

## General Info

Ulaanbaatar, MNG

N 47° 50.5' E106° 46.0' Mag Var: 3.2°W

Elevation: 4364'

Public, IFR, Control Tower, Rotating Beacon, Customs

Fuel: Jet A-1

Repairs: Minor Airframe, Minor Engine

Time Zone Info: GMT+8:00 uses DST

## Runway Info

Runway 14-32 10171' x 148' asphalt

Runway 15-33 6562' x 164' gravel

Runway 14 (142.0°M) TDZE 4150'

Lights: Edge, ALS

Stopway Distance 197'

Runway 15 (150.0°M) TDZE 4157'

Runway 32 (322.0°M) TDZE 4364'

Lights: Edge

Stopway Distance 164'

Runway 33 (330.0°M) TDZE 4282'

## Communications Info

ATIS **125.0**

Ulaanbaatar Tower **120.0**

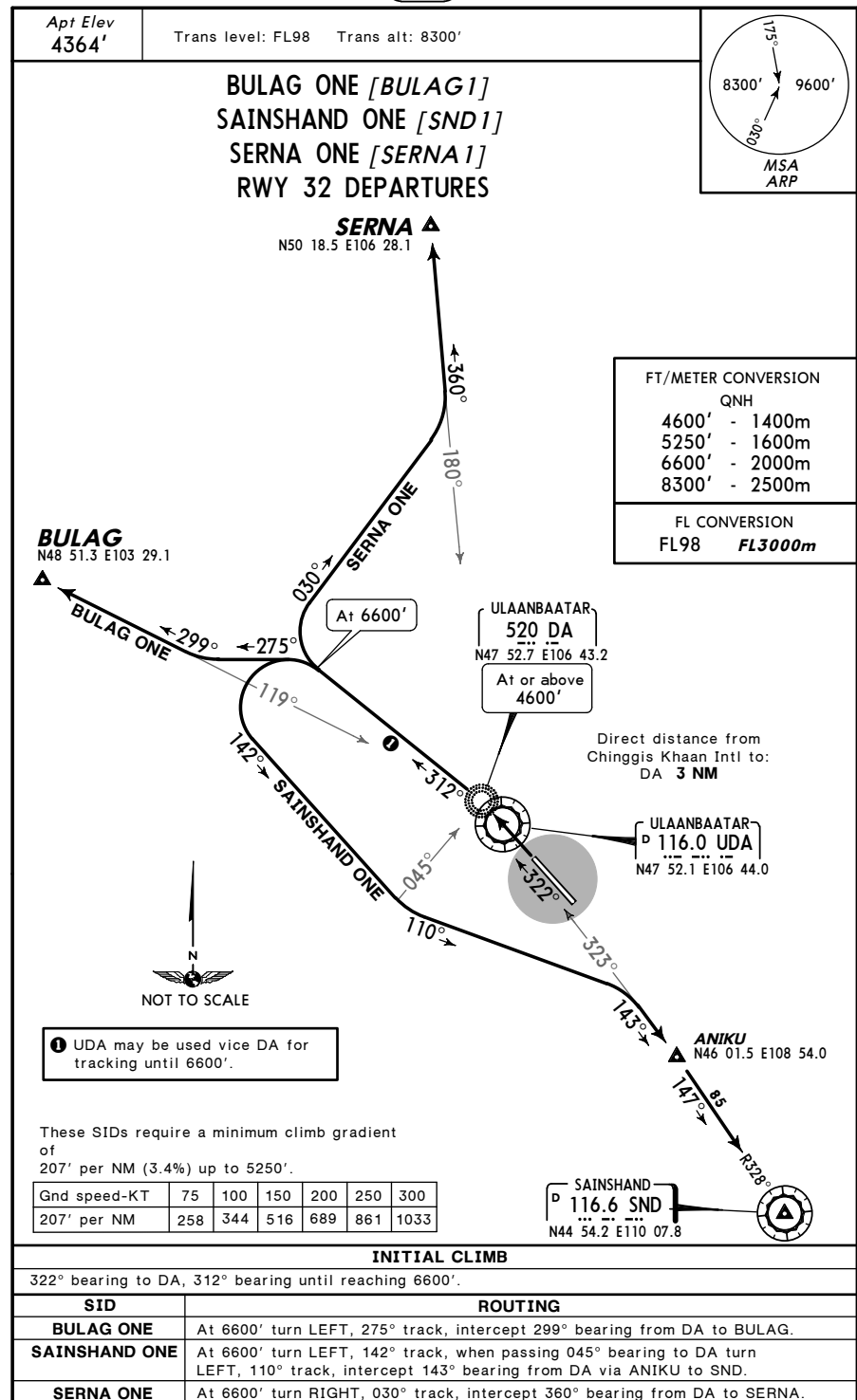
Ulaanbaatar Approach Control **120.0**

## Notebook Info

**ZMUB/ULN**  
CHINGGIS KHAAN INTL

**JEPPESEN ULAANBAATAR, MONGOLIA**

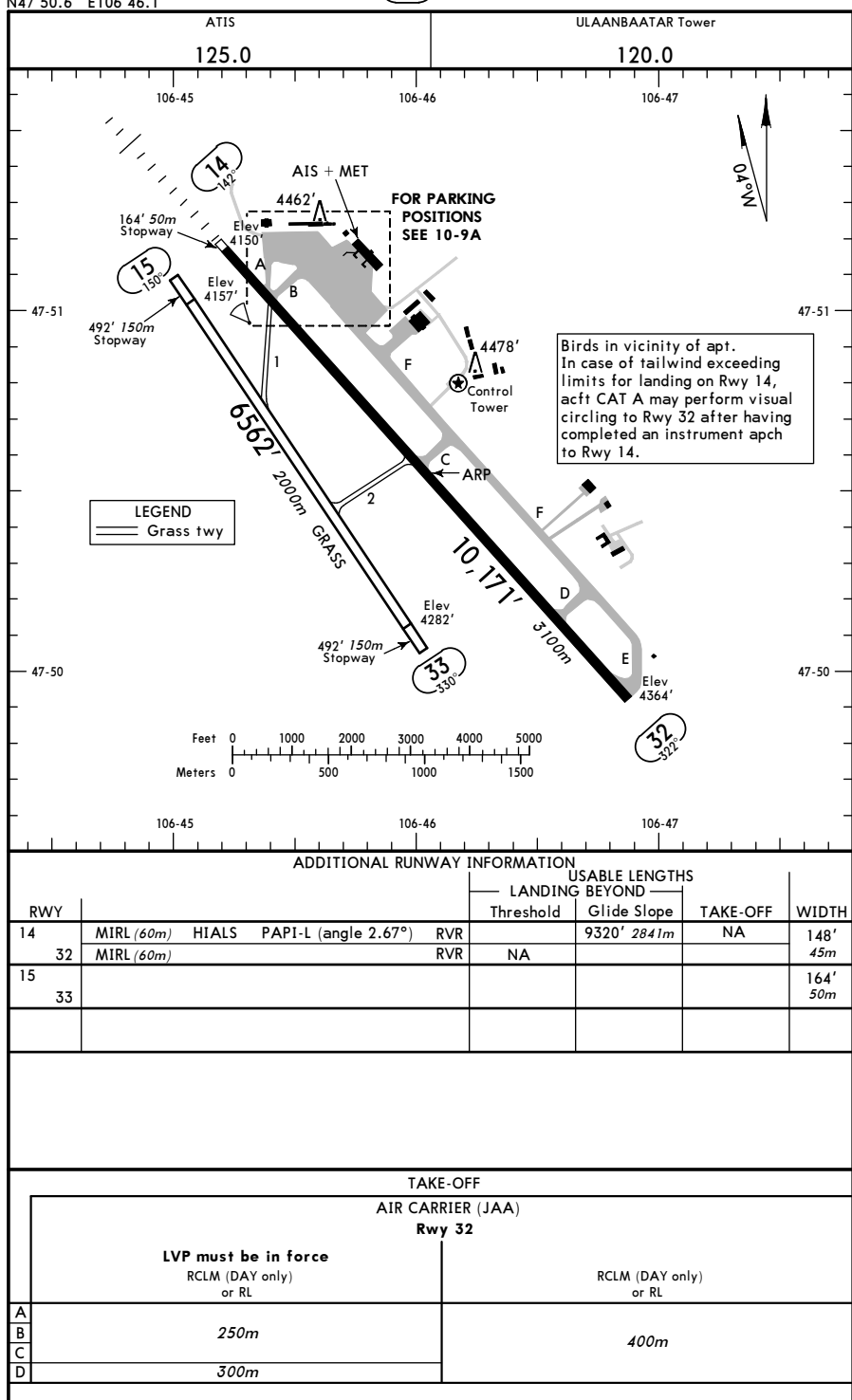
31 DEC 10 **(10-3)** **Eff 13 Jan** **SID**



