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MONGOLIAN INTERNATIONAL AIRPORT TRANSPORT HISTORY

In the article the questions of the history of MIAT Mongolian civil aviation air transport in Mongolia. In the service of the aircraft laid engineering services that are approved in the Engineering Department of the MIAT. Justification given the availability of the necessary equipment for servicing heavy equipment.

Keywords: air transport engineering, air transport, aircraft type.

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ИСТОРИЯ МОНГОЛЬСКОГО МЕЖДУНАРОДНОГО АВИАТРАНСПОРТА

В статье рассмотрены вопросы истории развития МИАТ – монгольских гражданских авиаперевозок авиатранспорта Монголии. В основу обслуживания авиатехники заложены инжиниринговые услуги, которые утверждены в Инженерном отделе МИАТ. Дается обоснования наличия необходимого оборудования для обслуживания тяжелой техники.

Ключевые слова: авиатранспорт, инжиниринг воздушных перевозок, тип воздушного судна.

The history of MIAT Mongolian Civil Air Transportation Corporation is inseparably linked with the history of Mongolian Air Force, therefore the day of 25th of May, 1925 – the day of first landing of Y-13 (Yonkers) freight aircraft invented by German designer Gugo, and presented by former Soviet Union to Mongolia, at the Council's Height is considered as the foundation day of Mongolian Air Force.

Later, in 1946 the Civil Air Transportation is founded with the establishment of civil air transport detachment with 7 super airplanes and 1 Po-2 aircraft and started civil air services to domestic destinations like Dund-Gobi, Sainshand, Undurkhaan and Sukhbaatar provinces. Furthermore the Council of Ministers of the People's Republic of Mongolia approved the "People's Aircraft Mail Rule" and the signs and symbols of air mail aircraft by the resolutions 27 and 32 in 1946 and 1947 respectively.

The first civil air transport detachment operated direct flights from Ulaanbaatar to the nearest provinces – Selenge, Bulgan, Arkhangai, Uvurkhangai, Khentii, Sukhbaatar and Choibalsan, and performed limited non-scheduled charter flights to deliver the mail to remote destinations. The development of the country and growth in living standards,

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culture and science demanded further improvement of civil aviation industry along with new technology, aircraft supply and staff training etc.

In 1955, the first group of trainees were sent to Civil Air School in Irkutsk, Russia for An-2 crew training and G. Radnaa, D. Jambaldorj, A. Dorjsuren were trained for pilots and S. Nergui, T. Samdan - for mechanics.

The year of 1956 was a year of starting point of new era in the development of civil air transportation in Mongolia. In the beginning of 1956, 5 An-2 aircraft were delivered from Soviet Union and the transition training for pilots was successfully completed enabling to serve Mongolian people with scheduled flights.

In 1958, there were 14 An-2, 7 Il-14 totally 21 civil air transport aircraft that carried 11605 passengers and 363700 kg of freight and mail. By 1970, MIAT Mongolian Civil Air Transportation Corporation was serving 130 local destinations including province centers, soums and collective farms composed 80 % out of total destinations.

At that time, MIAT Mongolian Civil Air Transportation Corporation operated 4–6 flights a week from Ulaanbaatar to province centers, 2–3 flights from province centers to soums and 30 % of passengers traveling from soums to province centers and v.v., and 70 % of the passengers originated their travel from Ulaanbaatar were served by MIAT Mongolian Civil Air Transportation Corporation.

During 1966–1970, the corporation had more qualified personal and its fleet was increased twice. Moreover, the airports in Uvurkhangai and Huvsugul provinces were equipped with landing & lighting system for night flights. The new opened air route length was increased 60 %.

1987 is an another year of significance – MIAT Mongolian Civil Air Transportation Corporation started its international operation with Tu-154 aircraft wet leased in from Soviet Union and representative offices in Moscow and Irkutsk, Russia and Beijing, China were opened.

The development of civil air transport, an expansion of Mongolia's relationship with other countries and the requirements to operate flights that meet international standards raised a question of re-organization in Mongolian civil aviation and in 1993 the Minister of Road, Transport and Communication passed an ordinance no. 180 on restructuring of MIAT Mongolian Civil Air Transport Corporation and the establishment self-dependent state owned enterprise (SOE) – MIAT Mongolian Airlines. Since 12th of August 1993 MIAT Mongolian Airlines began its history of self-operation.

In 1993, MIAT Mongolian Airlines started its operation with 12 An-24, 3 An-26, 5 Yu-12, 45 An-2, 1 B-727, 1 Tu-154, 1 An-30 aircraft, totaling in 68 aircraft.

In June 1994, 2 B-727 aircraft were purchased from the Republic of Korea making possible to operate international flights with own aircraft.

Upon the expansion of its international operation the company became a member of SITA reservation system in 1990, and IATA International Air Transport Association in 1996.

In May 1998, one A310-300 aircraft was leased in on financial lease from Airbus Industrie Financial Services in the framework of international and domestic fleet replacement project in order to meet foreign aviation authorities noise requirement.

B737-800 aircraft was delivered on operating lease from GATX in July 2002.

In the framework of extending our route network, MIAT Mongolian Airlines has made a first direct purchase of Boeing 767-300ER aircraft in May 15, 2013 and ordered for two new B737-800 aircraftswhich to be scheduled for delivery in 2016.

