

AIP

AERONAUTICAL INFORMATION PUBLICATION

REPÚBLICA DEMOCRÁTICA DE TIMOR-LESTE

PART 3

AERODROMES (AD)

PART 3 – AERODROMES (AD)

AD 0.

- AD 0.1** **PREFACE – Not applicable**
- AD 0.2** **RECORD OF AIP AMENDMENTS – Not applicable**
- AD 0.3** **RECORD OF AIP SUPPLEMENTS – Not applicable**
- AD 0.4** **CHECKLIST OF AIP PAGES – Not applicable**
- AD 0.5** **LIST OF HAND AMENDMENTS TO THE AIP – Not applicable**

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AD 1 – AERODROMES/HELIPORTS – INTRODUCTION

AD1.1 AERODROME/HELIPORT AVAILABILITY

1. General conditions under which aerodromes/heliports and associated facilities are available for use

1. *General*

1.1 The Timor Leste government owns all aerodromes including in the Oecussi enclave and the Dili Heliport. Aerodromes/heliport operating hours are restricted to daylight hours as published.

1.2 The CAD operates Aeroporto Internacional Presidente Nicolau Lobato (Dili International aerodrome).

1.3 Aeroporto Internacional Presidente Nicolau Lobato and Baucau/Cakung aerodromes are designated as international aerodromes. However, Aeroporto Internacional Presidente Nicolau Lobato presently is the only aerodrome authorized by CAD for regular commercial operations on a charter basis.

1.4 Operators intending to operate international flights to Baucau aerodrome, including flights in support of UNMIT or others, must obtain prior approval from the CAD, which will consider requests on a case-by-case basis. Operators must conduct operations in accordance with the approved slot time and, are responsible to make their own arrangements with and obtain prior approval of the relevant Timor Leste border control agencies.

1.5 A number of airstrips and helicopter landing sites exist throughout Timor Leste but these have not been assessed as suitable for civil aircraft operations.

1.6 Due to lack of taxiways at the aerodromes pilots after landing are required to backtrack and taxi on the runway to

proceed to aprons and, likewise to position for takeoff.

1.7 No visual signals are available at the aerodromes.

1.8 No friction measuring devices are available for measuring runway surface friction.

1.9 Timor Leste has high and rugged terrain. High terrain and obstructions exist close to the aerodromes. Most obstructions are unmarked or unlit. Pilots must exercise caution especially when conducting circling approaches or operating in low visibility conditions. Details of known obstructions are provided under AD 2.10 respectively for the listed aerodromes under Section AD 2.

1.10 Aerodrome operating minima are not established. Operators shall establish aerodrome operating minima for each of the aerodromes to which they operate into in accordance with the provisions of Annex 6, Part 1.

2. Landings made at other than Dili aerodrome.

2.1 If a landing is made other than Dili aerodrome or a designated alternate aerodrome, the pilot-in-command shall report the landing as soon as practicable to the immigration, customs and health authorities. This notification may be through any available communication facility.

2.2 The pilot-in-command shall ensure that:

- a) if permission has not been granted to the aircraft at the previous landing, contact between passengers/crew and other persons is avoided;

- b) cargo, baggage and mail are not removed from the aircraft.

3. *Traffic of persons and vehicles on aerodromes.*

3.1 *Demarcation of Zones*

3.1.1 The grounds at aerodromes are divided into two zones as follows:

- a) public zone comprising that part of the aerodrome opened to public; and
- b) restricted zone comprising the rest of the aerodrome.

3.2 *Movement of Persons*

3.2.1 Access to the restricted zone is authorized in accordance with aviation regulations and rules/conditions laid down by the aerodrome authority.

3.3 *Movement of Vehicles*

3.3.1 Movement of vehicles in the restricted zone is strictly confined to vehicles driven or used by persons issued with a special permit. Persons so authorized must respect traffic direction, traffic signs and speed limits.

4. *Security and Policing*

4.1 Security, care and protection of aircraft, vehicles, equipment and goods at aerodromes are not the responsibility of the State or of the aerodrome operator and they cannot be held responsible for any loss or damage.

2. **Application of ICAO documents**

2.1 The provisions of Annex 14 are complied with to the extent possible.

3. **Operations outside of published hours (Night Operations)**

3.1 *General*

3.1.1 Night operations generally are not permitted at the aerodromes. However, the CAD may permit night operations for emergency purposes only, such as for urgent medical evacuation or mercy flights, and training flights at Aeroporto Internacional Presidente Nicolau Lobato.

3.1.2 Night operations where permitted are undertaken at the sole discretion of the operator and the CAD shall not be held liable for any incident or accident arising from such operations.

3.2 *Emergency/Mercy Flights*

3.2.1 Operators intending to conduct emergency night operations should give as much prior notification as possible to CAD of their intentions including stating any requirement for air traffic control and aerodrome services and, obtain approval.

3.2.2 When circumstances do not permit prior notification to CAD, operators shall notify Dili aerodrome authority the following day of any emergency flight operations including positioning flights conducted the previous night.

3.2.3 Operators/pilots shall comply with the following requirements as appropriate with respect to airways clearance for departing international flights when arrangements have not been made for local air traffic services:

- a) Contact Brisbane Radio on HF before departure providing flight details and obtain airways clearance; or
- b) Contact Ujung Pandang ATSU on telephone number +62 411 553053 or +62 411 4813225 for airways clearance to enter Ujung Pandang FIR before departure.

3.2.4 Pilot-activated AGL system is described in WPDL AD2.14 under AD2 – Aerodromes.

3.2.5 Operators/pilots shall comply as appropriate with the regulations of the State of the Operator when conducting emergency night operations at Dili aerodrome. The pilot-in-command should preferably have previous experience in daytime operations into Dili aerodrome and be familiar with the routes and terrain conditions. Additionally, the following must be complied with:

- a) flights shall be flown under IFR;
- b) ICAO requirements for lowest safe altitudes;
- c) adequate fuel for diversion purposes;
- d) runway inspection prior to take-off and landing; and
- e) arrangements with the border control agencies for approval.

3.2.6 Operators and/or pilots-in-command are responsible to assess and ensure that each emergency night operation can be conducted in a safe manner. See ENR 10.1.1.

3.3 *Night Training*

3.3.1 CAD may approve night training flights in the Dili CTR/aerodrome to enable flight crew to maintain their proficiency. Operators wishing to conduct night training shall make a request to CAD and comply with all conditions stated in the approval.

4. Parking Space

4.1 Aircraft parking space at aerodromes is limited. Overnight parking at Aeroporto Internacional Presidente Nicolau Lobato is subject to specific approval from CAD. Requests for overnight parking shall be included in the request for flight approval.

4.2 Aircraft parking stand on main apron "D" at International Airport Presidente Nicolau Lobato Comoro Dili has been marked, with details as follow :

- a. Parking, stand D1 D2 D3 D4 and D5 available for B732, C130, F28, F50, F100, E120, SW4 and C212. Heading south/ nose in.
- b. Parking stand position D6, D7, D8 and D9 available only for Helicopter and another general aircraft. All aircraft before parking follow the marshaller instruction.

