



International Civil Aviation Organization

**FIFTEENH MEETING OF THE ADS-B STUDY AND IMPLEMENTATION
TASK FORCE (ADS-B SITF/15)**

Bangkok, Thailand, 18 - 20 April 2016

**Agenda Item 4: Review States' activities and interregional issues on implementation of
ADS-B and multilateration**

CURRENT STATUS OF ADS-B IMPLEMENTATION

(Presented by Mongolia)

SUMMARY

The Civil Aviation Authority of Mongolia did the monitoring trail process of the ADS-B and have been using ADS-B as a situational awareness.

1. INTRODUCTION

1.1 This information paper provides a summary of recent activities of ADS-B implementation in Mongolia.

2. DISCUSSION

2.1. The Civil Aviation Authority of Mongolia (CAAM) confirmed the plan for implementing ADS-B technology in Air Navigation surveillance services in 2014. Currently CAAM installed 10 ADS-B stations with DO260 standards along the main en-routes and planned to procure 5 more ADS-B stations in 2016.

2.2. All ADS-B stations are connected to ATS automation system /AIRCON 2100 INDRA/ and CAAM completed monitoring trail process. The Monitoring trail was held between October and December 2015 for 90 days.

2.3. During the monitoring trail process, each ADS-B station was connected to ATS automation system one by one for a week each. There was no significant error for the automation system thus all stations were connected to the automation system. The monitoring trail process for all stations were held for 10 days.

2.4. Nearly 93% of all flights in Mongolia are equipped with ADS-B.

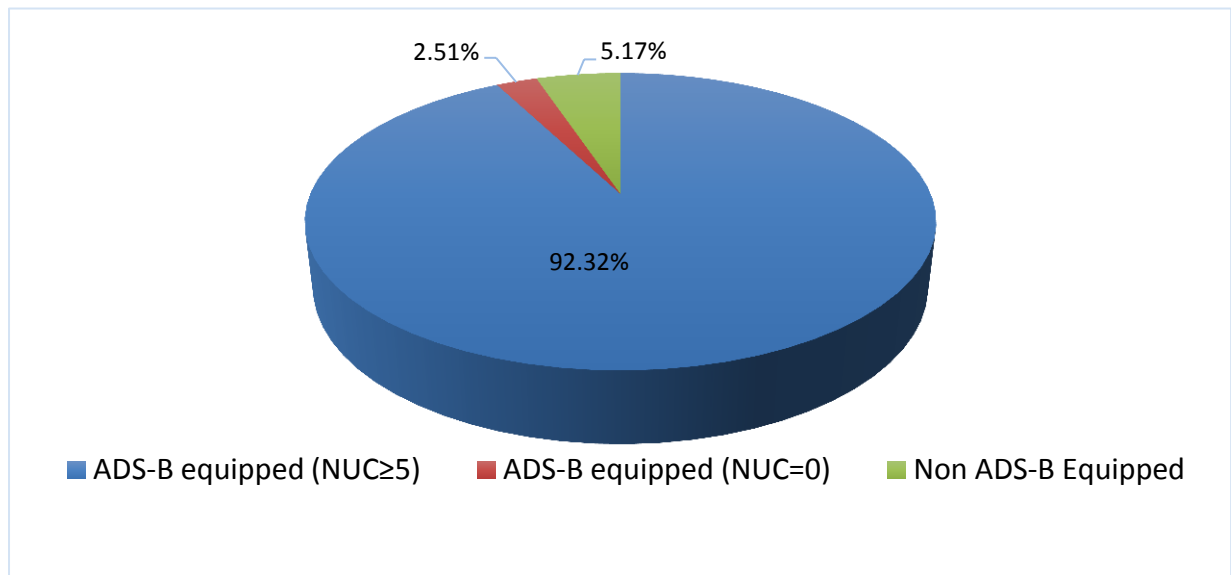


Figure 1: The monitoring trail result

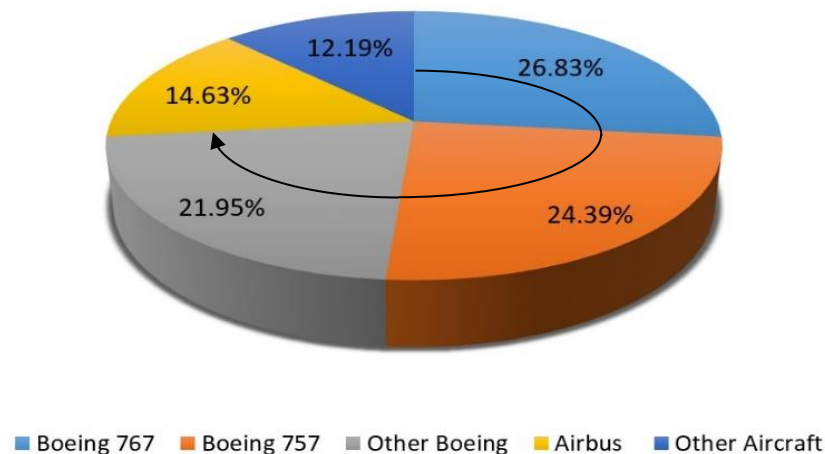


Figure 2: Type of aircraft without ADS-B

3. CURRENT ACTIVITY

3.1 Currently, the ADS-B implementation working group of CAAM are planning to activate ADS-B mandate by 2018.

3.2 The ADS-B implementation working group of CAA Mongolia investigated the result of the monitoring trail process and decided to use ADS-B as a situational awareness for ATS service along the main en-routes.

3.3 CAAM has been using ADS-B as a situational awareness from the 23 March 2016.

3.4 CAAM is now studying how ADS-B can be used in operation for separation above certain flight levels in some en-route sectors, before it becomes mandatory.

4. ACTION REQUIRED BY THE MEETING

4.1 The meeting is invited to:

- a) note the information contained in this papers; and
- b) discuss any relevant matters as appropriate.
