Descriptions of 22 Domestic Airports

1 ALTAI AIRPORT

Altai Airport is located some 2 km west to Altai City (1,001 km from UB), the capital of Gobi-Altai aimag and handled 8,919 passengers in 2001. The runway designated 105/285 is 2,290 m x 60m and grass covered. Strength of the runway is reported as Y 0.90MPa. Runway slope is said to slope down by some 1.5 % and 2.0 % from the mid point to both sides. The elevations of RWY 10 and RWY 28 are 2,184.4 and 2,213.1 m respectively. The dimension of the runway strip is 2,590 m x 160 m. There are several mountain peaks over 3,000 m at RWY 28 ends as obstacles. No approach and runway lighting is available. Secondary power supply is also not available.

As shown in **Figure A5.1**, Altai airport layout plan, there is a stub taxiway of 16 m in width and of gravel at the RWY 28 end which then merges with the runway at some 900m from RWY 28 - forming a triangular shaped taxiway. There is a small passenger terminal building at the east end of the stub taxiway but there are virtually no passenger or cargo handling facilities.

The existing navigation aids would be sufficient to provide basic instrument approach procedures, provided the equipment remains reliable and continues to be maintained by the MCAA. To ensure on call availability and security, both aids have resident technicians and caretakers. Diesel generators provide power supply. Secondary power supply is available. No fire fighting facility is available at the airport but turbine fuel (Jet A1 or equivalent) is available. A snow sweeper is provided.

The existing airport is considered suitable for An-24 type aircraft, including Fokker 50, Dash 8 and ATR-42. It is reported that fencing of the airport needs to be done.

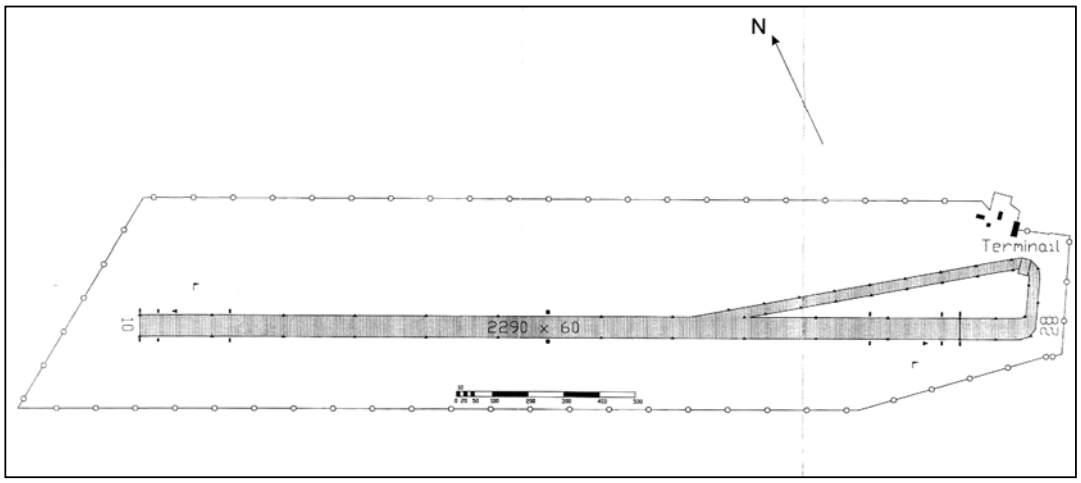


Figure A5.1 Altai Airport Layout Plan

2 ARVAIKHEER AIRPORT

Arvaikheer Airport is located some 1 km south to Arvaikheer City (430 km from UB), the capital of Uvurkhangai aimag and handled 615 passengers in 2001. It also serves for Kharkhorin City, nominated regional centre of Khangai Region. The runway designated 140/320 is 2,300 m x 50m and grass covered. Strength of the runway is reported as Y 0.90MPa. Elevations of RWY 14 and RWY 32 are 1,808.2 m and 1,759.5 m respectively. The average overall runway slope is 2.1 %. Dimension of the runway strip is 2,590 m x 160 m. There are several mountain peaks 1,898 m to 2,467 m at RWY 30 ends as obstacles. No approach and runway lighting are available. Secondary power supply is available.

As shown in **Figure A5.2,** Arvaikheer Airport layout plan, there is a triangular shaped taxiway of 16 m in width and of gravel at the RWY 14 end which then merge to the runway at some 200m from RWY 14. At the corner of the taxiway, there is a concrete paved apron. There is a small passenger terminal building at the northeast side of the apron but there are virtually no passenger or cargo handling facilities.

No fire fighting facility is available at the airport but turbine fuel (Jet-1 and Jet A1) is available. A snow sweeper is provided.

The existing airport is considered suitable for An-24 type aircraft.

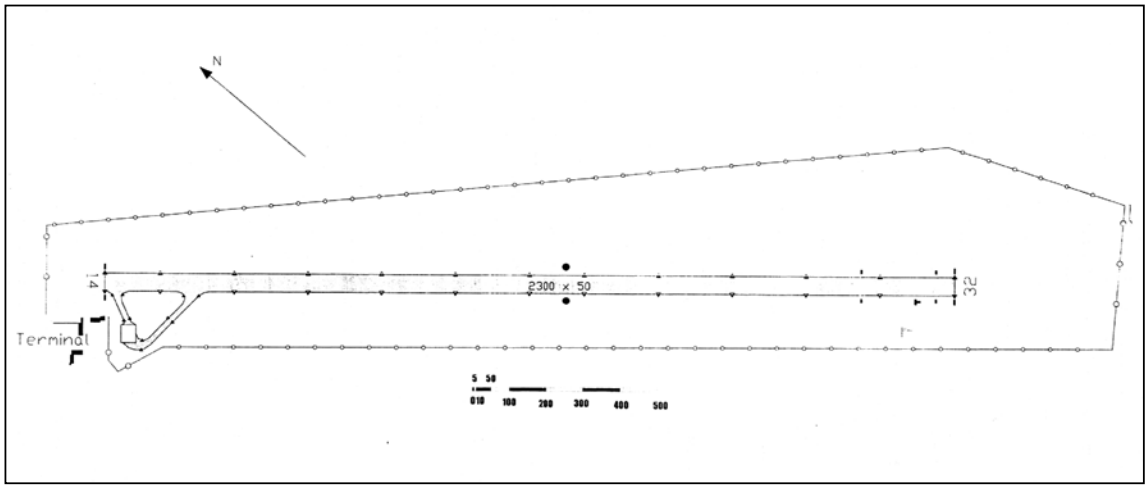


Figure A5.2 Arvaikheer Airport Layout Plan

3 BARUUN-URT AIRPORT

Baruun-Urt Airport is located some 1 km south of Baruun-Urt City (560 km from UB), the capital of Sukhbaatar aimag and handled 3,282 passengers in 2001. The runway designated 180/360 is 2,200 m x 50m and grass covered. Strength of the runway is reported as Y 0.60MPa. The elevations of RWY 18 and RWY 36 are 977.2 m and 957.6 m respectively, which makes the average overall gradient of 0.8 %. Dimension of the runway strip is 2,200 m x 150 m. There are several mountain peaks at RWY 36 ends as obstacles. No approach and runway lighting are available. The power supply is provided by diesel generators, and secondary power supply is also not available.

As shown in **Figure A5.3**, Baruun-Urt Airport layout plan, there are two exit stub taxiway of 16 m in width and of gravel that merges into concrete apron at the east side of RWY 18. There is a small passenger terminal building at the north side of apron but it is reported that there are virtually no passenger or cargo handling facilities.

No fire fighting facility is available at the airport but turbine fuel (Jet A1and Jet-1A) is available.

