

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: 0205 Z
Sunset: 1054 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: 133.000 Non-English
Dializ Zemlya Ramp/Taxi: 118.900 Non-English
Dializ Transit Operations: 119.000 Non-English

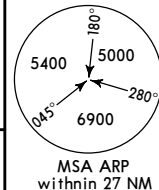
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GORNO-ALTAISK

JEPPESSEN GORNO-ALTAISK, RUSSIA
26 OCT 18 (10-2) Eff 8 Nov **STAR**

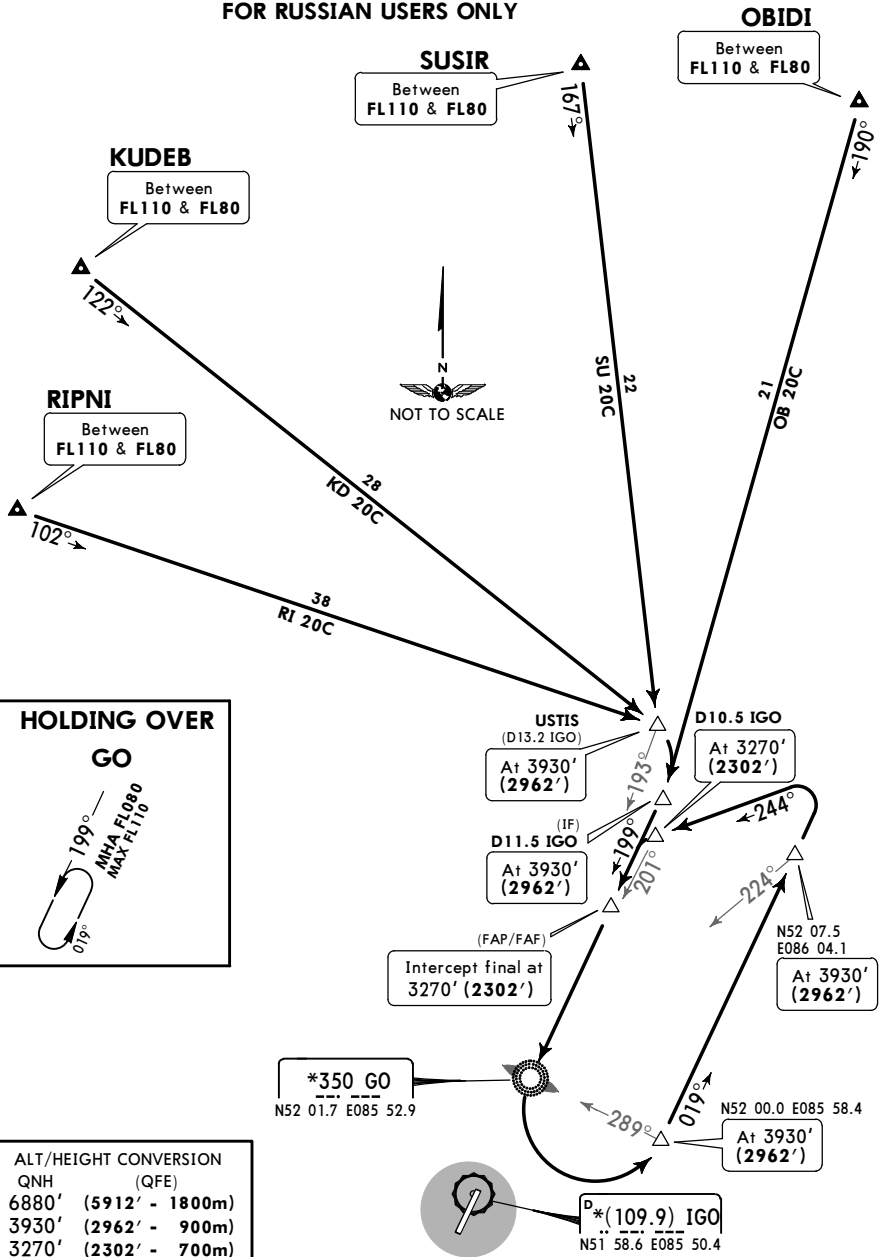
*ATIS
128.1
Russian only

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 only for aircraft equipped with transponder.



