



PART-19

CAA Consolidation

Transition Rules

DESCRIPTION

Part 19 contains rules–

- carrying over regulations and tertiary legislation until new rules are made; and
- regarding use of GPS equipment on IFR operations.

Part 19 also prescribes:

- CAA powers regarding certain aviation documents
- aerodrome meteorological minima and IFR procedures
- security provisions
- miscellaneous personnel licensing requirements.

This document is the current consolidated version of Part 19 produced by the Civil Aviation Authority, and serves as a reference only. It is compiled from the official ordinary rules that have been signed into law by the Minister of Road and Transport. Copies of the official rule and amendments as signed by Minister may be obtained from the Civil Aviation Authority or may be downloaded from the official web site at: www.mcaa.gov.mn

Bulletin

ICAO 29th Assembly Resolution A29-3 of year 1992 urges States to promote global harmonization of national rules.

In order to implement this Resolution, Mongolian Civil Aviation Safety Regulation has been developed based on “Memorandum for Technical Cooperation” between CAA of Mongolia and New Zealand, signed on 6th of May, 1999.

Amendment history

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Note: This Part 19 original issue has been released in English and Mongolian languages, based on NZCAR Part 19 Amend.19.

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Subpart A — General

19.1. Definitions

In this Part, unless the context otherwise requires—

Airport identity card means an airport identity card issued or approved under this Part:

Operational area means any area at an aerodrome where aircraft move or are maneuvered; and includes any area where operational facilities are located or that is designated by signs as an operational area:

Release note means a document that provides evidence that aeronautical products supplied conform to airworthiness standards acceptable to the Director by enabling the products to be traced back through stages of manufacture, distribution, and maintenance.

19.3. Units of measurement

(a) Subject to paragraph (b), the units of measurement used for aeronautical purposes in Mongolia are those specified in the International System of Units as adopted in Annex 5 to the Convention.

(b) Non International System Units adopted by Annex 5 are used in accordance with the following table in Mongolia:

distance	nautical mile	NM
altitude, elevation, and height (when associated with the operation of aircraft)	foot	ft
speed, including wind speed	knot	kt
vertical speed	foot per minute	ft/min

19.5. Civil aviation ensign

(a) Design of Mongolian Civil Aviation Ensign shall be approved by the Director.

(b) The Civil Aviation Ensign of Mongolia shall not be otherwise displayed, except -

- (1) on the Civil Aviation Authority and its related Department's buildings, vehicle and aircraft; and
- (2) on any air navigation facilities maintained and operated by the Civil Aviation Authority; and
- (3) on any aerodrome maintained and operated by the Civil Aviation Authority; and
- (4) on an official letter head and any documents issued by the Civil Aviation Authority; and

- (5) in accordance with the permission of, and subject to such conditions as are specified by the Director in writing.



19.7. Intoxicating liquor and drugs

No crew member while acting in his or her official capacity shall be in a state of intoxication or in a state of health in which his or her capacity so to act would be impaired by reason of his or her having consumed or used any intoxicant, sedative, narcotic, or stimulant drug or preparation.

19.9. Control of access

Any person authorised in accordance with the Part 140 may control or prohibit access to any area or place where the Director considers such action necessary for the purposes of carrying out the functions of the Director under the Act.

19.11. Transfer of aviation documents

- (a) An aviation document shall not be transferable.
- (b) An aviation document that has been transferred shall confer no privileges on the person to whom it is transferred.

19.13. Reserved

19.15. Operation within Mongolia of foreign aircraft

- (a) Subject to the provisions of paragraph (b), no foreign registered aircraft shall be operated within Mongolia for hire or reward, other than on an air transport operation, except with the approval of the Director who may impose such conditions and limitations on the operation of the aircraft as the Director considers necessary in the interests of aviation safety.
- (b) The holder of an approval issued under paragraph (a) shall comply with any conditions or limitations imposed on the approval.
- (c) Nothing in this rule shall apply to an aircraft engaged in an international scheduled or international non-scheduled flight.

