МОНГОЛ УЛСЫН ЗАСГИЙН ГАЗАР

ЗАМ, ТЭЭВРИЙН ЯАМ

AIR TRAFFIC MANAGEMENT CONTINGENCY PLAN

"ULAANBAATAR FLIGHT INFORMATION REGION"

2026



"NATIONAL CIVIL AVIATION CENTER" SOLLC

Air Traffic Management Contingency Plan

ULAANBAATAR FLIGHT INFORMATION REGION

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FOREWORD

1.1 This Contingency Plan has been developed in accordance with Annex 11 "Air Traffic Services" to the Convention on Civil Aviation (hereinafter referred to as the "Convention"), ICAO Doc 9462 *ATS Planning Manual* and Doc 9673 *Asia/Pacific Regions Air Navigation Plan*, and the *Asia/Pacific Regional ATM Contingency Plan*.

1.2 The Plan regulates actions to ensure the safe continuation of international air traffic in the Ulaanbaatar FIR during periods when ATS may be disrupted or unavailable, affected by natural disasters, earthquakes, public health emergencies, industrial action, pandemic, or military activity.

1.3 This contingency plan shall be promulgated through the Aeronautical Information Publication (AIP) of Mongolia by the unit responsible for Aeronautical Information Services of the Mongolian air navigation service provider, and activation of the contingency plan shall, where possible, be notified by NOTAM. If prior notification is not possible, the designated competent authority, the Civil Aviation National Center SO LLC ("NCAC" SO LLC), shall activate the plan by the most expeditious means available. The Civil aviation authority, as well as other authorities, and air operators, shall fully cooperate in the implementation of this contingency plan.

1.4 Any proposal for amendments to this plan may be forwarded to safety-atc@ncac.mn.

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ATM CONTINGENCY PLAN FOR ULAANBAATAR FIR

1. OBJECTIVE

1.1 The Air Traffic Management (ATM) Contingency Plan for the Ulaanbaatar FIR defines the arrangements necessary to ensure the safety of air navigation in the event of partial or total disruption of air traffic services in the Ulaanbaatar FIR in accordance with ICAO Annex 11 — *Air Traffic Services*. The Contingency Plan provides the ATS procedures and contingency route structure that will allow air operators to transit through Ulaanbaatar FIR during periods of limited or no ATS.

1.2 This Contingency Plan addresses only overflights in the Ulaanbaatar FIR. The Plan does not address arrangements for aircraft arriving and departing at Mongolian airports or for domestic flight operations within the territory of Mongolia.

2. ATS UNITS, CENTRES, AND FIR AFFECTED

2.1 In the event that the Executive Director of the Civil Aviation National Center SO LLC ("NCAC" SO LLC) activates this Contingency Plan, the ATS units and ACCs of the adjacent FIRs will be notified in accordance with the Letter of Agreements. The adjacent FIRs and ACCs directly affected by this Contingency Plan are as follows:

a) [CHINA]
[BEIJING FIR/ACC]

b) [CHINA]
[HOHHOT FIR/ACC]

c) [CHINA]
[LANZHOU FIR/ACC]

d) [CHINA]
[URUMQI FIR/ACC]

e) [CHINA]
[HARBIN FIR/ACC]

f) [RUSSIA]
[IRKUTSK FIR/ACC]

g) [RUSSIA]
[KRASNOYARSK FIR/ACC]

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h) [RUSSIA]
[NOVOSIBIRSK FIR/ACC]

2.2 The contact details of the civil aviation authorities, international organizations concerned, and the ATS units of adjacent States are contained in **Appendix A.** These details should be regularly reviewed, and relevant information provided to the Civil Aviation Authority of Mongolia (CAAM) as soon as practicable.

3. MANAGEMENT OF THE CONTINGENCY PLAN

3.1 The contingency measures specified in this Plan shall be implemented in situations where natural or other factors create a risk of partial or total disruption of air traffic services and related support services within the Ulaanbaatar FIR.

3.2 The following arrangements have been put in place to ensure that the management of the Contingency Plan provides for international overflights to proceed in a safe and orderly flow through Ulaanbaatar FIR.

Central Coordinating Committee

3.3 The Central Coordinating Committee (CCC) shall oversee and coordinate the implementation of the Contingency Plan and, in the event of a prolonged disruption of air traffic services, shall organize the temporary relocation of ATS operations to contingency workstations and the restoration of air traffic services. The scope of activities to be carried out by the CCC shall be determined by the Executive Director of "NCAC" SO LLC, who shall also present the participating parties to the Minister of Road and Transportation.

The Central Coordinating Committee includes representation from the following:

3.3.1 Ministry of Defense
3.3.2 Ministry of Road and Transportation
3.3.3 General Intelligence Agency
3.3.4 Civil Aviation Authority of Mongolia
3.3.5 National Emergency Management Agency

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3.3.6 National Police Agency

3.3.7 National Agency of Meteorology and Environment Monitoring

3.3.8 Air Force Command of the Armed Forces of Mongolia

3.3.9 National Civil Aviation Center State-owned LLC

3.3.10 "Chingis Khaan International Airport" NUBIA

3.3.11 Representatives of air operators

3.3.12 Other participants as required

3.4 The contact details of CCC members are provided in **Appendix B**.

3.5 The CCC shall oversee the conduct of the Contingency Plan and in the event that the air traffic service is disrupted for an extended period, make arrangements for and facilitate the temporary relocation of the air traffic service to the contingency workstation and the restoration of air traffic service.

3.6 If deemed necessary by the Head of the Civil Aviation Authority of Mongolia (CAAM), the Central Coordinating Committee shall be convened by the most expeditious means available, including by telephone or electronic means, either prior to the occurrence of, or immediately upon the occurrence of, a contingency situation involving disruption of ATS within the Ulaanbaatar FIR as described in this Plan.

ATM Operational Contingency Group

3.7 The ATM Operational Contingency Group (AOCG) will be convened by the CCC, with a primary responsibility to oversee 24-hour, day-to-day operations under the contingency arrangements and coordinate operational ATS activities throughout the contingency period. The terms of reference of the AOCG will be determined by the CCC. The AOCG will include specialists from the following disciplines:

a) Air Traffic Services;

b) Communication, Navigation, and Surveillance Services;

c) Aeronautical Meteorological Office;

d) Aeronautical Information Services (AIS);

e) Air Traffic Flow Management (ATFM).

