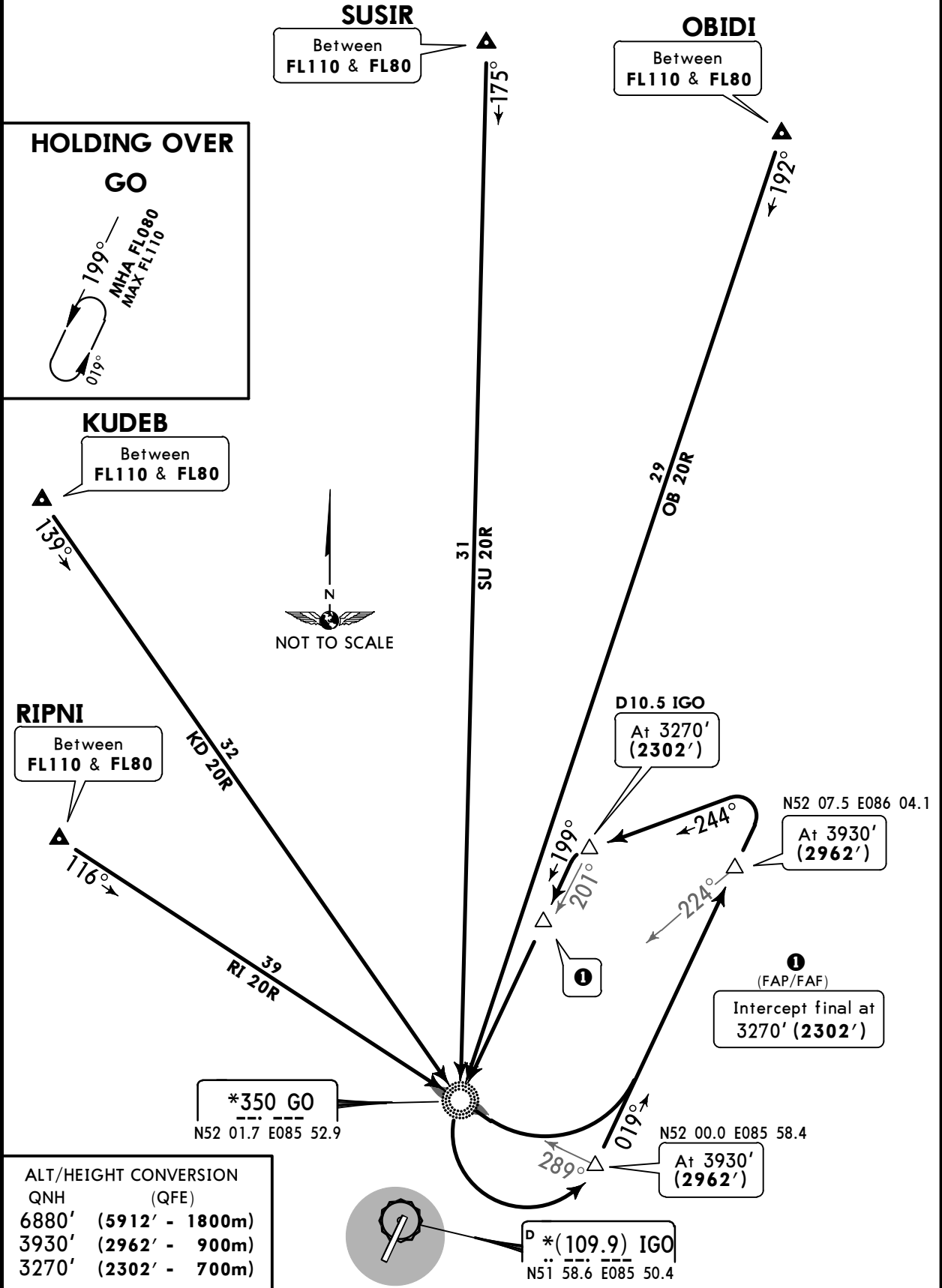
*ATIS
128.1
Russian only

Apt Elev
968'

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

MSA ARP
within 27 NM

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



UNBG/RGK
GORNO-ALTAISK

 **JEPPESSEN GORNO-ALTAISK, RUSSIA**
26 OCT 18 **10-2B** **Eff 8 Nov** **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 CTR, 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