Subpart B — General Operating Rules

19.103. Agricultural operators – statistical returns

(a) Each holder of an agricultural aircraft operator certificate shall provide reports to the Director, in accordance with the reporting periods and due dates specified in Table 1, containing the following information:

- (1) the period for which the report is made; and
- (2) the certificate holder's name; and
- (3) the aircraft registration marks; and
- (4) number of loads carried in the report period; and
- (5) the location of each aerodrome used in the report period; and
- (6) for each operation for the dispensing of agricultural chemicals or other substances intended for plant nourishment, soil treatment, propagation of plant life, or pest control—
 - (i) the type of load carried; and
 - (ii) the total weight or quantity of load; and
 - (iii) the estimated total land area treated.

(b) The statistical information required under paragraph (a) shall be provided in writing or an electronic format acceptable to the Director.

Table 1 Reporting periods

Report	Period Covered	Due Date
1st Quarter	01 Jan through 31 March	01 May
2nd Quarter	01 Apr through 30 June	01 Aug
3rd Quarter	01 July through 30 Sep	01 Nov
4th Quarter	01 Oct through 31 Dec	01 Feb

19.105. Pilotless aircraft

[Revoked]

19.107. Reserved

Subpart C — Reserved

Subpart D — IFR Operations: GNSS

19.201. Applicability

- (a) This Subpart prescribes the conditions and requirements for the use of GNSS equipment under IFR.
- (b) The conditions and procedures contained in this Subpart are additional to any other requirements specified in this rule, or other applicable CAR.

19.203. Glossary

The following are explanations of terms relevant to this Subpart:

GPS database: an electronic memory containing information on airports, navigation aids reporting points, Standard Instrument Departures, Standard Instrument Arrivals, instrument approaches, special use airspace and other items of value to the pilot:

GLONASS: Russian segment of GNSS:

GNSS: Global Navigation Satellite System:

GPS: Global Positioning System:

GPS sensor: a single GPS unit used for navigation within a Flight Management System:

NANU: Notice Advisory to NAVSTAR User (GPS NOTAM):

Primary-means navigation system: a navigation system approved for a given operation or phase of flight that must meet accuracy and integrity requirements, but need not meet full availability and continuity of service requirements. Safety is achieved by limiting flights to specific time periods, and through appropriate procedural restrictions:

RAIM (receiver autonomous integrity monitoring): a function whereby the airborne GPS receiver/processor detects a position error that exceeds the GPS position integrity performance requirements of the TSO for that phase of flight. It gives a visual and/or aural warning when appropriate:

RAIM Warning (RAIM not available message): a warning that the integrity of the navigation position solution from GPS satellites may be unreliable:

Sole-means navigation system: a navigation system approved for a given operation or phase of flight that must allow the aircraft to meet, for that operation or phase of flight, all four navigation system performance requirements: accuracy, integrity, availability, and continuity of service:

Supplemental means navigation system: A navigation system that must be used in conjunction with a sole means navigation system.

19.205. Pilot qualification

(a) A pilot-in-command shall not carry out an instrument approach procedure under IFR using a GPS receiver unless they have had certified in their pilot's logbook by a flight examiner that they have satisfactorily demonstrated competency in the use of that make and model of GPS receiver, including any flight management system used for a GPS instrument approach.

(b) A flight examiner shall endorse a pilot's log book for a make and model of GPS receiver or flight management system if the pilot has satisfactorily completed a flight test demonstrating that pilot's knowledge and competency, to a standard acceptable to the Director, using that GPS receiver or flight management system.

19.207. Primary means GPS operations

Each person operating an aircraft under IFR using GPS equipment as a primary means navigation system shall—

- (1) ensure that—
 - (i) the GPS equipment is approved to Level 1 on form CAA 2129; and
 - (ii) the aircraft's form CAA 2129 has been endorsed, approving the GPS equipment for use on the intended IFR operation as a primary means navigation system; and
- (2) operate the GPS equipment in accordance with the aircraft flight manual or aircraft flight manual supplement; and
- (3) ensure, if the aircraft is operating within the Mongolian flight information region, that the aircraft is equipped—
 - (i) for air transport operations, with at least 2 operable sole means navigation systems other than GPS receivers. The sole means navigation systems must be appropriate for the route being flown; and
 - (ii) for operations other than air transport operations, with at least 1 operable sole means navigation system other than GPS receiver. The sole means navigation system must be appropriate for the route being flown; and
- (4) if intending to use a GPS based instrument approach procedure, obtain a RAIM prediction prior to departure for the expected time of arrival at the destination—