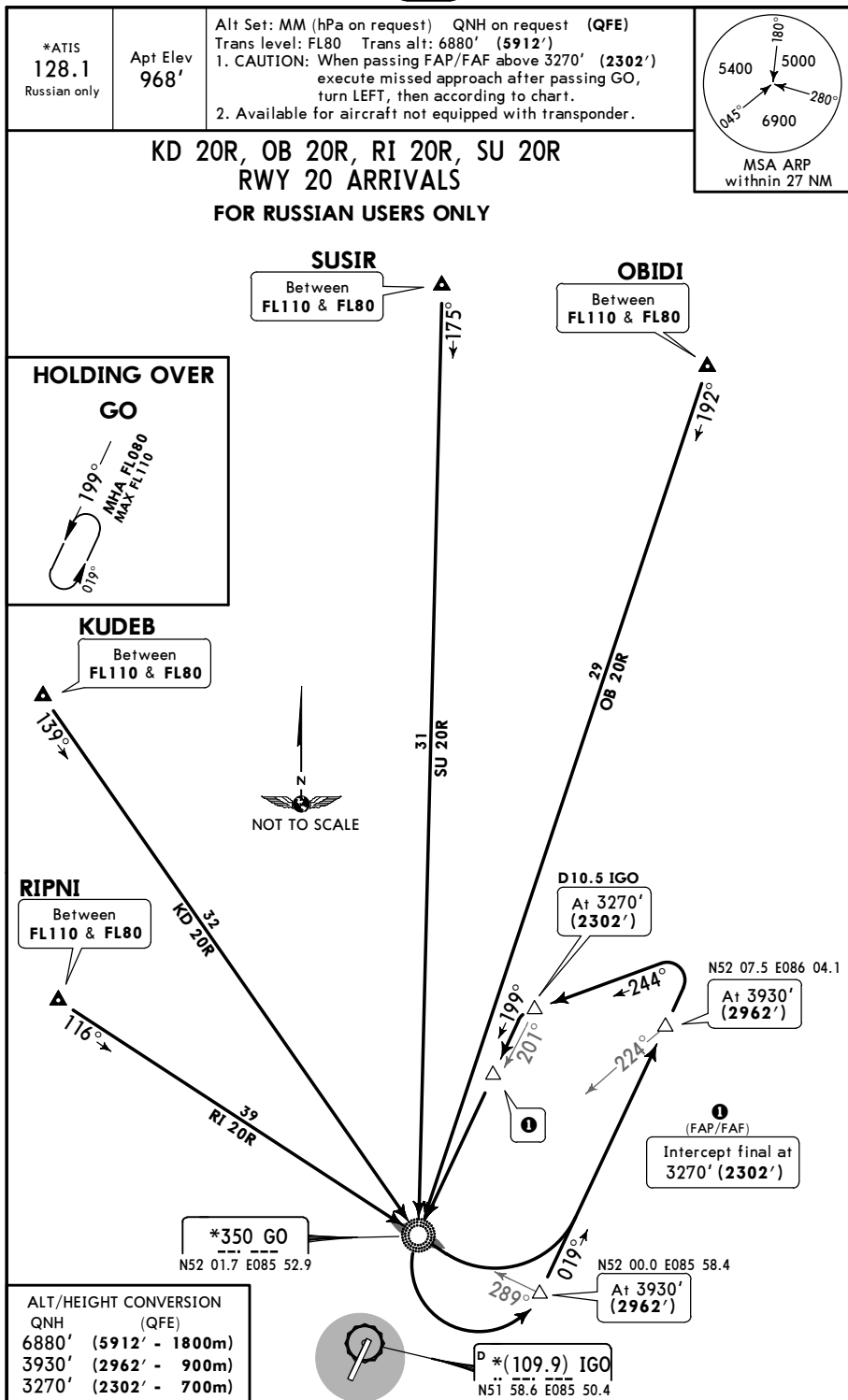
KD 20C, OB 20C, RI 20C, SU 20C
RWY 20 ARRIVALS
FOR RUSSIAN USERS ONLY



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

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26 OCT 18 (10-2A) Eff 8 Nov STAR



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 **JEPPESEN** 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.