*Note: Contact details of the members are provided in Appendix **B**.*

3.8 The AOCG functions shall include:

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a) reviewing and updating the Contingency Plan as necessary;
b) keeping up to date at all times of the contingency situation;
c) organizing contingency teams in each of the specialized areas;
d) keeping in contact with and updating all affected airspace and system users, customers, and other relevant stakeholders;

Note: Annex 11 provides guidelines for coordinating contingency matters with ICAO.

e) exchanging up-to-date information with the adjacent ATS authorities concerned to
coordinate contingency activities;
f) notifying the relevant organizations of the contingency situation in advance and, where necessary, by the most expeditious means available;
g) taking necessary action to issue NOTAMs in accordance with this Plan or as otherwise determined by the contingency situation. Where the contingency situation can be foreseen, the relevant NOTAMs shall be issued 48 hours prior to the event. NOTAM templates are provided in **Appendix C**. The AOCG shall be the designated originator of NOTAMs promulgated under this Contingency Plan.

Plan Testing and Review

3.9 The Plan shall be tested every two years in the form of tabletop exercises and drills, and where necessary, using telephone or web-based conference methods.

3.10 ATC simulation testing of the plan should occur every two years, and whenever required by the Executive Director of "National Civil Aviation Center" SO LLC. The testing activities shall be overseen by the Civil Aviation Authority of Mongolia (CAAM) and organised by "NCAC" SO LLC with the participation of the following entities:

- Air Traffic Services Division of "NCAC" SO LLC
- Communication, Navigation and Surveillance Division of "NCAC" SO LLC
- Flight Information Services Division of "NCAC" SO LLC
- Air Traffic Flow Management Division of "NCAC" SO LLC

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- Aeronautical Meteorological Center
- Airport representatives
- Representatives of air operators
- Air Force Command of the Armed Forces of Mongolia
- National Emergency Management Agency, where necessary.

3.11 A full review of the Plan shall be conducted every four years. Provisions for the review of airspace, ATS route, co-ordination and communications details of the Plan shall be included in relevant ATS airspace, data and facility implementation plans.

3.12 Following the activation of the Contingency Plan, the AOCG shall prepare a report containing an analysis of the implementation and submit it to the Executive Director of "NCAC" SO LLC and the Director General of the Civil Aviation Authority of Mongolia within 30 days after the normal operations are restored. In the event that a test or exercise is conducted, a report on the testing activities shall also be prepared and submitted to the Executive Director of "NCAC" SO LLC and the Director General of the Civil Aviation Authority of Mongolia.

4. CONTINGENCY ROUTE and FLIGHT LEVELS' ALLOCATION SCHEME

4.1 In the event of disruption of ATS provided by Ulaanbaatar ACC, contingency routes shall be established to ensure flight safety and to facilitate limited flight operations adapted to the prevailing conditions. Existing ATS routes shall form the basis of the contingency routes, and a Flight Level Allocation Scheme (FLAS) shall be used to minimize aircraft conflict points and limit the number of simultaneous flights operating under reduced ATS. The contingency route structure for international flights is outlined in Appendix D. In exceptional circumstances, such as hazardous weather phenomena, the AOCG may develop additional contingency routes and promulgate them by NOTAM. Domestic flights and international flights that have not yet departed may be temporarily suspended until a full assessment of the situation has been completed and ATS has been sufficiently restored. The decision to suspend or resume such operations shall be made by the CCC.

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4.2 Aircraft operating flights for more than 7 hours and on special operations (e.g., Search and Rescue (SAR), State aircraft, humanitarian flights, etc.) shall be afforded priority for levels at FL290 and above.

4.3 In the event that all flight operations at Mongolian airports are suspended, the relevant airport authorities shall notify international air operators regarding the resumption of operations and provide flight planning information. International flights receiving such information may be required to file flight plans via domestic routes in order to join international contingency routes.

4.4 International air operators may operate flights avoiding Mongolian airspace by routing west of the Ulaanbaatar FIR via the FIRs of the Russian Federation and the People's Republic of China. The contingency routes to be used in such cases shall be determined by the competent ATS authorities concerned.

5. AIR TRAFFIC MANAGEMENT AND CONTINGENCY PROCEDURES

Reduced ATS And Provision of Flight Information Services (FIS)

5.1 When operating under the Contingency Plan, in situations where ATS cannot be provided, particularly due to communication failure or inability to provide ATS surveillance services, a NOTAM containing the relevant information shall be issued.

ATS Responsibilities

5.2 During the early stages of a contingency event, ATC may be overloaded, and tactical action may be taken to re-clear aircraft on alternative routes not included in this Plan.

5.3 In the event that ATS cannot be provided in the Ulaanbaatar FIR, a NOTAM shall be issued indicating the following:

a) time and date of the beginning of the contingency measures;
b) airspace available for landing and overflying traffic, and airspace to be avoided;
c) details of the facilities and services available or not available and any limits on ATS provision (e.g., ACC, APPROACH, TOWER, and FIS), including an expected date of restoration of services if available;

d) information on the provisions made for alternative services;
e) Applicable ATS routes, AIP-published contingency routes, or tactically defined contingency routes;
f) any special procedures to be followed by neighboring ATS units not covered by this Plan;
g) any special procedures to be followed by pilots; and
h) any other details with respect to the disruption and actions being taken that air operators may find useful.

5.4 NOTAM templates are provided at **Appendix C**

5.5 In the event that the Mongolian International NOTAM Office is unable to promulgate NOTAMs, the Civil Aviation Authority of Mongolia (CAAM) or an authorized organization shall ensure promulgation of the NOTAM through the website www.ais.mn.

Flight plans

5.6 Air operators shall be familiar with the Contingency Plan and the period during which it is activated. When this Contingency Plan is activated, air operators planning flights within the affected area shall be required to plan such flights in accordance with the requirements of the Contingency Plan.

5.7 During the period in which the Contingency Plan is activated, flight plan-related operations shall be conducted in accordance with the requirements specified in Chapter 3 of Annex 2 to the Convention, and Chapter 4 and Appendix 2 of ICAO Doc 4444. However, additional information regarding aircraft operating within the airspace where the Contingency Plan has been activated may be required.

5.8 During the period in which the Contingency Plan is activated, Repetitive Flight Plans (RPL) shall not be accepted. Therefore, air operators shall submit flight plans in accordance with the contingency arrangements set out in the Contingency Plan.

Aircraft Separation

5.9 Aircraft separation criteria, where applicable, will be in accordance with the *Procedures for Air Navigation Services-Air Traffic Management* (PANS-ATM, ICAO Doc 4444) and the *Regional Supplementary Procedures* (ICAO Doc 7030)

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5.10 The minimum longitudinal separation will be 15 minutes. However, this may be reduced to 10 minutes in conjunction with application of the Mach number technique agreed in the appropriate Letter of Agreements or other Contingency Arrangements.

5.11 The lateral separation between contingency routes shall not be less than 100 NM. In cases where the lateral separation between contingency routes is less than 100 NM, including crossing routes, a minimum vertical separation of 1,000 ft shall be applied up to and including FL410, and 2,000 ft above FL410.

