

**54<sup>th</sup> CONFERENCE OF  
DIRECTORS GENERAL OF CIVIL AVIATION  
ASIA AND PACIFIC REGIONS**

*Ulaanbaatar, Mongolia  
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**AGENDA ITEM 4: ECONOMIC DEVELOPMENT OF  
AIR TRANSPORT**

**NEW ULAANBAATAR INTERNATIONAL AIRPORT**

(Presented by Mongolia)

**INFORMATION PAPER**

**SUMMARY**

The Government of Mongolia issued a decision to implement the New Ulaanbaatar International Airport construction project to bring the Mongolian civil aviation sector to the next level, improve the airport's safety and security and provide convenience for its customers. In accordance with the request from the Government of Mongolia, in January, 2008 the government of Japan issued a decision to provide a soft loan for the project and the Loan Agreement between the two governments was signed on May 1, 2008.

## NEW ULAANBAATAR INTERNATIONAL AIRPORT

### 1. INTRODUCTION

1.1 The current Chinggis Khaan International Airport was built in 1956 with the assistance of the former Soviet Union /Russia/ and was modernized and expanded in 1994-1997 with financing from the Asian Development Bank. According to the conclusions made by international and local experts, the current airport faces safety, usability and operation difficulties such as unidirectional landing due to the 2.5% slope of the runway and high mountains to the south; the flight delays caused by the limited range of visibility and domestic heating smoke pollution in winter time; and deficiencies in the passenger terminal building configuration and the capacity. Therefore, all these barriers can be overcome through the construction of the New Ulaanbaatar International Airport in a new location. For this purpose studies were carried out for the possible location of the New Airport, and the Khushgiin Khundii valley of the Tuv province was determined to be most suitable.

1.2 The operation of the New Ulaanbaatar International Airport at the Khushgiin Khundii valley will allow the fulfillment of various Government plans including the Government policy on Civil Aviation until 2020, Socio-Economic Development Trends in Mongolia, and related provisions started in the Mongolian Government's current Action plan and, accordingly, the civil aviation sector will rapidly progress. The New Airport will also generate new opportunities for the other related large scale projects contributing to the national development such as: construction of the airport city, which will play an important role in the de-centralization of Ulaanbaatar city; the international passenger and cargo logistics center which will be a main hub for the air, auto and railway transport; and establishment of a new free economic zone.

### 2. DISCUSSION

2.1. The average runway usability of the current Chinggis Khaan is 73 percent, while the New Airport's runway usability can be improved to 98 percent. The international standard requires runway usability to be 95 percent. This will reduce the existing Chinggis Khaan airport flight delays arising from severe weather conditions and wind directions from 2.3 percent to 0.5 percent. In other words, in every 1000 flights the number of flight delays will be minimized 5.

2.2. Dimensions of the runway and its shoulders design is based on ICAO standards for Code 4E.

2.3. The International Civil Aviation Organization recommends the runway to have a slope 1 percent maximum. This indicator for the New Ulaanbaatar International Airport's runway slope will be 0.04 percent. The Chinggis Khaan International Airport's current runway slope is 2.5 percent.

2.4. The airport is designed with the capacity of up to three million passengers per year, and has sufficient space for a possible future expansion of up to twelve million passengers yearly. It will also be equipped with a 24-hour all-weather air traffic control system. It is assumed that on average, the airport will take roughly 2.5 million passengers annually. In comparison, the current airport (Chinggis Khaan International Airport) which serves about 900,000 passengers per year. Cargo capacity is set to increase 10-fold.

2.5 ANS facilities for NUBIA consist of the following 5 components:

- a. Radio Navigation Systems
- b. Multilateration System
- c. Aeronautical Telecommunication Systems
- d. Aeronautical Ground Lighting Systems
- e. Aviation meteorological observation system

2.6 To support establishment of instrument approach procedures, the following radio navigation systems for NUBIA have been planned.

- a. Doppler VHF Omni-Directional Radio Range / Distance Measuring Equipment (D-VOR / DME): 1 set
- b. Instrument Landing System (ILS) with DME for Category-I precision approach runway: 1 set /LLZ, GP,
- c. Associated monitor system and remote control and indicator equipment.

2.7. New Ulaanbaatar International Airport is expected to become operational in the third quarter of 2018.

### **3. ACTION BY THE CONFERENCE**

3.1 The Conference is invited to note the information contained in this Paper.

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