5. Closure of Aerodromes

5.1 Aerodromes will be closed under the following conditions:

- a) whenever the landing area is unfit or is unsafe; or
- b) at such other times as notified by NOTAM.

5.2 Aerodromes will not be closed because of adverse weather conditions or unavailability of essential services. The pilot-in-command is responsible to decide whether to take-off or land during adverse weather conditions or when advised of unavailability of services.

5.3 Aircraft experiencing an emergency will be permitted to land regardless whether the aerodrome is closed or conditions are unsafe. When ATC is operating the pilot will be advised if conditions are unsafe. Outside of ATC operating hours the pilot will receive no advice

AD1.2 RESCUE AND FIRE FIGHTING SERVICES

1.1 Information on Rescue and Fire Fighting Services is given on the relevant page for each aerodrome under AD 2.

1.2 No facilities are available for removal of disabled aircraft.

AD1.3 INDEX TO AERODROMES

Aerodrome/heliport name and Location Indicator	Type of traffic permitted to use aerodrome/heliport			Reference to AD Section and remarks
	International (INTL) National (NTL)	IFR-VFR	S = Scheduled NS = Non- Schedules P = Private	
1	2	3	4	5
Aerodromes				
Baucau/Cakung (WPEC)	INTL -NTL	VFR	NS & P	Unattended landing permission ground PPR from CAD
Dili/Presidente Nicolau Lobato (WPDL)	INTL -NTL	IFR - VFR	S, NS & P	AD – 2 WPDL
Suai (WPDB)	NTL	VFR	NS & P	Unattended landing ground

AD 1.4 GROUPING OF AERODROMES

Aerodromes are grouped as follows:

1. Primary/major international aerodrome

1.1 The aerodrome of entry and departure for international air traffic where all formalities concerning customs, health, immigration, animal and plant quarantine and similar procedures are carried out and where air traffic services are available during published hours of operation.

2. Secondary/other international aerodrome

2.1 Another aerodrome available for entry and departure of international air traffic where air traffic services and the formalities concerning customs, health, immigration, animal and plant quarantine and similar procedures are made available on a restricted basis only to flights with prior approval.

3. National aerodrome

3.1 An aerodrome available only for domestic air traffic where civil air traffic are permitted under conditions specified by CAD.

AD 1.5 AERODROME HANDLING SERVICE PROVIDERS

1.1 Contact details of aircraft fuel and ground handling service providers at Aeroporto Internacional Presidente Nicolau Lobato are listed below for the convenience of operators and pilots.

1.2 Reference herein to services or the use of any firm or corporation name is for the information and convenience of aircraft operators and pilots only and in no manner constitutes an endorsement or recommendation by the CAD.

Aviation Fuel/Oil:

STARS TL (LDA)

Tel: +670 3322 588
Mobile: +670 723 1420
Fax: +670 3321 060
E-mail: sanches.florencio@st-airport.com

PERTAMINA

Tel: +670 3321 760
Mobile: +670 724 0294
Fax: +670 3323 465
E-mail:
deckycb@pertamina_dili.com

Ground Handling:

SDV

Tel: +670 3322 818
Mobile: +670 723 0516 (H24)
Fax: +670 3324 077
E-mail: sdvdil@sdv.com

S.T.A.T

Tel: +670 3310 919
Fax: +670 3310 917
E-mail: stat_jb@yahoo.com
E-mail: statdil@yahoo.com

AD 2. AERODROMES

WPDL AD 2.1 AERODROME LOCATION INDICATOR AND NAME

WPDL – DILI/PRESIDENTE NICOLAU LOBATO
International-Domestic

WPDL AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1. ARP coordinates and site at AD	S08° 32' 47.1" E125° 31' 29.4". Rwy center.
2. Direction and distance from Dili city	6.2Km west of Dili city
3. Elevation/reference temperature	25ft/33.8° Celsius
4. Geoid undulation at AD ELEV position	Not available
5 MAG Variation/Annual change	3° E/Not available
6 AD Administration and contact details	Civil Aviation Division Ministry of Infrastructure Dili, Timor Leste Tel: +670 3317 110 Fax: +670 3371 111 WPDLYDYX Mon-Fri: 2300-0800 excluding public holidays
6. Types of traffic permitted	IFR/VFR
7. Remarks	AD Reference Code 3C

WPDL AD 2.3 OPERATIONAL HOURS

1. AD administration	Daily 2130-0900Z
2. Customs and Immigration	Daily 2130-0900Z
3. Health and sanitation	Yes sanitation. Nil health
4. AIS Briefing Office	Nil
5. ATS reporting office	2130-0900Z
6. MET briefing office	Nil
7. ATS	2130-0900Z
8. Fuelling	Prior arrangement with STARS TL and Pertamina
9. Handling	Prior arrangement with SDV and STAT.
10. Security	H24
11. De-icing	Nil
12. Remarks	Services outside ops hours available on request. PPR for emergency night operations.

WPDL AD 2.4 HANDLING SERVICES AND FACILITIES

1. Cargo handling facilities	By arrangement with SDV and STAT.
2. Fuel/Oil Types	JetA1/F34 and Avgas.
3. Fuelling facilities and capacity	Bowers.
4. De-icing	Nil
5. Hanger service available for visiting acft.	Nil
6. Repair facilities for visiting acft.	Nil
7. Remarks	See AD 1.5

WPDL AD 2.5 PASSENGER FACILITIES

1. Hotels	Near the AD and in Dili city
2. Restaurants	Cafeteria in terminal bldg. Restaurants in city
3. Transportation	Taxi services available
4. Medical	General Hospital about 8Km in city
5. Bank and Post office	Bank in terminal bldg (AD hours) and in city. Post Office in city
6. Tourist office	In city
7. Remarks	Nil

WPDL AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1. AD Category for firefighting	CAT 5 Trained personnel: 17 Personnel per shift: 7
2. Rescue Equipment	2 x Ultra Large Foam Tenders, 1 Ambulance and basic aircraft cutting equipment.
3. Capability for removal of disabled aircraft	Nil
4. Remarks	AD Opr. hours

WPDL AD 2.7 SEASONAL AVAILABILITY

Not applicable

WPDL AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATION DATA

1. Apron Surface and strength	Apron D (Main apron) 215 x 87 m. Surface: Asphalt. PCN: 32/F/B/X/U. Capacity limited. Aprons A, B & C generally for UN aircraft.
2. Width, Surface and strength of taxiway	Single central taxiway 110m x 23m connects runway to Apron D. Surface: Asphalt. PCN: 32/F/B/X/U. Aprons A, B & C connected to runway via connecting taxiways.

3. Altimeter location and elevation check point	Nil
4. VOR/DME Check point	Holding Position taxiway D.
5. INS Check point	Nil
6. Remarks	PPR from AD Ops for engine tests at aprons.

