AIP

AERONAUTICAL INFORMATION PUBLICATION

REPÚBLICA DEMOCRÁTICA DE TIMOR-LESTE

PART 2

EN-ROUTE (ENR)

PART 2 – EN-ROUTE (ENR)

ENR 0.

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

ENR 0.6 TABLE OF CONTENTS TO PART 2

ENR 5 NAVIGATION WARNINGS

ENR 1 - GENERAL RULES AND PROCEDURES

ENR 1.1 GENERAL RULES

1. General

1.1 The rules and procedures applicable for the management of air traffic in Timor Leste generally conform to the provisions of ICAO Annexes 2 and 11 and, PANS-OPS Doc 4444 except for difference listed under GEN 1.7.

1.2 Aircraft in flight or operating in the movement area of an aerodrome shall comply with the General Rules as defined in Annex 2. Additionally, aircraft in flight shall comply with the Instrument Flight Rules (IFR) or Visual Flight Rules (VFR). Aircraft operating between the hours of sunset and sunrise shall comply with IFR unless specifically authorised by CAD to conduct the flight under VFR.

1.3 All flights intending to operate into Timor Leste airspace/aerodromes require CAD approval except operators who have CAD authorisation to operate regular commercial flights.

1.4 Requests for flight approval should be made to the CAD. Prior to operation a flight plan must be submitted.

2. Air Traffic Control Clearance

2.1 An air traffic control clearance is authorization for an aircraft to conduct flight under conditions specified by an air traffic services unit based on known air traffic. Air traffic clearances are applicable only within controlled airspace.

2.2 An air traffic control clearance does not absolve the pilot from complying with statutory requirements nor from the responsibility for the ultimate safety of his/her aircraft.

2.3 The pilot-in-command of an IFR, VFR or Special VFR flight shall obtain an air traffic control clearance before operating in controlled airspace.

2.4 A pilot may request for an alternative clearance if the clearance issued is not satisfactory or in the pilot's opinion would endanger his/her aircraft.

2.5 The pilot-in-command having acknowledged an air traffic control clearance shall not deviate from that clearance unless an amended air traffic control clearance has been obtained.

2.6 ATC clearances authorize flight in the manner specified to the first point at which the flight would leave controlled airspace and, in the case of arriving aircraft, from the first point at which the flight enters controlled airspace.

2.7 Procedures permitting, ATS units will clear departing international IFR flights for the entire route to the aerodrome of first intended landing.

2.8 When prior coordination with Australian and Indonesian ATS units is not possible, ATS units will clear departing international flights to a level not above FL240 and will request aircraft to establish HF communications with Brisbane Radio or Ujung Pandang FIS on the frequencies stated below and, forward departure time and estimates for the designated reported points and, obtain airways clearance.

Brisbane Radio:
3470, 6556, 11396, 13318, 17907

Ujung Pandang FIS:
3470, 6556, 11396

3. Level Change & Reporting

3.1 In controlled airspace the pilot-in-command shall:

a) commence a level change as soon as possible but not later than one (1) minute after receiving instruction from ATC unless the instruction includes a time or place/point at which the level change is to be effected;
b) report vacating a level which has been maintained for a period immediately prior to changing level;
c) report reaching an assigned level; and
d) report any other level requested by ATC.

4. Visual Approaches

4.1 The pilot of an IFR flight may request clearance to execute a visual approach provided the following conditions can be met:

a) the prevailing weather conditions will enable the pilot to maintain continuous visual reference to terrain;

b) the reported ceiling at the aerodrome is at or above the approved initial approach level for the facility; and

c) the pilot has reasonable assurance that the visual approach and landing can be completed.

4.2 Visual approaches are subject to ATC approval and ATS units may issue level restrictions to aircraft making visual approaches for the purpose of separation with other arriving and departing aircraft.

5. Engine Start Up Procedure

5.1 Pilots shall request approval from ATS units prior to starting engines to enable the ATS units to coordinate ATC clearance with neighboring ATS units or to be advised of delay.

6. Separation

6.1 Separation of aircraft operating within controlled airspace is applied in accordance with the minima specified in ICAO PANS-RAC Doc 4444.

6.2 Separation between aircraft operating in the vicinity of an aerodrome may be reduced by ATS units under the following circumstances:

a) the controller has the aircraft concerned in sight and can ensure adequate separation; or
b) aircraft concerned are continuously visible to the pilots concerned and the pilots report that they can maintain their own separation; or
c) the pilot of a following aircraft reports that he/she can keep the preceding aircraft continuously in sight and can maintain his/her own separation with the preceding aircraft.

6.3 Separation of aircraft is based on:

a) pilots' estimated or actual times over designated reporting points;
b) DME distance readings; and
c) visual sightings.

6.4 Pilots shall notify ATS units of revisions of three (3) minutes or more to estimates.

7. Essential Traffic Information

7.1 Essential traffic is that controlled traffic to which the provision of separation by an ATS unit is applicable, but which, in relation to a particular flight is not, or will not be separated from other controlled flight by the appropriate separation minimum.

7.2 When passing essential traffic information ATC will provide details of the aircraft concerned including:

a) flight direction and cruising level;
b) estimated or actual position
c) relative bearing in terms of the 12-hour clock; and
d) if relevant, the wake turbulence category.

8. Runway in Use

8.1 ATC will nominate the runway in use based on prevailing weather conditions.

8.2 Notwithstanding the runway direction nominated by ATC, the pilot-in-command shall ensure that there is sufficient length of run available and that the crosswind or downwind component is within the operational limits of each operation.

8.3 A pilot may request for an alternative runway on safety or other grounds. ATC may approve the request but such approval may be subject to delays due to other aircraft using the nominated runway.

8.4 Unless approved by ATC, the pilot of an aircraft that has been cleared for take-off shall not hold on the runway-in-use.