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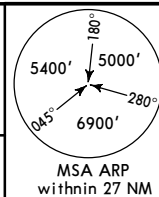
JEPPesen GORNO-ALTAISK, RUSSIA
23 MAR 18 **(10-3)** Eff 29 Mar **SID**

Apt Elev
968'

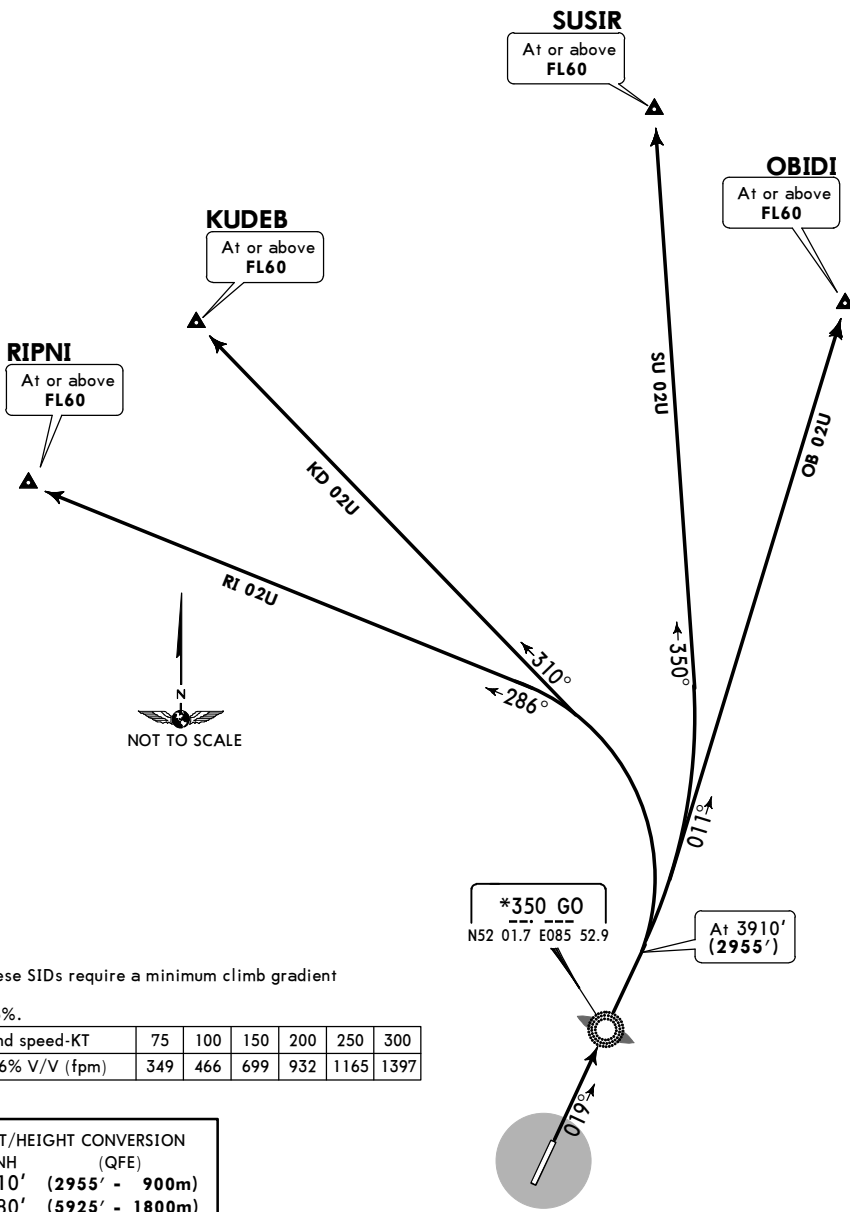
QNH on request (QFE)

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



These SIDs require a minimum climb gradient of 4.6%.