Priority for Flight Levels

5.12 Where practicable, priority shall be given under the Flight Levels' Allocation Scheme (FLAS) to aircraft operating flights of 6–7 hours or longer.

Airspace Classifications

5.13 Depending on the degree of disruption, airspace classifications may be changed to reflect the reduced level of services. Changes to airspace classification will be promulgated and notified by NOTAM.

Aircraft position reporting

5.14 The primary means of air-ground communication will be by VHF.

5.15 In the event that normal ATS and ATS communication services cannot be provided within the Ulaanbaatar FIR, Traffic Information Broadcast by Aircraft (TIBA) procedures shall apply. Details of TIBA procedures and communication requirements are contained in Attachment B to Annex 11 to the Convention on International Civil Aviation.

5.16 TIBA frequencies shall be as follows:

- AB /Altai and Bayan sectors/ - 126.3 MHz
- MCE /Muren and Center sectors/ - 135.3 MHz
- GDR /Gobi and Dornod sectors/ - 128.4 MHz

Exclusions

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5.17 During the period in which the Contingency Plan is activated within the Ulaanbaatar FIR, VFR flights, State aircraft flights, and non-scheduled flights shall be prohibited unless otherwise instructed by the AOCG, except for emergency medical flights, search and rescue (SAR) flights, humanitarian flights, and other essential flights authorized by the Director General of the Civil Aviation Authority of Mongolia.

Procedures for ATS Units

5.18 The ATS units providing ATS services will follow their unit emergency operating procedures and activate the appropriate level of contingency procedures in line with the Letter of Agreement. These procedures include the following:

a) Where ATS provided by Ulaanbaatar ACC may be reduced or disrupted by a short-notice contingency event, ATC will inform pilots of the emergency condition and advise if it is likely that the ACC will be evacuated and ATS suspended. In the event of it becoming necessary to evacuate the ACC building, the unit evacuation procedures will be activated, and time permitting, controllers will make an emergency evacuation transmission on the radio frequency in use, providing pilots with alternate means of communication;

b) during the period the contingency procedures are in effect, flight plan and other aircraft movement messages must continue to be transmitted by operators to Ulaanbaatar ACC via the AMHS using normal procedures;

c) on notification by the Director General of Civil Aviation Authority of Mongolia, the ATS authorities operating the ACCs of the adjacent FIRs, specifically Irkutsk, Krasnoyarsk, Novosibirsk, Urumqi, Lanzhou, Beijing, Huhhot, and Hailar ACCs, will activate the contingency procedures in accordance with their respective Letter of Agreement;

d) prior to entry to Ulaanbaatar FIR during contingency operations, prior authorization must be obtained from the Civil Aviation Authority of Mongolia, and flights must comply with the ATC clearance/route, flight level, and communications instructions issued by the ATS authority responsible for the airspace immediately adjacent to the contingency airspace.

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e) Coordination of aircraft boundary estimates and flight levels by the adjacent ATS authority responsible for aircraft entering Ulaanbaatar FIR shall be in accordance with this Plan.

f) the ACC responsible for aircraft entering Ulaanbaatar FIR will instruct pilots to maintain the last flight level assigned and speed (Mach number if applicable) while operating in Ulaanbaatar FIR.

g) the ACC responsible for aircraft entering the Ulaanbaatar FIR will not authorize any change in route, flight level, or speed unless specifically authorized by the ATS unit normally responsible for the affected airspace, or under this Plan.

h) the ACC responsible for aircraft entering Ulaanbaatar FIR will inform aircraft that they must establish contact with the first ATS unit after transiting the Ulaanbaatar FIR, not less than 10 minutes before the estimated time of entry to the next airspace/FIR.

i) aircraft may also choose to avoid Mongolian airspace by flight planning via published ATS routes, or via any alternative contingency ATS routes promulgated by NOTAM issued by the controlling authorities of the adjacent FIRs.

Transition To and From Contingency Operations

5.19 During periods of uncertainty when airspace closures may occur, air operators shall be prepared for possible rerouting during flight and shall be familiar with the contingency routes specified in this Contingency Plan, as well as those that may be promulgated by a State through NOTAM or AIP.

5.20 In the event of an unannounced airspace closure, ATC shall, where practicable, inform all aircraft operating within their area of responsibility that the airspace has been closed and instruct them to await further instructions.

5.21 In the event that an airspace or airport closure has been promulgated, air operators may select alternative routings in accordance with company procedures. ATC shall respond promptly to pilot requests and maintain safety.

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Transfer of control and coordination

5.22 Unless otherwise specified in this Plan or Letter of Agreement, transfer of control and communication should be at the common FIR boundary between ATS units. Unless otherwise specified in this Contingency Plan or in the Letter of Agreement, transfer of control and communication procedures between ATS units shall be conducted over the boundary of FIRs and transfer of control points.

6. PILOTS AND OPERATOR PROCEDURES

Filing of flight plans

6.1 During contingency operations, the flight plan filing requirements specified in the Mongolia AIP shall remain in effect unless otherwise instructed by ATS or where changes to contingency routes or the FLAS have been promulgated by NOTAM.

Overflight approval

6.2 Aircraft operators shall obtain authorization from the Civil Aviation Authority of Mongolia prior to operating flights within Mongolian airspace. During the period in which this Contingency Plan is activated, the ATS authorities of adjacent FIRs shall not be responsible for issuing overflight clearances or coordinating approvals for aircraft operating within the Ulaanbaatar FIR. The operator must ensure any required overflight authorization has been obtained.

CNS Capability

6.3 Flights operating within the Ulaanbaatar FIR shall be equipped with the following minimum communications, navigation, and surveillance capability:

a) VHF Radio Communication Equipment – Two-way communication
b) Pressure-Altitude Reporting Transponder
c) Airborne Collision Avoidance System (ACAS II)
d) Emergency Locator Transmitter (ELT)

Pilot operating procedures

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6.4 Pilots will continue to make or broadcast routine position reports in line with normal ATC reporting procedures.