8.5 The decision to take-off or land on water affected runway or when the presence of birds has been advised by ATC rests solely with the pilot-in-command.

9. Radio Communication Failure Procedure

9.1 Pilots shall adopt the general procedures specified under GEN 3.4.5 and shall take note of circuit procedures established at the aerodromes.

10. Traffic Information Broadcast by Aircraft (TIBA)

10.1 Pilots operating in Class G airspace are required to monitor the following frequencies and make traffic information broadcasts (TIBA) in accordance with ICAO procedures to maintain flight safety. Frequency monitoring and broadcasts shall be conducted as follows:

At and above - 10,000ft	Timor Common High on 123.45MHz.
Below 10,000ft	- Timor Common Low on 127.1MHz.

11. Communication Limitations

11.1 VHF coverage over the Timor Leste landmass is limited at low levels due to terrain and this is likely to affect two-way radio communications between ATC and aircraft. Pilots are encouraged to transmit blind position reports and intentions to ATC when two-way communications cannot be established.

11.2 The terrain also limits the operational coverage of the radio navigation facilities.

ENR 1.2 VISUAL FLIGHT RULES (VFR) AND SPECIAL VFR FLIGHTS

1. General

1.1 VFR flights shall be conducted so that the aircraft is flown in conditions of visibility and distance from clouds equal to greater than that specified below for that Class of airspace.

Airspace Class	Distance from Cloud	Flight Visibility
Class C		
	1,500M horizontally and 1,000FT vertically.	8KM at or above 10,000FT AMSL 5KM below 10,000FT AMSL
Class G		
Above 3,000FT AMSL or 1,000FT above terrain whichever is higher.	3,000FT horizontally and 1,000ft vertically.	8KM at or above 10,000FT AMSL 5KM below 10,000FT AMSL
At or below 3,000FT AMSL or 1,000FT above terrain whichever is higher.	Clear of cloud and in sight of the surface.	5km.

1.2 VFR flights shall not be conducted above FL200 in all airspace or at transonic and supersonic speeds unless approved by CAD.

1.3 VFR flights between sunset and sunrise are not permitted in all airspace unless specifically approved by CAD.

1.4 Except when necessary for take-off or landing or except by permission by the CAD, a VFR flight shall not be flown:

a) at a height less than 1,000ft above the highest obstacle within a radius of 600m from the aircraft over congested areas of cities, towns or settlements or over an open-air assembly of persons;

b) at a height less than 500ft above the ground or water elsewhere.

1.5 Pilots of VFR flights flight planned to operate at a specific height above ground level (example 500ft agl) shall, before operating in controlled airspace, request clearance to maintain a specific altitude for that portion of the flight that will be conducted within controlled airspace to enable ATC to ensure separation with IFR aircraft unless authorised by ATC to operate otherwise.

1.6 ATC will suspend VFR operations within an ATZ/CTR when visibility falls below 5Km or the reported cloud ceiling is below 1500ft.

1.7 The pilot-in-command of an aircraft operating under VFR in controlled airspace shall not enter instrument meteorological conditions without first obtaining air traffic control clearance to:

a) operate as a Special VFR flight if operating within a control zone; or

b) change to comply with instrument flight rules provided the pilot holds a current instrument rating and the aircraft is appropriately equipped.

1.8 Until such time clearance is given the pilot in 1.7 above must remain in visual meteorological conditions. If change to IFR is approved the pilot shall communicate changes to the current flight plan and proceed in accordance with air traffic control clearance.

1.9 VFR flights shall comply with the provisions of 3.6 of Annex 2 when:

a) operated within Class C airspace;

b) forming part of the aerodrome traffic at controlled aerodromes; or

c) operated as Special VFR flights.

2. Special VFR Flights

2.1 By day when VMC does not exist, ATC may upon pilot request authorise Special VFR flights to enter, leave or operate within a CTR provided such authorisation does not unduly delay an IFR flight.

2.2 Special VFR is not permitted for fixed-wing aircraft when visibility falls below 5Km and for helicopters when visibility falls below 2Km.

2.3 Special VFR flights will be provided with separation with IFR flights and with other Special VFR flights. ATC will normally approve one Special VFR flight at any one time.

2.4 Special VFR flights where authorised will not normally be assigned a specific altitude and will be instructed to remain clear of cloud and in sight of the surface**.** For separation purposes however ATC may instruct a Special VFR flight to operate not above a specified altitude.

2.5 Before requesting clearance to operate under Special VFR clearance the pilot shall take into consideration prevailing weather conditions including visibility, terrain and any restrictions of his/her license.

2.6 A pilot authorized to fly under a Special VFR clearance shall remain clear of cloud and in sight of the surface at all times.

ENR 1.3 INSTRUMENT FLIGHT RULES (IFR)

1. Rules Applicable to all IFR flights

1.1 *Compliance*

1.1.1 IFR flights shall be conducted in compliance with the provisions of ICAO Annex 2. *Rules* of the Air.

1.1.2 Cruising levels shall be selected in accordance with ENR 1.7.5.

1.1.3 The pilot-in-command of an aircraft shall not operate that aircraft under IFR unless he/she holds a valid instrument rating appropriate for the class of aircraft being flown issued by a civil aviation authority and the aircraft is fitted with suitable communication and radio navigation equipment.

1.2*. Minimum levels*

1.2.1 Aerodrome operating minima are not established at aerodromes. Minimum Sector Altitudes (MSA) are established within 25NM radius of a radio navigation aid serving an airport. No minimum IFR altitudes/levels are established for the Lower ATS routes.

1.2.2 Except when necessary for take-off or landing or except by permission from the CAD, an IFR flight shall not be flown below the minimum flight altitude where established, or where no such minimum flight altitude has been established:

a) at a level which is at least 2,000ft above the highest obstacle within a radius of 8Km of the estimated position of the aircraft over high terrain or in mountainous areas;

b) at a level which is at least 1,000ft above the highest obstacle located within 8Km of the estimated position of the aircraft.

