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JEPPESEN
**JeppView for Windows**

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## General Information

Location: BAYAN-ULGII MNG
ICAO/IATA: ZMUL / ULG
Lat/Long: N48° 59.65', E089° 55.40'
Elevation: 5758 ft

Airport Use: Public
Daylight Savings: Not Observed
UTC Conversion: -7:00 = UTC
Magnetic Variation: 3.0° E

Fuel Types: Jet A-1
Customs: Yes
Airport Type: IFR
Landing Fee: Yes
Control Tower: No
Jet Start Unit: No
LLWS Alert: No
Beacon: No

Sunrise: 0058 Z
Sunset: 1030 Z

## Runway Information

Runway: 13
Length x Width: 9350 ft x 98 ft
Surface Type: concrete
TDZ-Elev: 5758 ft
Stopway: 197 ft

Runway: 13L
Length x Width: 7874 ft x 115 ft
Surface Type: gravel
TDZ-Elev: 5738 ft

Runway: 31
Length x Width: 9350 ft x 98 ft
Surface Type: concrete
TDZ-Elev: 5646 ft
Stopway: 197 ft

Runway: 31R
Length x Width: 7874 ft x 115 ft
Surface Type: gravel
TDZ-Elev: 5643 ft

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## Communication Information

Ulgii Approach: 130.000 Non-English
Ulgii Information: 571.500 Flight Info Service Non-English

Printed from JeppView for Windows 5.3.0.0 on 08 Nov 2026; Terminal chart data cycle 08-2026 (Expired); Notice: After 23 Apr 2026, 0000Z, this chart may no longer be valid