Gnd speed-KT	75	100	150	200	250	300
4.6% V/V (fpm)	349	466	699	932	1165	1397

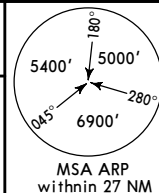
ALT/HEIGHT CONVERSION
QNH (QFE)
3910' (2955' - 900m)
6880' (5925' - 1800m)

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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



KUDEB

At or above
FL60

SUSIR

At or above
FL60

OBIDI

At or above
FL60

RIPNI

At or above
FL60



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

007°

020°

333°

317°

19°

N51 51.4 E085 45.1
At or above
2940' (1972')
but not
later than
6.7NM from
THR 02

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 **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:

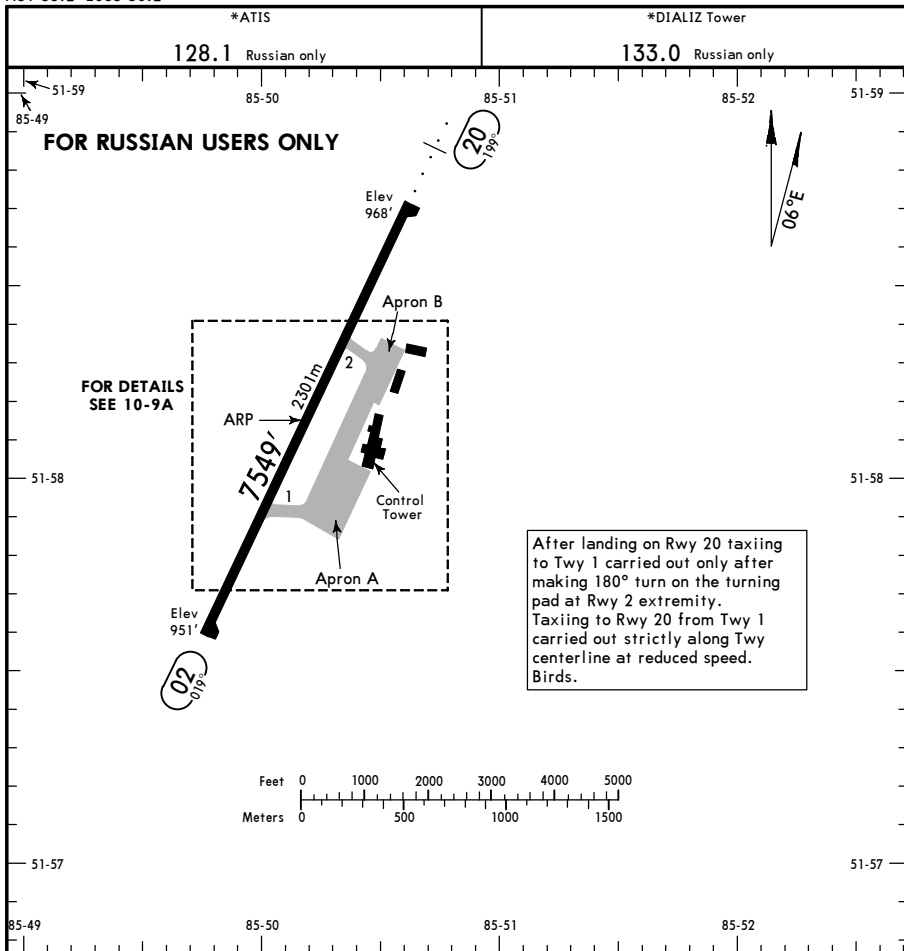
- to proceed to the destination aerodrome along the SID to KUDEB climbing the FL indicated in the FPL.
- to proceed to the alternate aerodrome chosen when taking the decision for departure.
- to enter the holding over GO NDB and hold at FL80 for fuel use, then carry out landing at Gorno-Altaiisk.