- (i) using the onboard GPS receiver; or
 - (ii) from the holder of an air traffic service organisation certificate issued under Part 172; and
- (5) ensure that en-route and terminal navigation is conducted—
- (i) using a GPS database containing data that is current with respect to the current en-route and area charts applicable to the route being flown; and
 - (ii) by cross checking each GPS database selected track and distance between reporting points, for accuracy and reasonableness by reference to current en-route and area charts; and
- (6) ensure all GPS instrument approaches are accomplished in accordance with approved instrument approach procedures using a GPS database containing data that is current with respect to the current published Instrument Approach Chart for the approach procedure being flown; and
- (7) if, when operating in the en-route phase, a RAIM warning has been displayed for more than ten minutes, or the GPS equipment has operated in the DR mode for more than one minute—
- (i) advise the appropriate controlling ATC service; and
 - (ii) verify the aircraft position every 10 minutes using another IFR-approved navigation system; and
- (8) not commence an instrument approach while a RAIM warning is displayed; and
- (9) if an alternate aerodrome is required by 91.405, ensure that—
- (i) the alternate is served by a fully operational radio navigation aid with a promulgated instrument approach procedure based on other than GPS navigation; and
 - (ii) the aircraft is equipped with navigation equipment capable of using that radio navigation aid.

19.209. Sole means GPS operations

(a) A person shall not operate an aircraft under IFR using a sole means navigation system, which uses only GPS sensors, within the Mongolian Flight Information Region.

19.211. Supplemental means GPS operations

(a) No person shall operate an aircraft using a GPS receiver that does not comply with the requirements of rules 19.207(1) for navigation under IFR.

(b) When operating under IFR, a person may only use a GPS receiver that does not comply with the requirements of rules 19.207(1) for providing supplementary information.

19.213. GPS derived distance information

(a) A pilot-in-command of an aircraft operating under IFR using GPS equipment must not use GPS derived distance information if RAIM is unavailable and has been unavailable for the preceding 10 minutes.

(b) The pilot-in-command must, when using GPS derived distance information in a position report, state the distance as a GPS distance relative to a specified reference point that is contained in the GPS database.

(c) The pilot-in-command must, when using GPS derived distance information on an ILS/DME or LOC/DME instrument approach procedure, ensure —

- (1) that the GPS distance information is based on the co-ordinates of the DME that is associated with the current published instrument approach procedure; and
- (2) that current data for the DME co-ordinates is permanently stored in the GPS database.

19.215. Minimum flight altitudes

Notwithstanding the minimum flight altitudes promulgated under this Part, the minimum flight altitude for an aircraft operating under IFR using GPS equipment as a primary means navigation system or sole means navigation system is—

- (1) the altitude assigned by the appropriate ATC unit and included in an ATC clearance; or
- (2) for published routes shown on Enroute charts, AREA charts, or in the table of evaluated but not charted routes contained in the AIP Mongolia, the lowest altitude selected from the IFR table of cruising levels that is at or above the highest of the following:
 - (i) the route minimum safe altitude (MSA):
 - (ii) a limiting minimum crossing altitude:
 - (iii) the upper limit of any volcanic hazard zone, danger area, military operating area, or restricted area that affects the route.

19.217. Flight on unevaluated routes

(a) Subject to paragraph (b), a pilot-in-command of an aircraft operating within the Mongolian FIR under IFR using GPS equipment as a primary means navigation system is permitted random flight routing if operating—

(1) within the designated mountain area, at or above 4200 m (FL 140); or

(2) in any other airspace, at or above 3000 m (FL 100).

(b) A pilot-in-command of an aircraft is only permitted random flight routing within controlled airspace if authorised by ATC.