6.5 Pilots of aircraft operating in Ulaanbaatar FIR during contingency operations shall comply with the following procedures:

a) all aircraft proceeding along the ATS routes established in this Contingency Plan will comply with the instrument flight rules (IFR) and will be assigned a flight level in accordance with the flight level allocation scheme applicable to the route(s) being flown as specified in **Appendix E**;

b) flights shall file flight plans using the contingency routes specified in **Appendix D**, based on the aerodromes of departure and destination.

c) aircraft shall operate as close as possible to the centerline of the assigned contingency route;

d) a continuous communications watch shall be maintained on the specified contingency frequency as specified in **Appendix F**.

e) aircraft position reports and other information as necessary shall be broadcast in accordance with TIBA procedures defined in **Appendix H**;

f) aircraft navigation and anti-collision lights shall be displayed;

except in cases of emergency or when required for flight safety, pilots shall maintain throughout the entire flight within the Ulaanbaatar FIR the last assigned flight level, Mach number, and SSR code. If no SSR code has been assigned, code 2000 shall be used.;

g) aircraft are to reach the flight level last assigned by the responsible ACC at least 10 minutes before entering Ulaanbaatar FIR or as otherwise instructed by the ATC unit acting in accordance with the operational Letter of Agreement or other Contingency Arrangement;

h) pilots are to include in their last position report prior to entering Ulaanbaatar FIR, the estimated time over the entry point of Ulaanbaatar FIR, the estimated time over the transfer of control point, and the estimated time of arrival over the relevant exit point;

i) pilots are to contact the next adjacent ACC as soon as possible, and in any event not less than ten (10) minutes before the estimated time of arrival over the relevant exit point from Ulaanbaatar FIR;

j) pilots are to strictly adhere to the ICAO Traffic Information Broadcasts by Aircraft (TIBA) procedures, reproduced in Appendix X, on the specified VHF and HF frequencies listed in Appendix X. When necessitated by emergency conditions or flight safety requirements, pilots are to transmit blind on these frequencies, their current circumstances and the commencement and completion of any climb and descent or deviation from the cleared contingency route;

k) whenever emergencies and/or flight safety reasons make it impossible to maintain the flight level assigned for transit of Ulaanbaatar FIR, pilots are to climb or descend well to the right of the centerline of the contingency route, and if deviating outside the Ulaanbaatar FIR, to immediately inform the ACC unit responsible for that airspace. Pilots are to broadcast details of any level change including aircraft identification, aircraft position and route, vacated flight level, intended flight level, flight level passed and cruising flight level maintained on 121.5 MHz;

l) pilots are to maintain own longitudinal separation of 15 minutes from preceding aircraft at the same cruising level; and not all operational circumstances can be addressed by this Contingency Plan and pilots are to maintain a high level of alertness when operating in the contingency airspace and take appropriate action to ensure safety of flight.

7 PROCEDURES FOR INTERCEPTION OF AIRCRAFT

Interception of civil aircraft

7.1. Pilots need to be aware that a contingency routing requiring aircraft to operate off normal traffic flows may result in interception by military aircraft. Air operators must therefore be familiar with international intercept procedures contained in ICAO Annex 2 –*Rules of the Air*, paragraph 3.8 and Appendix 2, Sections 2 and 3.

7.2. Pilots are to comply with instructions given by the pilot of the intercepting aircraft. In such circumstances, the pilot of the aircraft being intercepted shall broadcast information on the situation.

7.3. If circumstances lead to the closure of Ulaanbaatar FIR and no contingency routes are available, aircraft will be required to remain clear of Ulaanbaatar FIR. As much warning as possible will be provided by the appropriate ATS authorities in the event of the complete closure of airspace.

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7.4. Pilots shall continuously guard the VHF emergency frequency 121.5 MHz and should operate their transponder at all times during flight, regardless of whether the aircraft is within or outside airspace where secondary surveillance radar (SSR) is used for ATS purposes. Transponders should be set on the last discrete code assigned by ATC or select code 2000 if no code was assigned.

Intercepting signals

7.5. An intercepted aircraft shall immediately take the following actions:

a) interpret and understand the visual signals in accordance with Appendix 1 to Annex 2 to the Convention and comply with the instructions given by the intercepting aircraft;

b) if possible, immediately notify the appropriate ATS unit;

c) make a general call on the emergency frequency 121.5 MHz, giving the call sign and nature of the flight of the intercepted aircraft, and attempt to establish radio communication with the intercepting aircraft or the appropriate intercept control unit; if communication has not been established and if practicable, repeat the call on the emergency frequency 243 MHz;

d) if equipped with an SSR transponder, select and set Mode A Code 7700 unless otherwise instructed by the appropriate ATS unit.

7.6. If any instructions received by radio from any source conflict with the visual signals given by the intercepting aircraft, the intercepted aircraft shall continue to comply with the visual instructions given by the intercepting aircraft and shall immediately request clarification.

7.7. If any instructions received by radio from any source conflict with the radio instructions given by the intercepting aircraft, the intercepted aircraft shall continue to comply with the radio instructions given by the intercepting aircraft and shall immediately request clarification.

7.8. Radio communication during interception — If radio communication is established during interception but communication in a common language is not possible, attempts shall be made to convey instructions, acknowledgement of instructions,

and essential information by using the standardized phrases and pronunciations specified in the table below, with each phrase transmitted twice.

7.9. Phraseologies to be used during the interception

Phraseologies to be used by the interceptor aircraft	Phraseologies to be used by the intercepted aircraft
CALL SIGN KOL SA-IN What is your call sign?	CALL SIGN KOL SA-IN My call sign is (call sign)
FOLLOW FOL-LO Follow me	WILCO VILL-KO Understood Will comply
DESCEND DEE-SEND Descend for landing	CAN NOT KANN NOTT Unable to comply
YOU LAND YOU LAAND Land at this aerodrome	REPEAR REE-PEET Repeat your instruction
PROCEED PRO-SEED You may proceed	AM LOST AM LOST Position unknown MAYDAY MAYDAY I am in distress HI-JACK I have been hijacked LAND LAAND I request to land at (place name) DESCEND DEE-SEND I require descent

8. COMMUNICATION PROCEDURES

Degradation of Communication - Pilot Radio Procedures

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8.1 During contingency operations within the Ulaanbaatar FIR, flight crews shall follow normal radio communication procedures where ATS services are available. Where ATS is limited or disrupted, communications shall be established in accordance with the procedures specified in this Plan or as otherwise promulgated by NOTAM.

8.2 If communication is unexpectedly lost on the primary ATS frequencies, pilots shall use the next applicable frequency in sequence. For example, if communication is lost during an en-route flight, the next frequency to be used shall be the next transfer-of-control frequency. Pilots shall also attempt to re-establish communication on the last frequency on which two-way communication was maintained. If communication with ATC cannot be established, pilots shall continue making position reports on the designated frequency and shall broadcast position reports in accordance with TIBA procedures.

Communication frequencies

8.3 A list of frequencies to be used for the contingency routes and the ATS units providing FIS and air-ground communication monitoring for Ulaanbaatar FIR is detailed at **Appendix F**

9. TRAFFIC INFORMATION BROADCASTS BY AIRCRAFT (TIBA)

Introduction and applicability of broadcasts

9.1. Traffic information broadcasts by aircraft are intended to permit reports and relevant supplementary information of an advisory nature to be transmitted by pilots on a designated VHF radiotelephone (RTF) frequency for the information of pilots of other aircraft in the vicinity.