# ZMUL/ULG

Apt Elev **5758′**

N48 59.7 E089 55.4

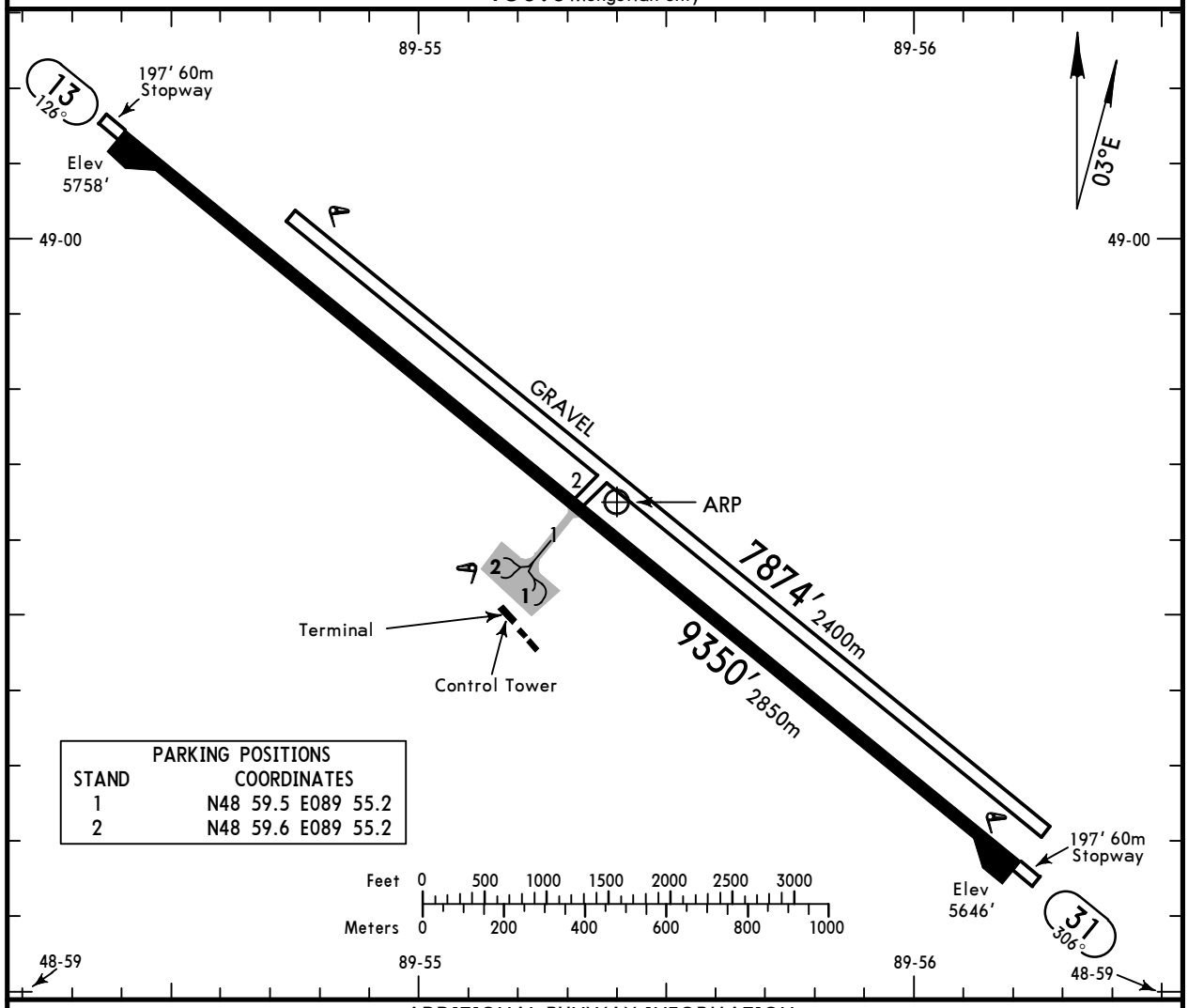
JEPPESEN **BAYAN-ULGII, MONGOLIA**

18 AUG 23 (10-9)

ULGII

*ULGII Approach

130.0 Mongolian only




| PARKING POSITIONS | |
|---|---|
| STAND | COORDINATES |
| 1 | N48 59.5 E089 55.2 |
| 2 | N48 59.6 E089 55.2 |

ADDITIONAL RUNWAY INFORMATION

| RWY | | USABLE LENGTHS — LANDING BEYOND — Threshold | Glide Slope | TAKE-OFF | WIDTH |
|---|---|---|---|---|---|
| 13 | | | | | 98′ 30m |
| 31 | | | | | |

| State | TAKE-OFF | CEILING REQUIRED |
|---|---|---|
| | | |
| | 100m- V1500m | |

CHANGES: New chart.

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# ZMUL/ULG
ULGII

JEPPESEN
17 NOV 23
Eff 30 Nov
12-1

# BAYAN-ULGII, MONGOLIA
CAT B & C VISUAL RNP Rwy 31

*ULGII Approach
130.0 Mongolian only

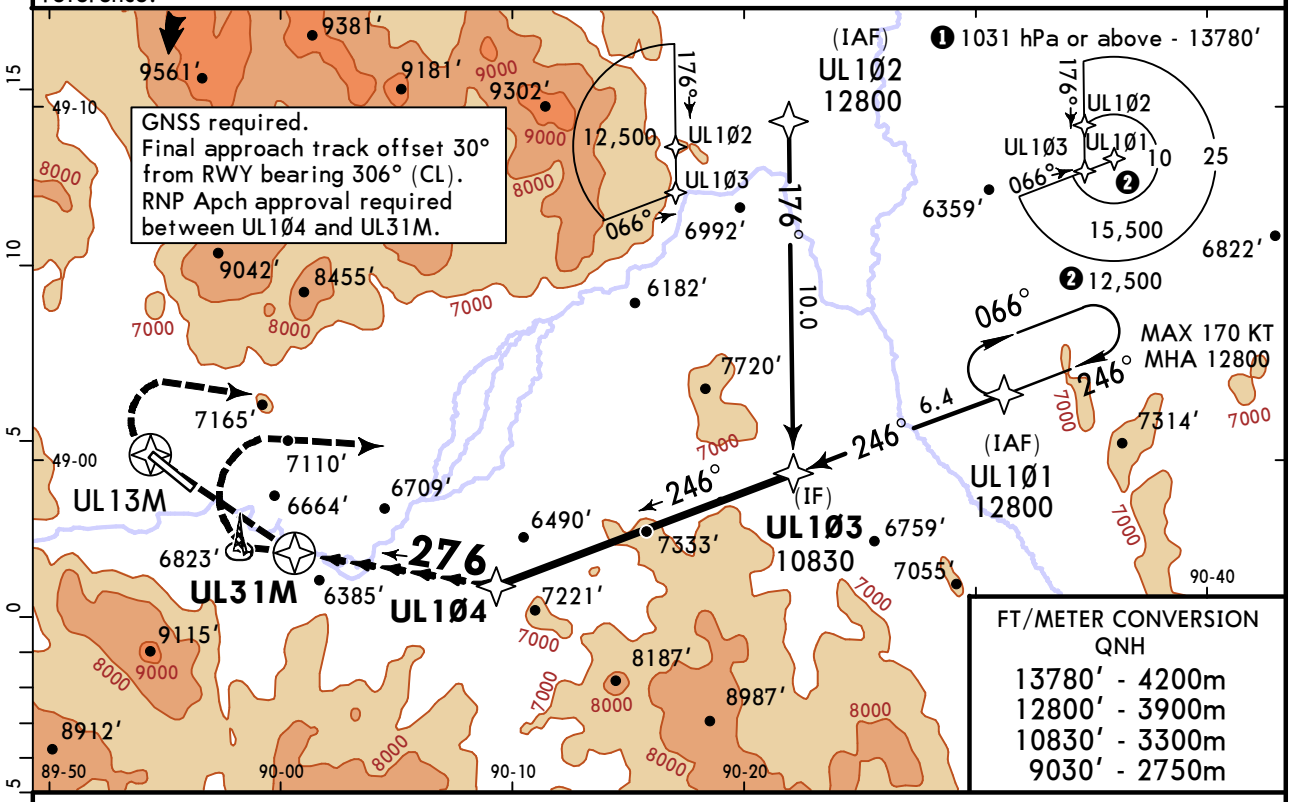
BRIEFING STRIP ™

| RNAV | Final Apch Crs 276° | UL1Ø4 9030′ (3384′) | MDA(H) Refer to Minimums | Apt Elev 5758′ Rwy 5646′ | TAA 25 NM IAF |
|---|---|---|---|---|---|

