

Genghis Khan's Second Rising

OPSGROUP Team

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There is a new airport in Ulaanbatar so we thought we would tell you a bit about it. But then we thought *"How many people operate to Ulaanbaatar?"* so we figured we'd throw in some information about Mongolia and a history lesson on Genghis Khan too because it's all quite interesting.

So, Ulaanbaatar is in Mongolia.

Yep, it is the capital in fact. Mongolia itself is a country landlocked between China and Russia.

Mongolia has some tough terrain which means roads and railways aren't so big there, but aviation has also remained relatively underdeveloped as well. **The country only boasted 46 airports** (this was back in 2010 so there might be a couple more now). Of these, only 14 were actually paved and the original Ulaanbaatar airport was the only one with a runway over 3047m long.

So aviation in Mongolia is mainly domestic, small traffic moving necessities and cargo from remote regions. Mongolia does have its own Aviation Authority (MCAA) which also oversees the air traffic services in the country.

Do they need another airport?

ZMUB/Buyant-Ukhaa International Airport is the original one, built in 1957, and it sits just 18km away from the capital city. It sees around **18,000 traffic movements a year** and about 5,500 tonnes of cargo. That's just under 1.6 million passengers a year. Beijing sees just over 100 million for comparison.

It isn't a huge industry, Mongolia is relatively quiet in terms of tourism, and the Mongolian diasporas around the world are fairly limited too. The majority of flights come in from Russia and China, with some South Korean, Hong Kong and Turkish operators also routing there.

Buyant-Ukhaa has one main runway **14/32 which is 10,170 feet (3,100m)** and sits at an **elevation of 4,634 feet**. There is an ILS CAT I approach to runway 14, and no approach to runway 32 at all actually. I suppose you could do a visual.



The new terminal will be able to handle double the capacity

The New Airport.

The new Ulaanbatar airport **ZMCK/New Ulaanbaatar** is officially called **Chinggis Khan International (named after Ghengis Khan*)**.

**Quick aside: yes, Ghengis Khan was a bit of a mean one. They reckon around 16 million men carry his DNA (that's 1 in 200!). But aside from his prodigious wife taking, he was also an amazing military strategist who helped unite much of Asia (and not by using religion). In fact, he banned torture, outlawed slavery, and established a universal law across his empire. He also developed what is considered one of the earliest universal writing systems and brought the early version of a postal system to Europe.*



1 in 200 men are distantly related to old Genghis

So Mongolia feel he is worth celebrating with his name on their new airport.

Anyway, this has been built in collaboration between the Mongolian and Japanese government, and it looks good. The airport is 50km south of the main city, so **less accessible**, but will enable a **much greater capacity**.

It provides **RFF Category 9, operates H24 and has an 11,811 ft (3600m) runway** with both ILS CAT I and RNAV capability. A second runway is expected to be added to further improve capability, particularly in poor weather.

As with Ulaanbaatar the old, it also sits at a rather **high elevation of 4,485 ft** and has some challenging terrain around it with a highest MSA of 9,900 ft.



The new airport facilities

A bit more info.

Airport Admin are available on +976 71 287 300

The airport also has its own website – <https://en.ulaanbaatar-airport.mn>

You need permits to operate to Mongolia. The Mongolian CAA are pretty good to deal with. Call +976 1282101 / +976 71282016 or try their email fpd@mcaa.gov.mn

It is easier to use an agent for landing permits and we recommend Alpha One Mongolia on +976 9595 0212 or via email ops@alpha-one.mn

But why fly to Mongolia?

Well, it is a pretty safe place to go and has some interesting stuff to see and do. There are a lot of Buddhist monastery ruins if you like your cultural history. There are some awesome national parks with hot springs if you like your nature.

They are also big into their bars – the drink of choice (for Genghis Khan) was fermented milk if you fancy trying it.

So, there you have it. Lots of reasons to visit Mongolia, the top one being they have **a shiny new airport for you to fly into.**

Midweek Briefing 06JUL: Hong Kong capacity problems, Iceland: The fun continues

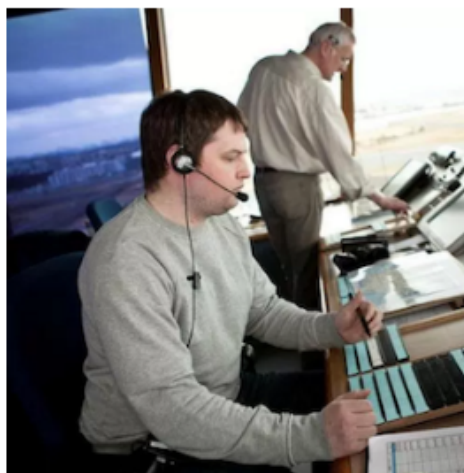
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Hong Kong capacity problems 06JUL During this year, the Hong Kong CAA has issued a couple of warnings to operators to stick carefully to their allocated slots, but it's not making much of a difference to operations there. Read the article.

Iceland: The fun continues 06JUL Last week there were some really positive indications that the ATC strike in Iceland was coming to an end, but it's now worse than ever, with Westbound, Eastbound, and landing traffic all affected. Read the article.