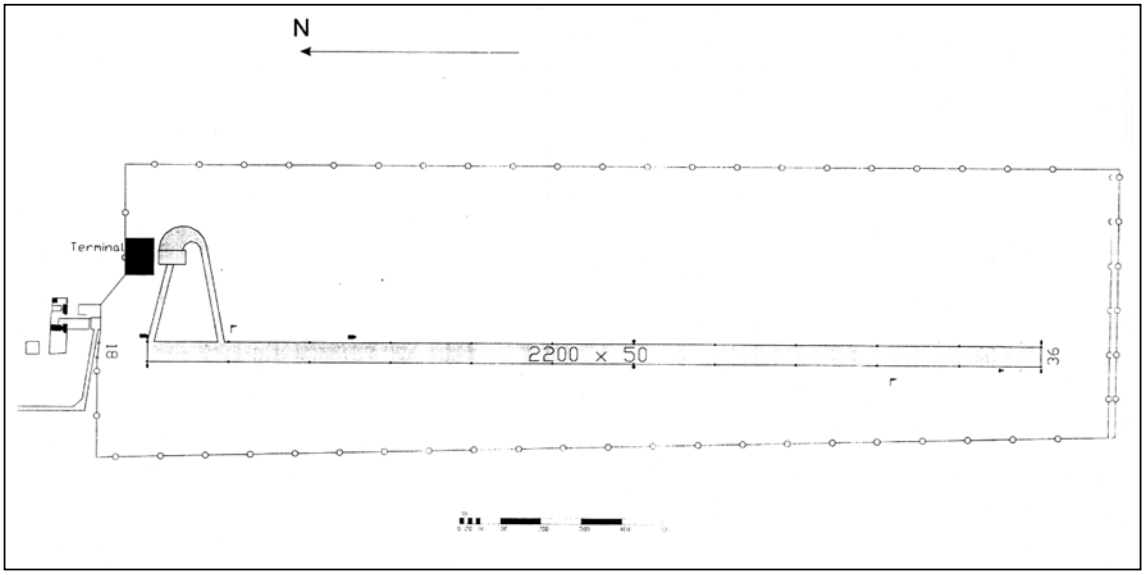


Figure A5.3 Baruun-Urt Airport Layout Plan

4 BARUUNTURUUN SUM AIRPORT

Baruunturuun-Sum Airport is located some 2 km northeast of Baruunturuun-Sum City (1,163 km from UB), in Uvs aimag. The runway designated 005/185 is 2,200 m x 50m and grass covered. Strength of the runway is reported as Y 0.80MPa. Elevations of both RWY 01 and RWY 19 are 1,250 m. Dimension of the runway strip is 2,200 m x 150 m. There are several mountain peaks ranging from 1,513 m to 2,928 m at RWY 01 ends as obstacles. No approach and runway lighting are available, and secondary power supply is also not available.

As shown in **Figure A5.4,** Baruunturuun-Sum Airport layout plan, there are two exit stub taxiway of 16 m in width and of gravel that merges into gravel apron at the east side of RWY 01. There is a small passenger terminal building at the north side of apron but it is reported that there is virtually no passenger handling facilities. There is no cargo handling facility either.

No fire fighting facility is available at the airport.

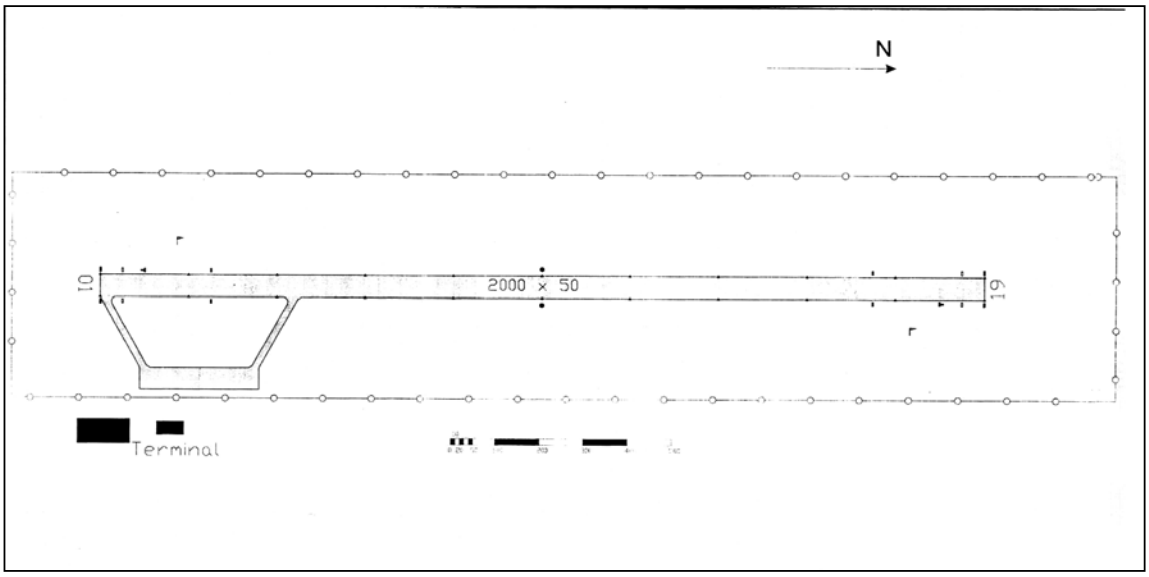


Figure A5.4 Baruunturuun-Sum Airport Layout Plan

5 BAYANKHONGOR AIRPORT

Bayankhongor Airport is located some 2 km south of Bayankhongor City (630 km from UB), the capital of Bayankhongor aimag and handled 6,941 passengers in 2001. There are two runways in parallel configuration and some 80 m apart between each centreline. The first runway designated 155/335 is 2,800 m x 35 m and of Asphalt-Concrete having strength of PCN 45 F/A/Y/U. Second runway designated 155/335 as well is 2,100 m x 50m and of grass covered. The strength of the second runway is reported as Y 0.90MPa. The elevations of RWY 16L and RWY 34R are 1,865.3 m and 1,844.4 m respectively, which makes the average overall gradient of 0.7 %. The dimensions of the runway strips are 2,800 m x 135 m and 2,600 m x 130 m for the first and second runways respectively. There is an antenna of some 50.6 m in height at 1.2 km from RWY 34 as an obstacle and there are also several mountain peaks at RWY 34 ends as obstacles. W LIL approach lighting and G LIL threshold lighting are available for the second runway. Diesel generators provide power supply. Secondary power supply is available.

As shown in **Figure A5.5**, Bayankhongor Airport layout plan, there is a 600m long stub taxiway of 16 m in width and of asphalt-concrete (PCN45 F/A/Y/U) at 400 m from the RWY 16L/34R to the apron of asphalt-concrete (PCN45 F/A/Y/U). There is a small passenger terminal building at the north side of apron but it is reported that there is virtually no passenger handling facilities. There is no cargo handling facility either.

The existing navigation aids would be sufficient to provide a number of basic instrument approach procedures, provided the equipment is reliable and can be maintained by the MCAA. To

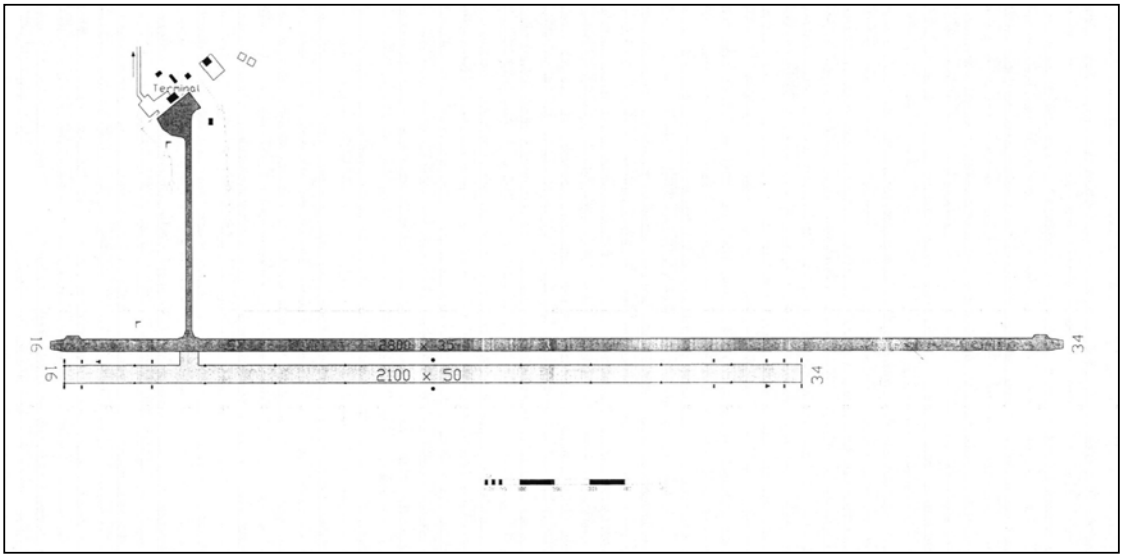


Figure A5.5 Bayankhongor Airport Layout Plan

ensure on call availability and security, both aids have resident technicians and caretakers. Diesel generators provide power supply. Secondary power supply is available.

No fire fighting facility is available at the airport but turbine fuel (Jet A1and Jet-1A) is available. A single 2.5 m snow sweeper is provided.

The existing airport is considered suitable for An-24 type aircraft. It is reported that fencing of the airport needs to be repaired.

6 BULGAN AIRPORT

Bulgan Airport is located some 3 km east of Bulgan City (265 km from UB), the capital of Bulgan aimag. The runway designated 130/310 is 1,900 m x 50m and grass covered. Strength of the runway is reported as Y 1.00 MPa. The elevations of RWY 13 and RWY 31 are 1,315 m and 1,284 m respectively, which makes the average overall gradient of 1.6 %. The dimension of the runway strip is 2,300 m x 150 m. There are several mountain peaks at RWY 31 ends as obstacles. No approach and runway lighting are available. The power supply is provided by diesel generators, and secondary power supply is not available.

As shown in **Figure A5.6**, Bulgan Airport layout plan, there is one stub taxiway of 21 m in width and of gravel is available at 350 m from RWY 31 that leads into concrete apron. There is a small passenger terminal building at the northeast side of apron but it is reported that there are virtually no passenger or cargo handling facilities.