1.3 *Change from IFR flight to VFR flight*

1.3.1 A pilot operating under instrument flight rules may elect to change from IFR to comply with visual flight rules in which case the pilot shall notify the appropriate ATS unit that IFR flight is cancelled and communicate to ATC any changes to the current flight plan. ATC will acknowledge the time IFR was cancelled and will then onwards treat the flight as a VFR flight. Before the pilot decides to cancel flight under IFR and proceed VFR, he/she shall ensure that the flight can be continued in uninterrupted visual meteorological conditions.

2. Rules Applicable within Controlled Airspace

2.1 IFR flights shall comply with the provisions of 3.6 Annex 2.

3. Rules Applicable outside Controlled Airspace

3.1 When operating outside of controlled airspace but within or into designated areas or along designated air routes, IFR flights shall establish and maintain a listening watch on the appropriate radio frequency to facilitate the provision of flight information, alerting and search and rescue services and, shall report position as specified in 3.6.3 Annex 2.

ENR 1.4 ATS AIRSPACE CLASSIFICATION

1. Classification of Airspace

1.1 The ICAO ATS airspace classification system is adopted. Timor Leste airspace is classified and designated as follows:

Class C
IFR and VFR flights are permitted. All flights are subject to air traffic control service and are separated from each other.

Class G
IFR and VFR flights are permitted and receive flight information service.

1.2 Airspace Class C is designated as controlled airspace. Controlled airspace is defined as airspace of defined dimensions within which air traffic control service is provided. The Dili CTR and Baucau ATZ are designated Class C airspace.

1.3 The remaining Timor Leste airspace is designated Class G airspace and is uncontrolled airspace. In Class G airspace flight information service may be provided subject to communications limitations.

1.4 The requirements for each class of airspace are shown in the following table.

Class	*Type of flight*	*Separation provided*	*Service provided*	*Speed limitation*	*Radio communications requirements*	*Subject to an ATC clearance*
C	IFR	IFR from IFR IFR from VFR	Air traffic control service	Not Applicable.	Continuous two-way	Yes
	VFR	VFR from IFR	1. Air traffic control service for separation from IFR. 2. VFR/VFR traffic information (and traffic avoidance advice on request).	250kt IAS below 10,000ft AMSL	Continuous two-way	Yes
G	IFR/ VFR	Nil	Flight Information Service	250kt IAS below 10,000ft AMSL	Yes	No

ENR 1.5 HOLDING, APPROACH AND DEPARTURE PROCEDURES.

1 General

1.1 Instrument Holding and Approach procedures for radio navigation aids are designed and published in accordance with the provisions of Doc 8168.

1.2 No SIDs or STARs are published.

1.3 Pilots operating flights under IFR into aerodromes shall conduct instrument approaches in accordance with the published procedures for that aid(s) serving the airport. Pilots shall not use "user-defined" GPS procedures in place of published procedures to conduct instrument approaches.

1.4 Instrument approaches shall not be conducted when local QNH is not available. Approach and landing shall be conducted only under VMC when local QNH is not available.

2 Arriving Flights

ATC will normally clear an arriving IFR flight to the radio navigational aid associated with the destination aerodrome upon first contact. This will be the clearance limit. When the aid is unavailable the clearance limit will be the aerodrome.

An arriving IFR flight making an approach into an aerodrome and conforming to a published instrument procedure shall not descend below the MSA published within 25NM and 10NM for the facility until it has arrived over the facility except when complying with the requirements for a visual approach.

The MSAs published within 25NM and 10NM provide at least 1,000ft obstacle clearance. Aircraft within 25NM and 10NM may use the applicable MSA. Pilots shall however take note that some Sector MSAs are lower than the 10NM MSA.

An aircraft which is not required to hold or to lose height in a holding pattern may commence the approach without entering the holding pattern provided the pilot has notified ATC and has been cleared by ATC.

Aircraft intending to conduct an abbreviated VOR/DME arc procedure must join the procedure at or before the IAF at an altitude not below the published MSA provided cleared to do so by ATC.

Pilots must ensure that no visual circling is conducted within sectors annotated as "No Circling" in instrument approach charts. Spot heights shown on IAL charts must be treated with caution and pilots are advised to familiarise themselves with the location and altitudes of obstacles in the circling area by studying an appropriate topographic map.

ATC may offer arriving aircraft visual approaches to expedite traffic subject to prevailing weather and traffic conditions. The decision to accept or decline visual approaches rests with pilots.

3. Departing Flights

3.1 ATC may specify any or all of the following when issuing a departure clearance to a departing aircraft for the purposes of separation:

a) direction of turn after take-off;
b) track to make good before turning on to desired heading; and
c) initial altitude or level to maintain or levels to cross at specified points.

3.2 The pilot-in-command shall notify ATC if the departure instructions cannot be complied with and shall request for alternative instructions.

ENR 1.6 RADAR SERVICES

No radar services are available.

ENR 1.7 ALTIMETER SETTING PROCEDURES

1. Introduction

1.1 Altimeter setting procedures conform with the provisions of Doc 8168.

1.2 ATC provides pilots with aerodrome QNH in Hectopascals derived from automated sensors. QNH values are given as whole units. QNH values to decimal points may be given upon request.

2. Basic Altimeter Setting Procedure

2.1 *General*

2.1.1 The Transition Altitude is 11,000ft and the Transition Level is FL130 throughout Timor Leste.

2.1.2 Vertical displacement of aircraft based on QNH datum is expressed in feet, e.g. “Three Thousand”. Vertical displacement based on 1013.2 Hpa (29.92 in) datum shall be expressed as “Flight Level”.