**ZMUB/ULN**  
CHINGGIS KHAAN INTL

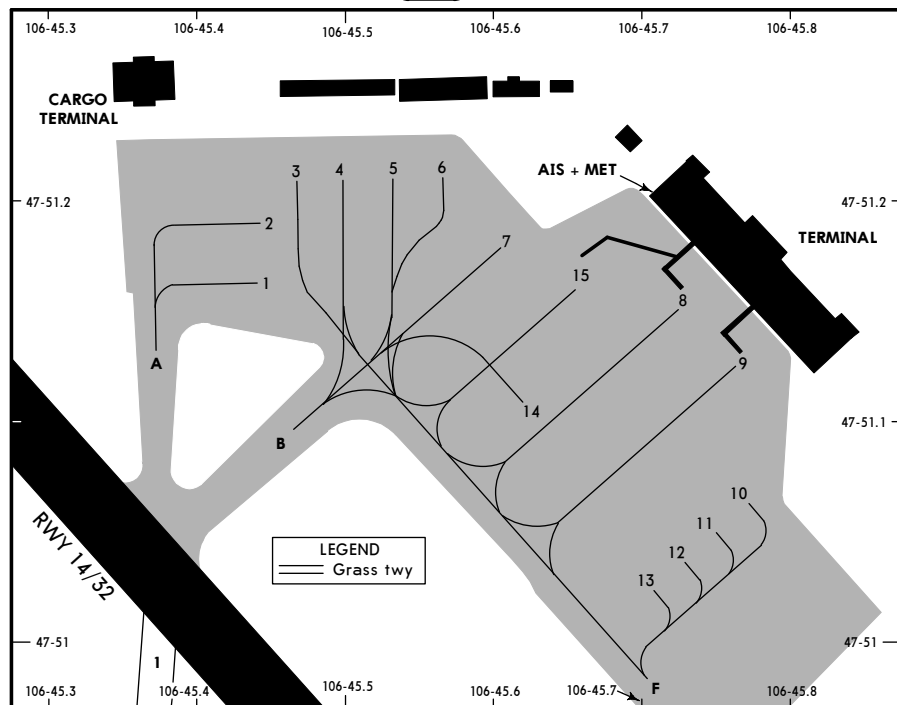
**JEPPESEN ULAANBAATAR, MONGOLIA**

12 FEB 10 **(10-9)**



ZMUB/ULN

**JEPPESSEN ULAANBAATAR, MONGOLIA**  
12 FEB 10 (10-9A) CHINGGIS KHAAN INTL



## INS COORDINATES

STAND No.	COORDINATES
1 thru 5	N47 51.2 E106 45.5
6, 7	N47 51.2 E106 45.6
8	N47 51.1 E106 45.7
9, 10	N47 51.1 E106 45.8
11	N47 51.1 E106 45.7
12, 13	N47 51.0 E106 45.7
14	N47 51.1 E106 45.6
15	N47 51.1 E106 45.7

**CHANGES:** None.

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ZMUB/ULN

**JEPPESSEN** Standard  
9 JUL 10 10-9S ULAANBAATAR, MONGOLIA  
CHINGGÍS KHAAN INTL

STRAIGHT-IN RWY		A	B	C	D
14	ILS ①	4675' (525')	4675' (525')	4675' (525')	4675' (525')
		1500m	1500m	1700m	2000m
	ALS out	1600m	1600m	2400m	2800m
	ILS ②	4839' (689')	4839' (689')	4839' (689')	4839' (689')
		1500m	1500m	2400m	2800m
	ALS out	1600m	1600m	3200m	3600m
	ILS ③	5020' (870')	5020' (870')	5020' (870')	5020' (870')
		1500m	1500m	3200m	3600m
	ALS out	2000m	2000m	4000m	4400m
	VOR ① ⑤	5680' (1530')	5680' (1530')	5680' (1530')	5680' (1530')
		5000m	5000m	5000m	5000m
	VOR ⑥	5680' (1530')	5680' (1530')	5680' (1530')	5680' (1530')
		5000m	5000m	5000m	5000m
	NDB ① ⑤	5680' (1530')	5680' (1530')	5680' (1530')	5680' (1530')
		5000m	5000m	5000m	5000m
	NDB ⑥	5680' (1530')	5680' (1530')	5680' (1530')	5680' (1530')
		5000m	5000m	5000m	5000m