WPDL AD 2.9 SURFACE MOVEMENT GUIDANCE, CONTROL SYSTEMS AND MARKINGS

1. Aircraft stand ID signs and visual docking & parking guidance system of aircraft stands	Nil stands and guidance systems
2. RWY and TWY markings and LGT	RWY: Designation, THR, TDZ, Aiming Point, centerline, runway edge and end marked. Runway edge and end lighted. TWY: Centre line marked. Taxiway Delta holding position marked and lighted.
3. Stop bars	Nil
4. Remarks	Nil

WPDL AD 2.10 AERODROME OBSTACLES

1. Terrain	High terrain to south encroaches into both approaches. Nil hazard or obstruction lights.
2. ICAO Annex 14 Surfaces	Transition, Inner Horizontal and Conical surfaces infringed by vegetation and terrain. Nil obstruction lighting installed.

WPDL AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1. Associated MET office	Nil
2. Hours of service	Nil
3. Office responsible for TAF preparation	ARFOR/TAF available from Darwin MET services.
4. Trend forecast	Nil
5. Briefing provided	Nil
6. Flight Documentation/Language	Nil
7. Charts, etc. for briefing	Nil
8. Supplementary equipment available for briefing	Nil
9. ATS units provided with information	Nil. Comoro ATC obtains AD QNH, wind, temp and cloud information from MET sensors
10. Additional information	Nil

WPDL AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

WPDL AD 2.12 Runway Physical Characteristics			
1. Designation	08/26	7. Slope	0.1%
2. Bearing	073°/253° Mag.	8. Stopway	Nil
3. Dimension	1850m x 30m	9. Clearway	Nil
4. PCN	32/F/B/X/U. Asphalt	10. Flight Strip	1970m x 150m
5. THR Coords	THR 08: S08°32' 53.7" E125°31' 01.1" THR 26: S08° 32' 40.5" E125° 31' 57.7"	11. Obs. Zone	Nil
6. THR elev.	THR 08/26: 17/25ft		
12. Remarks	Aircraft with MTOW greater than 7,000Kg must roll to runway end after landing and backtrack to prevent damage to runway surface.		

WPDL AD 2.13 DECLARED DISTANCES

	TORA	TODA	ASDA	LDA
1. Rwy 08	1850	1850	1850	1790 (*1)
2. Rwy 26	1790 (*2)	1850	1850	1790 (*2)
3. Remarks	(*1) Rwy 08 THR displaced 60m permanently. (*2) Declared Distance reduced due to no RESA at Rwy 08.			

WPDL AD 2.14 APPROACH AND RUNWAY LIGHTING

1. Runway designator	08/26
2. Approach lights	Nil
3. THR lights	Green. Rwy 08 THR lights displaced 60m.
4. VASI	PAPI 3° Glide slope.
5. TDZ lighting	Nil
6. Rwy centerline lights	Nil
7. Rwy Edge lights	White, low intensity, omni-directional, variable brilliance.
8. Rwy end light & Wing bars	Red Rwy end lights. Nil wing bars
9. Stopway lights	Nil stopway
10. Remarks	Pilot Activated Lighting (PAL) control of AGL for emergency only night ops available. Pilot to activate lights 10 mins before landing/take-off by transmitting on frequency 125.5MHz. Lights will remain on for 45 mins. Two red lights mounted on control tower roof will flash to indicate remaining 10 mins.

WPDL AD 2.15 OTHER LIGHTING AND SECONDARY POWER SUPPLY

1. ABN/IBN location, characteristics and hours of operation	ABN located on control tower roof. Flashing Green/White. Nil ident. ATC hours.
2. LDI location Anemometer location	Located left of THR Rwy 08. Unlit 50m NW of control tower. Unlit.
3. Taxiway edge and centerline lights	Yes, taxiway Delta. Nil centerline lights.
4. Taxiway holding position light	Yes, taxiway Delta
5. Apron	Flood lights in Apron D.
6. Secondary power supply/switch-over time	Available for all lighting to AD. Switchover time within 60 seconds. ATS/Navaid systems supported by UPS.

WPDL AD 2.16 HELICOPTER LANDING AREA

Nil. Four landing pads are located south of Runway 08 THR. See AD 2.20.

WPDL AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

1. Designation and lateral limits	Dili Control Zone(CTR).and lateral limit : a. Arc radius 25NM centered on DIL VOR/DME from Radial 265 northwards to Radial 080 b. Arc radius 15NM centered on DIL VOR/DME from Radial 081southwards to Radial 264.
2. Vertical limits	Surface level to 11,000ft amsl.
3. Airspace classification	Class C
4. ATS unit callsign and language	Comoro Approach/Comoro Ground. English
5. Transition altitude	11,000ft
6. Remarks	Nil

WPDL AD 2.18 ATS COMMUNICATIONS FACILITIES

1. Service designation	Combined Aerodrome/Approach control. Surface Movement Control.
2. Callsigns	"Comoro Approach" and "Comoro Ground"
3. Frequencies	122.9MHz (AD/APP), 133.9MHz (SMC)
4. Hours of operation	Daily 2130-0945

5. Remarks	High terrain restricts two-way VHF communications between ATC and aircraft operating at low levels in the Dili CTR southern sector. Pilots operating within or approaching the CTR from the southern sector should transmit blind their position, altitude and intention if unable to establish two-way communications to avoid traffic conflict. Signaling lights available at Dili TWR.
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WPDL AD 2.19 RADIO NAVIGATIONAL AND LANDING AIDS

1. Type	NDB*	DVOR/DME**
2. Identification	"KO".	"DIL"
3. Frequencies	391KHz.	113.4MHz/Ch 81X
4. Hours of operation	H24	H24
5. Coordinates	S08 33.1 E125 31.2	S08 32.6 E125 31.7
6. Remarks	<p>*NDB: Severe needle fluctuations may occur within minor arc bearing 120° to 230° below FL150, along bearings over islands to the north especially bearing 297° between 25NM and 35NM. Excessive needle fluctuations may be experienced along bearing 084° from overhead KO NDB to BACAU Waypoint and along bearing 257° from overhead to waypoint 'OTORA'. Holding pattern not to be used.</p> <p>**DVOR/DME: Limited coverage over terrain in southern sector.</p>	

WPDL AD 2.20 LOCAL TRAFFIC REGULATIONS

1. AD Circuit	Left hand circuit for 08. Right hand circuit for Rwy 26.
2. Helicopters	Helicopters must use runway for take-off and landing and shall ground taxi to/from aprons.
3. Parking in Apron D	See AD 1.1-3 Para 4.

WPDL AD 2.21 NOISE ABATEMENT PROCEDURES

Nil

WPDL AD 2.22 FLIGHT PROCEDURES

1. Flight Plans	All flights operating within Dili CTR require flight plans unless exempted by ATC.
2. Radio Communications Failure	See GEN 3.4.5.
3. Helicopters	Helicopters shall route via Helicopter Reporting Points.

WPDL AD 2.23 ADDITIONAL INFORMATION

Nil.