2.1.3 Vertical position of aircraft shall be expressed in terms of altitudes at or below the Transition Altitude and in terms of flight levels at or above the Transition Level. While passing through the Transition Layer vertical position shall be expressed in terms of flight levels when climbing and in altitudes when descending.

2.1.4 ATC will provide QNH whenever a change is observed. No Area QNH is available.

2.2 *Take-off and climb*

2.2.1 ATC provides QNH altimeter setting at engine start up/or with taxi clearance to departing aircraft.

2.3 *Vertical separation - enroute*

2.3.1 Vertical separation during enroute flight is expressed at all times in terms of flight levels.

2.4 *Approach and landing*

2.4.1 ATC provides QNH altimeter setting upon initial contact to arriving aircraft. QFE is not provided.

2.5 *Missed approach*

2.5.1 The relevant portions of 2.1.3, 2.2 and 2.4 shall be applied in the event of a missed approach.

3. Description of Altimeter Setting Region.

3.1 Not applicable.

4. Procedures Applicable to Operators (including pilots)

4.1 Flight plans shall specify levels as follows:

a). in terms of flight levels if the flight is to be conducted at or above the transition level; and

b). in terms of altitudes if the flight is to be conducted in the vicinity of an aerodrome and at or below the transition altitude.

5. Table of Cruising Levels

5.1 Cruising altitudes and levels for IFR and VFR flights shall be selected in accordance with table in page ENR 1.7-2 whether operating within controlled or outside controlled airspace.

5.2 The use of flight levels 115, 120 and 125, which are within the Transition Layer, is not permitted.

5.3 Cruising or holding within the Transition Layer is not permitted.

Table of Cruising Levels

000° - 179°				180° - 359°			
IFR		VFR		IFR		VFR	
FL	Altitude (ft.)	FL	Altitude (ft.)	FL	Altitude (ft.)	FL	Altitude (ft.)
10	1,000	-	-	20	2,000	-	-
30	3,000	35	3,500	40	4,000	45	4,500
50	5,000	55	5,500	60	6,000	65	6,500
70	7,000	75	7,500	80	8,000	86	8,500
90	9,000	95	9,500	100	10,000	105	10,500
110	11,000	115	11,500	120	12,000	125	12,500
130	13,000	135	13,500	140	14,000	145	14,500
150	15,000	155	15,500	160	16,000	165	16,500
170	17,000	175	17,500	180	18,000	185	18,500
190	19,000	195	19,500	200	20,000	205	20,500
210	21,000	215	21,500	220	22,000	225	22,500
230	23,000	235	23,500	240	24,000		
250	25,000			260	26,000		
270	27,000			280	28,000		
290	29,000			310	31,000		
330	33,000			350	35,000		
370	37,000			390	39,000		
410	41,000			430	43,000		
450	45,000			470	47,000		
490	49,000			510	51,000		

ENR 1.8 REGIONAL SUPPLEMENTARY PROCEDURES (DOC 7030)

Reserved.

ENR 1.9 AIR TRAFFIC FLOW MANAGEMENT (ATFM)

Nil.

ENR 1.10 FLIGHT PLANNING

1. Responsibility

1.1 It is the responsibility of the pilot-in-command to ensure prior to commencement of flight, that he/she has all the necessary information appropriate for the intended operation including the condition of the departure, destination and alternate aerodrome(s) and, availability of facilities and services to ensure that the flight can be conducted in a safe manner.

2 Procedure for Submission of Flight Plans

2.1 IFR and VFR flights intending to operate in Timor Leste airspace shall submit to the appropriate ATS unit a flight plan in accordance with Annex 2 and Doc 4444 prior to operating unless specifically exempted by CAD from submitting flight plans.

2.2 Unless approved by the ATS unit flight plans must be submitted at least 60 minutes before the estimated time of departure (ETD).

3. Repetitive Flight Plan System

3.1 The repetitive flight plan system is not applied presently.

4. Changes to Flight Plan

4.1 Changes to a flight plan that has been submitted including a delay of 30 minutes or more to the ETD, shall be notified to the ATS unit concerned.

4.2 When a flight is cancelled, the appropriate ATS unit shall be informed immediately.

5. Flight Planning Between Timor Leste and Australia

5.1 To facilitate flights between Australia and Timor Leste ATS routes Z10, Z69 and Z86 have been established and, W33 extended from BC NDB to ELBIS below FL245. See ENR 3.1.

5.2 Flights between Australian aerodromes and Timor Leste shall route via Darwin VOR in accordance with the table below. Pilots shall take note of the one-way routings within Timor Leste airspace and shall not flight plan in the opposite direction. Routings other than that specified herein is subject to specific approval by the Australian and Timor Leste ATS units.

5.3 Notwithstanding that segments of these ATS routes are in uncontrolled airspace, aircraft entering/leaving Timor Leste airspace shall flight plan along these routes only for separation and safety purposes.

	Sector	Planned FL	Routing	Remarks
Timor Leste to Darwin	WPDL - YPDN	Above FL240.	DIL-W33-BACAU	One-way DIL to ELBIS
	WPDL - YPDN	At or below FL240.	DIL, LIZZA, Z10, ALEXA	One-way DIL, LIZZA to ALEXA.
	WPEC - YPDN	All levels	BACAU, W33, ELBIS, B583	NIL
	WPDB - YPDN	All levels	KIKEM, IKUMA, J61	NIL

	Sector	Planned FL	Routing	Remarks
Darwin to Timor Leste	YPDN - WPDL	Above FL240.	J61, IKUMA, Z86, DIL	One-way IKUMA to DIL
	YPDN - WPDL	At or below FL240.	JULIE, Z69, SELVA, DIL	One-way SELVA to DIL
	YPDN - WPDB	All levels	J61, IKUMA, KIKEM	NIL
	YPDN – WPEC	All levels	B583, ELBIS, W33, BACAU	NIL

6. Flight Planning Between Timor Leste and Oecussi

6.1 A two-way coastal route as defined below for UNMISET flights operating between Timor Leste and the Oecussi enclave has been established:

Route: Dili
OTORA (S08 38 E125 05.6)
Batugade (S08 58 E124 57).
Wini (S09 11.0 E124 29 5)
Oecussi
Flight Rules: VFR
Operating: SFC to 7,000ft height

6.2 Flights planned to operate between Suai aerodrome and Oecussi aerodrome shall join/leave the above route at Batugade

6.3 Aircraft operating between Timor Leste and the Oecussi enclave shall establish and maintain communications with Kupang FIS on HF 8882 while transiting Indonesian airspace.