- ❶ Missed apch climb gradient MIM 4.8%.
- ❷ Missed apch climb gradient MIM 3.5%.
- ❸ Missed apch climb gradient MIM 2.5%.
- ❹ Continuous Descent Final Approach.
- ❺ with FMS.
- ❻ w/o FMS.

CIRCLE-TO-LAND	A	B	C	D
	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH

## TAKE-OFF RWY 32

LVP must be in Force			
	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
A	250m	400m	500m
B			
C			
D	300m		

**CHANGES:** ILS-4, VOR DME and NDB DME procedures withdrawn.

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## JAA MINIMUMS

9 JUL 10

10-9X

ULAANBAATAR, MONGOLIA  
CHINGGIS KHAAN INTL

STRAIGHT-IN RWY		A	B	C	D
14	ILS ①	4675' (525')	4675' (525')	4675' (525')	4675' (525')
		1200m	1200m	1600m	2000m
	ALS out	1600m	1600m	2400m	2800m
	ILS ②	4839' (689')	4839' (689')	4839' (689')	4839' (689')
		1200m	1200m	2400m	2800m
	ALS out	1600m	1600m	3200m	3600m
	ILS ③	5020' (870')	5020' (870')	5020' (870')	5020' (870')
		1200m	1200m	3200m	3600m
	ALS out	2000m	2000m	4000m	4400m
	VOR	5680' (1530')	5680' (1530')	5680' (1530')	5680' (1530')
		5000m	5000m	5000m	5000m
	NDB	5680' (1530')	5680' (1530')	5680' (1530')	5680' (1530')
		5000m	5000m	5000m	5000m

- ① Missed Apch climb gradient mim 4.8%.  
② Missed Apch climb gradient mim 3.5%.  
③ Missed Apch climb gradient mim 2.5%.

CIRCLE-TO-LAND	A	B	C	D
	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED

## TAKE-OFF RWY 32

**LVP must be in Force**

RCLM (DAY only) or RL		RCLM (DAY only) or RL	NIL (DAY only)
A			
B	250m	400m	500m
C			
D	300m		

**ZMUB/ULN**  
**CHINGGIS KHAAN INTL**

JEPPESSEN  
31 DEC 10 11-1 Eff

ULAANBAATAR, MONGOLIA  
3 Jan ILS-1 Rwy 14

ILS-1 Rwy 14

BRIEFING STRIP™	ATIS <b>125.0</b>	ULAANBAATAR Approach <b>120.0</b>	ULAANBAATAR Tower <b>120.0</b>	
	LOC IDA <b>110.3</b>	Final Apch Crs <b>142°</b>	GS LOM <b>4803' (653')</b>	ILS DA(H) Refer to Minimums <b>4364'</b> <b>RWY 4150'</b>

**MISSED APCH:** Climb on 142° to 6000', then turn RIGHT onto 310° climbing to 8300', then as directed.

Alt Set: MM (hPa on req)      Rwy Elev: 143 hPa      Trans level: FL 99      Trans alt: 8300

**142° 3.8 7300**

**CAUTION:**  
GS signal deviation  
at 4.7 NM from thr.

<b>FT/METER CONVERSION</b> QNH 8300' - 2500m 7300' - 2200m 6000' - 1820m	47-50 106-30 106-40 106-50
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**D11.3 UDA**      **D9.7 UDA**      **VOR FL 99**      **LOM GS 4803'**      **MM GS 4380'**      **RWY 14 4150'**