WPDL AD 2.24 RELATED CHARTS

1. Aerodrome Chart-ICAO	Page WPDL AD 2-8
2. Aerodrome Obstacle Chart – ICAO Type A	Page WPDL AD 2-9
3. Area Chart-ICAO- Dili CTR	Page WPDL AD 2-10
4. Instrument Approach Chart- ICAO NDB Rwy 08/26	Page WPDL AD 2-11
5. Instrument Approach Chart- ICAO VOR Rwy 08/26	Page WPDL AD 2-12
6. Instrument Approach Chart- ICAO VOR/DME Rwy 08/26	Page WPDL AD 2-13

AERODROME CHART - ICAO
08°32'47.1"S ELEV 25FT
125°31'29.4"E

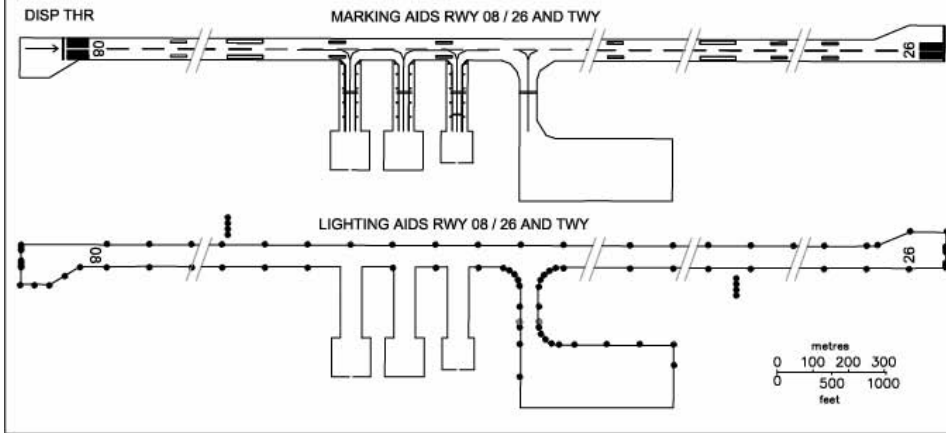
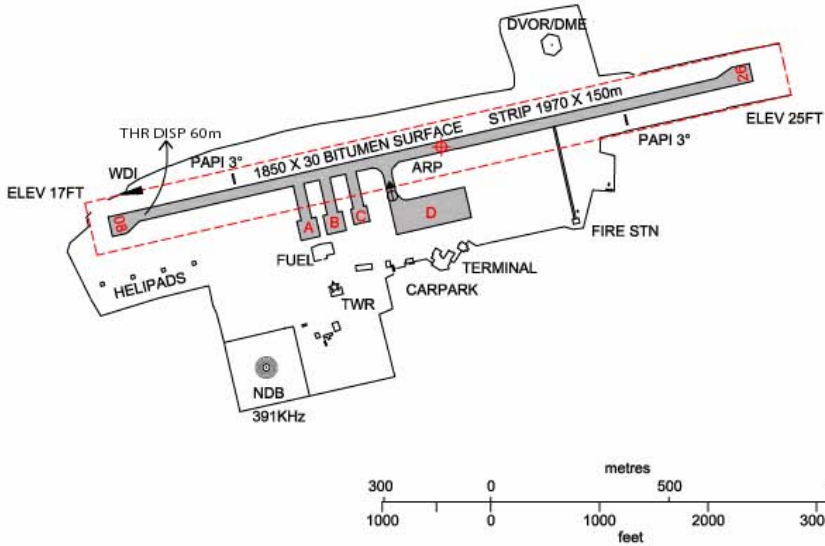
SMC 133.9
APP/Twr 122.9

DILI
PRES. NICOLAU LOBATO

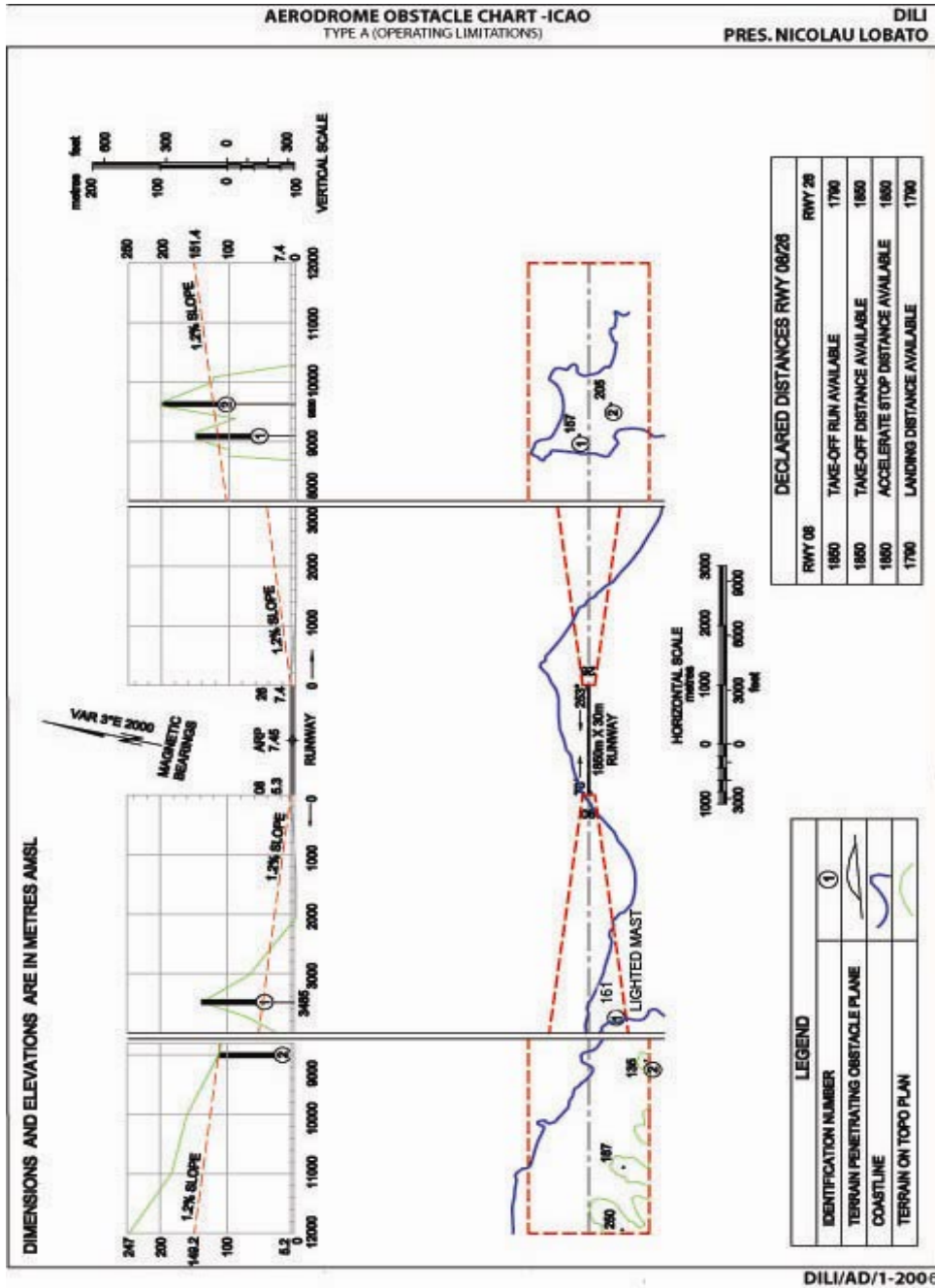
RWY	DIRECTION	THR	BEARING STRENGTH
08	73°	08°32'53.7"S 125°31'01.1"E	PCN 32/F/B/X/U RWY, TAXIWAY AND APRON D.
26	253°	08°32'40.5"S 125°31'57.7"E	

