



# **AERONAUTICAL INFORMATION PUBLICATION TIMOR-LESTE Part 1**

**Edition 10**

**CONSULT NOTAM AND AIP SUPPLEMENT  
FOR LATEST INFORMATION**

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# PART 1 - GENERAL (GEN)

## GEN 0

### GEN 0.1 PREFACE

#### **1 NAME OF PUBLISHING AUTHORITY**

- 1.1 The AIP is published under the authority of the Civil Aviation Authority of Timor-Leste (AACTL), Ministry of Transport and Communications Timor-Leste.

#### **2 APPLICABLE ICAO DOCUMENTS**

- 2.1 The AIP is prepared in accordance with the Standards and Recommended practices (SARPs) from the following ICAO Documents:

- Annex 15 Aeronautical Information Services
- Annex 4 Aeronautical Charts
- Doc 8126 Aeronautical Information Services Manual
- Doc 8697 Aeronautical Chart Manual

#### **3 AIP TIMOR-LESTE STRUCTURE**

##### **3.1 The AIP Structure**

- 3.1.1 The AIP is made up of three Parts, being Part 1-General (GEN), Part 2.-Enroute (ENR) and Part 3-Aerodromes (AD). Each Part consists of sections and subsections. The AIP Structure is shown in graphic form at page 1-5.

##### **3.2 Part 1 – General (GEN)**

- 3.2.1 Part 1 consists of five sections. These sections are described below.

###### **3.2.2 GEN 0 Preface**

Preface, Record of AIP Amendments, Record of AIP SUPs, Checklist of AIP pages, List of Hand Amendments to the AIP and the table of Contents to Part 1.

### **3.2.3 GEN 1 National Regulations and Requirements**

Designated authorities, Entry, transit and departure of aircraft, Entry transit and departure of cargo, Aircraft instruments, equipment and documents, Summary of national regulation and international agreements/conventions and differences from ICAO SARPs.

### **3.2.4 GEN 2 Tables and Codes**

Measuring system, Aircraft markings, Holidays, Abbreviations, Chart symbols, Location indicators, List of radio navigation aids, Conversion tables, and Sunrise/sunset information.

### **3.2.5 GEN 3 Services**

Aeronautical Information Service, Aeronautical Charts, Air Traffic Services, Communication Service, Meteorological Services and Search and Rescue Services.

### **3.2.6 GEN 4 Charges for Aerodromes/Heliports and Air Navigation Services**

Aerodrome and helicopter charges/and Air Navigation Service charges.

## **3.3 Part 2 – Enroute (ENR)**

3.3.1 Part 2 consists of seven sections. The sections are described below.

### **3.3.2 ENR 0 Preface**

Record of AIP Amendments, Record of AIP SUPs Checklist of AIP pages, List of hand amendments to the AIP and the Table of contents to Part 2.

### **3.3.3 ENR 1 General Rules and Procedures**

General rules, Visual flight rules, instrument flight rules, ATS airspace classification, Holding approach and departure procedures, Radar service and procedures, Altimeter Setting procedures, regional supplementary procedures, Air traffic flow management, Flight plan messages, interception of civil aircraft, and Air traffic incidents.

**3.3.4 ENR 2 Air Traffic Service Airspace**

Detailed description of Timor-Leste airspace and other regulated airspace.

**3.3.5 ENR 3 ATS Routes**

Detailed description of lower ATS routes and helicopter routings.

**3.3.6 ENR 4 Radio Navigation Aids/Systems**

Radio navigation aids-enroute, Special navigation systems, Name-code designators for significant points, and Aeronautical ground lights-en-route.

**3.3.7 ENR 5 Navigation Warnings**

Prohibited, restricted and danger areas, Military exercise and training areas and Air Defence Identification Zone (ADIZ), other activities of a dangerous nature and other potential hazards, Air navigation obstacles and bird migration areas with sensitive fauna.

**3.3.8 ENR 6 En-Route Charts**

En-route Charts, ICAO and index charts.

