

**GENERAL****Operational Hours****ATS Hours / AD ADMIN Hours:** H24**Airport Information****RFF:** CAT 8**Fuel:** TS-1**PCN:** RWY 14/32: 55/F/A/X/U**Operation****TWY Restriction**

TWY 1, 2 width 19m / 62ft.

**Warnings**

GS deviation signal at 4.7 NM from THR due to buildings and metallic garbage.

Birds in vicinity of AD.

**DEPARTURE****Take-off Minima**

RWY		32	
All ACFT	ft - m/km	0 - 800V	Authorization required
		c330 - 1.5v	-
RWY		14	
All ACFT	ft - m/km	Not applicable	No TORA

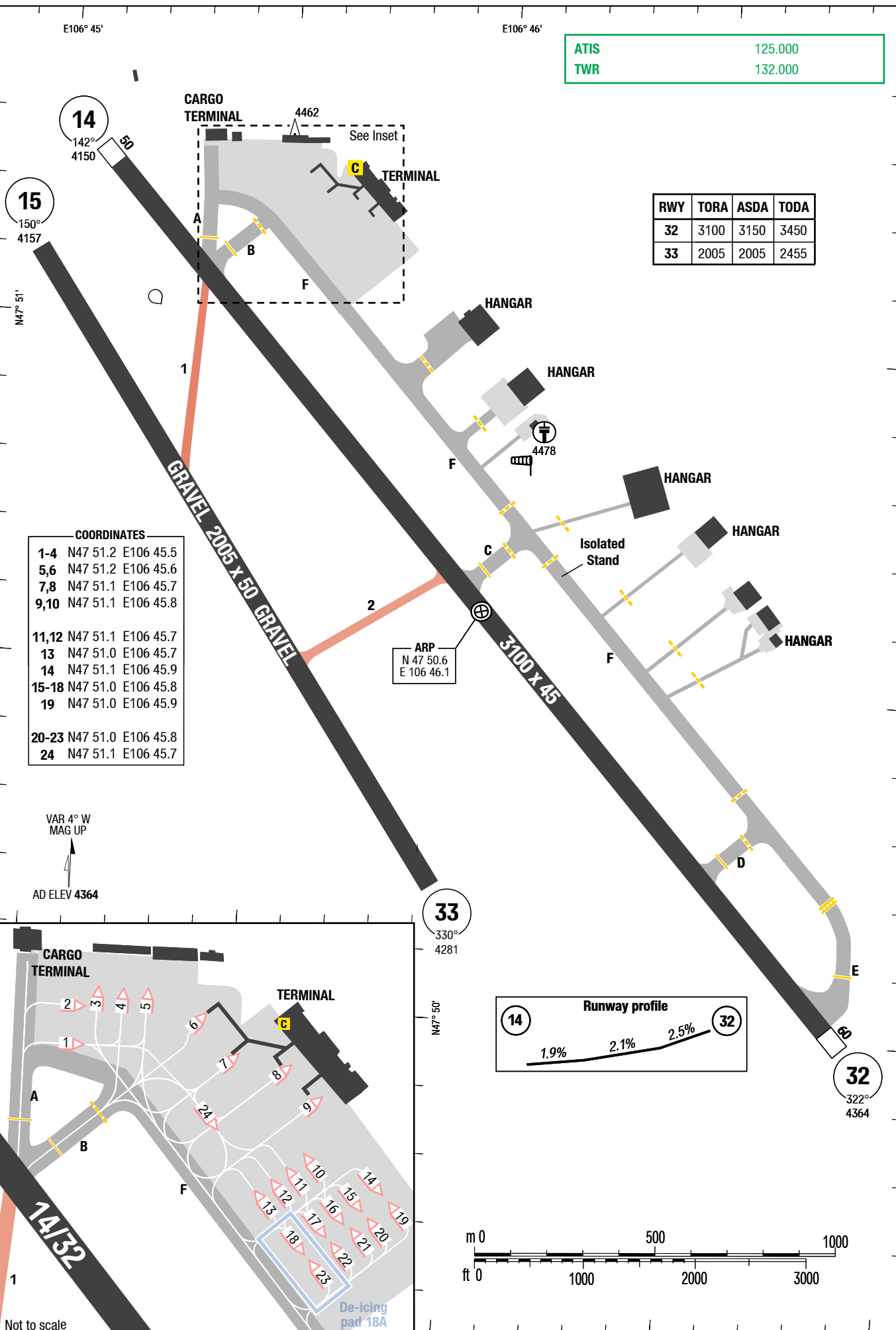
**De-Icing**

HO

Chinggis Khaan Int. **Ulaanbaatar** Mongolia

**AGC**  
**AFC**





Effective 24-MAY-2018

17-MAY-2018

ULN-ZMUB

Mongolia Ulaanbaatar Chinggis Khaan Intl.