LEGEND	
VOR/DME CHECK POINT AND FREQUENCY	DIL 113.4 Ch81X

VAR 3° E (2002)
BEARINGS ARE MAGNETIC
ELEVATIONS ARE IN FEET
HEIGHTS ARE ABOVE MSL



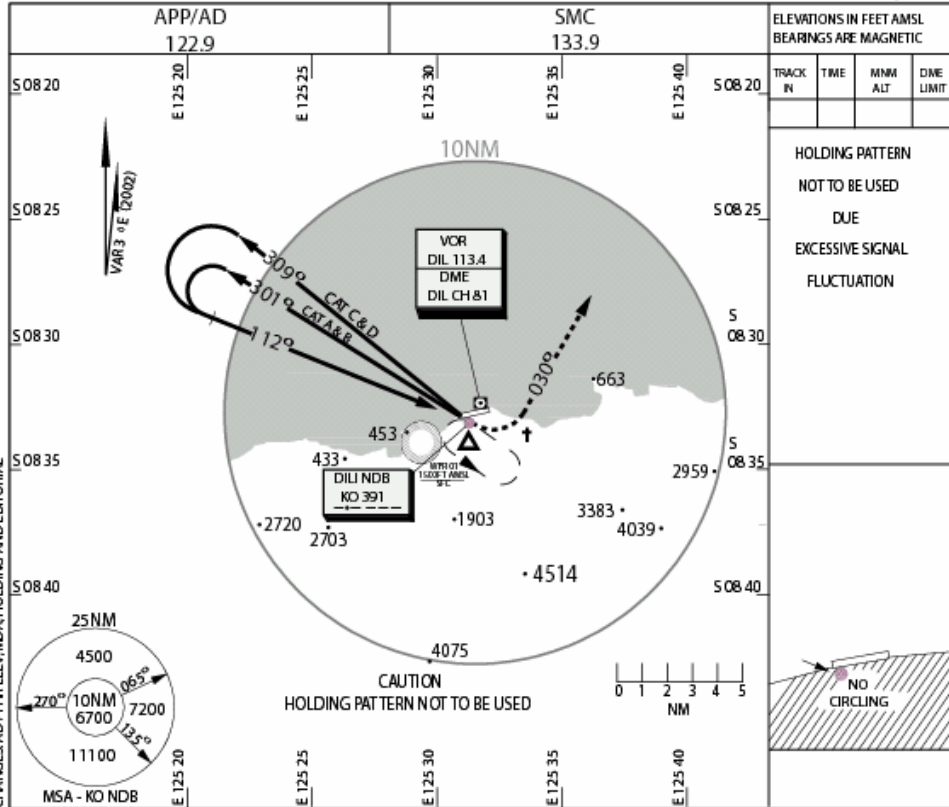
WPD L/AD/01



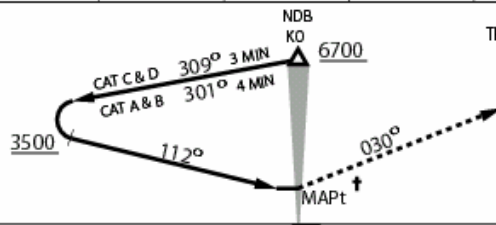
INSTRUMENT
APPROACH
CHART - ICAO

AERODROME ELEV 25 FT

NDB
DILI/PRESIDENTE NICOLAU LOBATO (WPDL)



MISSED APPROACH:
TURN LEFT,
TRACK 030. °
CLIMB TO 4500FT.



TRANSITION ALTITUDE 11 000 FT

CATEGORY	A	B	C	D
CIRCLING*	1300 1275 -2400		1400 1375 -4000	1560 1535 -5000

NOTES:

WPDL/NDB/01

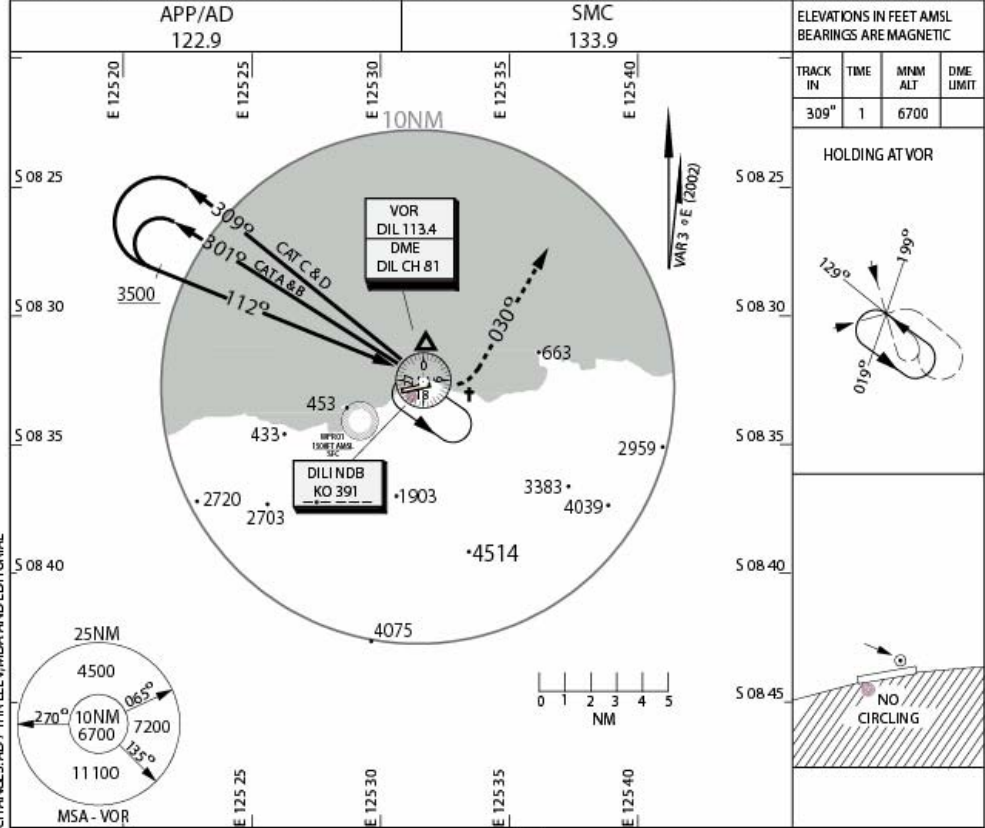
- *1. NO CIRCLING SOUTH OF RWY 08/26
- 2. MAX IAS: INITIAL:210KT; MAPt †TURN: CAT C:160KT CAT D: 185KT
- †3. MNM ANGLE OF BANK MAPt TURN 20°