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.

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

JEPPESSEN GORNO-ALTAISK, RUSSIA
10 SEP 21 **(10-9)**
GORNO-ALTAISK



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS		TAKE-OFF	WIDTH
		Threshold	Landing Beyond Glide Slope		
02	RL (60m)				138'
20	RL (60m) ALS PAPI-L (angle 3.33°)		6637' 2023m		42m

Std

TAKE-OFF

RL & RCLM	RL	RL or RCLM	Adequate Vis Ref	
DAY	NIGHT	DAY	DAY	NIGHT
R300m		R400m	R/V500m	NA

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10 SEP 21 (10-9A)

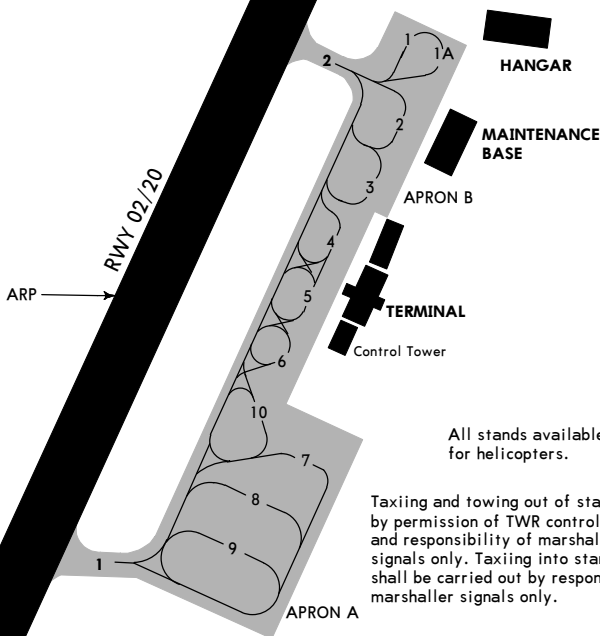
GORNO-ALTAISK, RUSSIA
GORNO-ALTAISK

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NOT TO SCALE

LEGEND

- 1 Taxiway
- 3 Parking stand



All stands available for helicopters.

Taxiing and towing out of stands by permission of TWR controller and responsibility of marshaller signals only. Taxiing into stands shall be carried out by responsible marshaller signals only.

INS COORDINATES

STAND No.	COORDINATES
1 thru 3	N51 58.3 E085 50.5
4 thru 6	N51 58.2 E085 50.4
7, 8	N51 58.1 E085 50.4
9	N51 58.1 E085 50.3
10	N51 58.2 E085 50.4

LOW VISIBILITY PROCEDURES (LVP)

LVP are initiated when RVR is less than 550m.

The flight crews are informed about LPV implementation by TWR controller using the phrase: "LVP in progress. Check your minimum."

The flight crew must read back all instructions of TWR controller about holding on rwy in front of twy 1 and 2.

The flight crew is responsible for rwy incursion and non adherence to the assigned taxi routes on the manoeuvring area.

When acft departs from rwy taxiing to runway holding position shall be carried out via twy 1 and 2 holding in front of twy 1 and 2.

The following is prohibited during LVP:

- take-off not from rwy extremity.
- take-off without stoping at line-up position after entering the rwy.

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EASA AIR OPS
GORNO-ALTAISK, RUSSIA
GORNÓ-ALTAISK

STRAIGHT-IN RWY		A	B	C	D
20	ILS	1736'(768') R1500m	1746'(778') R1500m	1759'(791') R2400m	1769'(801') R2400m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	①NDB	2170'(1202') R5000m	2170'(1202') R5000m	2170'(1202') R5000m	2170'(1202') R5000m

① Continuous Descent Final Approach.