SIDs  
NIL

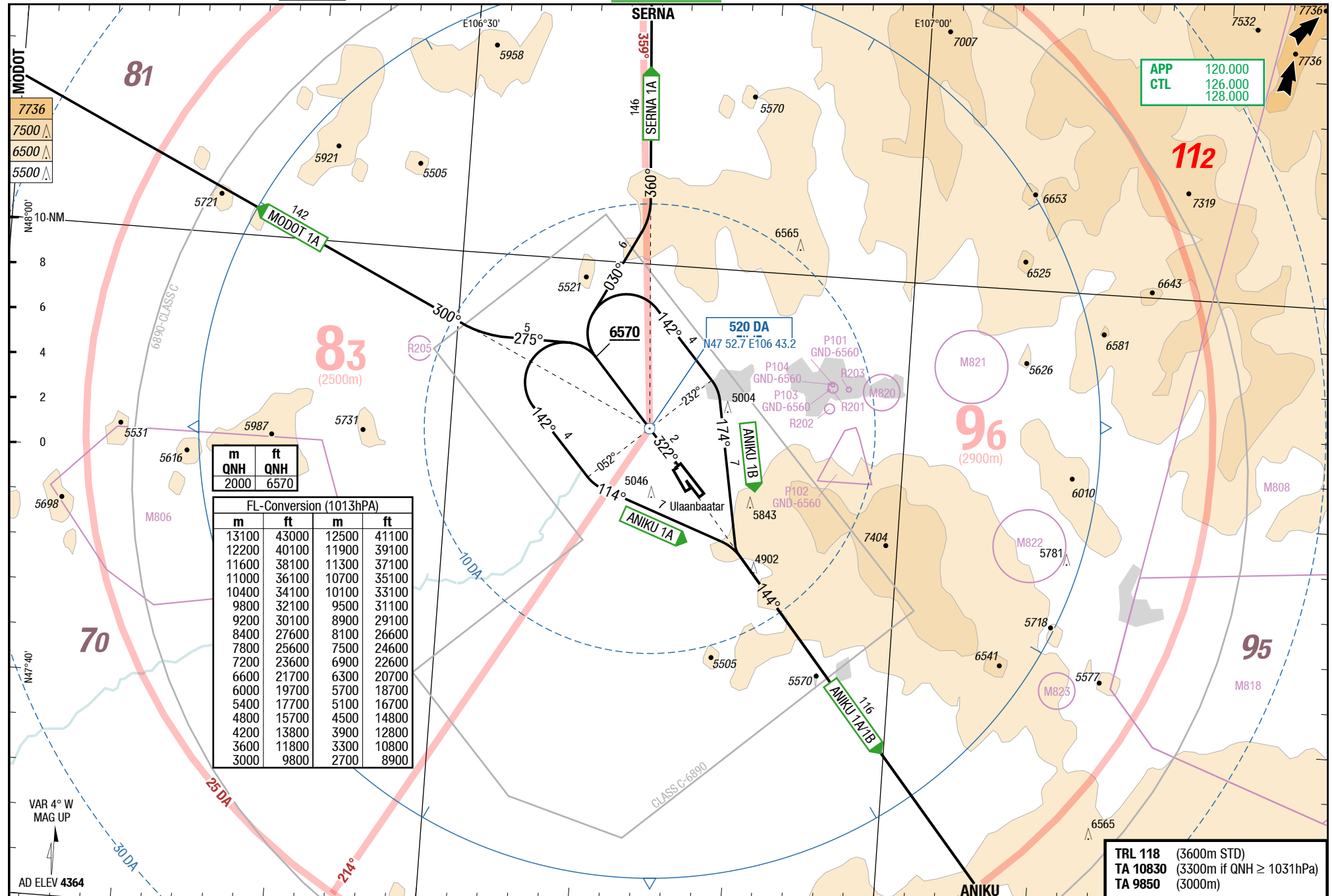
SID

SID

SIDs  
NIL

Chinggis Khaan Intl. Ulaanbaatar Mongolia

4-10



Changes: ASP, TA, TRL, SUAs

17-MAY-2018

ULN-ZMUB

