



**AIRAC AIP
SUPPLEMENT
(SUP)**

AIP SUP 05/2022

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AIRSPACE CHANGES IN TIMOR-LESTE

1 INTRODUCTION

- 1.1 This AIRAC SUP describes changes being made to Timor-Leste airspace WEF 16th June 2022 (AIRAC 2206). These changes introduce modifications to dimensions of existing Class C airspace, and in addition new Class E airspace boundaries.

2 BACKGROUND

- 2.1 The current Timor-Leste airspace architecture has been in place for many years and requires updating to accommodate new routes, aircraft performance and specification changes, and the introduction of RNP 1 SIDs and STARs.

3 EXISTING AIRSPACE

- 3.1 The current airspace arrangements are as per below:
- Vertical Limits
 - SFC-F600
 - F245-F600 service is provided by Indonesia

- Lateral Dimensions
 - 083227.7S 1250625.5E then along the clockwise arc of a circle radius 25.00NM centre 083238.2S 1253139.8E (DIL/VOR) to 080737.0S 1252928.9E thence eastwards to 080254.0E 1262209.0E then to 080200.0S 1270000.0E thence southeastwards to 090000.0S 1280238.0E thence westwards to 092000.0S 1265000.0E then to 095254.0S 1260724.0E then to 092700.0S 1250600.0E thence northwards to 083227.7S 1250625.5E

3.2 Class C airspace is established within 25NM of DIL VOR, SFC-F245.

3.3 The remainder of airspace is Class G, SFC-F245.

4 AIRSPACE FROM 16TH JUNE 2022

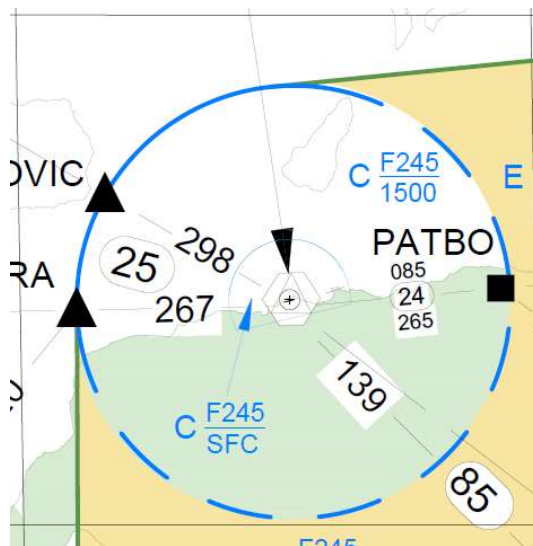
4.1 Dili CTR

- Vertical Limits
 - SFC-A015
- Lateral Dimensions
 - 083611.2S 1252534.7E then along a clockwise arc of a circle radius 7.0 NM centre 083238.2S 1253139.8E (DIL/VOR) – 083312.6S 1253842.0E - 083611.2S 1252534.7E



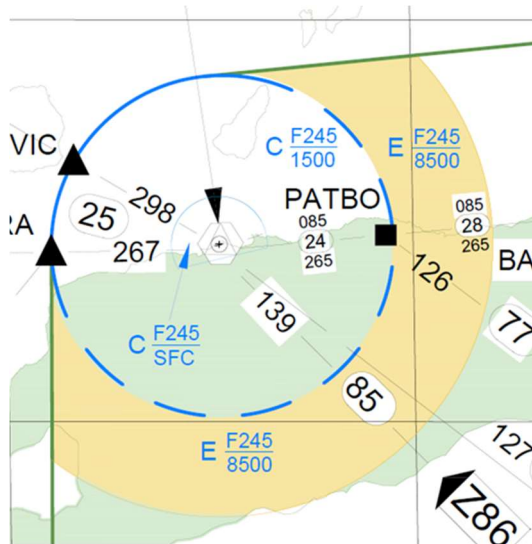
4.2 Dili CTA C1 Class C A015-F245

- Vertical Limits
 - A015-F245
- Lateral Dimensions
 - A circle of radius 25.00NM centre 083238.2S 1253139.8E (DIL/VOR)