9.2. TIBAs should be introduced only when necessary and as a temporary measure.

9.3. The broadcast procedures should be applied in designated airspace where:

a) There is a need to supplement collision hazard information provided by air traffic services outside controlled airspace; or

b) There is a temporary disruption of normal air traffic services.

9.4. Such airspaces should be identified by the States responsible for provision of air traffic services within these airspaces, if necessary with the assistance of the appropriate ICAO Regional Office(s), and duly promulgated in aero-nautical information

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publications or NOTAM, together with the VHF RTF frequency, the message formats and the procedures to be used. Where, in the case of 1.3 a), more than one State is involved, the airspace should be designated on the basis of regional air navigation agreements and promulgated in Doc 7030.

9.5. When establishing a designated airspace, dates for the review of its applicability at intervals not exceeding 12 months should be agreed by the appropriate ATS authority.

DETAILS OF BROADCASTS

10. VHF RTF frequency to be used

10.1. The VHF RTF frequency to be used shall be determined and promulgated on a regional basis. However, in the case of temporay disruption occurring in controlled airspace, the States responsible may promulgate, as the VHF RTF frequency to be used within the limits of that airspace, a frequency used normally for the provision of air traffic control service within that airspace.

10.2. Where VHF is used for air-ground communications with ATS, and an aircraft has only two serviceable VHF sets, one shall be tuned to the appropriate ATS frequency and the other to the TIBA frequency.

10.3. Listening watch

A listening watch should be maintained on the TIBA frequency 10 minutes before entering the designated airspace until leaving the airspace. For an aircraft taking off from an aerodrome located within the lateral limits of the designated airspace, listening watch should start as soon as appropriate after take-off and be maintained until the aircraft leaves the airspace.

10.4. Time of broadcasts

A broadcast should be made:

a) 10 minutes before entering the designated airspace or, for a pilot taking off from an aerodrome located within the lateral limits of the designated airspace, as soon as appropriate after take-off;

b) 10 minutes prior to crossing a reporting point;

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c) 10 minutes prior to crossing or joining an ATS route;

d) At 20-minute intervals between distant reporting points;

e) 2 to 5 minutes, where possible, before a change in flight level;

f) at the time of a change in flight level; and

g) at any other time considered necessary by the pilot.

10.5. Forms of broadcast

10.5.1. The broadcasts other than those indicating changes in flight level, i.e., the broadcasts referred to in 2.3 a), b), c) and g), should be in the following form:

ALL STATIONS (necessary to identify a traffic information broadcast)
(call sign)
FLIGHT LEVEL (number) (or CLIMBING* TO FLIGHT LEVEL (number))
(direction)
(ATS ROUTE) (or DIRECT FROM (position) TO (position))
POSITION (position**) AT (time)
ESTIMATING (next reporting point, or the point of crossing or joining a designated route) AT (time)
(call sign)
FLIGHT LEVEL (number) (direction)
Fictitious example:
"ALL STATIONS AIRCHINA 501 FLIGHT LEVEL 340 NORTHWEST BOUND DIRECT FROM NIXAL TO DARNO ESTIMATING CROSSING ROUTE A573 AT THREE ONE AIRCHINA 501 FLIGHT LEVEL 340 NORTH WEST BOUND"

10.5.2. Before a change in flight level, the broadcast (referred to in 2.3 e)) should be in the following form:

ALL STATIONS
(call sign)
(direction)
(ATS route) (or DIRECT FROM (position) TO (position))
LEAVING FLIGHT LEVEL (number) FOR FLIGHT LEVEL (number) AT (position and time)

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10.5.3. Except as provided in 2.4.4, the broadcast at the time of a change in flight level (referred to in 2.3 f) should be in the following form:

ALL STATIONS
(call sign)
(direction)
(ATS route) (or DIRECT FROM (position) TO (position))
LEAVING FLIGHT LEVEL (number) NOW FOR FLIGHT LEVEL (number)
Followed by:
ALL STATIONS
(call sign)
MAINTAINING FLIGHT LEVEL (number)

10.5.4. Broadcasts reporting a temporary flight level change to avoid an imminent collision risk should be in the following form:

ALL STATIONS
(call sign)
LEAVING FLIGHT LEVEL (number) NOW FOR FLIGHT LEVEL (number)
Followed as soon as practicable by:
ALL STATIONS
(call sign)
RETURNING TO FLIGHT LEVEL (number) NOW

10.6. Acknowledgement of the broadcasts

The broadcasts shall be acknowledged unless a potential collision risk is observed.

11. RELATED OPERATING PROCEDURES

11.1. Change of cruising level

11.1.1. Cruising level changes shall not be made within the designated airspace unless considered necessary by pilots to avoid traffic conflicts, for weather avoidance, or for other valid operational reasons.

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11.1.2. When cruising level changes are unavoidable, all available aircraft lighting that would improve the visual detection of the aircraft shall be displayed while changing levels.

11.2. Collision avoidance

If, on receipt of a traffic information broadcast from another aircraft, a pilot decides that immediate action is necessary to avoid an imminent collision risk, and this cannot be achieved in accordance with the right-of-way provisions of Annex 2, the pilot shall:

a) Unless an alternative maneuver appears more appropriate, immediately descend 150 m (500 ft)
b) Display all available aircraft lighting, which would improve the visual detection of the aircraft;
c) As soon as possible, reply to the broadcast advising action being taken;
d) Notify the action taken on the appropriate ATS frequency; and
e) As soon as practicable, resume normal flight level, notifying the action on the appropriate ATS frequency.

Normal reporting procedures

11.3. Normal position reporting procedures should be continued at all times, regardless of any action taken to initiate or acknowledge a traffic information broadcast.

12. AERONAUTICAL SUPPORT SERVICES

Aeronautical information services (AIS)

12.1. An AIS contingency plan will be developed to ensure the continuation of the NOTAM service for Ulaanbaatar FIR in support of contingency operations.

12.2. NOTAM services will be provided by adjacent AIS authorities in accordance with LOAs.

Meteorological Services (MET)

12.3. The National Agency for Meteorology and Environment Monitoring (NAMEM) of Mongolia is the designated meteorological authority within the territory of Mongolia. Aviation Meteorological Center under NAMEM is the provider of meteorological services for civil aviation. In order to comply with the ICAO requirements on aeronautical meteorology specified in Annex 3, Meteorological Service for International

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Air Navigation and the ASIA/PAC Air Navigation Plan – Doc 9673, Aviation Meteorological Center should ensure provision of the following services:

a) aerodrome observations and reports – local MET REPORT and SPECIAL, as well as WMO-coded METAR and SPECI; METAR and SPECI should be provided for all international aerodromes listed in the AOP Table of ASIA/PAC Basic ANP and FASID Table MET 1A;
b) terminal aerodrome forecast - TAF as per the requirements indicated in FASID Table MET 1A;
c) SIGMET for Ulaanbaatar FIR; SIGMET should be issued by the meteorological watch offices (MWO) designated in FASID Table MET 1B – WIII and WAAA;
d) Information for the ATS units (TWR, APP, ACC) as agreed between the meteorological authority and the ATS units concerned;
e) Flight briefing and documentation as per Annex 3, Chapter 9.