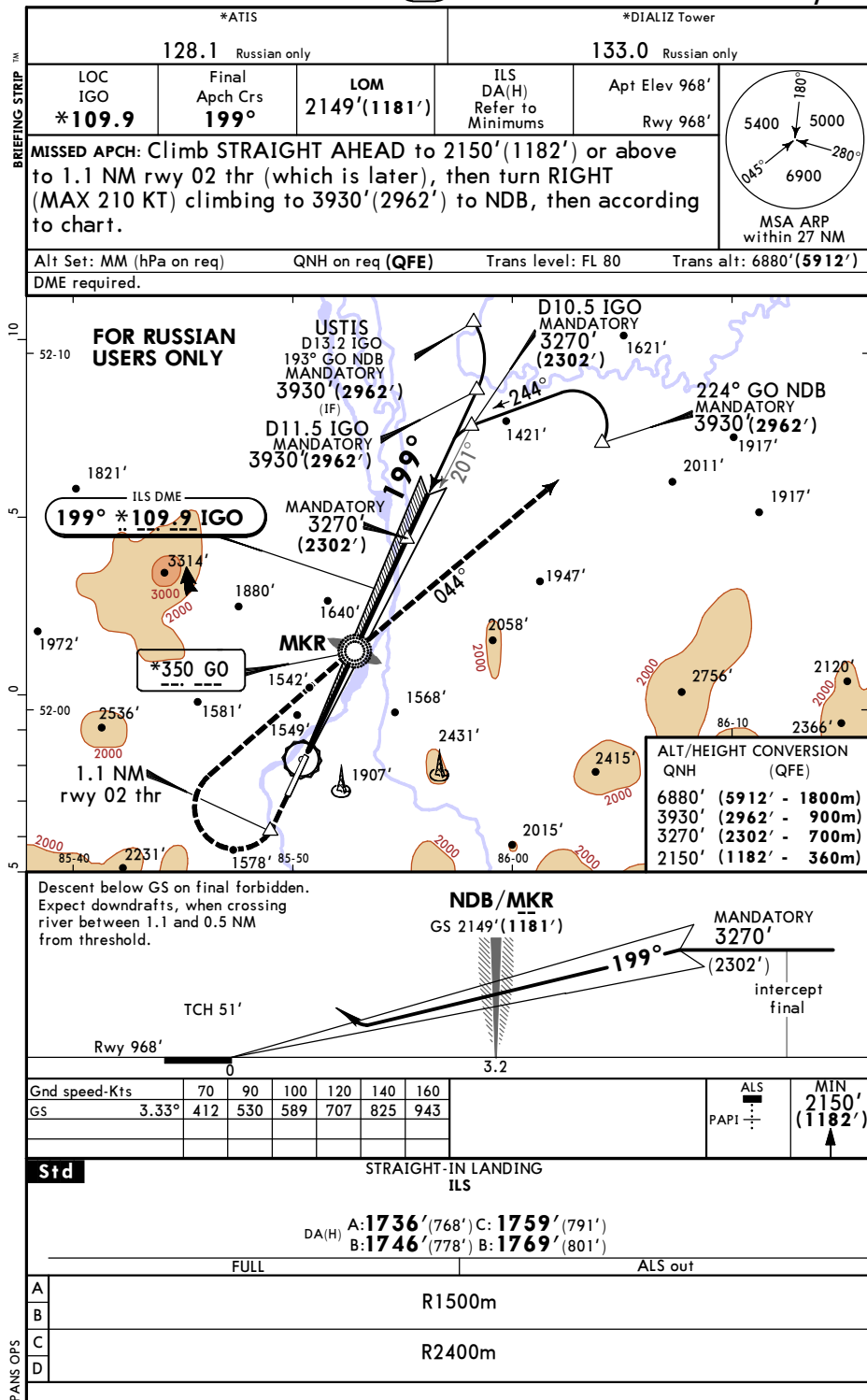
TAKE-OFF

RL & RCLM		RL	RL or RCLM	RL	Adequate Vis Ref	
DAY		NIGHT		DAY	NIGHT	
R300m			R/V400m		R/V500m	NA