Gnd speed-Kts	70	90	100	120	140	160			
GS	2.67°	336	432	480	576	671	767		

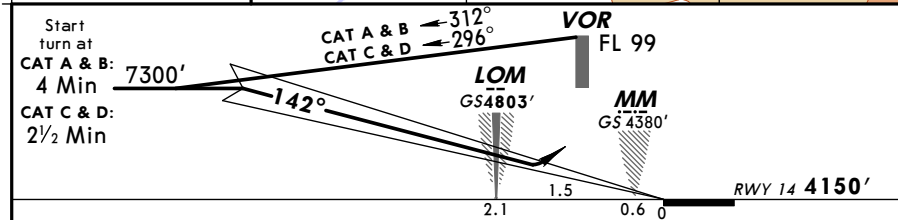
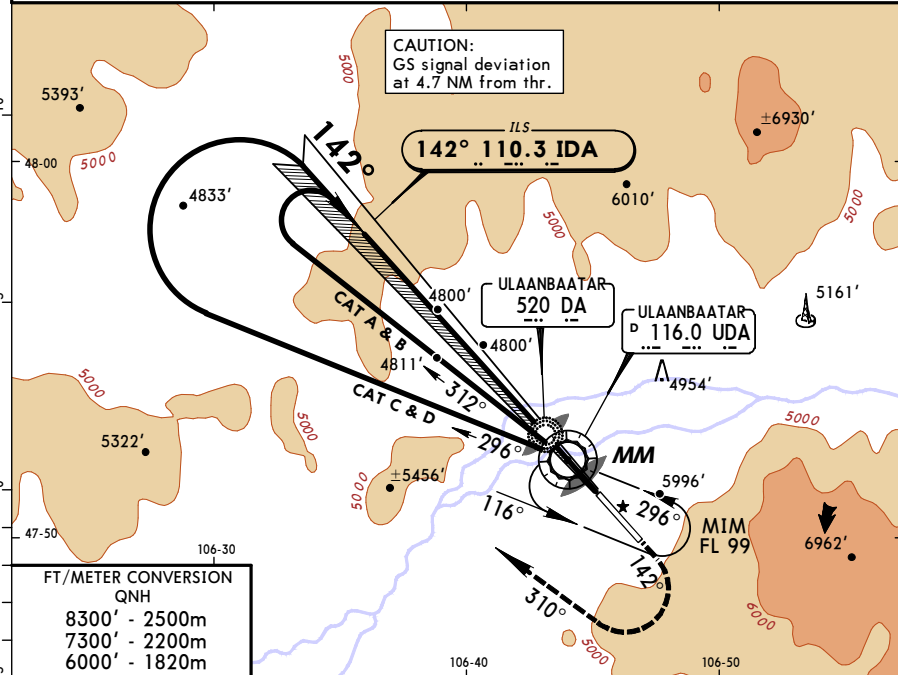

**STRAIGHT-IN LANDING RWY 14**

ILS		Missed apch climb gradient mim 4.8%		Missed apch climb gradient mim 3.5%		Missed apch climb gradient mim 2.5%	
DA(H) <b>4675' (525')</b>		DA(H) <b>4839' (689')</b>		DA(H) <b>5020' (870')</b>			
FULL	ALS out	FULL	ALS out	FULL	ALS out		

A	1200m	1600m	1200m	1600m	1200m	2000m	A	NOT AUTHORIZED
B	1600m	2400m	2400m	3200m	3200m	4000m	B	
C	1600m	2400m	2400m	3200m	3200m	4000m	C	
D	2000m	2800m	2800m	3600m	3600m	4400m	D	

ZMUB/ULN ULAANBAATAR, MONGOLIA  
CHINGGIS KHAAN INTL 31 DEC 10 (11-2) Eff 13 Jan ILS-2 Rwy 14

ATIS		ULAANBAATAR Approach		ULAANBAATAR Tower	
125.0		120.0		120.0	
LOC IDA	Final Apch Crs	GS LOM	ILS DA(H) Refer to Minimums	Apt Elev 4364'	
110.3	142°	4803' (653')		RWY 4150'	
MISSED APCH: Climb on 142° to 6000', then turn RIGHT onto 310° climbing to 8300', then as directed.					MSA ARP
Alt Set: MM (hPa on req)		Rwy Elev: 143 hPa		Trans level: FL 99	