INSTRUMENT
APPROACH
CHART - ICAO

AERODROME ELEV 25 FT

DILI/PRESIDENTE NICOLAU LOBATO (WPDL)

VOR

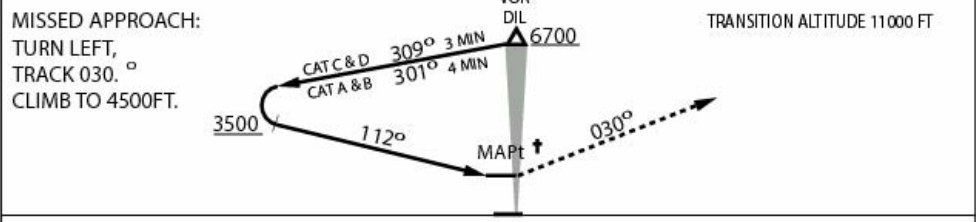


ELEVATIONS IN FEET AMSL BEARINGS ARE MAGNETIC			
TRACK IN	TIME	MIN ALT	DME LIMIT
309°	1	6700	

HOLDING AT VOR

NO CIRCLING

CHANGES: AD / THR ELEV, MDA AND EDITORIAL



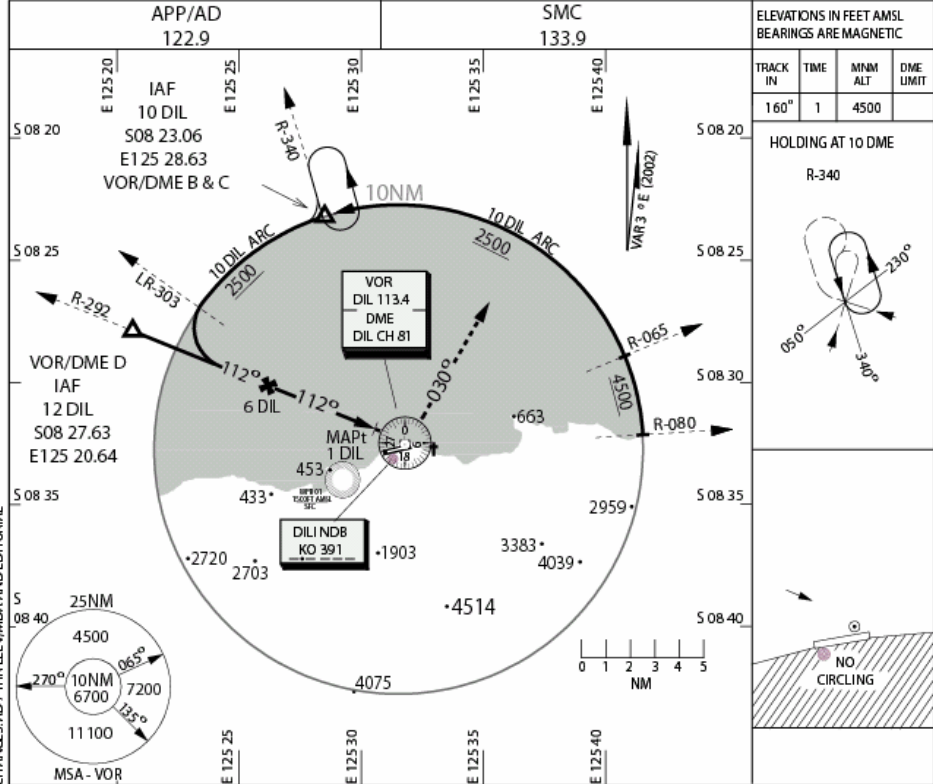
CATEGORY	A	B	C	D
CIRCLING*	1010 985 -2400		1110 1085 -4000	1560 1535 -5000

NOTES:

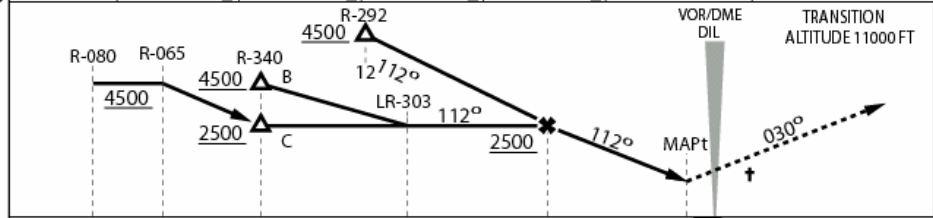
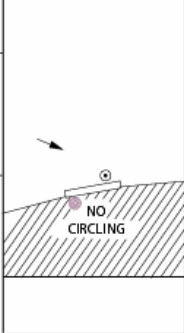
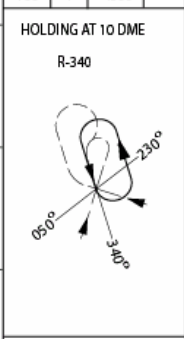
- * 1. NO CIRCLING SOUTH OF RWY 08/26
- 2. MAX IAS:- HOLDING, INITIAL & †MAPt TURN: 210KT

WPDL/VOR/01

INSTRUMENT APPROACH CHART - ICAO
AERODROME ELEV 25 FT
DILI/PRESIDENTE NICOLAU LOBATO (WPDL)
VOR/DME B, C & D
SMC 133.9



TRACK IN	TIME	MINM ALT	DME LIMIT
160°	1	4500	



DME DIL	10	10	10	10	6	1	0
MISSED APPROACH: TURN LEFT, TRACK 030°, CLIMB TO 4500 FT							
CATEGORY	A		B		C		D
CIRCLING*	1010	985	-2400		1110	1085	-4000
					1560	1535	-5000

NOTES:
 * 1. NO CIRCLING SOUTH OF RWY 08/26
 2. MAX IAS:- HOLDING: 230KT
 †MAPt TURN: 210KT
 WPDL/VOR-DME/01

WPEC AD 2.1 AERODROME LOCATION INDICATOR AND NAME

WPEC – BAUCAU/Cakung
International-Domestic – Unattended PPR

WPEC AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1. ARP coordinates and site at AD	S08° 29' 07.7" E126° 23' 57.6". Rwy center
2. Direction and distance from city	6.5Km west of Baucau town
3. Elevation/reference temperature	1777ft./Not available
4. Geoid undulation at AD ELEV position	Not available
5. MAG Variation/Annual change	3° East/ Not available
6. AD Administration and contact details	CAD Dili Tel.No. +670 3317 110 Fax. No. +670 3317 111
7. Types of traffic permitted	VFR
8. Remarks	AD is unmanaged and no services are available PPR from CAD.

