

**57th CONFERENCE OF
DIRECTORS GENERAL OF CIVIL AVIATION
ASIA AND PACIFIC REGION**

*Incheon, Republic of Korea
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AGENDA ITEM 4: AIR NAVIGATION

MONGOLIAN AIRSPACE CURRENT SITUATION AND PLANNING

Presented by the Civil Aviation Authority of Mongolia

INFORMATION PAPER

SUMMARY

Airspace management is one of the most important factors influencing flight safety, time, environment and economic efficiency. In the last two years, all countries of the world have faced a pandemic. During this period, the number of flights over Mongolian airspace has sharply decreased. Taking advantage of this reduced number of flights, we are redesigning our airspace in order to increase our capacity, replacing conventional routes that depend on the ground navigational aids, and implementing new, cost-effective, environmentally friendly PBN routes between entry and exit points.

MONGOLIAN AIRSPACE CURRENT SITUATION AND PLANNING

1. INTRODUCTION

1.1 Prior to the pandemic, more than 133,000 aircraft flew in the Mongolian airspace in 2019, and nowadays those numbers have decreased by 60 percent from 2020. We are working on the development of the ATS routes for post-pandemic flight recovery. Within the scope of this work, the ATS routes are straightened. There will be 6 numbers of RNAV5 routes added directly between entry and exit points. As a result, cost-effective, environmentally friendly and 16 routes directed between entry and exit points will be ready for an operation from October 6, 2022.

1.2 In accordance with the requirements of ANNEX 15, the upper and lower ATS routes are being replaced to the conventional, PBN and other ATS routes.

1.3 In order to increase the flight safety of aircraft operating in the Mongolian airspace, we are working to upgrade air navigation equipment. Currently we provide air traffic surveillance service in 98% of the entire territory by using Radar and ADS-B.

1.4 We are also planning to open a new entry/exit point on the border of China in cooperation with CAAC. With the opening of these points, air carriers will be able to fly through Mongolian airspace directly from the north-eastern cities to the north-western cities of China. Additionally, it is possible to fly from India and South-West Asia to the US' cities on the west coast. For example, from Delhi to San Francisco.

1.5 CAA Mongolia has a policy to establish military, prohibited and restricted areas as less as possible in order to ensure the free and flexible use of Mongolian airspace by civil air carriers and general aviation.

1.6 We are introducing an automated system that allows the possibility to quickly perform flight planning and easily approve flight permissions of airmen.

1.7 We are working on the preparation for introducing the free route concept in the eastern part of Mongolia from 2025. The introduction of a free route in our airspace will allow the airlines to choose the most efficient flight level and short routes they desire.

1.8 We are also planning to use "Space based ADS-B" as a back-up surveillance system for air traffic control service starting from 2025.

2. DISCUSSION

2.1 CAA Mongolia pursues a "Seamless Aviation" policy, so we are inviting everyone who desire to fly safe and flexible airspace in Mongolia. We would like to exchange experiences on air navigation, airports and aviation safety with the Member States in the APAC region.

2.2 We are cooperating with the Chinese officials to open a new entry/exit point. We look forward to the support of China and ICAO APAC to intensify our efforts to the entry/exit point.

2.3 We would like to request the Member States of the APAC region to share their experience and best practices of “Space based ADS-B” and “Free Route” implementation. Therefore, at the invitation of the Director General of CAA Mongolia, we would like to host a **“Regional Free Route Implementation” Conference in Ulaanbaatar, Mongolia, in 2023**. We hope the ICAO APAC Regional Office and the Member States of the region will support us by participating in this Conference.

2.4 We appeal all Member States in the APAC region to cooperate for the preparation of post-pandemic flight recovery.

3. ACTION BY THE CONFERENCE

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

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