5-10

SIDs

SIDPT

ANIKU 1A / ANIKU 1B / MODOT 1A / SERNA 1A

RWY 32 (322°)

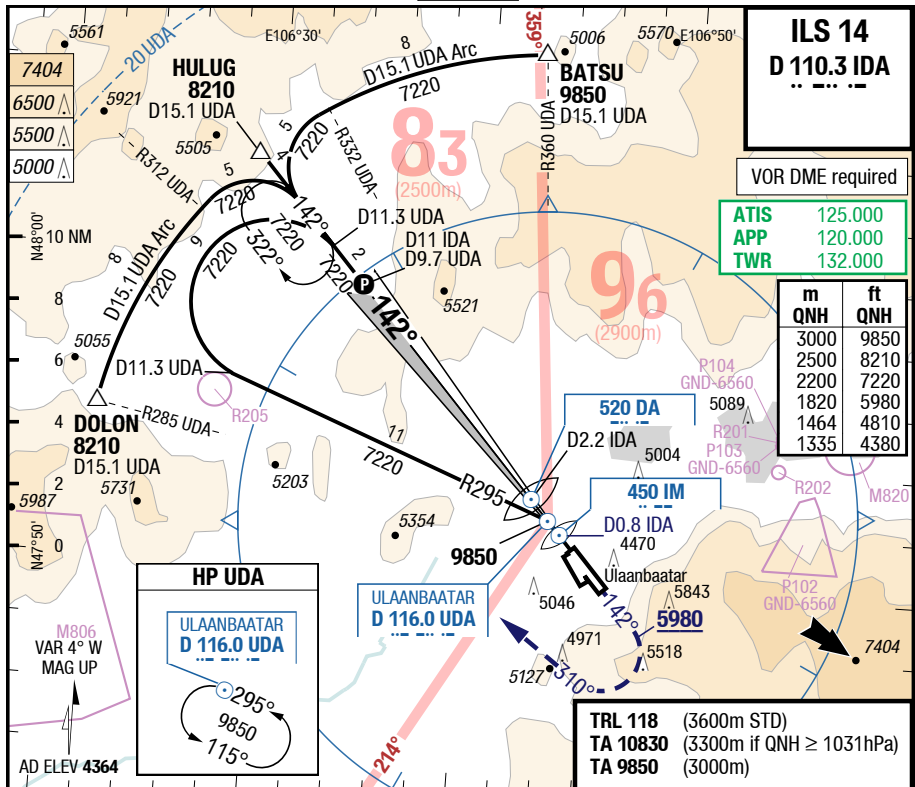
	GS	120	150	180	210	240	270
3.4%	ft/MIN	500	600	700	800	900	1000