ENR 1.11 ADDRESSING OF FLIGHT PLAN MESSAGES

1.1 VFR/IFR flight movement messages shall be addressed as stated below. All flight movement related messages additionally must be addressed to WPDLZTZX.

Comoro Tower - WPDLZTZX

ENR 1.12 INTERCEPTION OF CIVIL AIRCRAFT

Reserved.

ENR 1.13 UNLAWFUL INTERFERENCE

1. General

1.1 The following procedures are intended for use by aircraft when unlawful interference occurs and the pilot is unable to notify an ATS unit.

2. Procedures

2.1 Unless considerations aboard the aircraft dictate otherwise, the pilot-in-command should attempt to continue flying on the assigned track and at the assigned cruising level until able to notify an ATS unit.

2.2 When an aircraft must depart from its assigned track or its cruising level without being able to advice an ATS unit, the pilot-in-command should whenever possible:

a) attempt to broadcast warnings on the VHF emergency frequency or other appropriate frequencies, unless considerations aboard the aircraft dictate otherwise; and

b) proceed in accordance with applicable special procedures for in-flight emergencies, where such procedures have been established and promulgated in ICAO Doc 7030.

ENR 1.14 AIR TRAFFIC INCIDENTS

1. General

1.1 Timor Leste complies with the ICAO definition for air traffic incidents. Air traffic incident generally means a serious occurrence associated with the provision of air traffic services such as:

a) aircraft proximity (AIRPROX)
b) serious difficulty resulting in a hazard caused as example by:
   i) faulty procedures;
   ii) non-compliance with procedures, or
   iii) failure of ground facilities

2. Definitions

2.1 The following definitions are applicable for aircraft proximity and AIRPROX:

Aircraft proximity. A situation in which, in the opinion of the pilot or air traffic services personnel, the distance between aircraft as well as their relative positions and speed has been such that the safety of the aircraft involved may have been compromised. Aircraft proximity is classified as follows:

Risk of collision. The risk classification of aircraft proximity in which serious risk collision existed.

Safety not assured. The risk classification of aircraft proximity in which the safety of the aircraft may have been compromised.

No risk of collision. The risk classification of aircraft proximity in which no risk of collision existed.

Risk not determined. The risk classification of aircraft proximity in which insufficient information was available to determine the risk involved, or inconclusive or conflicting evidence precluded such determination.

AIRPROX. The code word used in an air traffic incident report to designate aircraft proximity.

3. Use of the Air Traffic Incident Report Form

3.1 The Air Traffic Incident Report Form is intended for use:

a) by a pilot for filing a report on an air traffic incident after arrival or for confirming a report made initially by radio; or

b) by air traffic services personnel.

4. Reporting Procedures

4.1 Air traffic incidents shall be reported using the ICAO Air Traffic Incident Reporting Form in page ENR 1.14-3 and submitted to the CAD, which will investigate and make known its findings. Pilots involved in an incident should follow the reporting procedures below:

a) during flight report the incident particularly if it involves another aircraft, to the appropriate ATS unit so as to permit the facts to be ascertained immediately; and

b) as soon as possible after landing submit the incident reporting form as confirmation or, to make the initial report if it was not reported by radio as in a) above or, to report an incident which did not necessitate immediate notification at the time of occurrence.

5. Accident Reporting

5.1 The pilot in command, the owner and the operator are responsible to notify the CAD of an aircraft accident by the quickest means available.

5.2 The CAD will conduct investigations of aircraft accidents in accordance with the provisions of ICAO Annex 13.

AIR TRAFFIC INCIDENT REPORT FORM

For use when submitting and receiving reports on air traffic incidents. In an initial report by radio, shaded items should be included.

A – AIRCRAFT IDENTIFICATION	**B – TYPE OF INCIDENT** AIRPROX / PROCEDURE / FACILITY*

C – THE INCIDENT

1. General

a) Date / time of incident _____ UTC

b) Position _____

2. Own aircraft

a) Heading and route _____

b) True airspeed _____ Measured in ☐ kt ☐ km/h

c) Level and altimeter setting _____

d) Aircraft climbing or descending
☐ Level Flight ☐ Climbing ☐ Descending

e) Aircraft bank angle
☐ Wings Level ☐ Slight bank ☐ Moderate bank
☐ Steep bank ☐ Inverted ☐ Unknown

f) Aircraft direction of bank
☐ Left ☐ Right ☐ Unknown

g) Restrictions to visibility (select as many as required)
☐ Sun glare ☐ Windscreen pillar ☐ Dirty windscreen
☐ Other cockpit ☐ None

h) Use of aircraft lighting (select as many as required)
☐ Navigation lights ☐ Strobe lights ☐ Cabin lights
☐ Red anti-collision ights ☐ Landing / taxi lights ☐ Logo (tail fin) lights
☐ Other ☐ None