No fire fighting facility is available at the airport. Fuel (Jet A1and Jet-1A) is available.

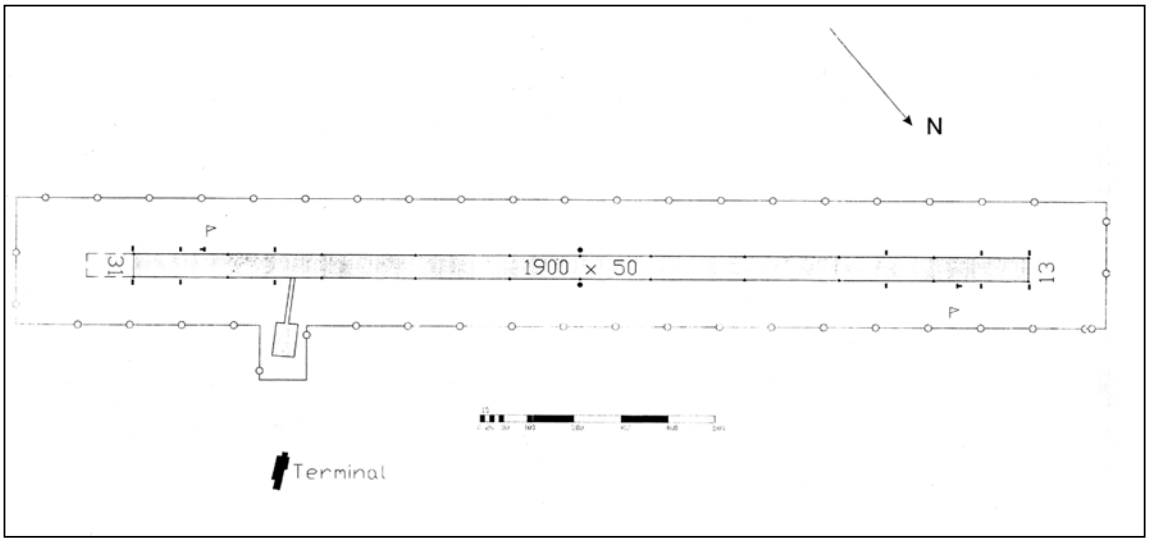


Figure A5.6 Bulgan Airport Layout Plan

7 BULGAN SUM AIRPORT

Bulgan Sum Airport is located some 3 km east of Bulgan Sum City (1,495 km from UB) Khovd aimag. The runway designated 170/350 is 1,800 m x 40m and grass covered. Strength of the runway is reported as Y 0.80 MPa. The elevations of RWY 17 and RWY 35 are 1,194 m and 1,187 m respectively, which makes the average overall gradient of approximately 0.4 %. The dimension of the runway strip is 1,960 m x 80 m. There are plenty mountain peaks at RWY 35 ends as obstacles. No approach and runway lighting are available. The power supply is provided by diesel generators, and secondary power supply is available.

As shown in **Figure A5.7**, Bulgan Sum Airport layout plan, there is one stub taxiway of 16 m in width and of gravel is available at 600 m from RWY 17 that leads into concrete apron. There is a small passenger terminal building at the northeast side of apron but it is reported that there are virtually no passenger or cargo handling facilities.

No fire fighting facility is available at the airport.

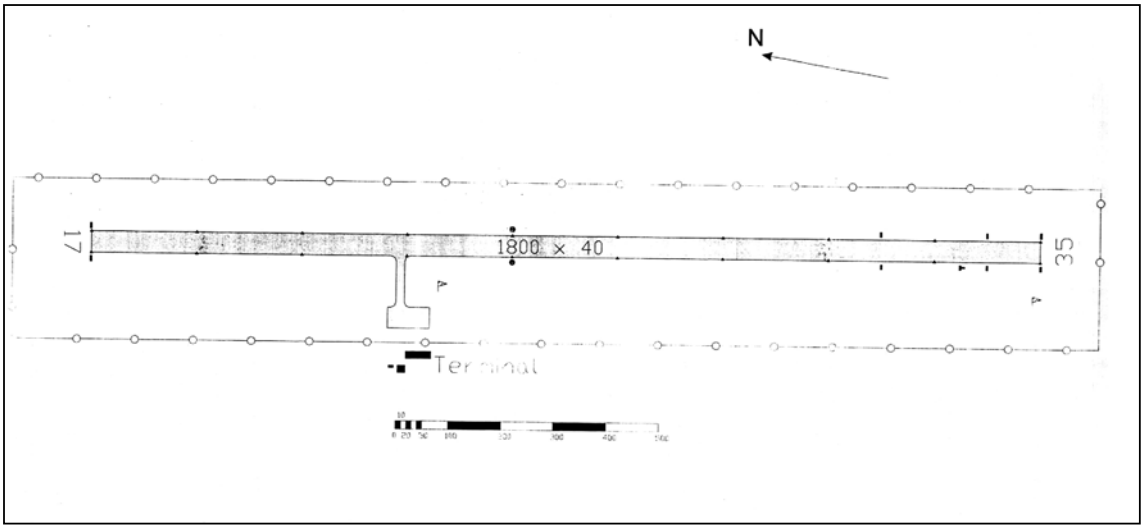


Figure A5.7 Bulgan Sum Airport Layout Plan

8 CHOIBALSAN AIRPORT

Choibalsan Airport is located some 15 km east of Choibalsan City (655 km from UB) Dornod aimag. The airport handled 9,726 passengers in 2001, which is the sixth largest passenger volume among those domestic airports. The concrete runway designated 120/300 is 2,600 m x 40m. The concrete runway is composed of pre-cast reinforced concrete slabs on a crushed rock subbase. Slab dimension is 2 m x 6 m with the thickness of 14 cm for the runway and 18 cm for taxiway. Strength of the runway is reported as PCN 53/R/B/W/U. The elevations of RWY 12 and RWY 30 are 749 m and 739 m respectively, which makes the average overall gradient of approximately 0.4 %. The dimension of the runway strip is 2,600 m x 140 m. There are several mountain peaks at RWY 30 ends as obstacles. W LIH approach lighting and G LIH threshold lighting are available for the runway. Secondary power supply with 15-second switch-over time is available.

As shown in **Figure A5.8**, Choibalsan Airport layout plan, there is complete parallel taxiway of 24 m in width and of concrete slab and two right angle exit taxiways at 400 m from both runway ends. Apron is 800 m in length. New passenger terminal building was completed in 2001. There is no cargo handling facility either.

No fire fighting facility is available at the airport. Fuel (Jet A1and Jet-1A) is available.

The existing navigation aids would be sufficient to provide a number of basic instrument approach procedures, provided the equipment is reliable and can be maintained by the MCAA. To ensure on call availability and security, both aids have resident technicians and caretakers.

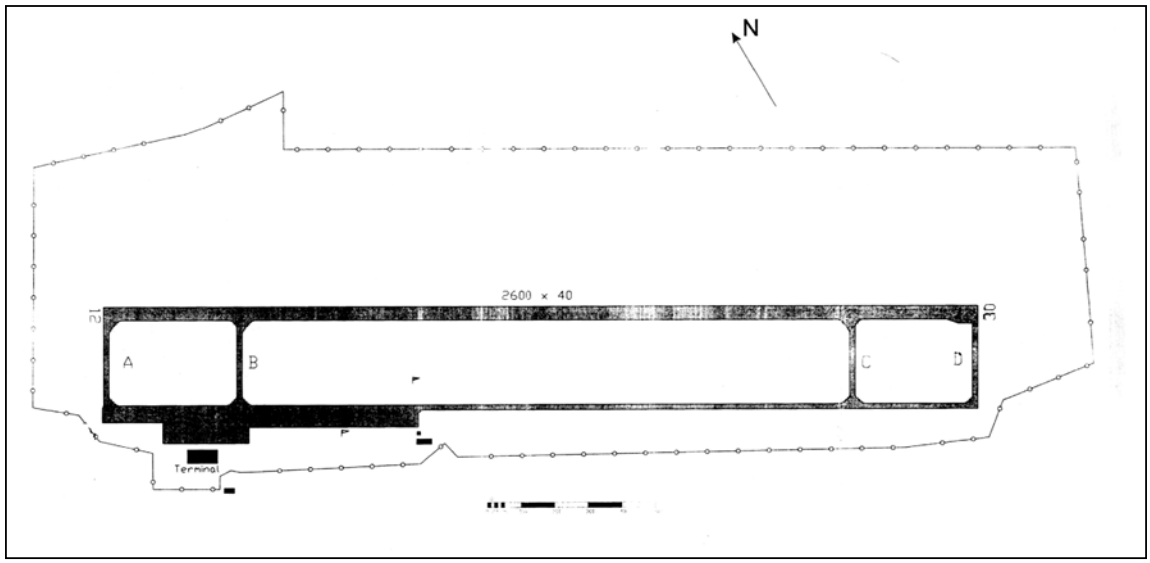


Figure A5.8 Choibalsan Airport Layout Plan

9 DADAL AIRPORT

Dadal Airport is located 10 km west of Dadal Sum (585 km from UB) of Khentii aimag. The airport has 1,600 m x 40 m unpaved runway, oriented 14/32 deirection. Strength of the runway is reported as Y 0.80 MPa.