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 32</b>	
<b>ANIKU 1A</b> 3.4% to 2000 <b>120.000</b>	322° to <b>DA</b> - QDR 322 <b>DA</b> - at MNM <b>6570 LT</b> 142° crossing QDM 052 <b>DA LT</b> 114° - intercept QDR 144 <b>DA</b> to ANIKU	
<b>ANIKU 1B</b> 3.4% to 2000 <b>120.000</b>	322° to <b>DA</b> - QDR 322 <b>DA</b> - at MNM <b>6570 RT</b> 142° crossing QDM 232 <b>DA RT</b> 174° - intercept QDR 144 <b>DA</b> to ANIKU	
<b>MODOT 1A</b> 3.4% to 2000 <b>120.000</b>	322° to <b>DA</b> - QDR 322 <b>DA</b> - at MNM <b>6570 LT</b> 275° intercept QDR 300 <b>DA</b> to MODOT	
<b>SERNA 1A</b> 3.4% to 2000 <b>120.000</b>	322° to <b>DA</b> - QDR 322 <b>DA</b> - at MNM <b>6570 RT</b> 030° intercept QDR 360 <b>DA</b> to SERNA	

# ULN-ZMUB

**7-10**

# ILS 14



<b>D IDA</b>	11	9	7	6	5	4
	7220	6710	6150	5860	5580	5300

Not usable for TKOF  
60 HL

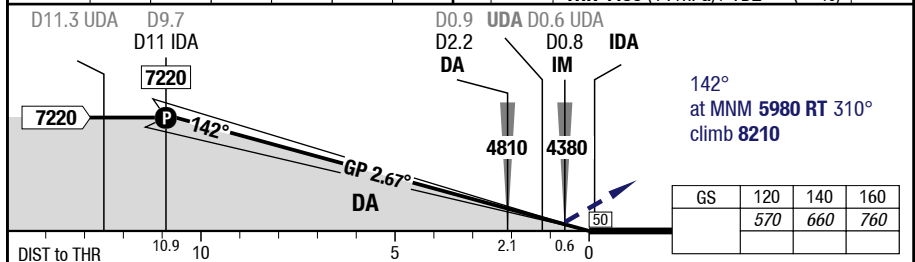
2.7°

3100 x 45

14

HL-P1

THR 4150 (141hPa) / IDZ --- (---%) +2.1%



<b>14</b>		<b>Cat 1 DME</b> GA 4.8%	<b>Cat 1 DME</b> GA 4.8% APL U/S	<b>Cat 1 DME</b> GA 3.5%	<b>Cat 1 DME</b> GA 3.5% APL U/S	<b>Cat 1 DME</b> GA 2.5%	<b>Circling</b>
C	ft - m/km ft	530 - 1.6V <b>4680</b> <sup>1)</sup>	530 - 2.4V <b>4680</b> <sup>2)</sup>	690 - 2.4V <b>4840</b> <sup>2)</sup>	690 - 3.2V <b>4840</b> <sup>3)</sup>	870 - 3.2V <b>5020</b> <sup>3)</sup>	Not authorized
D	ft - m/km ft	530 - 2.0V <b>4680</b> <sup>4)</sup>	530 - 2.8V <b>4680</b> <sup>5)</sup>	690 - 2.8V <b>4840</b> <sup>5)</sup>	690 - 3.6V <b>4840</b> <sup>6)</sup>	870 - 3.6V <b>5020</b> <sup>6)</sup>	Not authorized

