



ASSEMBLY — 40TH SESSION

PLENARY

Agenda Item 8: Statements by delegations of Member States

STATEMENT BY MONGOLIA

(Presented by Mongolia)

1. INTRODUCTION

1.1 Mongolia had become the Member State of ICAO in 1989 while joining the International community of civil aviation. Since having ratified the Chicago Convention on International Civil Aviation on 30 June 1989, Mongolia has always been fully committed to ICAO towards setting global standards and guidance for civil aviation safety, security and efficiency.

1.2 Mongolia already shares its expert with ICAO in the domain of AIM and willing to continue to support the policies of ICAO. The recent rapid development in the civil aviation of Mongolia made it one of the emerging countries in the field as well as in Asia and Pacific region and it can be one of your important partners in the Asia and Pacific region.

2. AVIATION IN MONGOLIA

2.1 Implementation of ICAO policies and SARPs

As the top priority for all member states of International Civil Aviation Organization, Safety stays main focus in civil aviation sector of Mongolia. Mongolia is rapidly improving the implementation of Standards and Recommended Practices approved by ICAO and continuously monitoring its' implementation against the SARPs.

Under the purpose of continuous improvement of implementation of safety standards, Mongolia passed State Safety Program in 2016. Mongolia had received numerous audits from ICAO in the years of 1997, 1999, 2001, 2010, 2017 to improve the implementation of SARPs. After the ICAO Coordinated Validation Mission conducted by ICAO team to Mongolia in 2017, the Effective Implementation of ICAO SARPs by Mongolia evaluated as 90.34%. In the result of continuous effort towards the improvement, the evaluation against effective implementation had increased after each audit conducted by ICAO auditing team.

2.2 **Air navigation service**

Located between the Russian Federation and the People's Republic of China, the air space of Mongolia is connecting Europe with South East Asia with the shortest route. Mongolia provides safe and reliable air navigation service for the flights over its vast territory of 1.5 million square kilometres. As the result continuous efforts and contribution towards the improvement of technology, Air Navigation Services rapidly upgraded coherent to ICAO policies and SARPs.

2.3 **PBN Implementation**

Mongolia approved the national plan on implementation of Performance Based Navigation with 3 phases and successfully carrying out its implementation. As a result, the possibility to conduct more flexible, cost saving, safer and straight flights is provided. By flying on flexible and cost saving routes in air space Mongolia, the carbon emission has significantly reduced as the focus of Mongolia. PBN is playing key role to increase safety not only in the international airport also in the 23 domestic airports of Mongolia.

2.4 **ATC interoperability data communication**

Mongolia is continuously providing abundance and integrity to the air traffic management to improve the air space capacity which can result to safer and efficient overflights. Mongolia had successfully implemented reduced vertical separation in 2010 and lateral separation in 2015 and consecutively, the cooperation and connectivity with neighbouring countries had significantly improved. Mongolia is actively cooperating with Russian Federation as well as with the People's Republic of China to improve the ATC Interoperability data communication and to make the air traffic control service more efficient and cost saving for the airlines.

2.5 **Provision of air navigation fee**

In the framework of active cooperation with IATA, Mongolia had renewed the rate of air navigation fee with more flexible standards considering the airlines. The new calculation of air navigation fee is rendering the opportunities to the airlines to receive the well-adjusted charge to its weight.

2.6 **Civil and Military cooperation**

As the result of active cooperation with Army General Staff, Civil Aviation Authority of Mongolia had introduced the new procedure of utilizing the air space of Mongolia for aviation. The boundaries of limited and restricted air space had become clearer and risk of interaction between civil and military flights significantly reduced.

2.7 **ADS-B in separation**

Mongolia had started to install the ADS-B system in the field of surveillance service since 2015 under the purpose of improving the surveillance service and expand the reliable and continuous operation. The current coverage of ADS-B over Mongolian air space is more than 95%. Upgraded the traditional system in the surveillance service into the modern technology of air traffic separation and officially started to use ADS-B for separation in 2018. The safety standard had been upgraded to new level coherent to the ADS-B utilization and expansion.

2.8 **AIS to AIM**

Mongolia started reconciling the implementation of Aeronautical Information Service with the policy and recommendations of ICAO progressively since 2006. In the result, we are leading in the region in terms of implementation of ICAO's initiative in transition from Aeronautical Information Service to Aeronautical Information Management by successfully achieving 18 phases out of 21 phases of AIS to AIM roadmap. Consecutively, Mongolia had carried out numerous training and seminars jointly with Asia and Pacific office of ICAO and dispatched its expert to ICAO.

3. **CONCLUSION**

3.1 These facts clearly demonstrate Mongolia's readiness for its long-awaited membership to the Council of ICAO. With the implementation of clear commitments and plan, Mongolia hereby announces that Mongolia will stand for the election of Part III of ICAO Council in 2022 during the 41st Assembly.

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