The elevations of RWY 14 and RWY 32 are 979.4 m and 969.8 m respectively, which makes the average overall gradient of approximately 1 %. The dimension of the runway strip is 1,720 m x 140 m.

No approach and runway lighting are available, and secondary power supply is also not available. The power supply is provided by diesel generator. There are virtually no passenger or cargo handling facilities.

Figure A5.9, shows Dadal Airport layout plan. The airfield is designed for operation of An-24/26 type aircraft.

The territory of the sum is in semi-desert area, and the world-famous Khangai desert is located in this province. There are many tourist attractions that make the province attractive place.

There were scheduled MIAT flights before 1998, carrying 1,689 passengers in 1995 and 208 in 1998.

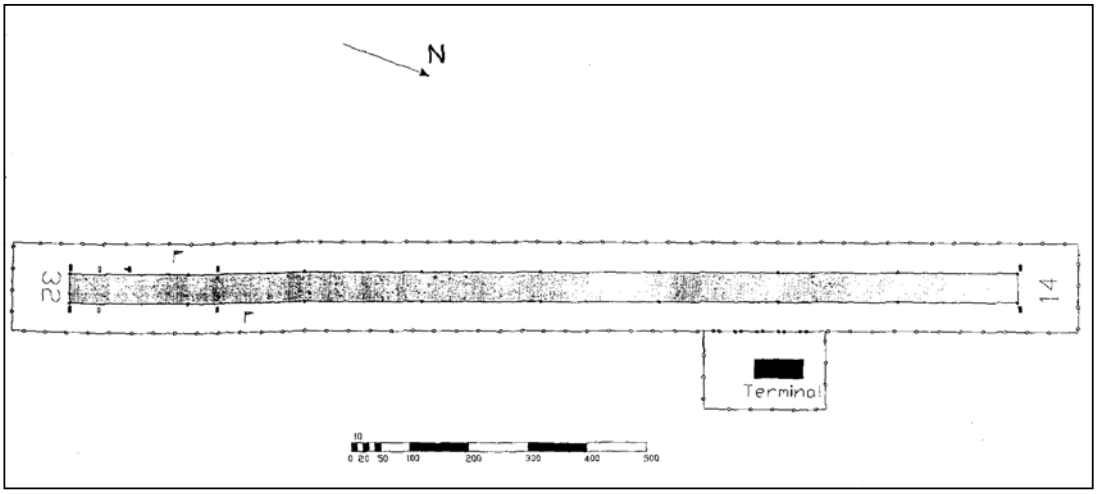


Figure A5.9 Dadal Airport Layout Plan

10 DALANZADGAD AIRPORT

Dalanzadgad Airport is located some 500 m northeast of Dalanzadgad City (553 km from UB), the capital of Omnogobi aimag. The airport handled 11,430 passengers in 2001, which is the fifth largest passenger volume among those domestic airports. The runway designated 030/210 is 2,300 m x 50m and grass covered. Runway orientation is not aligned to the prevailing wind direction. Strength of the runway is reported as Y 0.80 MPa. The elevations of RWY 03 and RWY 21 are 1,433.8 m and 1,459.0 m respectively, which makes the average overall gradient of 1.1 %. The dimension of the runway strip is 2,460 m x 150 m. There are several mountain peaks at RWY 03 ends as obstacles. No approach and runway lighting are available, and secondary power supply is also not available.

As shown in **Figure A5.10**, Dalanzadgad Airport layout plan, there is a triangle shaped taxiway of 16 m in width and of gravel is available at RWY 03 end. Apron is made of concrete. There is a small passenger terminal building at the northeast side of apron but it is reported that there are virtually no passenger or cargo handling facilities.

No fire fighting facility is available at the airport but turbine fuel (Jet A1and Jet-1A) is available.

Because of mining activities at nearby Khanbogd as well as for development of tourism industry, the MCAA wishes to build a new airport and the design work is underway.

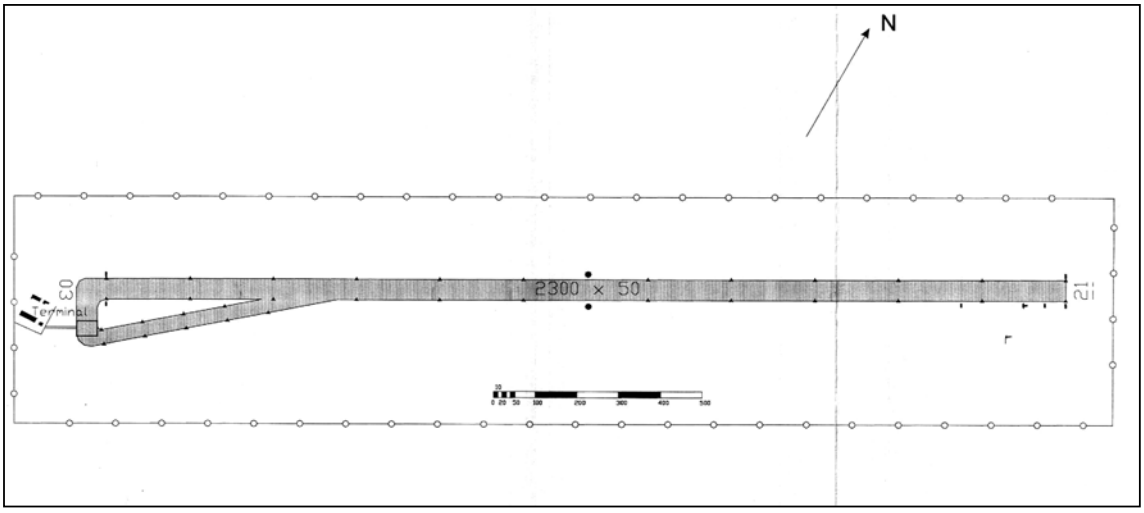


Figure A5.10 Dalanzadgad Airport Layout Plan

11 KHARKHORIN SUM AIRPORT

Kharkhorin Sum Airport is located some 4 km north of Kharkhorin City (310 km from UB) Uvurkhangai aimag. The runway designated 015/195 is 1,800 m x 50m and grass covered. Strength of the runway is reported as Y 0.80 MPa. The elevations of RWY 01 and RWY 19 are 1,453.7 m and 1,447.5 m respectively, which makes the average overall gradient of approximately 0.3 %. The dimension of the runway strip is 2,100 m x 150 m. There are several mountain peaks at RWY 19 ends reported as obstacles. No approach and runway lighting are available, and secondary power supply is also not available.

As shown in **Figure A5.11**, Kharkhorin Sum Airport layout plan, there is one stub taxiway of 16 m in width and of gravel is available at near to the mid point of the runway. RWY 17 that leads into gravel apron. There is a small passenger terminal building at the northeast side of apron but it is reported that there are virtually no passenger or cargo handling facilities.

No fire fighting facility is available at the airport.

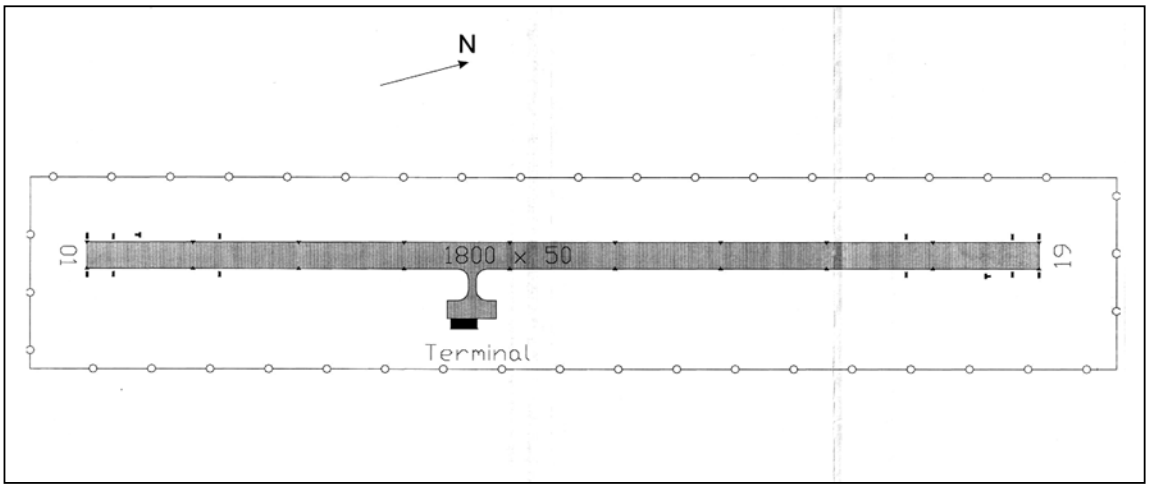


Figure A5.11 Kharkhorin Sum Airport Layout Plan

12 KHATGAL AIRPORT

Khatgal Airport is located 1 km west of Khatgal Sum (772 km from UB) of Khuvsgul aimag. The airport has 2,400 m x 30 m unpaved runway, oriented 15/33 direction. Strength of the runway is reported as Y 0.80 MPa.