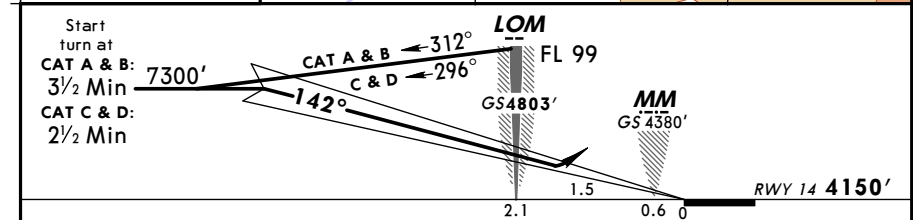
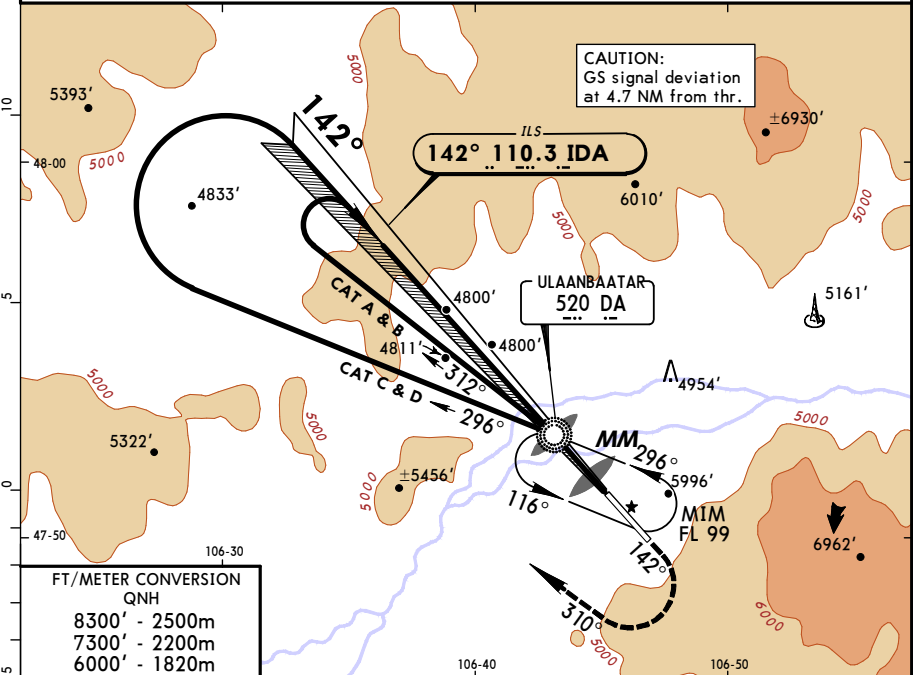


Gnd speed-Kts	70	90	100	120	140	160	HIALS	6000'	on	142°	310°	8300'
GS	2.67°	336	432	480	576	671	767				RT	

STRAIGHT-IN LANDING RWY 14						CIRCLE-TO-LAND	
Missed apch climb gradient mim 4.8%		Missed apch climb gradient mim 3.5%		Missed apch climb gradient mim 2.5%			
DA(H) 4675' (525')		DA(H) 4839' (689')		DA(H) 5020' (870')			
FULL		FULL		FULL			
A	1200m	1600m	1200m	1600m	1200m	2000m	NOT AUTHORIZED
B	1600m	2400m	2400m	3200m	3200m	4000m	
C	1600m	2400m	2400m	3200m	3200m	4000m	
D	2000m	2800m	2800m	3600m	3600m	4400m	

ZMUB/ULN ULAANBAATAR, MONGOLIA  
CHINGGIS KHAAN INTL 31 DEC 10 (11-3) Eff 13 Jan ILS-3 Rwy 14

ATIS		ULAANBAATAR Approach		ULAANBAATAR Tower	
125.0		120.0		120.0	
LOC IDA	Final Apch Crs	GS LOM	ILS DA(H) Refer to Minimums	Apt Elev 4364'	
110.3	142°	4803' (653')		RWY 4150'	
MISSED APCH: Climb on 142° to 6000', then turn RIGHT onto 310° climbing to 8300', then as directed.					MSA ARP
Alt Set: MM (hPa on req)		Rwy Elev: 143 hPa		Trans level: FL 99	



Gnd speed-Kts	70	90	100	120	140	160	HIALS	6000'	on	142°	310°	8300'
GS	2.67°	336	432	480	576	671	767				RT	