12.4. Meteorological services in Mongolia shall continue without interruption in the event of activation of the ATM Contingency Plan. However, where ATS within the Ulaanbaatar FIR has been suspended, difficulties may arise in providing flight crews with timely meteorological information during flight. In such cases, arrangements shall be made to obtain up-to-date meteorological information concerning the Ulaanbaatar FIR through the ATS authorities of adjacent States. In addition, meteorological information (TAF, METAR/SPECI) shall be transmitted through the Message Switch System (MSS) of the National Agency for Meteorology and Environmental Monitoring via the World Meteorological Organization Global Telecommunication System (GTS/WIS 2.0) to the Regional OPMET Data Banks (RODB) in Novosibirsk and Tokyo, and further disseminated to Moscow, Washington, and other international data centres.

13. SEARCH AND RESCUE ALERTING

Notification and Coordination

13.1 The Rescue Coordination Center of "NCAC" SO LLC shall be responsible for the collection, dissemination, notification, and coordination of information relating to aircraft in emergency situations within Mongolian airspace.

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IDD: 976-71-281154

Fax: 976-71-281154

AFTN: ZMUBYCYX

13.2. In accordance with Article 25.2 of the Civil Aviation Law of Mongolia, the State Emergency Commission shall conduct search and rescue (SAR) operations for an aircraft in distress in coordination with the aircraft operator or the competent authority of the State of Registry.

13.3. The following ICAO documents shall be adhered in rescue and coordination;

- Annex 12- Search and Rescue
- International Aeronautical and Maritime Search and Rescue Manual (Doc 9731 3AN/958).

Area of Responsibility

13.4 National Emergency Management Agency shall be responsible for the SAR operations within Ulaanbaatar FIR.

Services

13.5 Search and rescue operations relating to aircraft accidents and survivors shall be conducted jointly by the Rescue Coordination Center of "NCAC" SO LLC, the National Emergency Management Agency units, and other relevant organizations, regardless of passenger nationality.

Search and Rescue Agreement

13.6 Mongolia has concluded SAR operations agreements with the Government of People's Republic of China and the Government of the Russian Federation.

Rules and signals applicable to aircraft

13.7 Procedures for pilots-in-command receiving distress calls or messages are specified in Chapter 5 of Annex 12 to the Convention.

Communication

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13.8 Distress messages disseminated and/or received by ATS units within the Ulaanbaatar FIR shall be relayed according to Annex 10 to the Convention, Volume II, paragraph 5.3. Abbreviations and codes specified at the ICAO Abbreviations and Codes (Doc 8400) shall be used in communication of the SAR operation.

13.9. The ACC and RCC shall maintain continuous watch on frequencies 121.5 MHz and 5680 kHz.

13.10. The Rescue aircraft shall use the call sign "RESCUE" together with additional identification designators (ALFA, BRAVO, CHARLIE, etc.).

13.11. RCC shall be a receiving point from COSPAS/SARSAT.

Signals used in SAR operation

13.12. Search and rescue signals and signs during SAR operation shall be those stated in Annex 12, Paragraph 5.8.

13.13. Contingency workstation shall assist in disseminating INCERFA, ALERFA and DETRESFA related to incidents and accidents occurred in Ulaanbaatar FIR.

13.14. In the event that Ulaanbaatar ACC becomes unavailable, the contingency workstation shall assume responsibility for coordination with the RCC regarding aircraft emergencies and incidents within the Ulaanbaatar FIR. The CNS Division shall take appropriate measures to ensure that SAR information is made available to the RCC.

13.15. If both Ulaanbaatar ACC and the contingency workstation become unavailable, the National Emergency Management Agency shall assume responsibility for coordinating SAR services within the territory of Mongolia.

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APPENDIX A – CONTACT DETAILS OF INTERNATIONAL ORGANIZATIONS

№	Address	Telephone	Fax	AFTN	E-mail
THE RUSSIAN FEDERATION					
1	**Federal Air Transport Agency** Address: 125167, ГСП-3, Moscow, Leningrad Avenue, 37, Pavilion 2.	+7-495-6458555	+7-499-2315535		rusavia@scaa.ru
2	Krasnoyarsk ACC	+7-391-2526714		UNKLZRZX	
3	Novosibirsk ACC	+7-383-3599031 +7-383-3190951		UNNTZRZX UNNTZDZX	
4	Irkutsk ACC	+7-395-2522911	+7-395-2522921	UIIIZRZX	
THE PEOPLE'S REPUBLIC OF CHINA					
5	**Civil Aviation Administration of China, Air Traffic Management Bureau** Address: No.12 Dongsanhuanzhong Road, Chaoyang District, Beijing, The People's Republic of China	TBD	TBD	TBD	webmaster@atmb.net.cn
6	Beijing ACC	+86-10-64593674 +86-10-64593575	+86-10-64305502	ZBAAZRZX, ZBAAZPZX, ZBAAZQZX	
7	Lanzhou ACC	+86-931-8168332 +86-931-8166213 +86-931-8168338 +86-931-2146821	+86-931-8166344	ZLLLZRZX ZBBBZFPM	

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8	Hohhot ACC	+86-471-4951900 +86-471-4941331 +86-471-3383229	+86-471-4941332	ZBHHZRZX; ZBHHZPZX; ZBAAZRZX	
9	Urumqi ACC	+86-991-3809607 +86-991-3806023 +86-991-3809603 +86-991-3802107		ZWUQZQZX; ZBBBZFPM;	
10	Harbin ACC	+86-451-82895680 +86-451-84621874 +86-451-82895720 +86-451-58680334	+86-451-82895252	ZYHBZRZX, ZYHBZXZX, ZBBBZGZX	
ICAO – INTERNATIONAL CIVIL AVIATION ORGANISATION					
12	**ICAO Asia and Pacific Office** Address: ICAO 252/4 Vibhavadi-rangsit Road,Chatuchak, Bangkok 10900, Thailand Mail: P.O. Box 11 Samyaek Lathprao, Bangkok 10901, Thailand	+66-2-537-8189	+66-2-537-8199		apac@icao.int
13	**Asia Pacific Regional Sub-Office (APAC RSO)** Address: 1st floor, C Section, China Service Maison No.9 Erwei Road, Shunyi District, Beijng 100621, the People's Republic of China	+86-10-64557169	+86-106-4557164		hlinling@icao.int