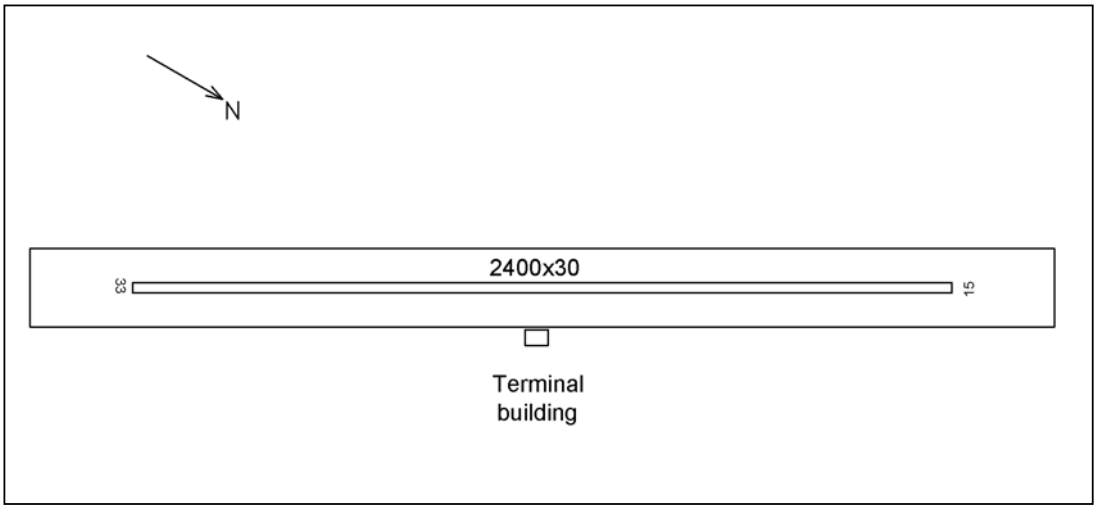
The elevations of RWY 15 and RWY 33 are 1,667.6 m and 1,662.2 m respectively, which makes the average overall runway gradient as approximately 1 %. The dimension of the runway strip is 2,800 m x 130 m. There are plenty mountain peaks at RWY 33 ends as obstacles.

No approach and runway lighting are available, and secondary power supply is also not available. The power supply is provided by diesel generator. There are virtually no passenger or cargo handling facilities.

Figure A5.12, shows Khatgal Airport layout plan. The airfield is designed for operation of An-24/26 type aircraft.

The territory of the sum is in semi-desert area, and the world-famous Asia Sweden desert is located in this province. There are many tourist attractions that make the province attractive place.

This airport will become under MCAA's operation from this year. The number of passenger at this airport is increasing. The recent statistics of Khatgal Airport are 960 passengers with 14 aircraft movements in 2000, 1,835 passengers with 25 aircraft movements in 2001, and 2,358 passengers with 38 aircraft movements in 2002.



.Figure A5.12 Khatgal Airport Layout Plan

13 KHOVD AIRPORT

Khovd Airport is located some 6 km southwest of Khovd City (1,425 km from UB), the capital of Khovd aimag, and handled 16,191 passengers in 2001, which is the largest passenger volume among those domestic airports. There are two runways in parallel configuration and some 100 m apart between each centreline. First runway with designation 156/336 is 2,850 m x 49 m and of Asphalt-Concrete having strength of PCN 45 F/b/Y/U. Second runway designated 155/335 as well is 2,000 m x 50m and grass covered. Strength of the second runway is reported as Y 0.80MPa. The elevations of RWY 16R and RWY 34L are 1,446.5 m and 1,493.3 m respectively, which makes the average overall gradient of 1.6 %. The dimensions of the runway strips are 2,950 m x 149 m and 2,300 m x 135 m for the first and second runways respectively. There are also several mountain peaks at RWY 34 ends as obstacles. W LIH approach lighting and G LIH threshold lighting are available for the second runway. Secondary power supply with 15-second switch-over time is available.

As shown in **Figure A5.13**, Khovd Airport layout plan, there is a taxiway of 23 m in width and of asphalt-concrete (strength unknown) at 500 m from the RWY 16R to the apron of asphalt-concrete (PCN45 F/B/Y/U). There is a small passenger terminal building at the north side of apron but it is reported that there are virtually no passenger or cargo handling facilities.

No fire fighting facility is available at the airport but turbine fuel (Jet A1and Jet-1A) is available. A single 2.5 m snow sweeper is provided.

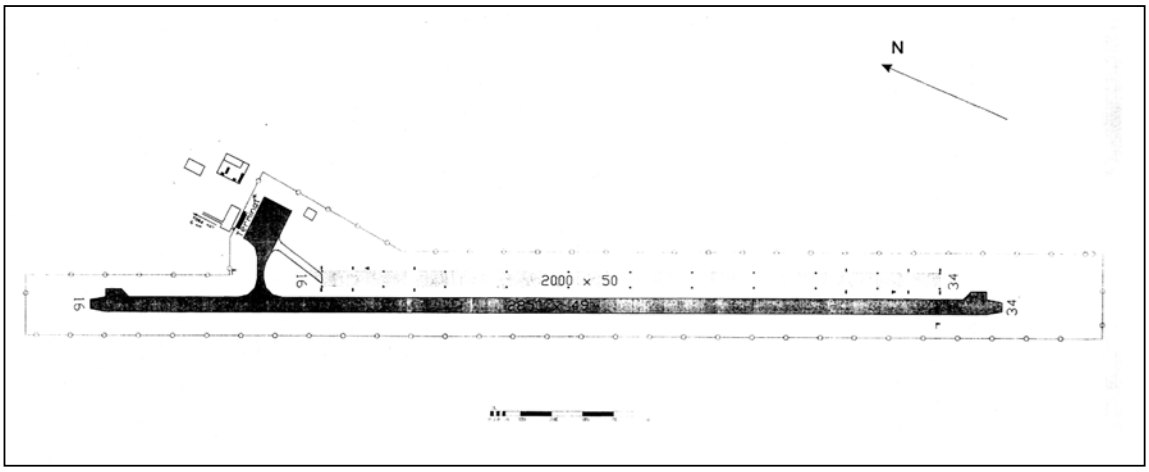


Figure A5.13 Khovd Airport Layout Plan

14 KHUJIRT SUM AIRPORT

Khujirt Sum Airport is located some 2.5 km north of Khujirt Sum City (365 km from UB) Uvurkhangai aimag. The runway designated 090/270 is 2,200 m x 60m and grass covered. Strength of the runway is reported as Y 0.80 MPa. Elevations of RWY 01 and RWY 19 are 1,639.5 m and 1,683.0 m respectively, which makes the average overall gradient of approximately 2.0 %. Dimension of the runway strip is 2,400 m x 90 m. There are dozens of mountain peaks at RWY 27 ends reported as obstacles. No approach and runway lighting are available, and secondary power supply is also not available.

As shown in **Figure A5.14**, Khujirt Sum Airport layout plan, there is a large triangle shaped taxiway of 16 m in width and of gravel from the runway and RWY 27 end that leads into gravel apron. There is a small passenger terminal building at the west side of apron but it is reported that there are virtually no passenger or cargo handling facilities.

No fire fighting facility is available at the airport.