STRAIGHT-IN LANDING RWY 14						CIRCLE-TO-LAND	
Missed apch climb gradient mim 4.8%		Missed apch climb gradient mim 3.5%		Missed apch climb gradient mim 2.5%			
DA(H) 4675' (525')		DA(H) 4839' (689')		DA(H) 5020' (870')			
FULL		FULL		FULL			
A	1200m	1600m	1200m	1600m	1200m	2000m	NOT AUTHORIZED
B	1600m	2400m	2400m	3200m	3200m	4000m	
C	1600m	2400m	2400m	3200m	3200m	4000m	
D	2000m	2800m	2800m	3600m	3600m	4400m	

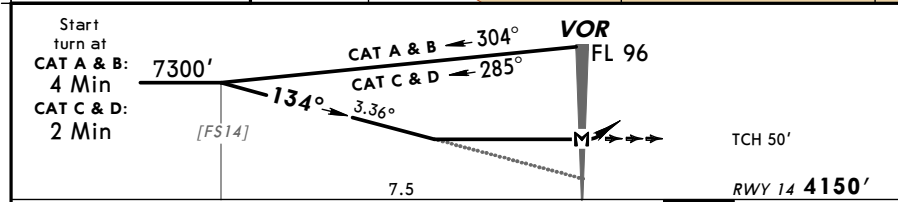
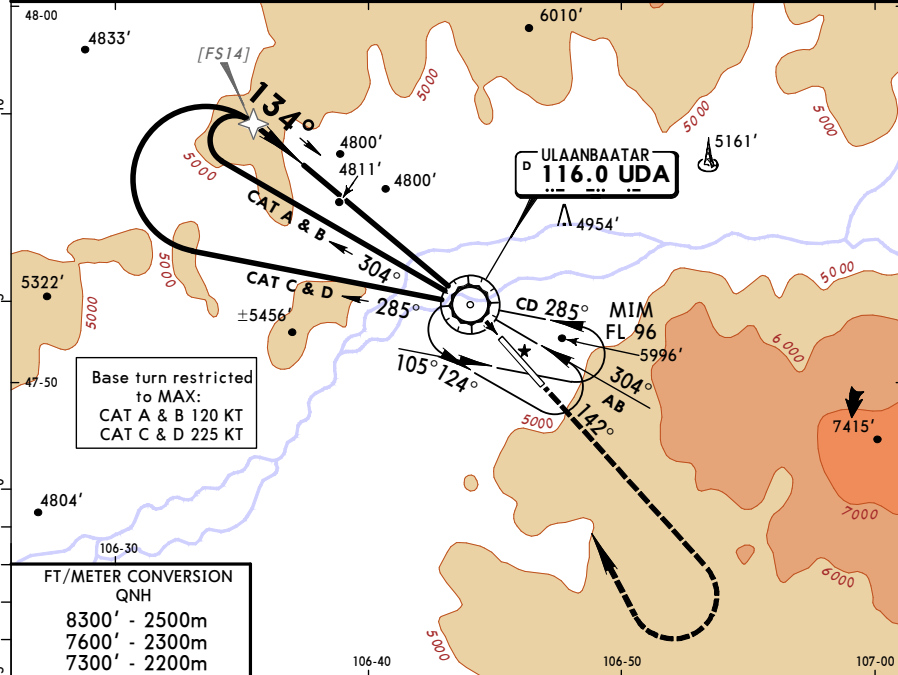
ZMUB/ULN  
CHINGGIS KHAAN INTL

JEPPesen ULAANBAATAR, MONGOLIA  
31 DEC 10 (13-1) Eff 13 Jan  
VOR Rwy 14

ATIS		ULAANBAATAR Approach		ULAANBAATAR Tower	
125.0		120.0		120.0	
VOR	Final	Minimum Alt	MDA(H)	Apt Elev	
UDA	Apch Crs	No FAF	(1530')	4364'	
116.0	134°		5680'	RWY 4150'	

MISSED APCH: Climb on 142° to 7600', then turn RIGHT to VOR climbing to FL 96.

Alt Set: MM (hPa on req) Rwy Elev: 143 hPa Trans level: FL 99 Trans alt: 8300'  
Final approach track offset 8° from Rwy centerline.