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APPENDIX B – CONTACT DETAILS OF PARTICIPANTS IN THE AIR TRAFFIC MANAGEMENT CONTINGENCY PLAN

№	Organization	Address	Telephone	Fax	E-mail
1	**"National Civil Aviation Center" SOLLC**	21st khoroo, Buyant-Ukhaa Khan-Uul District, Ulaanbaatar, Mongolia	+976-71-285541 +976-71-285122		office@ncac.mn
2	**Air Navigation Services Department**	"Buyant-Ukhaa" International Airport, 21st khoroo, Khan-Uul District, Ulaanbaatar, Mongolia	+976-71-283111	+976-71-282111 +976-70049825	ansd@ncac.mn
3	**Airport services department**	Buyant-Ukhaa Airport, 10th khoroo, Khan-Uul District Ulaanbaatar, Mongolia	+976-71-285500		ncac@ncac.mn
4	**"Chinggis Khaan" International airport, "NUBIA" LLC**	Chinggis Khaan International Airport, Sergelen Soum, Tuv province, Mongolia	+976-71287360		info@nubia-llc.mn
№	**Organization**	**Address**	**Telephone**	**Fax**	**E-mail**
5	**Civil Aviation Authority of Mongolia**	21st khoroo Khan-Uul District, Ulaanbaatar, Mongolia	+976-11-282067 +976-11-285020	+976-71-282111 +976-70049825	ansa@ncac.mn
6	**General Staff of Mongolian Armed Forces**	Chinggis Avenue 51, Bayanzurkh District Ulaanbaatar, Mongolia	+976-51-265614	+976-11-452933	gsmaf@mil.gov.mn
7	**Ministry of Defense**	Chinggis Avenue 51, 7th Building of State Property, Bayanzurkh District, Ulaanbaatar, Mongolia	+976-51-264584	+976-51-264818	info@mod.gov.mn
8	**Ministry of Road and Transport**	Government building#13 Chinggis Avenue 11, Sukhbaatar District,	+976-51-263170 +976-11-312315	+976-11-312315	info@mrt.gov.mn

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		Ulaanbaatar, Mongolia			
9	**National Emergency Management Agency**	Partizan road-6, Sukhbaatar district Ulaanbaatar, Mongolia	+976-51-263581 +976-11-262126		info@nema.gov.mn
10	**General Police Department**	Sambuu Street 18 Chingeltei District, Ulaanbaatar, Mongolia	+976-70111133 +976-70111391 +976-51-264305		info@police.gov.mn
11	**General Intelligence Agency**	Tourist Street -3, Chingeltei District, Ulaanbaatar, Mongolia	+976-51-263017	+976-51-260128	pressinfo@gia.gov.mn
12	**National Agency for Meteorology and Environment Monitoring**	Tourist Street 5, Chingeltei District, Ulaanbaatar, Mongolia	+976-51-264152	+976-11-326611	info@namem.gov.mn

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APPENDIX C – NOTAM TEMPLATES

a) AVOIDANCE OF AIRSPACE

NOTAM.....

DUE TO DISRUPTION OF ATS IN ULAANBAATAR FIR ALL ACFT ARE ADVISED TO AVOID THE FIR.

b) AIRSPACE AVAILABLE LIMITED ATS

NOTAM.....

DUE TO ANTICIPATED DISRUPTION OF ATS IN ULAANBAATAR FIR ALL ACFT ARE ADVISED THAT THERE WILL BE LIMITED ATS. PILOTS MAY EXPIERENCE DLA AND OVERFLIGHTS MAY CONSIDER AVOIDING THE AIRSPACE

c) CONTINGENCY PLAN ACTIVATED

NOTAM.....

DUE TO DISRUPTION OF ATS IN ULAANBAATAR FIR ALL ACFT ARE ADVISED THAT UB FIR CONTINGENCY PLAN FOR ACFT INTENDING TO OVERFLY ULAANBAATAR FIR IS IN EFFECT. FLIGHT PLANNING MUST BE IN ACCORDANCE WITH THE CONTINGENCY ROUTES LISTED AND FL ASSIGNMENT. PILOTS MUST STRICTLY ADHERE TO THE CONTINGENCY PROCEDURES. ONLY APPROVED INTERNATIONAL FLIGHTS ARE PERMITTED TO OVERFLY MONGOLIAN AIRPSACE.

d) NON ADHERENCE TO THE CONTINGENCY PLAN

NOTAM.....

OPERATORS NOT ABLE TO ADHERE TO THE CONTINGENCY PLAN SHALL AVOID ULAANBAATAR FIR.

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e) **RESUME TO NORMAL OPERATION**

NOTAM .....

MONGOLIAN CONTINGENCY – RECOVERY TO NORMAL OPERATIONS

TRANSITION TO NORMAL OPERATIONS IN THE ULAANBAATAR FIR WILL COMMENCE AT [TIME] UTC

ALL FLIGHTS OPERATING IN THE ULAANBAATAR FIR PRIOR TO [TIME] UTC SHALL FILE FLIGHT PLAN AND OPERATE IN ACCORDANCE WITH THE REQUIREMENTS PROMULGATED IN MONGOLIAN AIP.

FLIGHTS PLANNED TO OPERATE IN THE ULAANBAATAR FIR AT OR AFTER [TIME] UTC SHALL FILE FLIGHT PLAN VIA STANDARD NON-CONTINGENCY ATS ROUTES AS PUBLISHED IN MONGOLIAN AIP. LEVEL AND ROUTE RESTRICTIONS MAY BE TACTICALLY APPLIED DURING THE TRANSITION TO NORMAL OPERATIONS. OPERATORS SHOULD CONSIDER THE CARRIAGE OF ADDITIONAL FUEL.

FLIGHTS OPERATING WITHIN THE ULAANBAATAR FIR SHALL NOT SUBMIT IN-FLIGHT RE-FILE OF FLIGHT PLANS OR REQUEST TACTICAL RE-ROUTING TO NORMAL ROUTES OR TRACK SHORTENING, EXCEPT ONLY IN CASES OF EMERGENCY OR DIVERSION FOR LANDING AT AERODROMES OTHER THAN FLIGHT PLANNED.

ATC MAY TACTICALLY OFFER IMPROVED ROUTES OR FLIGHT LEVELS WHERE AVAILABLE.

FLIGHT CREWS SHOULD BE AWARE THAT THERE MAY BE MIXED CONTINGENCY ROUTE/LEVEL AND NON-CONTINGENCY ROUTE/LEVEL OPERATIONS IN THEIR VICINITY DURING THE TRANSITION TO NORMAL OPERATIONS.