- 1) With EVS VIS 1.1km
- 2) With EVS VIS 1.6km

3) With EVS VIS 2.1km  
4) With EVS VIS 1.3km

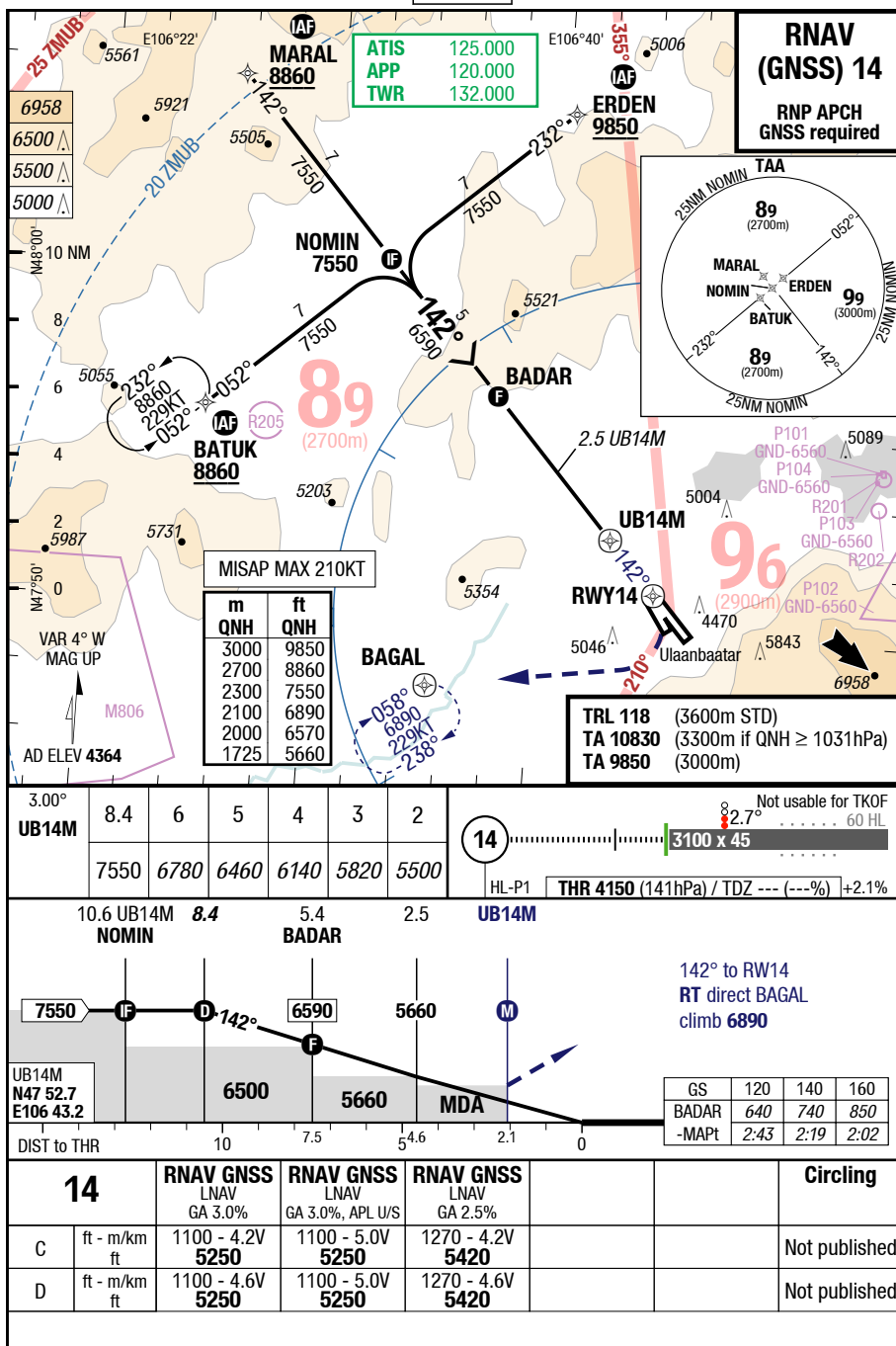
5) With EVS VIS 1.9km  
6) With EVS VIS 2.4km