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10 SEP 21 (11-1)

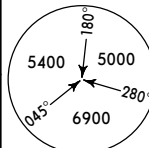
GORNO-ALTAISK, RUSSIA
ILS Rwy 20

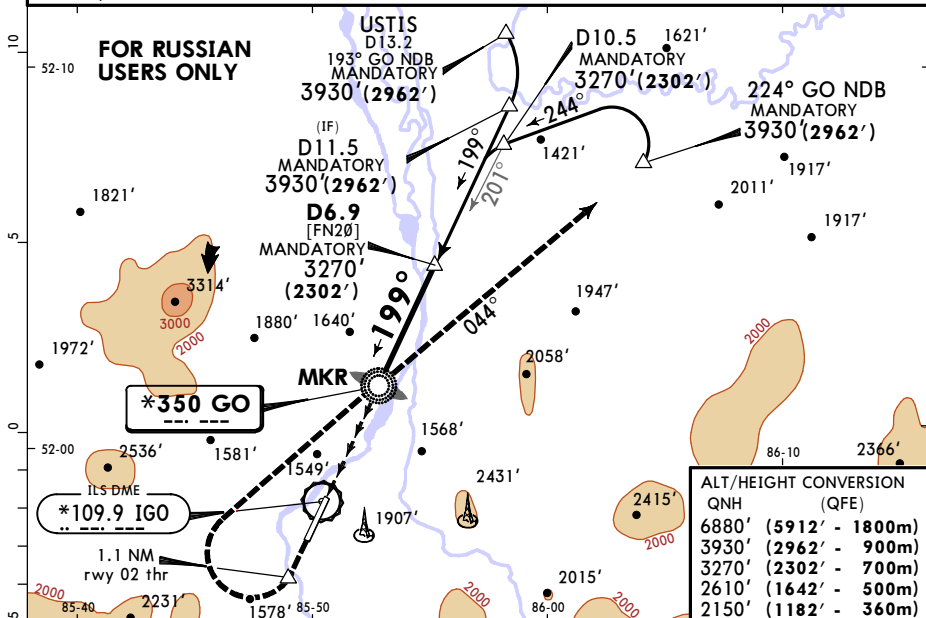


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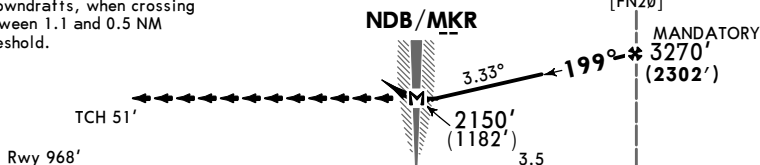
JEPPesen
10 SEP 21 (16-1)

GORNO-ALTAISK, RUSSIA
NDB Rwy 20

BREEZING STRIP™	*ATIS 128.1 Russian only			*DIALIZ Tower 133.0 Russian only		
	NDB GO *350	Final Aptch Crs 199°	D6.9 MANDATORY 2149'(1181')	DA/MDA(H) 2170'(1202')	Apt Elev 968'	Rwy 968'
	MISSED APCH: Climb STRAIGHT AHEAD to 2610'(1642') or above, then turn RIGHT (MAX 190 KT) to NDB climbing to 3930'(2962'), then according to chart.					 MSA ARP within 27 NM
	Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 80 Trans alt: 6880'(5912')					
DME required.						



Descent below GS on final forbidden.
Expect downdrafts, when crossing
river between 1.1 and 0.5 NM
from threshold.



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.33°	412	530	589	707	825	943

ALS	MIN 2610' (1642')
PAPI	

Std STRAIGHT-IN LANDING

CDFA

DA/MDA(H) 2170'(1202')

ALS out

A	R1500m
B	
C	R2400m
D	

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

CHANGES: Missed apch. New AOM concept.

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