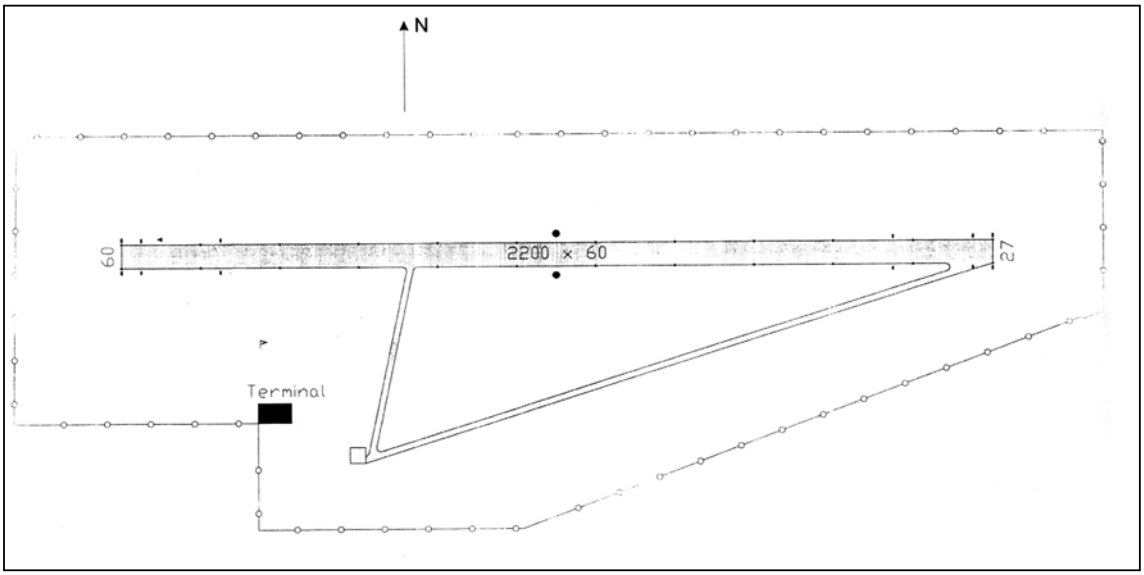


Figure A5.14 Khujirt Sum Airport Layout Plan

15 MANDALGOBI AIRPORT

Mandalgobi Airport is located some 2 km southeast to Mandalgobi City (260 km from UB), the capital of Dundgobi aimag. The runway designated 180/360 is 1,800 m x 40 m and grass covered. Strength of the runway is reported as Y 0.70MPa. The elevations of RWY 18 and RWY 36 are 1,386.6 m and 1,368.8 m respectively, which makes average overall runway slope as approximately 1 %. The dimension of the runway strip is 1,950 m x 140 m. There are several mountain peaks 1,488 m to 1,599 m at RWY 36 ends as obstacles. No approach and runway lighting are available, and secondary power supply is also not available.

As shown in **Figure A5.15**, Mandalgobi Airport layout plan, there is triangle shaped exit taxiway of 16 m in width and of gravel at the RWY 18 end. There is a gravel covered apron at this corner of the triangle. There is a small passenger terminal building at the east side of the apron but there are virtually no passenger handling or cargo facilities.

No fire fighting facility is available at the airport.

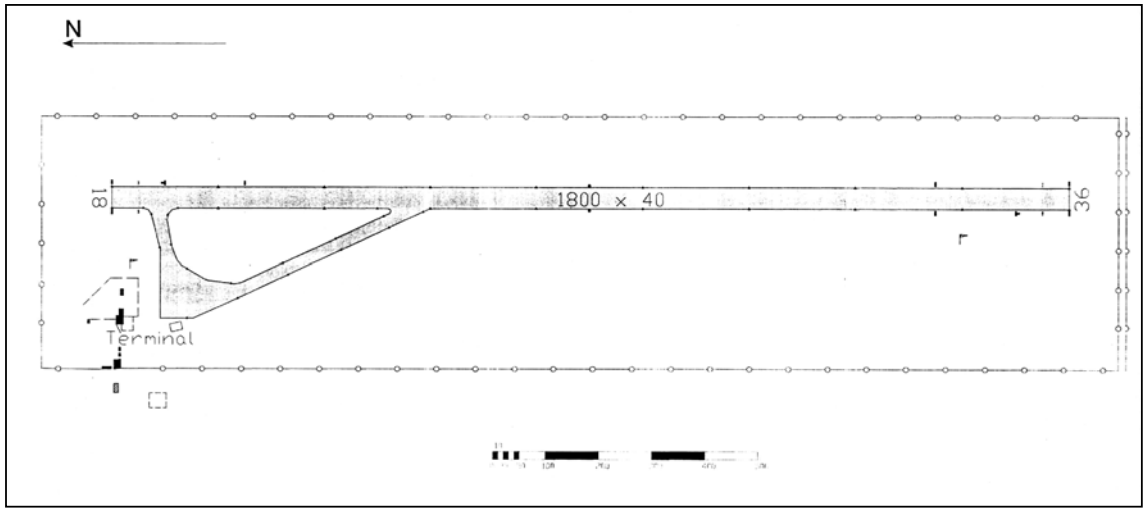


Figure A5.15 Mandalgobi Airport Layout Plan

16 MUREN AIRPORT

Muren Airport is located some 4 km northwest of Muren City (671 km from UB), the capital of Khuvsgul aimag, and handled 15,495 passengers in 2001, which is the second largest passenger volume among those domestic airports. There are two runways in parallel configuration and some 100 m apart between each centreline. The first runway with designation 104/284 is 2,440 m x 42 m and of Asphalt-Concrete having strength of PCN 45 F/B/Y/U. The second runway designated 104/284 as well is 2,000 m x 40m and gravel. Strength of the second runway is reported as Y 0.80MPa. The elevations of RWY 10R and RWY 28L are 1,302.4 m and 1,291.3 m respectively, which make the average overall gradient of 0.5 %. However, slope near to RWY 28L seems much steeper than the average slope. The dimensions of the runway strips are 2,540 m x 135 m and 2,500 m x 120 m for the first and second runways respectively. There are also several mountain peaks at RWY 28 ends as obstacles. Secondary power supply is available. W LIH approach lighting and G LIH threshold lighting are available for the second runway. Secondary power supply is available.

As shown in **Figure A5.16**, Muren Airport layout plan, there are two exit taxiways of 16 m in width and of asphalt-concrete (PCN 45F/B/Y/U) at 800 m and 1,000 m from the RWY 10R to the apron of asphalt-concrete (PCN45 F/B/Y/U). There is a small passenger terminal building at the north side of apron but it is reported that there is virtually no passenger or cargo handling facilities.

No fire fighting facility is available at the airport but turbine fuel (Jet A1and Jet-1A) is available. A single 2.5 m snow sweeper is provided.

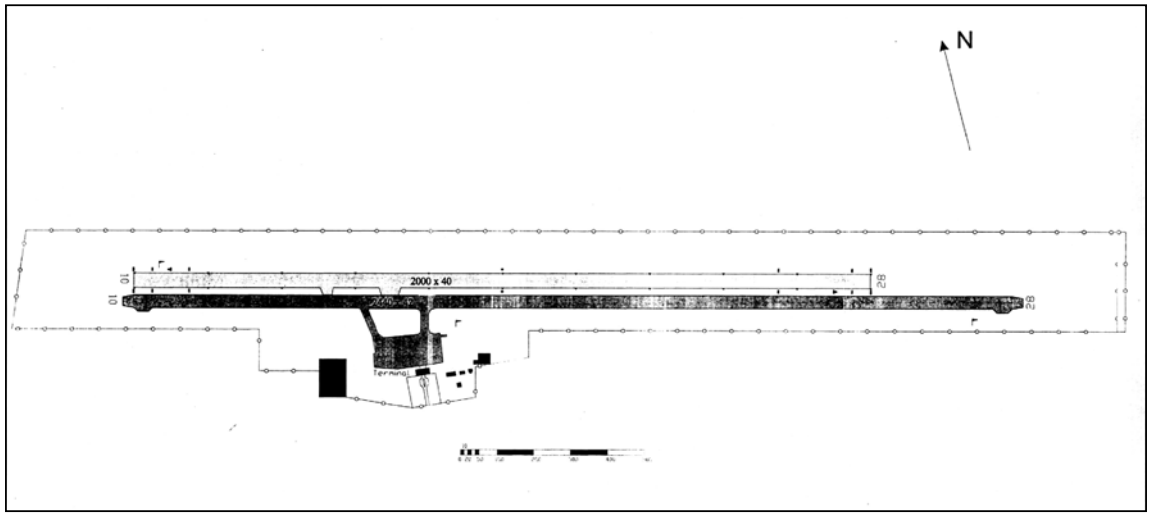


Figure A5.16 Muren Airport Layout Plan

17 TOSONTSENGEL AIRPORT

Tosontsengel Airport is located some 2 km south to Tosontsengel City (695 km from UB), the capital of Zavkhaan aimag. It handled 2,788 passengers in 2001. The runway designated 097/277 is 2,400 m x 50 m and grass covered. Strength of the runway is reported as Y 0.90MPa. Elevations of RWY 10 and RWY 28 are 1,707.6 m and 1,702.0 m respectively, which makes average overall runway slope as approximately 0.2 %. Dimension of the runway strip is 2,700 m x 150 m. There is an antenna of 1,728 m high near to RWY 10 and there are nearly a dozen of mountain peaks of 2,129 m to 2,596 m at RWY 28 ends as obstacles. No approach and runway lighting are available. Diesel generators provide power supply, and secondary power supply is not available.

As shown in **Figure A5.17**, Tosontsengel Airport layout plan, there is skewed exit taxiway of 16 m in width and of gravel near to RWY 10 end. There is a concrete apron at the end of this taxiway. There is a small passenger terminal building at the east side of the apron but there are virtually no passenger or cargo handling facilities.

No fire fighting facility is available at the airport.