WPEC AD 2.3 OPERATIONAL HOURS

1. AD administration	Nil
2. Remarks	AD available sunrise to sunset. Aircraft intending to operate into Baucau must contact CAD at +670 3317 110 ext 101 or 102. Fax No. +670 3317 111

WPEC AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATION DATA

1. Apron Surface and strength	Width: 100m x 108m. Surface: Asphalt PCN: 49 F/A/W/T
2. Width, Surface and strength of taxiway	37m, Asphalt, PCN: 49 F/A/W/T
3. Remarks	Nil

WPEC AD 2.9 SURFACE MOVEMENT GUIDANCE, CONTROL SYSTEMS AND MARKING

1. RWY and TWY markings	RWY: Designation, THR, Aiming Point, centerline, runway edge and end marked. TWY: Centre line & holding position marked
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WPEC AD 2.10 AERODROME OBSTACLES

Nil

WPEC AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1. Associated MET office	Nil
2. Hours of service	Nil
3. Office responsible for TAF preparation	ARFOR/TAFOR available from Darwin MET services.
4. Trend forecast	Nil
5. Briefing provided	Nil
6. Flight Documentation/Language	Nil
7. Charts, etc. for briefing	Nil
8. Supplementary equipment available for briefing	Nil
9. ATS units provided with information	Nil
10. Additional information	Nil

WPEC AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

1. Designation	14/32	7. Slope	1%
2. Bearing	139°/319° Mag.	8. Stopway	Nil
3. Dimension	2509m x 56m	9. Clearway	Nil
4. PCN	49 F/A/W/T	10. Flight Strip	2629m x 300m
5. THR Coords.	THR14: S08° 28' 35.31" E126° 23' 32.36" THR32: S08° 29' 39.85" E126° 24' 22.64"	11. Obs. Zone	Nil
6. THR Elev.	THR14/32: 1692ft/1777ft	12. Remarks	Nil

WPEC AD 2.13 DECLARED DISTANCES

	TORA	TODA	ASDA	LDA
1. Rwy 14	2509	2509	2509	2509
2. Rwy 32	2509	2509	2509	2509

WPEC AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1. ABN/IBN location, characteristics and hours of operation	Nil
2. LDI location Anemometer location	LDI located south of apron. Lighted 60m east of control tower. Unlit.
3. Taxiway edge and centerline lights	Nil
4. Taxiway holding position light	Nil
5. Apron	Nil
6. Secondary power supply/switch-over time	Nil

WPEC AD 2.16 HELICOPTER LANDING AREAS

Nil. Landings and take-offs to be made from the runway.

WPEC AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

1. Designation and lateral limits	Baucau ATZ. Circle radius 5 NM centered on ARP
2. Vertical limits	Surface level to A040
3. Airspace classification	G
4. ATS unit callsign and language	Nil
5. Transition altitude	11,000ft
6. Remarks	Pilots operating within or transiting ATZ to broadcast position and intention on 127.1 MHz.

WPEC AD 2.18 ATS COMMUNICATION FACILITIES

Reserved

WPEC AD 2.22 FLIGHT PROCEDURES

1. Pilots must fly over AD to observe before making an approach to land.

WPEC AD 2.23 ADDITIONAL INFORMATION

1. WDI Available RWY 14/32

WPEC AD 2.24 RELATED CHART

1. Aerodrome Chart-ICAO Page WPEC AD3-3

AERODROME CHART - ICAO

08°29'07.7" S
126°23'57.6" E ELEV 1777 ft

BAUCAU/BAUCAU
WPEC

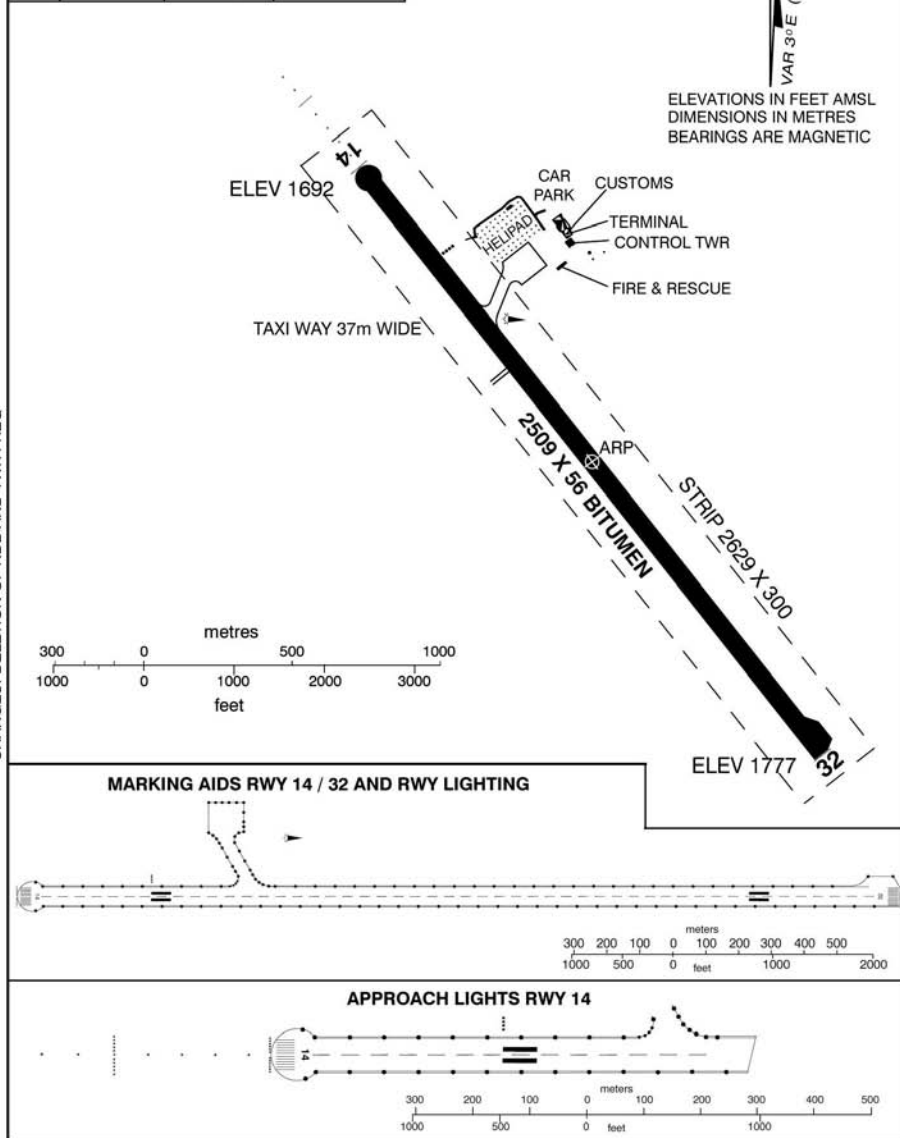
RWY	DIRECTION	THR	BEARING STRENGTH
14	139°	08°28' 35.31" S 126°23' 32.36" E	PCN 49/F/A/W/T runway, taxiway and apron
32	319°	08°29' 39.85" S 126°24' 22.64" E	

Pilots shall broadcast on
Timor Common Low
127.1MHz when opr
within ATZ.