(c) A pilot-in-command of an aircraft operating under IFR using GPS equipment as a primary means navigation system is permitted random flight routing below 3000 m (FL 100) if—

(1) authorised by ATC; and

(2) ATC continuously radar monitor the flight for adequate terrain clearance.

19.219. Flight plans

(a) A pilot-in-command must only operate an aircraft under IFR using GPS equipment as a primary means navigation system or sole means navigation system if the letter “G” is inserted in the block item 10 on the flight plan.

(b) A person must not enter the letter “G” in the block item 10 on the flight plan unless this Subpart is complied with.

Subpart E — Reserved

Subpart F — Supply Organisation Approvals

Contents are moved to Part 145.

Subpart G — Security

19.353. Restrictions relating to persons and aircraft subject to security control

Except when authorised by the Director under rule 91.9 a person must not deliver any of the following items to a person who has been subject to security control, or place any of the following items in a location that is accessible to any person on board an aircraft that has been subject to security control:

- (1) a firearm:
- (2) a dangerous or offensive weapon or instrument of any kind whatsoever:
- (3) ammunition:
- (4) an explosive substance or device, or an injurious substance or device of any kind whatsoever that could be used to endanger the safety of the aircraft or of the persons on board.

19.355. Prohibitions

No person shall, without lawful authority, —

- (1) leave open or insecure or otherwise uncontrolled any door, gate, or other barrier provided at any aerodrome to control access to any security area, security enhanced area, or operational area; or
- (2) deposit, park, or leave adjacent to or on any fence, barrier, or other thing being used to prevent unauthorised access to any security area, security enhanced area, or operational area any article that is capable of facilitating the evasion of control measures.

19.357. Airport identity cards

(a) The Director may issue or approve an airport identity card or other identity document in accordance with this rule if—

- (1) the Director has, in accordance with the Act, made a favourable security check determination of the person who has applied for the card or document; or
- (2) the Director has decided that the person has undergone an alternative security check that is acceptable to the Director.

(b) Subject to paragraphs (c) and (g), no person shall enter or remain in any security area or security enhanced area of any designated aerodrome or designated installation, unless that person—

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- (1) wears an airport identity card legible on the front of his or her outer garment;
or
 - (2) has in his or her possession another identity document or other identity documents for the time being authorised under paragraph (a).
- (c) Where the Director considers it desirable that the name of the holder of an airport identity card be not disclosed, the Director may approve the wearing of an identity card from which the holder's name has been deleted.
- (d) A person who is authorised by this rule to enter a security area or security enhanced area shall remain in that area only for the purposes of his or her duties.
- (e) If required to do so by an authorised person, any person entering or in a security area or security enhanced area shall produce for inspection his or her airport identity card or other identity documents for the time being authorised under paragraph (a).
- (f) If the holder of an airport identity card ceases to be employed in a position for which the card is required, or for any other reason ceases to be entitled to hold the card, the holder shall forthwith return the card to the issuing authority.
- (g) Nothing in paragraph (b) shall apply to—
- (1) any member of the crew of an aircraft engaged in an international service who wears on his or her outer garment an official identity card issued by his or her employer or the government of the state in which he or she permanently resides; or
 - (2) any official of a Mongolian government agency who is required, by reason of his or her official duties, to remain incognito; or
 - (3) any passenger who enters or leaves a security area or security enhanced area for the purpose of joining or leaving a flight, if he or she is in possession of a valid boarding pass for that flight or is being escorted by a crew member or a representative of the operator; or
 - (4) any pilot-in-command of an aircraft on private operations who enters or is within a security area or security enhanced area for the purpose of embarking, disembarking, or servicing the aircraft, if the pilot has in his or her possession a valid pilot licence, or any person being escorted by the pilot.
- (h) The security checks referred to in 19.357(a)(1) and (2) are not required if the person making an application for an identity card is issued with a temporary identity card approved by the Director that entitles the person to enter and remain in a security area or security enhanced area when escorted by a person issued with an airport identity card in accordance with the security check process referred to in 19.357(a)(1) and (2).