4.3 Dili CTA E1 Class E A085-F245

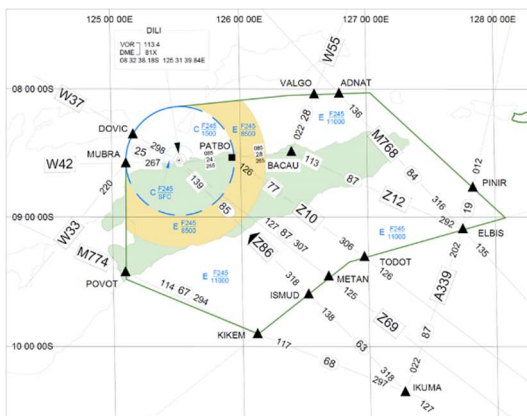
- Vertical Limits
 - A085-F245
- Lateral Dimensions
 - 083227.7S 1250625.5E then along the counter clockwise arc of a circle radius 25.00NM centre 083238.2S 1253139.8E (DIL/VOR) – 080737.0S 1252928.9E – 080503.5S 1260056.9E then along a clockwise arc of a circle radius 40.00NM centre DIL/VOR – 090347.9S 1250610.8E - 083227.7S 1250625.5E



4.4 Dili CTA Class E2 A110-F245

- Vertical Limits
 - A110-F245
- Lateral Dimensions
 - 090347.9S 1250610.8E then along the counter clockwise arc of a circle radius 40.00NM centre 083238.2S 1253139.8E (DIL/VOR) - 080503.5S 1260056.9E – 080254.0E 1262209.0E –

080200.0S 1270000.0E – 090000.0S 1280238.0E
 – 092000.0S 1265000.0E – 095254.0S
 1260724.0E – 092700.0S 1250600.0E -
 090347.9S 1250610.8E



5 OPERATIONAL CHANGES

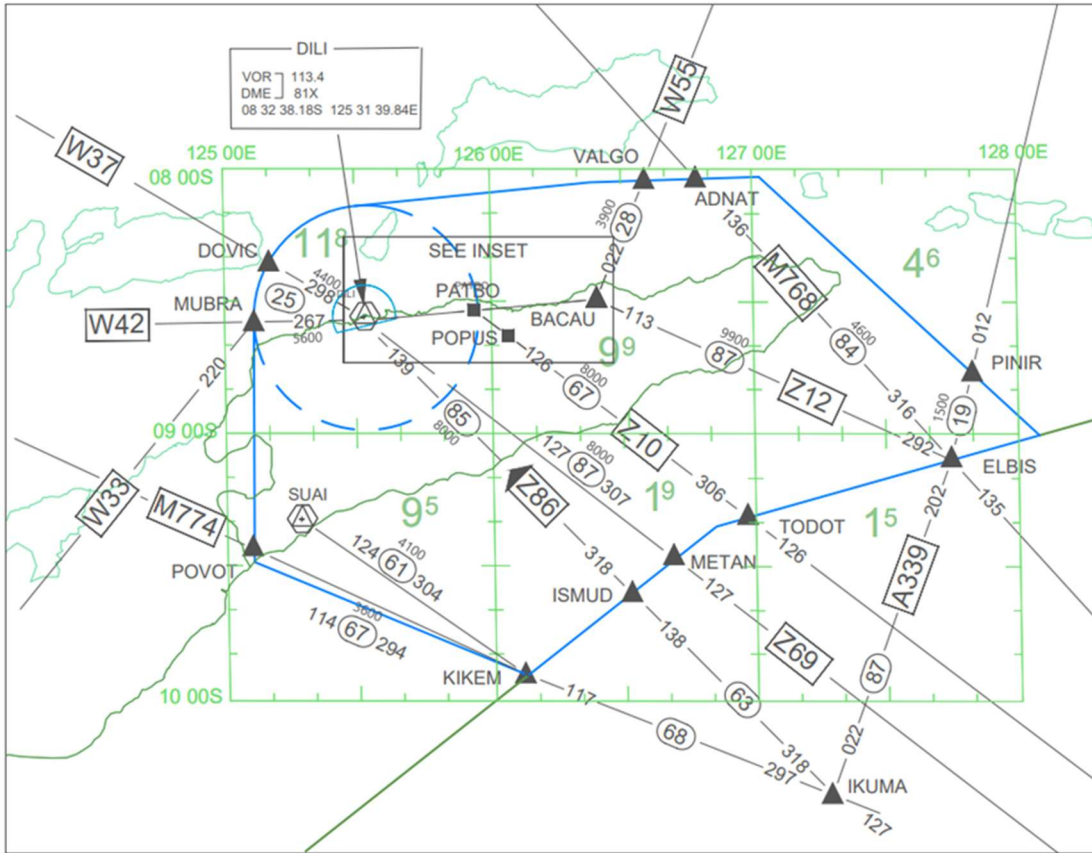
- 5.1 In addition to the airspace changes, several operational changes will also apply.
- 5.2 Transition Level and Transition Altitude
 - Transition Level F140
 - Transition Altitude 12000 ft
- 5.3 Within Class E airspace Timor Common 127.10 Mhz shall be used, callsign Dili Approach.
- 5.4 Aircraft operating in Class G shall use Timor Common 127.10 Mhz.
- 5.5 Where practical, aircraft operating in Class E and G in proximity to Class C airspace shall monitor Dili Approach 122.90 Mhz.