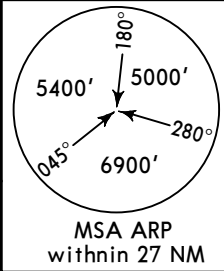
23 MAR 18 10-3 Eff 29 Mar

JEPPesen GORNO-ALTAISK, RUSSIA

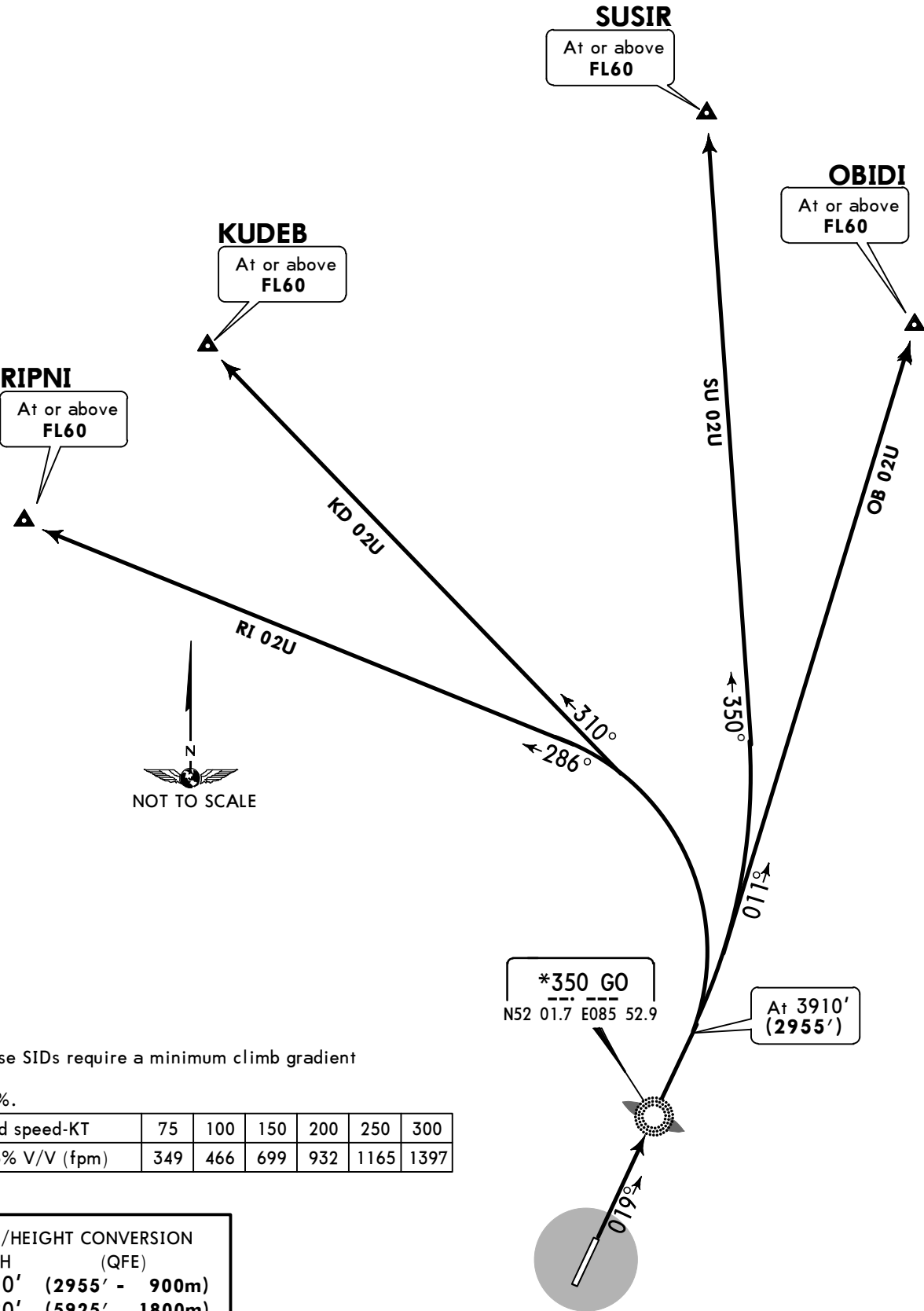
SID

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
23 MAR 18 10-3A Eff 29 Mar

SID

Apt Elev
968'