19.359. Travel by passengers subject to judicial or administrative procedures

- (a) Where a Mongolian, or a foreign government agency requires a person who is subject to judicial or administrative procedures to travel on an aircraft performing an air operation, whether or not that person is to travel under escort, it shall inform the operator of the circumstances of the proposed travel.
- (b) If the operator agrees to allow such travel to proceed it shall—
- (1) impose any conditions that it considers are necessary for the safety of the flight and that are authorised by the security program approved under Part 119 or Part 129; and
 - (2) notify the pilot-in-command.
- (c) The agency concerned shall comply with all such conditions.

Subpart I — Personnel**19.401. Re-examination of maintenance personnel licences**

The Director may re-examine the holder of any license, certificate, or rating issued under Part 66 if he considers that action necessary to establish the holder's competency. As a result of any such re-examination the Director may vary or cancel the license, certificate, or rating if he thinks fit.

19.403. Air traffic controller's duty time limitation

The Director may prescribe duty time limitations in respect of the length of time which may be spent on duty by air traffic controllers having regard to:

- (1) The type of operating position; and
- (2) The time of day in which the duty is carried out; and
- (3) The location, usual density of air traffic, or other factors affecting the degree of mental concentration required by the controller.

19.405. Test pilots

A person must not act as a test pilot for the purpose of testing a prototype aircraft or carrying out experimental flying in an aircraft, unless—

- (1) the person holds a valid pilot licence or validation permit issued in accordance with Part 61 and is approved by the Director to act as a test pilot for the type of prototype testing or experimental flying that is being undertaken; or

- (2) the aircraft is a microlight, and the person is authorised by a microlight organisation for the purpose if the organisation's Part 149 certificate authorises the holder to approve a test pilot for the type of prototype testing or experimental flying that is being undertaken; or
- (3) the aircraft is a glider, and the person is authorised by a gliding organisation for the purpose if the organisation's Part 149 certificate authorises the holder to approve a test pilot for the type of prototype testing or experimental flying that is being undertaken.

19.407. Reserved

19.409. Glider personnel

(a) The eligibility and currency requirements to hold the following qualifications, and the privileges and limitations on those qualifications, are those specified in CAR:

- (1) student glider:
- (2) qualified glider pilot:
- (3) additional launch endorsements:
- (4) authority to carry passengers:
- (5) category C glider instructor:
- (6) category B glider instructor:
- (7) category A glider instructor:
- (8) additional launch instruction endorsements:
- (9) authority to give instruments flight instruction:
- (10) authority to fly IFR.

(b) The knowledge and ability requirements to hold the following glider engineer qualifications, and the privileges and limitations on those qualifications, are those specified in CAR:

- (1) class 2 approval:
- (2) class 3 approval, with subdivisions W, M, and P:
- (3) class 4 approval, with subdivisions W, M, and P:
- (4) C rating:
- (5) S rating:
- (6) R rating:
- (7) E rating, with subdivisions E2, E3, and E4.

19.411. Hang glider and paraglider personnel

The eligibility and currency requirements to hold the following qualifications, and the privileges and limitations on those qualifications, are those specified in CAR:

- (1) beginner rating:
- (2) novice rating:
- (3) intermediate rating:
- (4) advanced rating:
- (5) paraglider 1 rating:
- (6) paraglider 2 rating:
- (7) paraglider 3 rating:
- (8) paraglider instructor rating:
- (9) paraglider passenger rating:
- (10) hang glider instructor rating class 1:
- (11) hang glider instructor rating class 2:
- (12) special skills clearances.

19.413. Microlight personnel

The eligibility and currency requirements to hold the following qualifications, and the privileges and limitations on those qualifications, are those specified in CAR:

- (1) novice pilot certificate:
- (2) novice pilot ratings, group A, B, C:
- (3) intermediate pilot certificate:
- (4) intermediate pilot ratings group A, B, C:
- (5) advanced pilot certificate:
- (6) advanced pilot ratings group A, B, C:
- (7) microlight flying instructor certificate (provisional):
- (8) microlight flying instructor:
- (9) microlight flying instructor ratings group A, B, C:
- (10) authorised testing officer.

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