6 TRACK LSALTS AND GRID LSALTS

The following LSALTs have been approved for use in Timor-Leste:

TRACK	LSALT
MUBRA-DIL	5600
DOVIK-DIL	4400
DIL-PATBO	6600
PATBO-POPUS	6600
POPUS-TODOT	8000
PATBO-BACAU	6600
BACAU-ELBIS	9900
BACAU-VALGO	3900
ELBIS-ADNAT	4600
ELBIS-PINIR	1500
KIKEM-POVOT	3600
METAN-DIL	8000
ISMUD-DIL	8000
KIKEM-SUI	4100

6.1 GRID LSALTS as per the figure below are approved:



7 NEW INSTRUMENT PROCEDURES

- 7.1 AIP V4 will incorporate the following new instrument procedures:
- a. RNP Z RWY 26
 - b. RNP Z RWY 08
 - c. ATSEV ONE SID
 - d. FILOM ONE SID
 - e. JEMZE ONE VICTOR ARRIVAL
 - f. JEMZE ONE QUEBEC ARRIVAL
- 7.2 Pending flight validation planned for early June, these procedures will be available from 16th June.
- 7.3 Unless requested otherwise, all IFR aircraft can expect to be issued a RNP Z approach.
- 7.4 Aircraft departing to the south can expect an ATSEV ONE Departure.
- 7.5 Aircraft departing to the west or northwest can expect a FILOM ONE Departure.
- 7.6 IFR aircraft arriving from the south can expect to be issued a JEMZE ONE VICTOR Arrival for RNP Z approach.
- 7.7 Where weather conditions are suitable a JEMZE ONE QUEBEC Arrival may be issued followed by a visual approach from DIVAD.

8 ROUTE PLANNING

- 8.1 IFR aircraft are reminded of the route planning changes in [AIP SUP 01/2022](#). These route changes provide the necessary waypoints for the ATSEV ONE SIDs.
- 8.2 These route changes are incorporated in AIP V4.

9 EFFECTIVE DATE

9.1 The changes in this SUP become effective on AIRAC 2206, 2206151530 UTC.

10 CANCELLATION

10.1 This AIRAC SUP will self-cancel on 2206151530 when incorporated in AIP Edition 4.

11 DISTRIBUTION

11.1 [AACTL website](#) only.