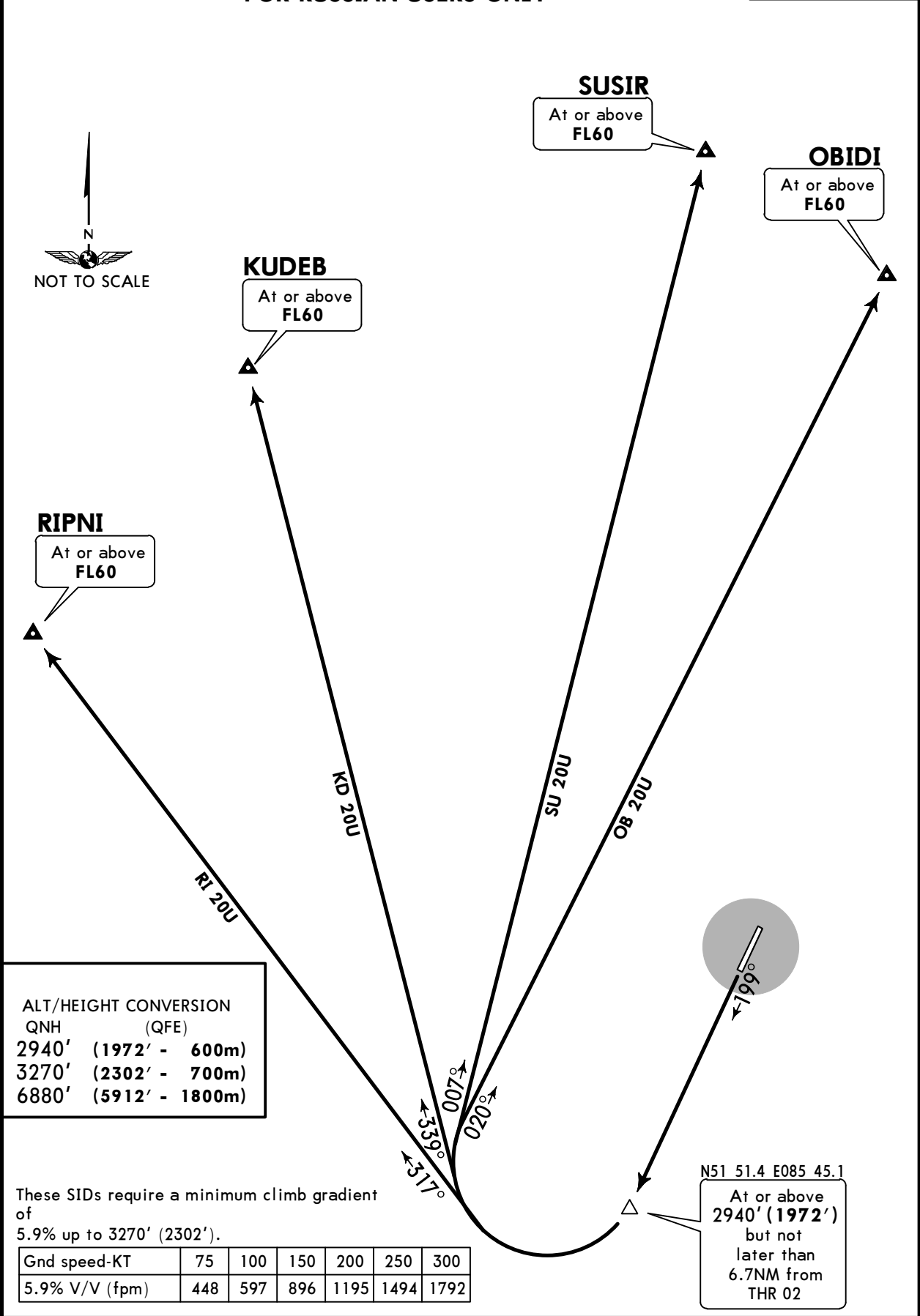
QNH on request (QFE)
Trans level: FL80 Trans alt: 6880' (5912')

KD 20U, OB 20U, RI 20U, SU 20U
RWY 20

FOR RUSSIAN USERS ONLY

180°
5400'
5000'
280°
6900'
045°

MSA ARP
within 27 NM



UNBG/RGK
GORNO-ALTAISK **JEPPESEN 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:

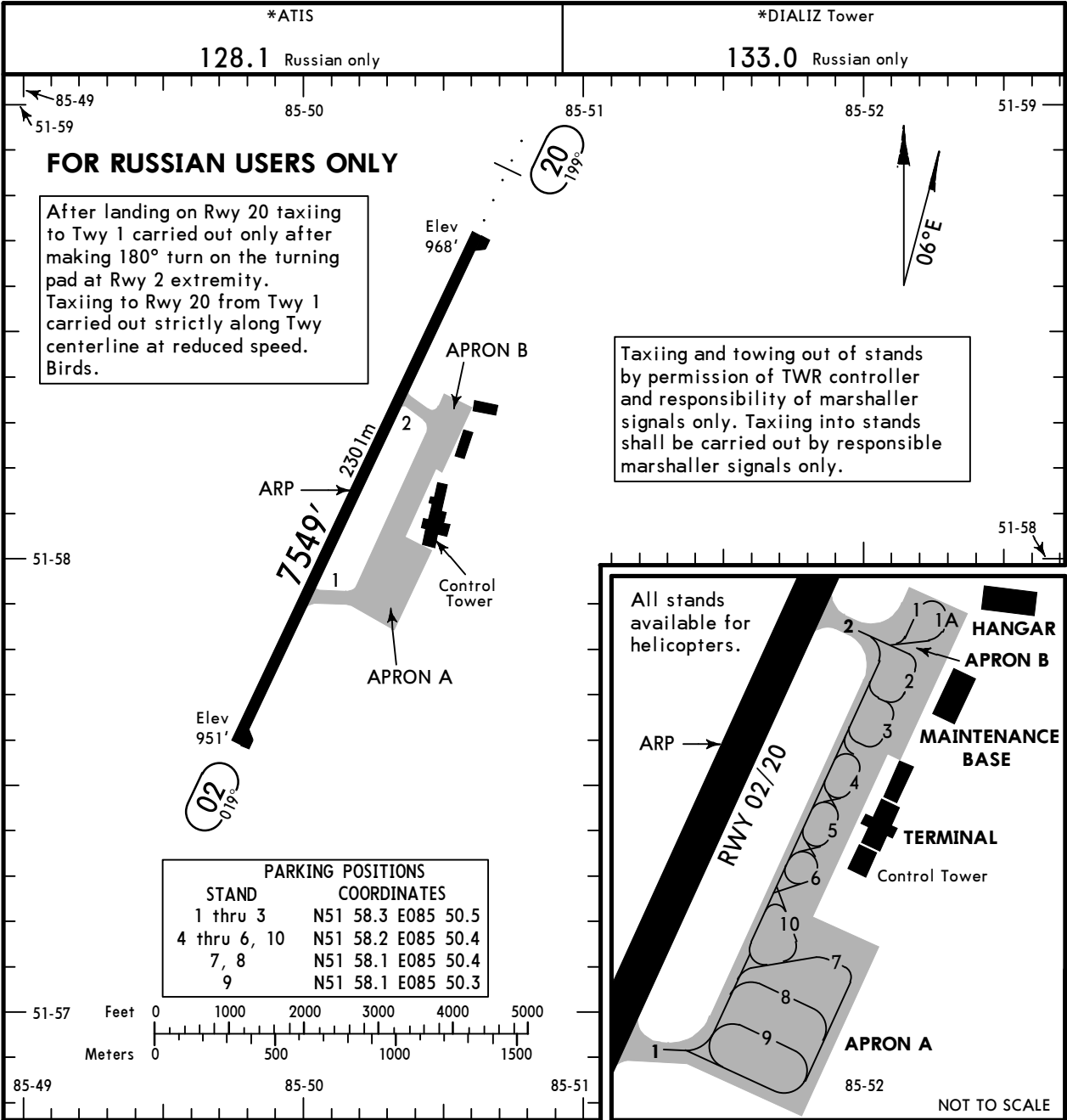
- to proceed to the destination aerodrome along the SID to KUDEB climbing the FL indicated in the FPL.
- to proceed to the alternate aerodrome chosen when taking the decision for departure.
- to enter the holding over GO NDB and hold at FL80 for fuel use, then carry out landing at Gorno-Altaiisk.

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
2 NOV 18 **(10-9)** Eff 8 Nov
GORNO-ALTAISK



ADDITIONAL RUNWAY INFORMATION					
RWY		USABLE LENGTHS			
		LANDING BEYOND		TAKE-OFF	WIDTH
02	RL (60m)	Threshold	Glide Slope		
	20 RL (60m) ALS PAPI-L (angle 3.33°)		6637' 2023m	①	138' 42m

① First 164'/50m unusable for take-off.

TAKE-OFF	
AIR CARRIER (JAA)	
All Rwys	
A	LVP must be in force RCLM (DAY only) or RL
	RCLM (DAY only) or RL
	250m
	400m
	300m

UNBG/RGK



Standard
GORNO-ALTAISK, RUSSIA
GORNÓ-ALTAISK

STRAIGHT-IN RWY		A	B	C	D
20	ILS	1674'(706') R1500m	1674'(706') R1500m	1690'(722') R2400m	1690'(722') R2400m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	NDB ❶	1860'(892') R1500m	1860'(892') R1500m	1860'(892') R2400m	1890'(922') R2400m

❶ Continuous Descent Final Approach.

TAKE-OFF		
Low Visibility Take-off		
	Day: RL or RCLM Night: RL	Adequate vis ref (Day only)
A	RVR 300m	400m
B		
C		
D		

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GORNO-ALTAISK, (GORNO-ALTAISK - UNBG)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport UNBG