**3.4 Part 3- Aerodromes (AD)**

3.4.1 Part 3 consists of four sections. The sections are described below.

**3.4.2 AD 0 Preface**

Record of AIP Amendments, Record of AIP SUPs, Checklist of AIP pages, List of hand amendments to the AIP and the Table of Contents to Part 3.

**3.4.3 AD 1 Aerodromes/Heliports – Introduction**

Aerodrome/heliport availability, rescue and fire-fighting services, Index to aerodromes and heliports, Grouping of aerodromes and heliports and Handling services providers.

**3.4.4 AD 2 Aerodromes**

Detailed information on aerodromes including helicopter-landing areas, if located at the aerodromes.

**3.4.5 AD 3 Heliports**

Detailed information on heliports.

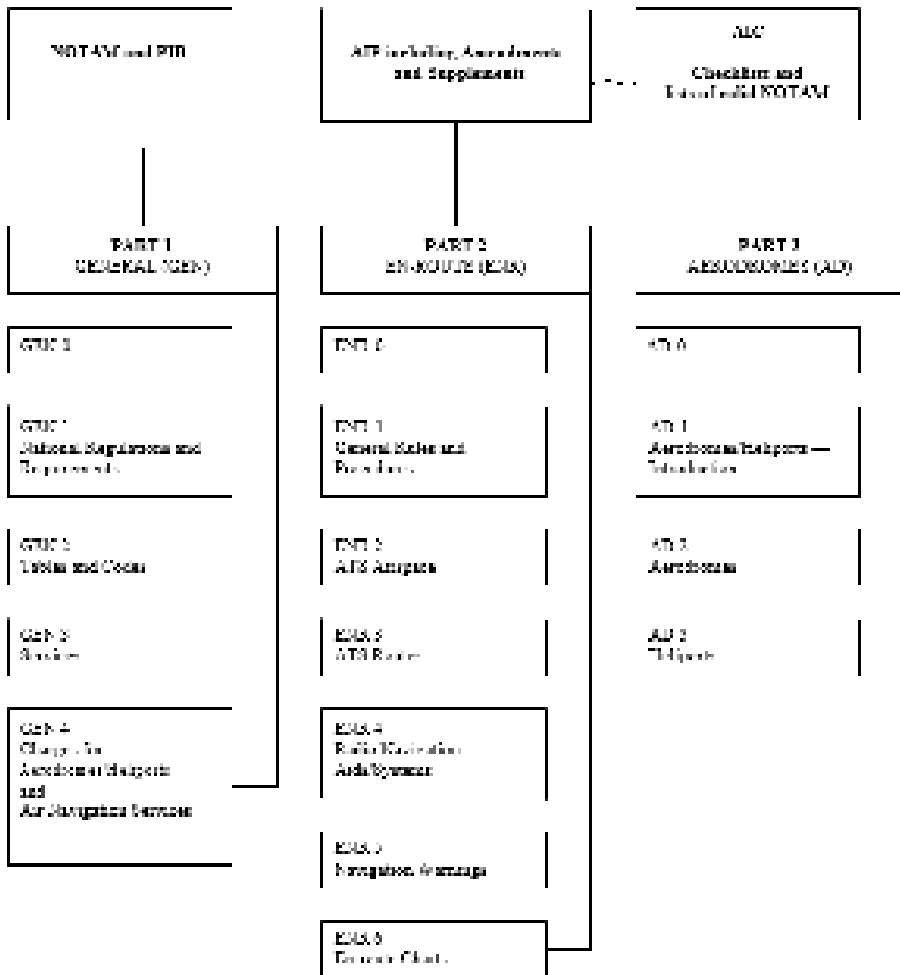
**4 REGULAR AMENDMENT INTERVAL**

- 4.1 The Timor-Leste AIP will be amended every 12 months and will be replaced in its entirety. Interim amendments will be notified via AIC.