The new B767-300ER aircraft has 220 seats with 2 classes and length of 54, 9 m, cruise speed of 851 km/h at 35,000 ft. (11,000 m) cruise altitude, and cargo capacity of 12,000 kg.

MIAT Mongolian Airlines puts safety at the top of its priorities and has been making constant efforts to follow the most stringent international criteria of the European Aviation Safety Agency for all of our airplanes. Not only that, MIAT Mongolian Airlines has been rated the Three Star Airline by SKYTRAX in 2013.

Mongolian civil air transport development

In 1992, MIAT bought five Chinese Harbin Y-12 commuter aircraft and acquired a Boeing 727-200 from Korean Air, one more following in 1994. An Airbus A310 was leased in 1998, and a new Boeing 737 was leased in 2003 to replace the aging 727-200 fleet. Between 2003 and 2008, MIAT's An-24 and An-26 fleet was gradually retired. In April 2008, MIAT received its second Boeing 737-800 aircraft on lease from CIT Aerospace.In July 2008, MIAT ended scheduled domestic flights completely. In June 2009, the airline temporarily resumed scheduled domestic flights to Moron and Hovd using its Boeing 737-800 aircraft.

In late 2009, MIAT flew charter flights to Hong Kong and Sanya, a popular resort city in Hainan. In June 2010, the airline's flights were brought to a halt due to a mechanics' strike. However, the situation was resolved with the replacement of the CEO and Technical Director.

In early 2011, MIAT signed an agreement with Air Lease Corporation to lease two former China Eastern Boeing 767-300ERs until 2013. The first aircraft entered service in May 2011 with the second following in November 2011

In 2011 the Airbus A310 was retired after serving MIAT Mongolian Airlines for 13 years. In June 2011, MIAT began regular flights to Hong Kong. The company also ordered three aircraft, a Boeing 767-300ER and two Boeing 737-800s, to be delivered in 2013 and 2016 respectively. The order marks the first time in two decades that MIAT has chosen to expand its fleet by purchasing new aircraft straight from the manufacturer rather than leasing them.

A MIAT Mongolian Airlines Boeing 767-300ER on short final to Sheremetyevo Airport in 2012

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Airlines Partners

In August this year, MIAT Mongolian Airlines successfully implemented Interline Electronic Ticketing Agreement and entered into Special Prorate Agreement with Airberlin. This is a good opportunity for MIAT Mongolian Airlines to expand its activities in European market. With these agreements our passengers now have more flexibility when travelling to selected European, US and Canadian cities through Airberlin's extensive route network at very attractive prices.

Airberlin is Germany's second largest airline. The fleet comprises 168 aircraft with an average age of five years, making it one of the most modern fleets in Europe. The airline's state-of-the-art jets are highly fuel efficient, which contributes toward a long-term reduction in pollution emissions from aircraft. As one of the major European airlines, Airberlin flies to 163 destinations in 39 countries.

We hope that your flight with MIAT Mongolian Airlines and Airberlin will be a comfortable and pleasant one.

Cities served in Europe: Barcelona, Helsinki, Copenhagen, Zurich, Oslo, Stockholm, Paris, London and German cities – Munich, Nuremberg, Baden-Baden, Saarbrücken.

Cities served in North America: NY, Florida, San Francisco, LA, Miami and Vancouver.

AIRCRAFT SERVICES

MIAT Mongolian Airlines M&E Organization is approved by European Aviation Safety Agency (EASA) under EASA Part-145 regulation and Mongolian Civil Aviation Authority (MCAA) under MCAR Part-145 regulation.

We are committed to delivering a comprehensive suite of solutions that efficient, reliable and cost effective. Maintaining a strong record of providing a wide range of services for a local customer, M&E organization recognized as leading MRO in Mongolia, provides following aircraft maintenance services:

– Line Maintenance;
– Base Maintenance;
– Ground Handling;
– Aircraft Painting.

ENGINEERING SERVICES

M&E Organization issued the Maintenance Management Exposition (MME) and recognized as the Approved Engineering Organization, which allow perform Engineering Services for A310-300 and B737-800 aircraft including their components.

The M&E Organization Engineering Department is capable for:

– Management and control of overall Engineering & Technical Support activities;
– Management and development of Aircraft Maintenance Program;

– MEL Development;
– AD/SB compliance and tracking;
– Aircraft-On-Ground (AOG) Support;
– Modification, Repair and Alteration;
– Interior re-configuration;
– Repair management for damage, repair evaluation;
– Engineering Order and Task Card development;
– Aircraft reliability evaluation, monitoring and improvement;
– Component reliability evaluation, monitoring and improvement;
– Engine Condition Monitoring, performance trending and diagnostics;
– Technical publication tracking, distribution, revision control;
– Technical records management and storage.

COMPONENT SERVICES

The M&E Organization's hangar area is 3600 sq. meters and fully equipped with the all necessary and essential tools and equipment for aircraft heavy maintenance and its component maintenance, repair, overhaul.

12 different types of special featured separate component shops are 930 sq. meters facilities for supporting heavy maintenance:

– Avionic shop;
– Battery shop;
– Composite shop;
– Design shop;
– Emergency equipment shop;
– Hydrostatic test shop;
– NDT & Calibration shop;
– Nitrogen and Oxygen shop;
– Sheet metal shop;
– Soft element shop;
– Welding shop;
– Wheel and Brake shop.

Mongolian international airport flies Hong Kong, Seoul, Tokyo, Osaka, Beijin, Moskow, Berlin, Moskow etc.