Changes: TA, TRL, APL, OBST, SUAs

ULN-ZMUB

7-30

RNAV (GNSS) 14

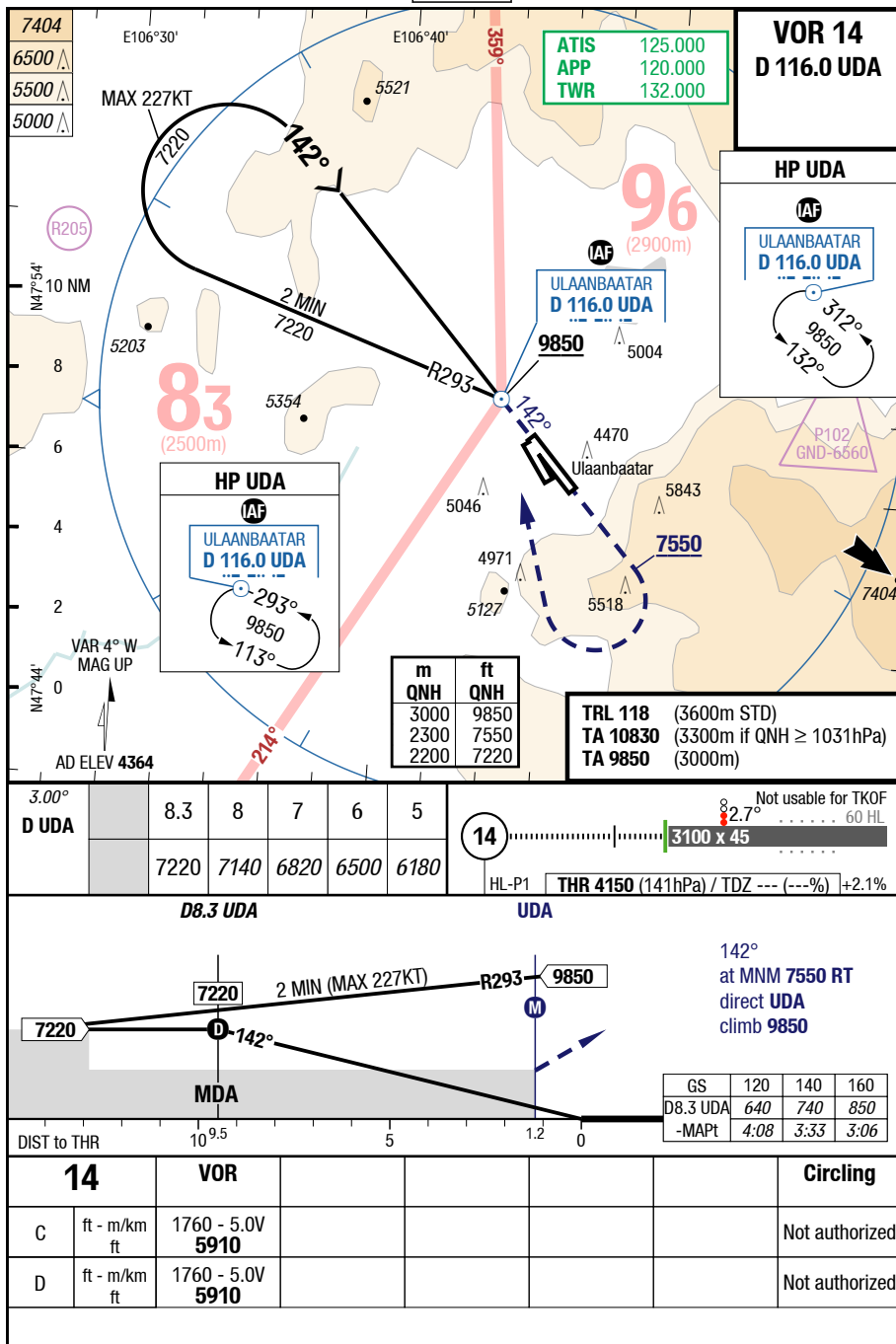


Changes: DIST ALT table

ULN-ZMUB

7-50

VOR 14





## NDB 14



ULN-ZMUB

7-70

WxMinima Overflow

14		Cat 1 DME GA 2.5% APL U/S	LOC				
C	ft - m/km ft	870 - 4.0V 5020 <sup>1)</sup>	Not published				
D	ft - m/km ft	870 - 4.4V 5020 <sup>2)</sup>	Not published				

1) With EVS VIS 2.6km

2) With EVS VIS 2.9km