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APPENDIX D – INTERNATIONAL FLIGHT ROUTES TO BE USED IN THE EVENT OF AIR TRAFFIC SERVICES DISRUPTION WITHIN MONGOLIAN AIRSPACE

Contingency Routes (CRUB)	ATS Route	Direction	FL Assignment	ACCs	Communication lines
CRUB-1	Y520 SERNA-NONAR-POLHO	Southbound	FL391, FL331	Beijing ACC	VHF 134.25
CRUB-2	Y746 DARNO-BUTIV-UBSUN-BEGVO-LEDED-ANGID-MASMU-ENGUG-NIXAL	Southbound	FL391, FL331	Beijing ACC	VHF134.25
CRUB-3	Y962 MORIT-SADUM-IGOMA-SUNAP-IDVOG-OVMAG-OMDOT-NIGOR	Northbound	FL361, FL301	Krasnoyarsk ACC	VHF133.1
CRUB-4	A575-R372 INTIK-SND-ANIKU-TOROV-UDA-AMUTA	Northbound	FL381, FL341	Irkutsk ACC	VHF134.1

*** Letter of Agreement with adjacent ACC is required.**

1. VSAT Hub-1 in Murun, RCAG-4 (2 pieces for 2 channels), VSAT-Remote for each Munkh-Ulziit, and Sainshand and a VHF set for Munkh-Ulziit.
2. Optic cable line of Murun-Munkh-Ulziit-Sainshand to be fully connected to Unitelecom LLC and Railcom optic cable network.

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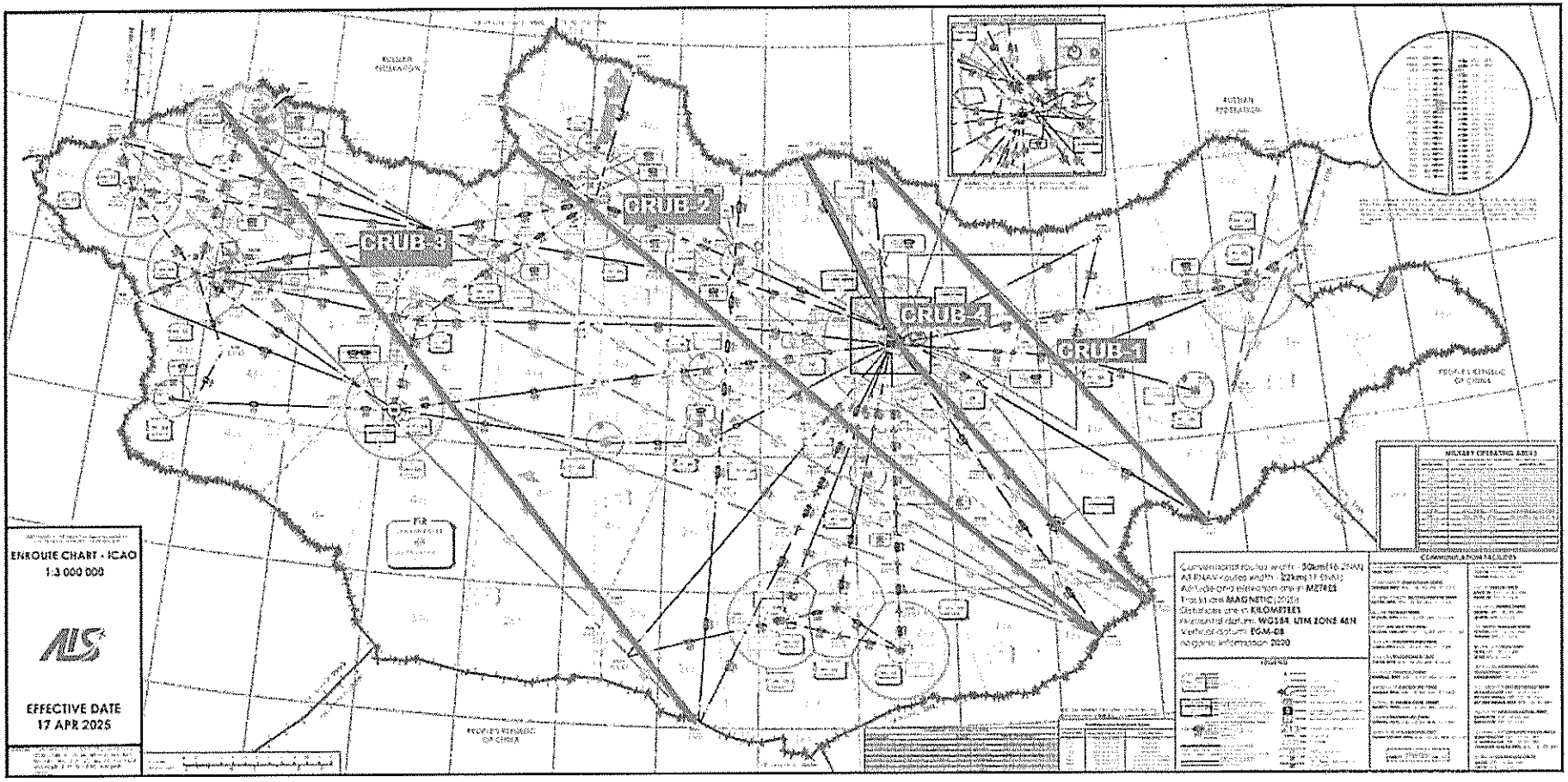
APPENDIX E – CONTINGENCY ROUTE CHART



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APPENDIX F – CONTINGENCY FREQUENCIES

Contingency Routes (CRUB)	ACCs	Direction	Contingency Frequencies and their scope of application
CRUB-001	Ulaanbaatar	Southbound	Y520 VHF135.3 (from SERNA to NONAR) VHF128.3 (from NONAR to POLHO) HF-5680
CRUB-002	Ulaanbaatar	Southbound	Y746 VHF135.3 (from DARNO to ANGID) VHF128.3 (from ANGID to NIXAL) HF-5680
CRUB-003	Ulaanbaatar	Northbound	Y962 VHF128.3 (from MORIT to SADUM) VHF126.3 (from SADUM to NIGOR) HF-5680
CRUB-004	Ulaanbaatar	Northbound	A575-R372 VHF128.3 (from INTIK to ANIKU) VHF135.3 (from ANIKU to AMUTA) HF-5680

Note: Be noted that pilots are to change frequencies over transfer of control points (NONAR, ANGID, SADUM, and ANIKU) between ATC sectors, in accordance with those stated in Appendix F Contingency Frequencies for Control and/or Flight Monitoring.

Орчуулга хянасан: _____ /А.Билгүүн/
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Огноо: 2026 оны 6 сарын 9-ний өдөр