* Delete as appropriate

i) Traffic avoidance advice issued by ATS
☐ Yes, based on radar ☐ Yes, based on visual sighting ☐ Yes, based on other information
☐ No

j) Traffic information issued
☐ Yes, based on radar ☐ Yes, based on visual sighting ☐ Yes, based on other information
☐ No

k) Airborne collision avoidance system – ACAS
☐ Not carried ☐ Type ☐ Traffic advisory issued
☐ Resolution advisory issued ☐ Traffic advisory or resolution advisory not issued

l) Radar identification
☐ No radar available ☐ Radar identification ☐ No radar identification

m) Other aircraft sighted
☐ Yes ☐ No ☐ Wrong aircraft sighted

n) Avoiding action taken
☐ Yes ☐ No ☐ No radar identification

o) Type of flight plan IFR / VFR / none*

3. Other aircraft

a) Type and call sign / registration (if known) _____

b) If a) above not known, describe below
☐ High wing ☐ Mid wing ☐ Low wing
☐ Rotorcraft
☐ 1 engine ☐ 2 engines ☐ 3 engines
☐ 4 engines ☐ More than 4 engines

Making, colour or other available details

_____
_____
_____
_____

c) Aircraft climbing or descending
☐ Level flight ☐ Climbing ☐ Descending
☐ Unknown

* Delete as appropriate

d) Aircraft bank angle
☐ Wings level ☐ Slight bank ☐ Moderate bank
☐ Steep bank ☐ Inverted ☐ Unknown

e) Aircraft direction of bank
☐ Left ☐ Right ☐ Unknown

f) Lights displayed
☐ Navigation ☐ Strobe lights ☐ Cabin lights
☐ Red anti-collision lights ☐ Landing / taxi lights ☐ Logo (tail fin) lights
☐ Other ☐ None ☐ Unknown

g) Traffic avoidance advice issued by ATS
☐ Yes, based on radar ☐ Yes, based on visual sighting ☐ Yes, based on other information
☐ No ☐ Unknown

h) Traffic information issued
☐ Yes, based on radar ☐ Yes, based on visual sighting ☐ Yes, based on other information
☐ No ☐ Unknown

i) Avoiding action taken
☐ Yes ☐ No ☐ Unknown

4. Distance

a) Closest horizontal distance _____

b) Closest vertical distance _____

5. Flight weather conditions

a) IMC / VMC*

b) Above / below* clouds / fog / haze or between layers*

c) Distance vertically from cloud _____m / ft* below _____m / ft* above

d) In cloud / rain / snow / sleet / fog / haze*

e) Flying into / out of* sun

f) Flight visibility _____ m / km*

* Delete as appropriate

6. Any other information considered important by the pilot-in-command

_____

_____

_____

_____

_____

D. – MISCELLANEOUS

1. Information regarding reporting aircraft

a) Aircraft registration _____

b) Aircraft type _____

c) Operator _____

d) Aerodrome of departure _____

e) Aerodrome of first landing _____ destination _____

f) Reported by radio or other means to _____ (name of ATS unit) at time _____UTC

g) Date / time / place of completion of form _____

2. Function, address and signature of person submitting report

a) Function _____

b) Address _____

c) Signature _____

d) Telephone number _____

3. Function and signature of person receiving report

a) Function _____ b) Signature _____

E. – SUPPLEMENTARY INFORMATION BY ATS UNIT CONCERNED

1. Receipt of report

a) Report received via AFTN / radio / telephone / other (specify)*_____

b) Report received by _____ (name of ATS unit)

2. Details of ATS action

Clearance, incident seen (radar/visually, warning given, result of local enquiry, etc.)

_____

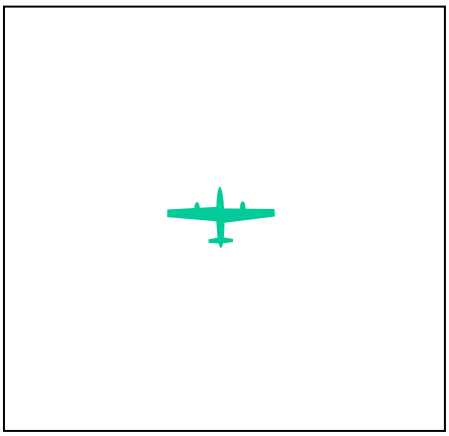
_____

_____

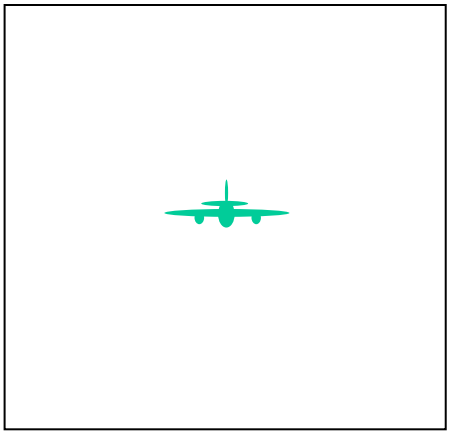
_____

DIAGRAMS OF AIRPROX

Mark passage of other aircraft relative to you, in plan on the left and in elevation on the right, assuming YOU are at the centre of each diagram. Include first sighting and passing distance.



VIEW FROM ABOVE



VIEW FROM ASTERN

* Delete as appropriate

ENR 2 AIR TRAFFIC SERVICES AIRSPACE

ENR 2.1 FIR, UIR, TMA

1 Timor Leste Airspace

1.1 The Timor Leste airspace is established below the Ujung Pandang UIR with limits as follows:

Lateral limits:

A straight line from 09 27 00.0S 125 06 00.0E northwards to 08 32 27.7S 125 06 25.5E thence along an arc radius 25NM centred on the Dili VOR/DME (08 32.6S 125 31.7E) to 08 07 37.0S 125 29 28.9E thence eastwards to 08 02 54.0S 126 22 09.0S then to 08 02 00.0S 127 00 00.0E thence southeastwards to 09 00 00.0S 128 02 38.0E then westwards along the Brisbane FIR boundary to 09 20 00.0S 126 50 00.0 thence to 09 52 54.0S 126 07 24.0E to 09 27 00.0S 125 06 00.0E.