Gnd speed-Kts	70	90	100	120	140	160	HIALS	7600'	FL 96	UDA
Descent angle	3.36°	416	535	595	713	832	951	PAPI	on 142°	116.0
MAP at VOR										

STRAIGHT-IN LANDING RWY 14				CIRCLE-TO-LAND			
MDA(H) 5680' (1530')							
ALS out							

A					A				
B					B				
C	5000m				C	NOT AUTHORIZED			
D					D				

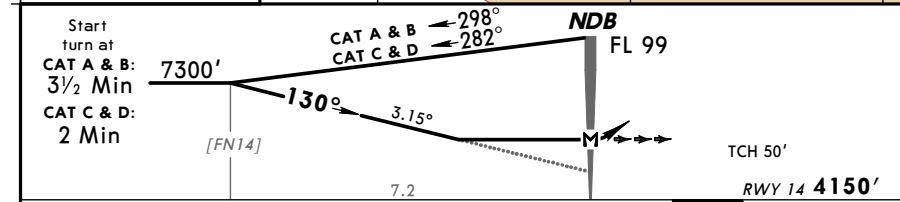
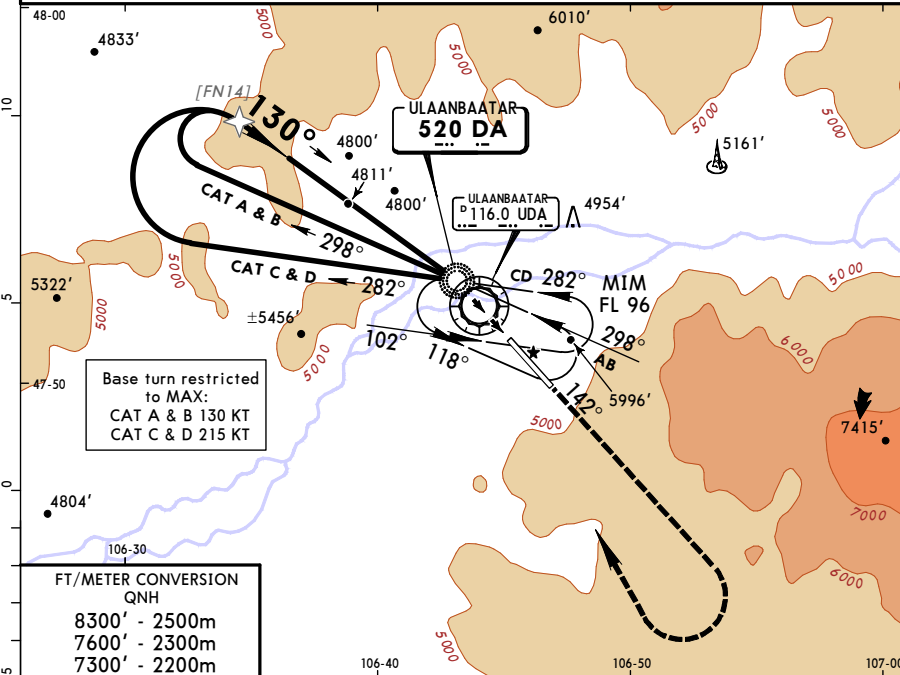
ZMUB/ULN  
CHINGGIS KHAAN INTL

JEPPesen ULAANBAATAR, MONGOLIA  
31 DEC 10 (16-1) Eff 13 Jan  
NDB Rwy 14

ATIS		ULAANBAATAR Approach		ULAANBAATAR Tower	
125.0		120.0		120.0	
NDB	Final	Minimum Alt	MDA(H)	Apt Elev	
DA	Apch Crs	No FAF	(1530')	4364'	
520	130°		5680'	RWY 4150'	

MISSED APCH: Climb on 142° to 7600', then turn RIGHT to NDB climbing to FL 96.

Alt Set: MM (hPa on req) Rwy Elev: 143 hPa Trans level: FL 99 Trans alt: 8300'  
Final approach track offset 12° from Rwy centerline.



Gnd speed-Kts	70	90	100	120	140	160	HIALS	7600'	FL 96	DA
Descent angle	3.15°	390	502	557	669	780	892	PAPI	on 142°	520
MAP at NDB										

STRAIGHT-IN LANDING RWY 14				CIRCLE-TO-LAND			
MDA(H) 5680' (1530')							
ALS out							

A					A				
B					B				
C	5000m				C	NOT AUTHORIZED			
D					D				