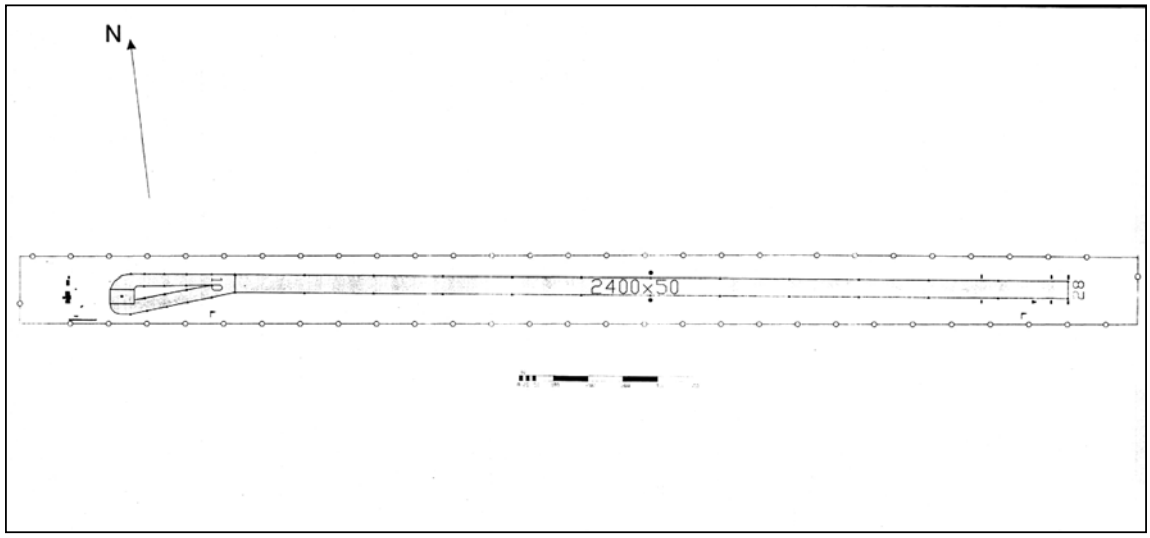


Figure A5.17 Tosontsengel Airport Layout Plan

18 TSETSERLEG AIRPORT

Tsetserleg Airport is located some 2 km southeast to Tsetserleg City (453 km from UB), the capital of Arkhangai aimag. The runway designated 140/320 is 1,650 m x 35 m and grass covered. Strength of the runway is reported as Y 0.90MPa. The elevations of RWY 14 and RWY 32 are 1,684.6 m and 1,671.8 m respectively, which makes average overall runway slope as approximately 0.8 %. The dimension of the runway strip is 1,810 m x 75 m. There are dozens of mountain peaks of 1,967 m to 3,179 m at RWY 32 ends as obstacles. No approach and runway lighting are available, and secondary power supply is also not available.

As shown in **Figure A5.18**, Tsetserleg Airport layout plan, there are two curved exit taxiway of 16 m in width and of gravel at the distance of 600 m from RWY 32 end. There is a concrete apron at the end of these exit taxiways. There is a small passenger terminal building at the east side of the apron but there are virtually no passenger or cargo handling facilities.

No fire fighting facility is available at the airport.

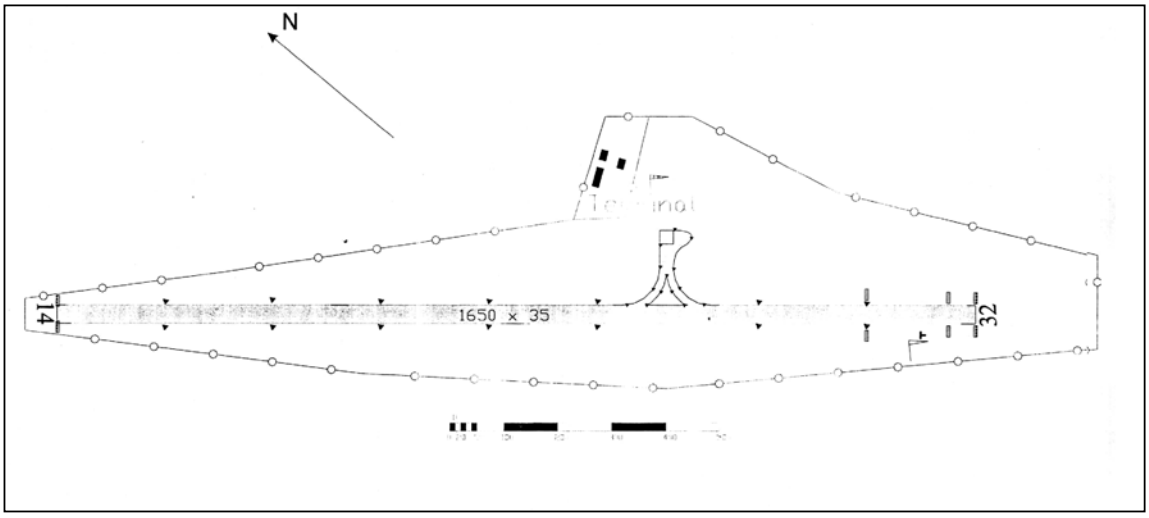


Figure A5.18 Tsetserleg Airport Layout Plan

19 ULAANGOM AIRPORT

Ulaangom Airport is located some 1.5 km southeast to Ulaangom City (1,336 km from UB), the capital of Uvs aimag, and handled 14,669 passengers in 2001, which is the third largest passenger volume among those domestic airports. The runway designated 015/195 is 1,900 m x 35 m and grass covered. Strength of the runway is reported as Y 1.00MPa. The elevations of RWY 01 and RWY 19 are 951.2 m and 931.3 m respectively, which makes average overall runway slope as approximately 1.0 %. The dimension of the runway strip is 2,100 m x 95 m. There are several mountain peaks of 1,455 m to 3,320 m at RWY 19 ends as obstacles. No approach and runway lighting are available. Diesel generators provide power supply, and secondary power supply is not available.

As shown in **Figure A5.19**, Ulaangom Airport layout plan, there is a loop shape taxiway of 16 m in width and of gravel near to RWY 19 end. There is a concrete apron at the end of this taxiway. There is a small passenger terminal building at the east side of the apron but there are virtually no passenger or cargo handling facilities.

No fire fighting facility is available at the airport.

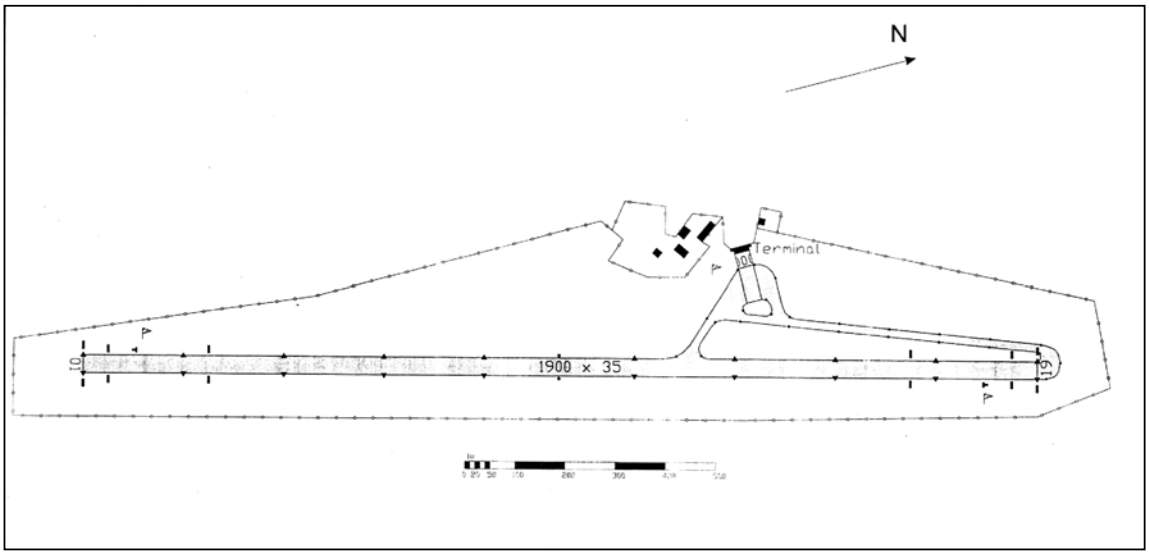


Figure A5.19 Ulaangom Airport Layout Plan

20 ULIASTAI AIRPORT AND NEW ULIASTAI (DONOI) AIRPORT

The old Uliastai Airport was located some 3.6 km south to Uliastai City (894 km from UB), the capital of Zavkhaan aimag. It handled 8,141 passengers in 2001. The runway designated 160/340 was 2,350 m x 50 m and grass covered. Strength of the runway was reported as Y 1.00MPa. The elevations of RWY 16 and RWY 34 were 1,770.6 m and 1,833.9 m respectively, which made average overall runway slope as approximately 2.7 %. The dimension of the runway strip was 2,610 m x 120 m. There were dozens of mountain peaks of 2,334 m to 3,905 m at RWY 16 ends as obstacles. No approach and runway lighting were available, and secondary power supply was not available.

The new Uliastai Airport (Donoi airport) with grass runway of has been completed very recently on September 22, 2002 at Donoi district (25 km west from Uliastai) to improve operational safety from surrounding mountains, which was a great problem at the old Uliastai airport. The construction cost is said to be approximately USD 685,340.