Vertical limits:

Ground/Sea level to below FL245.

1.2 Much of the Timor Leste airspace is uncontrolled airspace and no ATS is presently provided within this airspace. Pilots operating within uncontrolled airspace are required to broadcast traffic information (TIBA) as stated in ENR 1.1-10 so as to provide information on collision hazard to other pilots.

1.3 Mountainous terrain and limited VHF communications facilities restricts two-way air-ground communications particularly at low levels over the main land mass. To facilitate the provision of Alerting Service, aircraft shall be equipped with an appropriate and serviceable ELT and additionally, pilots shall guard the emergency frequency 121.5Mhz.

ENR 2.2 OTHER REGULATED AIRSPACE

Nil.

ENR 3 ATS ROUTES

ENR 3.1 Lower ATS Routes

1.1 ATS Routes W33 (below FL245), Z10, Z69 and Z86 are uncontrolled routes established to facilitate traffic flow between Australia and Timor Leste.

1.2 Notwithstanding that these routes are in uncontrolled airspace, they have been established for separation and safety purposes.

Route Designator Significant Point Coordinates	Track (MAG) Dist (NM)	Upper Limit Lower Limit Airspace Classification	Lateral limits	Remarks	Controlling Unit
1	2	3	4	5	6
W33					
▲ ELBIS S09 05.3 E127 43.7		FL240 SFC Class G	NA	↓	Comoro Approach 122.9
▲ BACAU WPT S08 29.1 E126 24.0	292º 112º 87NM			↑	
Z10					
▲ Dili VOR/DME (DIL) S08 32.6 E125 31.7		FL240 SFC Class G	NA	↓ One-way route DIL VOR to ALEXA	Comoro Approach 122.9
Δ LIZZA S08 26.9 E125 50.6	071º 251º 20NM				
▲ ALEXA S09 18.0 E126 57.4	125º 305º 83NM				Brisbane ATC on HF SEA3
▲ DONYA S11 30.9 E129 54.4	125º 305º 219NM				
Z69					
▲ Dili VOR/DME (DIL) S08 32.6 E125 31.7		FL240 SFC Class G	NA	↑ One-way SELVA to DIL VOR	Comoro Approach 122.9
▲ SELVA S09 27.1 E126 40.8	124º 304º 87NM				Brisbane ATC on HF SEA3.
Δ JULIE S11 47.8 E129 42.2	126º 306º 227NM				
Z86					
▲ Dili VOR/DME (DIL) S08 32.6 E126 31.7		FL240 SFC Class G	NA	↑ One-way route IKUMA to DIL VOR	Comoro Approach 122.9
▲ MAMAL S09 37.8 E126 27.0	137º 317º 85NM				Brisbane ATC on HF SEA3.
▲ IKUMA S10 25.8 E127 08.1	137º 317º 63NM				

ENR 3.2 UPPER ATS ROUTES

Upper ATS routes are established above the upper vertical limit of the Timor Leste airspace. These routes are controlled as appropriate by the Bali and Ujung Pandang ATS units.

ENR 3.3 AREA NAVIGATION ROUTES

Nil.

ENR 3.4 HELICOPTER ROUTES

1.1 No specific routes are established. However, helicopters from/to Dili International airport/Dili Heliport shall track via the following reporting points.

i) Departing westbound via WHISKEY (S08 33.4 E125 25.8)
ii) Departing eastbound via JULIET (S08 31 22 E125 36.48)

iii) Arriving from west via HOTEL (S08 35.16 E125 29.34)
iv) Arriving from east via TANGO (S08 34.13 E125 37.5)

v) Departing/arriving to/from south via SIERRA (S08 35.7 E125 31.83) or ZULU (S08 36.04 E125 35.5) as appropriate.

ENR 3.5 OTHER ROUTES

Nil.

ENR 3.6 ENROUTE HOLDING

NIL

ENR 4-RADIO NAVIGATION AIDS/SYSTEMS

ENR 4.1 RADIO NAVIGATION AIDS – ENROUTE

Name of Station	ID	Frequency CH	Operating Hours	Coordinates	Elev DME Antenna	Remarks
Dili DVOR/DME	DIL	113.4MHz CH81X	H24	S08 32.6 E125 31.7	Not available	See * below.
Dili NDB	KO	391KHz	H24	S08 33.1 E125 31.2	-	See ** below.

*The VOR/DME coverage is limited over terrain in the southern sector.

**The Dili NDB range is limited to 75NM over terrain and is not usable in certain sectors.

ENR 4.2 SPECIAL NAVIGATION SYSTEMS

Nil.

ENR 4.3 NAME-CODE DESIGNATORS FOR SIGNIFICANT POINTS

Designator	Coordinates	ATS Route
ALEXA	S09 18.0 E126 57.4	Z10
BACAU	S08 29.1 E126 24.0	W33
ELBIS	S09 05.3 E127 43.7	B583
KIKEM	S09 52.9 E126 07.4	A464
LIZZA	S08 26.9 E125 50.6	Z10
MAMAL	S09 37.8 E126 27.0	Z86
SELVA	S09 27.1 E126 40.8	Z69

ENR 4.4 AERONAUTICAL GROUND LIGHTS-ENROUTE

Reserved.

ENR 5-NAVIGATION WARNINGS

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS

1.1 A number of Restricted Areas has been established in Timor Leste. Restricted Areas are airspace of defined dimensions, above the land areas or territorial waters of a State, within which flight of aircraft is restricted in accordance with prescribed conditions.

1.2 Each Restricted Area is assigned a reference identifier, e.g. **WPR 01**. Restricted Areas established in very close proximity to another or, contained within another, are given the same identifier but with an additional alphabet to separately identify each e.g. **WPR 02A, WPR 02B**.

The lateral and vertical limits, the type of activity, hours of activity, controlling authority and contact details are given in Table ENR5-1.