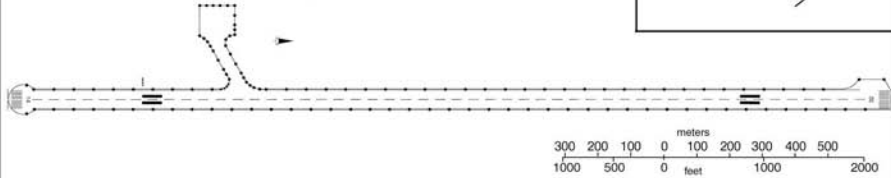


ELEVATIONS IN FEET AMSL
DIMENSIONS IN METRES
BEARINGS ARE MAGNETIC

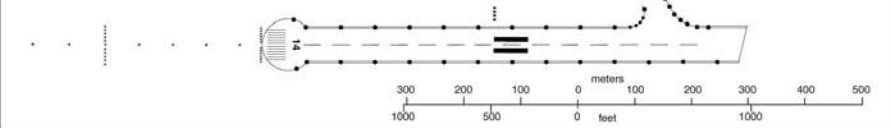
CHANGES: DELETION OF NDB AND TWR FREQ



MARKING AIDS RWY 14 / 32 AND RWY LIGHTING



APPROACH LIGHTS RWY 14



WPEC/AD/01

WPDB AD 2.1 AERODROME LOCATION INDICATOR AND NAME

WPDB – SUAI
Domestic – Unattended. PPR.

WPDB AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1. ARP coordinates and site at AD	S091814.3 E1251712.7. Rwy centre.
2. Direction and distance from city	4Km east of Suai town
3. Elevation/Reference temperature	96 feet/Not available
4. Geoid undulation at AD ELEV position	Not available
5. MAG Variation/Annual change	3° E/Not available
6. AD Administration and contact details	CAD Dili. Tel No. +670 3317 110. Fax. No +670 3317 111
7. Types of traffic permitted	VFR
8. Remarks	AD is unmanaged and no services are available. PPR from CAD.

WPDB AD 2.3 OPERATIONAL HOURS

1. AD administration	Nil
2. Remarks	AD available sunrise to sunset. Pilots to exercise caution landing and talking off due people and animals crossing runway.

WPDB AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATION DATA

1. Apron Surface and strength	Surface: 40 x 40m. PCN: Not known
2. Width, Surface and strength of taxiway	Nil taxiway

WPDB AD 2.9 SURFACE MOVEMENT AND GUIDANCE CONTROL SYSTEMS

1. RWY and TWY markings	RWY: Designation, THR, TDZ, center line, runway edge and end marked. TWY: Nil
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WMPB AD 2.10 AERODROME OBSTACLES

1. Kite flying near AD	Seasonal
2. Telecommunications mast 130ft AGL. Unlit	Position: S09 15.0 E125 00.2

WMPB AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

1. Designation	16/34	7. Slope	1.6%
2. Bearing	164°/344° Mag.	8. Stopway	Nil
3. Dimension	1050m x 30m	9. Clearway	60m
4. Surface/PCN	Asphalt/Not known	10. Flight Strip	1170m x 100m
5. THR coords.	THR16: S091800.28 E1251709.57 THR34: S091828.46 E1251715.94	11. Obs. Zone	Nil
6. THR elev.	THR16/34: 96ft/53ft	12. Remarks	Rwy 16 THR displaced by 150m. Displaced surface covered with PSP.

WPDB AD 2.13 DECLARED DISTANCES

	TORA	TODA	ASDA	LDA
1. Rwy 16	1050	1110	1050	900
2. Rwy 34	1050	1110	1050	1050

WPDB AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

1. Designation and lateral limits	Suai ATZ. Circle radius 3NM centred on ARP
2. Vertical limits	Surface level to A020
3. Airspace classification	G
4. ATS unit callsign and language	Nil
5. Transition altitude	11,000ft
6. Remarks	Pilots operating within or transiting ATZ to broadcast position and intention on 127.1MHz

WPDB AD 2.22 FLIGHT PROCEDURES

1. Pilots must fly over AD to observe before making an approach to land.
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WPDB AD 2.23 ADDITIONAL INFORMATION

1. WDI	Available Rwy 16/34
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WPDB AD 2.24 RELATED CHART

1. Aerodrome Chart-ICAO	Page WPDB AD 4-3
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AERODROME CHART - ICAO **09°18'14.3" S** **125°17'12.7" E** **ELEV 96 ft** **SUAI/SUAI**
WPDB

RWY	DIRECTION	THR	BEARING STRENGTH
16	164°	09°18'00.2"S 125°17'09.5"E	NOT DETERMINED
34	344°	09°18'28.4"S 125°17'15.9"E	

Pilots to broadcast on Timor Common Low 127.1MHz when flying within Suai ATZ.

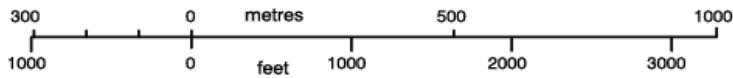
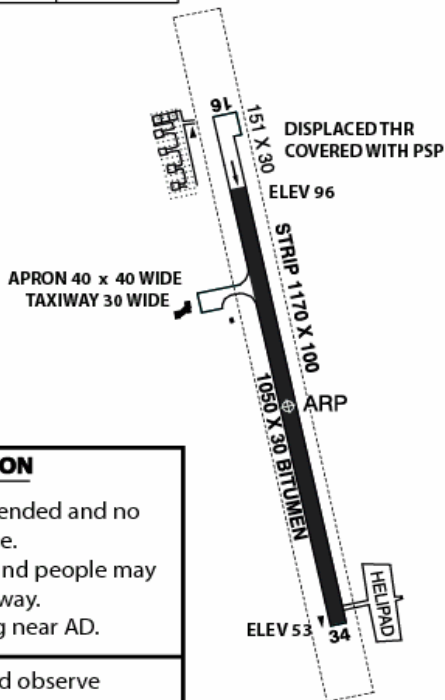


ELEVATIONS IN FEET AMSL
DIMENSIONS IN METRES
BEARINGS ARE MAGNETIC

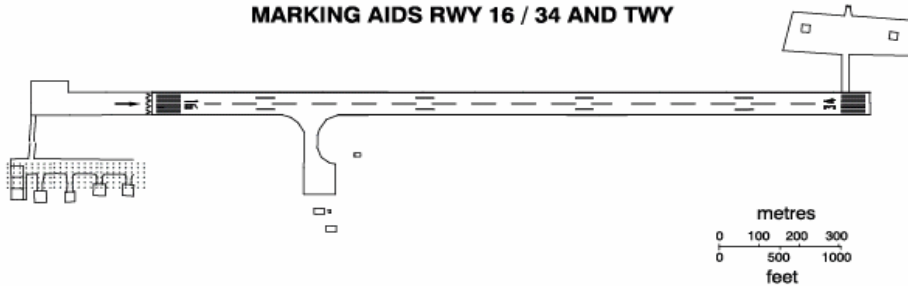
CHANGES: AD STATUS CHANGE - UNATTENDED

CAUTION
Aerodrome is unattended and no services are available.
Hazards:- Animals and people may cross runway.
- Kite flying near AD.

Fly overhead AD and observe before landing.



MARKING AIDS RWY 16 / 34 AND TWY



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