The new runway at Donoi is designated 164/344 is 3,200 m x 30 m and grass covered. Strength of the runway is reported as Y 1.00MPa. The elevations of RWY 16 and RWY 34 are 1,769 m and 1,729 m respectively, which makes average overall runway slope as approximately 1.25 %. The dimension of the runway strip is 3,400 m x 130 m. There are still dozens of mountain peaks of 1,806 m to 2,624 m at RWY 16 ends as obstacles, however, the situation has been improved as compared to the old one. No approach and runway lighting are available. Secondary power supply is also not available.

As shown in **Figure A5.20,** New Uliastai (Donoi) Airport layout plan, there is a stub exit taxiway

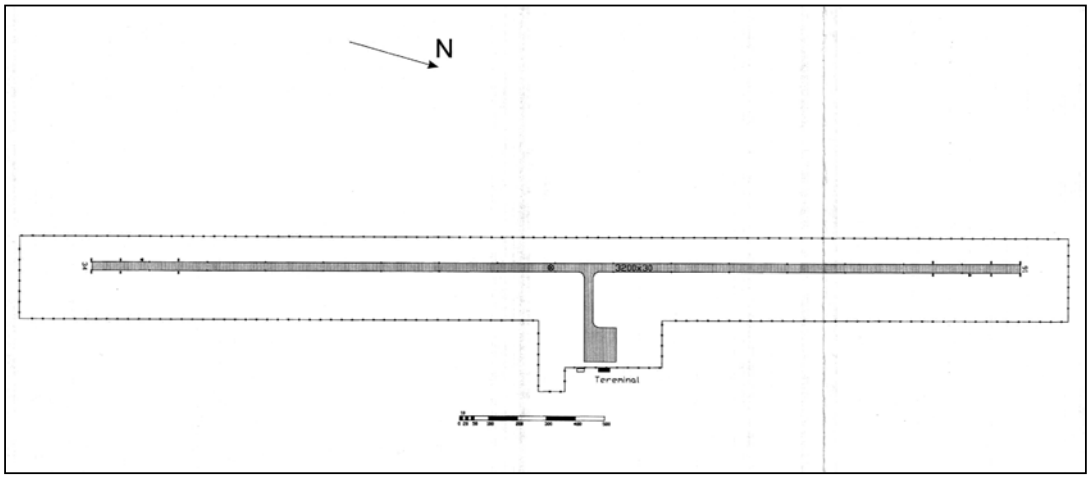


Figure A5.20 New Uliastai (Donoi) Airport Layout Plan

of 16 m in width and of gravel neat at the mid point of runway. There is a gravel apron at the end of this taxiway. There is a small passenger terminal building at the east side of the apron but there are virtually no passenger or cargo handling facilities.

No fire fighting facility is available at the airport. Fuel (Jet-1, Jet-1A) is available.

21 ULGII AIRPORT

Ulgii Airport is located some 4 km north to Ulgii City (1,636 km from UB), the capital of Bayan-Ulgii aimag. It handled 13,102 passengers in 2001, which is the fourth largest passenger volume among those domestic airports. The runway designated 130/310 is 2,400 m x 50 m and grass covered. Strength of the runway is reported as Y 1.00MPa. The elevations of RWY 13 and RWY 31 are 1,744.9 m and 1,720.9 m respectively, which makes average overall runway slope as approximately 1.0 %. The dimension of the runway strip is 2,800 m x 150 m. There are dozens of mountain peaks of 2,214 m to 3,556 m and an antenna of 2,095 m high at RWY 31 ends as obstacles. No approach and runway lighting are available. Diesel generators provide power supply, and secondary power supply is not available.

As shown in **Figure A5.21**, Ulgii Airport layout plan, there is a sharp skewed exit taxiway of 21 m in width and of gravel at the mid point of runway. There is an asphalt concrete apron at the end of this taxiway. There is a small passenger terminal building at the east side of the apron but there are virtually no passenger or cargo handling facilities.

No fire fighting facility is available at the airport. Fuel (Jet-1, Jet-1A) is available.

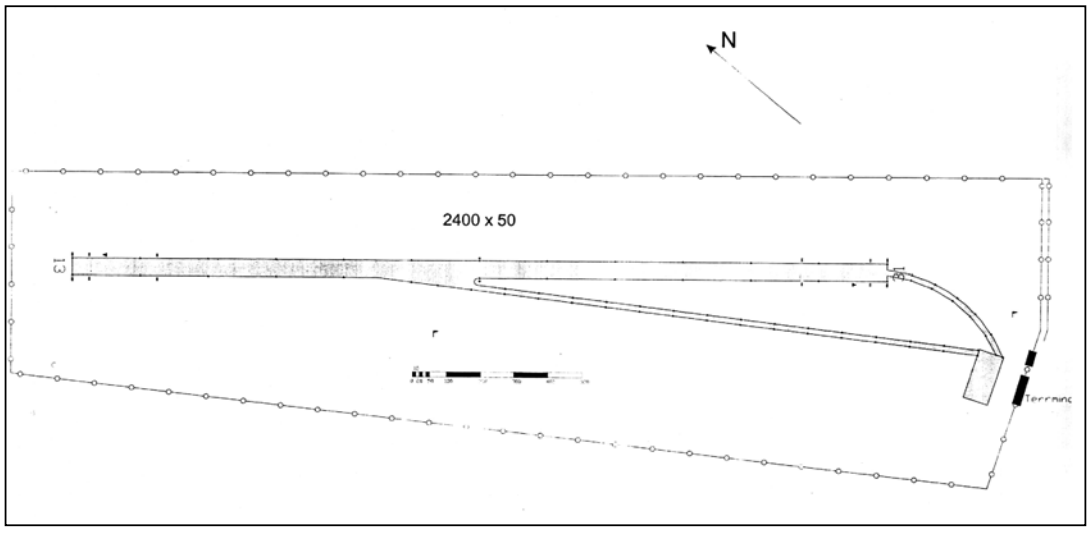


Figure A5.21 Ulgii Airport Layout Plan

22 UNDERKHAAN AIRPORT

Underkhaan Airport is located some 1 km northwest to Underkhaan City (331 km from UB), the capital of Khentii aimag and nominated sub-centre of Eastern Region. It handled only 1,456 passengers in 2001 but it is used as alternate airport of Ulaanbaatar airport for domestic flights. The runway designated 062/242 is 1,800 m x 50 m and grass covered. Strength of the runway is reported as Y 1.00MPa. The elevations of RWY 06 and RWY 24 are 1,039.0 m and 1,036.6 m respectively, which makes average overall runway slope as approximately 0.1 %. The dimension of the runway strip is 2,100 m x 150 m. There are a dozen of mountain peaks of 1,280 m to 1,664 m at RWY 24 ends as obstacles. R LIL approach lighting and G LIL threshold lighting are available. Secondary power supply is available.

As shown in **Figure A5.22**, Underkhaan Airport layout plan, there is a skewed exit taxiway of 21 m in width and of gravel at the RWY 24 end. There is a concrete apron at the end of this taxiway. There is a small passenger terminal building at the east side of the apron but there are virtually no passenger or cargo handling facilities.

No fire fighting facility is available at the airport. Fuel (Jet-1, Jet-1A) is available.

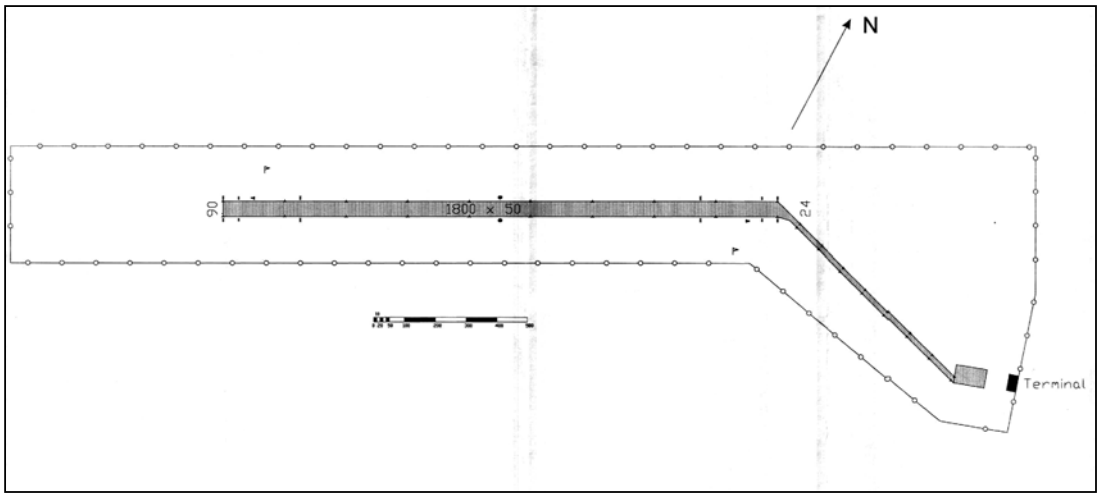


Figure A5.22 Underkhaan Airport Layout Plan