1.3 Pilots shall take note that because of communications limitations and difficulties ATC may not be able to issue warnings to an aircraft that is reported by a controlling authority as having strayed into a Restricted Area.

1.4 No Danger or Prohibited Areas are established in Timor Leste.

RESTRICTED AREAS

Identification, Name and Lateral Limits	Upper Limit / Lower Limit	Activity Period	Activity Type & Controlling Authority
1	2	3	4
WPR 01 'TACITOLO' Area bounded by a circle radius 1NM centered on S08 34.0 E125 29.0	1,500ft AMSL / SFC	Daily H24	Area active with small arms firing. Controlling authority UNMIT
WPR 15 'HERA' Within area bounded by coords: S08 30.4 E125 38.6, S08 30.4 E125 39.4, S08 31.6 E125 39.4, S08 31.6 E125 38.6.	1,000ft AGL / SFC	Daily 2300-0830	Small arms firing. Controlling authority UNMIT

ENR 5.2 MILITARY EXERCISE AND TRAINING AREAS AND AIR DEFENCE IDENTIFICATION ZONE

NIL

ENR 5.3 OTHER ACTIVITIES OF A DANGEROUS NATURE.

NIL

ENR 5.4 AIR NAVIGATION OBSTACLES EN ROUTE

Reserved.

ENR 5.5 AERIAL SPORTING AND RECREATIONAL ACTIVITIES.

NIL

ENR 5.6 BIRD MIGRATION AND AREAS WITH SENSITIVE FAUNA

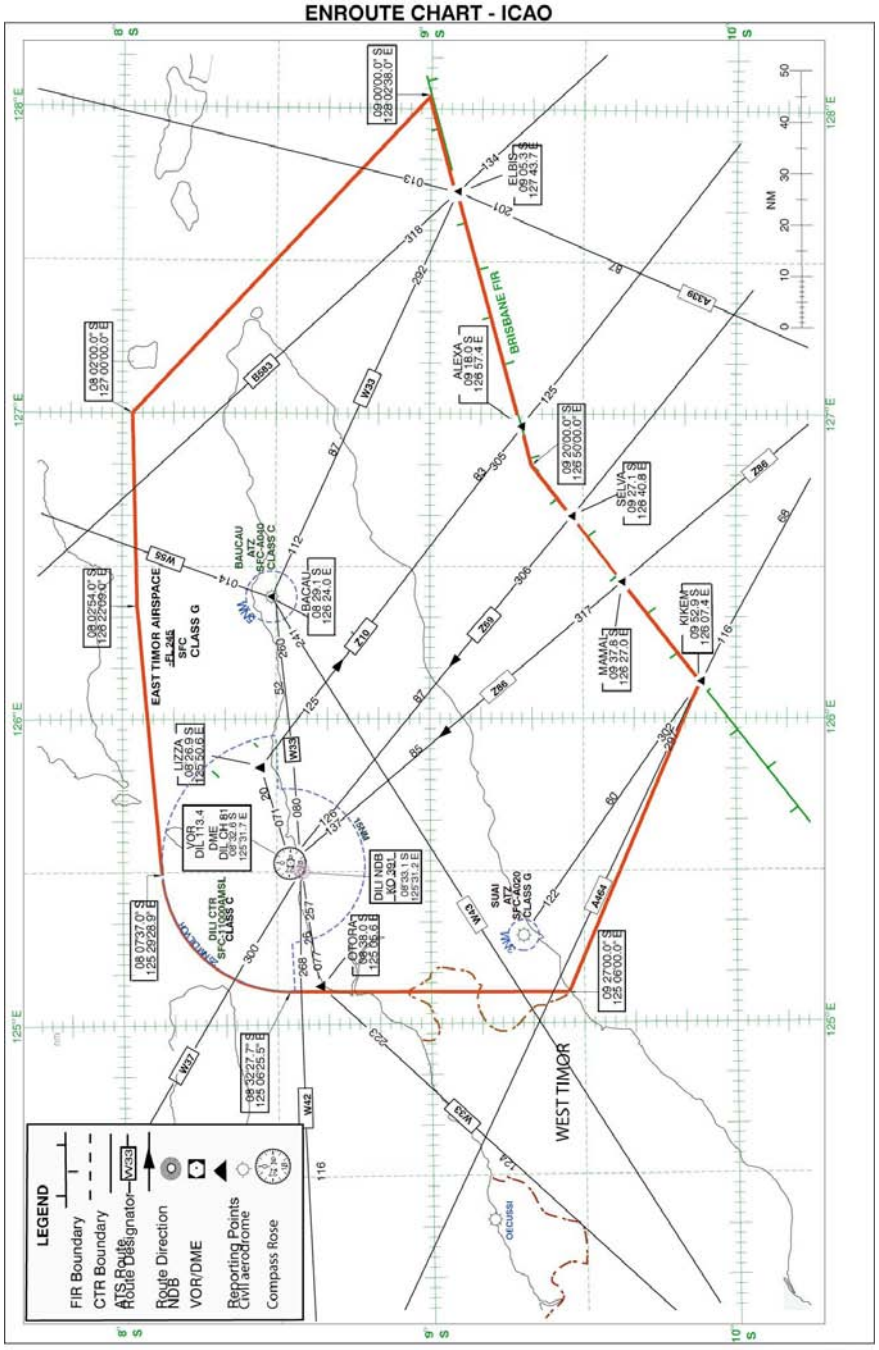
1.1 Information on bird migration and areas with sensitive fauna is not yet available.

1.2 Bird strikes shall be reported to the airport management or CAD using the Bird Strike Reporting Form.

ENR 6 ENROUTE CHARTS

Details of charts produced are given in GEN 3.2.

ENROUTE CHART - ICAO



WPDL/ENR/02

PROHIBITED, RESTRICTED AND DANGER AREAS-INDEX CHART