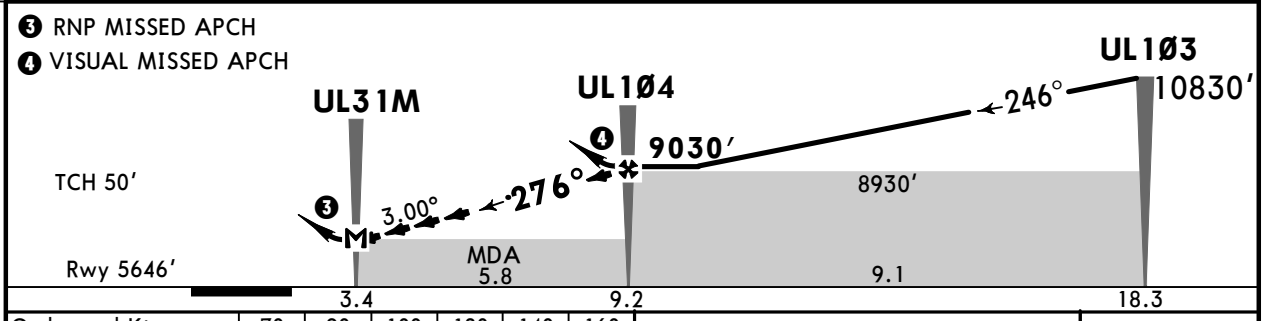
**RNP MISSED APCH:** APCH OPS Specification: Direct to UL13M then turn RIGHT (MAX 160 KT), climb to UL1Ø3 then to UL1Ø1, to 12800′, then by ATC.
**VISUAL MISSED APCH:** Do not descent below 9030′. At UL1Ø4 climb to UL31M then turn RIGHT (MAX 160 KT) to UL1Ø3 then to UL1Ø1, to 12800′, then by ATC.
Refer to minimums for missed apch climb gradient.

Alt Set: MM (hPa on req) | Rwy Elev: 190 hPa | Trans level: FL148 | Trans alt: 12800 ❶

RNAV procedure for cloud breaking followed by visual APCH only effective when external visual reference to the terrain and radiobroadcast antenna exists and can be maintained from at or before reaching the FAF and MAP, and continuing visually with the required vertical descent profile according to RNP RWY 31 (VISUAL). The RWY may not be or remain in sight at all times but other visual cues surrounding the vicinity of the airfield may be used as sufficient external visual reference.




FT/METER CONVERSION
QNH
13780′ - 4200m
12800′ - 3900m
10830′ - 3300m
9030′ - 2750m




| Gnd speed-Kts | | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|---|
| Descent Angle | 3.00° | 372 | 478 | 531 | 637 | 743 | 849 |
| | | | | | | | |
| MAP at UL31M | | | | | | | |

Refer to Missed Apch above

PANS OPS

**State**

STRAIGHT-IN LANDING
**LNAV**

| MACG MIN 4.5% (274′/NM) up to 9850′ MDA(H) **7550′** (1904′) | MACG MIN 3.5% (213′/NM) up to 9850′ MDA(H) **8040′** (2394′) | MACG MIN 2.5% (152′/NM) MDA(H) **8540′** (2894′) |
|---|---|---|

❶ CIRCLE-TO-LAND
Not authorized South of rwy

| | | Max Kts | MDA(H) |
|---|---|---|---|
| A | NOT APPLICABLE | A | NOT APPLICABLE |
| B | V5000m | 135 / 180 | 8210′ (2564′) ❷ V5000m |
| C | | | |
| D | NOT APPLICABLE | D | NOT APPLICABLE |

❶ Circling height based on rwy 31 thresh elev of 5646′. ❷ or higher straight-in minimums.

CHANGES: Spot elevations.

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# Chart changes since cycle 07-2026

ADD = added chart, REV = revised chart, DEL = deleted chart.

| ACT | PROCEDURE IDENT | INDEX | REV DATE | EFF DATE |
|---|---|---|---|---|

**BAYAN-ULGII, (ULGII - ZMUL)**

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# TERMINAL CHART CHANGE NOTICES

## No Chart Change Notices for Airport ZMUL