HECC/Cairo FIR A restriction exists for traffic to and from the Amman FIR, so if overflying Jordan and then Egypt, or vice versa, you can only use the waypoint METSA.

OMAE/Emirates FIR has some updated peak times. Departures need a slot between 0630-0730Z and 1700-0000Z. Arrivals will be spaced 5 mins apart during these times also, as will aircraft entering the OMAE FIR from nearby airports like Muscat, Isa, and Baghdad.

EIDW/Dublin Runway 10/28 is closed overnight until 09JUL.

OERK/Riyadh, Saudi Arabia will be hosting the 'Global Ministerial Aviation Summit' 29AUG-31AUG. 55 different ministers from various countries are expected to be in attendance. Be aware of potential restrictions leading up to and after the event.

CYFB/Iqaluit Another NAT alternate favourite, CYFB has some runway closures throughout July.

EGCC/Manchester is doing some work on 05L/23R overnight until 08JUL and has advised operators to

carry some extra gas due possibility of holding.

LOWW/Vienna has published a helpful list of rush hour periods – worth avoiding these times as holding is common at VIE. The times are: 0530-0750, 0920-1030, 1140-1240, 1340-1500, 1615-1800, and 1840-1940Z.

BIZZ/Iceland Despite optimistic reports of a resolution to the ATC dispute in Iceland last week, the situation remains unresolved. Last night BIRD Oceanic was closed to most Eastbound traffic once again, as was BIKF. A new addition to restrictions is a closure to many Westbound flights on Wednesday 06JUL – “DUE TO STAFF SHORTAGE IN REYKJAVIK OACC WESTBOUND TFC PLANNING TO ENTER BIRD FROM ENSV VIA GUNPA, VALDI, IPTON, INGAL, ISVIG AND EGPX VIA LIRKI, GONUT, OLKER, MATIK AND RATSU AND THEN PROCEEDING INTO EGGX OR CZQX SHALL REMAIN SOUTH OF BIRD CTA” Read the article.

EDYY/Maastricht ATC have requested crews operating through the Maastricht UIR to log on to CPDLC EDYY, if you have datalink. While voice remains the primary comms method, you might get an uplink message if the frequency is busy – it’s not a test, you should confirm – most of these uplinks are likely to be frequency changes.

EPZZ/Poland has advised operators to check carefully whether permission is required in advance of operations at airports other than EPWW/Warsaw. Many countries including Poland have reinstated Border Controls within the Schengen zone. Best advice is to treat each country as having full Border Controls for the moment (so think Passport, GenDec, etc.)

SPIM/Lima FIR (Note that the airport is now SPJC, distinct from the FIR code) is shutting down airway UG427 after 21JUL.

SUEO/Montevideo ACC (Uruguay) has some comms issues in it’s airspace, and has advised of some extreme spacing between aircraft irrespective of FL – 40nm. For now, this ends today (06JUL) but may happen again.

WSZZ/Singapore Qualifying citizens of Singapore are now eligible to apply for US Global Entry membership – and benefit from expedited entry to the United States at designated airports. Similarly, qualified U.S. citizens are eligible for enrolment in Singapore’s enhanced-Immigration Automated Clearance System (eIACS).

ZMUB/Ulaanbaatar, Mongolia is downgraded to RFF Cat 7 until 10JUL. Also, from 12-16JUL, you can’t file this as an alternate which may limit your options somewhat.

LFPG/Paris due to maintenance on the ILS for Runway 08L/26R from 18JUL to 02OCT. The only approaches that will be available will be RNAV based procedures (LNAV/VNAV, LPV, LNAV) and VOR/DME.

GQNN/Nouakchott, Mauritania has moved to a new international airport this June. Located approximately 10nm north of the city, it has an annual passenger capacity of 2 million. Infrastructure from the capital’s old airport was transported to the new one.

SECU/Cuenca Following the landing incident on 28APR of an E190, all inbound flights will be reportedly be held if the runway is wet – until end of August.

LFMH/St Etienne Fuel outage on 07JUL, 0800-1100 UTC.

Canada/Mexico From 01DEC2016, Mexican nationals will be able to travel to Canada without a visa for business and tourism for up to 90 days.

Turkey/Russia Russia has lifted the travel restrictions on tourists between the two countries. The ban was put in place following the downing of a Russian military aircraft last year.

Bangladesh Germany, Australia and the U.K. have banned direct cargo flights from Bangladesh due to security concerns.

Israel/China The Israeli parliament has ratified a multiple-entry visa agreement with China, under which Chinese business visitors and tourists can enter Israel multiple times with the same ten-year visa and vice versa.

EZZZ/Europe the European Union updated **Air Safety list** (aka the Airline Blacklist) on 17JUN, and lifted a ban on Zambian air carriers.

Uganda Introduction of 'e-visa' system. You must show a valid yellow fever vaccination certificate on arrival.

ZJSA/Sanya FIR, China has an ADS-B trial up and running on L642 and M771. Radar is still the primary separation tool, but ATC ask that you check your Flight ID matches your FPL.

View the full International Bulletin 06JUL2016