**5 CONTACT IN CASE OF DETECTED ERRORS**

- 5.1 All care has been taken to ensure that the information contained within this AIP is accurate and complete. Any errors and omissions which may be detected, as well as any correspondence concerning the Integrated Aeronautical Information Package, should be referred to AACTL, whose address is shown at GEN 1.

USE IN DEGRADED PERSONAL FLIGHT  
INFORMATION PACKAGE



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## GEN 0.2 RECORD OF AIP TIMOR-LESTE AMENDMENTS

AIP AMENDMENT			
NR/ Year	Publication date	Date Entered	Entered by
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2	25 MAR 2021		
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## GEN 0.4 CHECKLIST OF AIP TIMOR-LESTE PAGES

Edition No.	Page	Date
10	Cover 1-2	12 JUN 2025
10	1-1 to 1-136	12 JUN 2025

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## GEN 0.5 LIST OF HAND AMENDMENTS TO AIP TIMOR-LESTE

<b>AIP page (s) Affected</b>	<b>Amendment text</b>	<b>Introduced by AIP Amendment NR</b>

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# GEN 1

## NATIONAL REGULATIONS AND REQUIREMENTS

### GEN 1.1 DESIGNATED AUTHORITIES

#### 1 INTRODUCTION

- 1.1 República Democrática de Timor-Leste applies to the extent practicable the ICAO Standards and Recommended Practices (SARPs) to ensure the safety and regulation of Air Navigation in Timor-Leste.
- 1.2 The addresses of the designated authorities concerned with facilitation of international air navigation are as follows:

1	<p><b>Autoridade da Aviação Civil de Timor-Leste (AACTL)</b>          Direção Serviço de Navegação Aérea          Ministério dos Transportes e Comunicações          Dili, Timor-Leste          Tel: +670 77372707/77414619          Email: <a href="mailto:cnoronha@aactl.gov.tl">cnoronha@aactl.gov.tl</a>          Email: <a href="mailto:jnsoares@aactl.gov.tl">jnsoares@aactl.gov.tl</a>          Web: <a href="http://www.aactl.gov.tl">www.aactl.gov.tl</a></p>	4	<p><b>Immigration</b>          Direção Geral de Serviço da Migração          Ministério do Interior          Avenida Vila Verde, Dili, Timor-Leste          Tel: +670 3310369, +670 78009456          Email: <a href="mailto:informacao@migracao.gov.tl">informacao@migracao.gov.tl</a>          Web: <a href="http://www.migracao.gov.tl">www.migracao.gov.tl</a></p>
2	<p><b>Meteorology</b>          Direção Nacional Meteorologia e Geofísica (DNMG)          Ministério dos Transportes e Comunicações          Dili, Timor-Leste          Tel: +670 77230218/77955244          Email: <a href="mailto:tfmoniz.moniz@gmail.com">tfmoniz.moniz@gmail.com</a>          Email: <a href="mailto:joaometeo17@gmail.com">joaometeo17@gmail.com</a></p>	5	<p><b>Health</b>          Dr. Maria Lourdes da C. N. Ximenes          PNLIA Dili, Timor-Leste          Tel: +670 77315788          Fax: Nil          E-mail: <a href="mailto:mylunexis@gmail.com">mylunexis@gmail.com</a></p>
3	<p><b>Customs</b>          Direção Nacional das Alfândegas de Timor-Leste, Avenida Mártires da Pátria, Colmera,          Dili, Timor-Leste          Tel: +670 3331312 / 78029491          Email: <a href="mailto:rfreitas@mof.gov.tl">rfreitas@mof.gov.tl</a></p>	6	<p><b>Quarantine</b>          Director-Nacional Quarantine e Biosegurança          Ministério de Agricultura e Pescas          Comoro Dili, Timor-Leste          Tel: +670 78128108          Email: <a href="mailto:manueldacosta558@gmail.com">manueldacosta558@gmail.com</a></p>

	PNLIA Custom office +670 77725551 / 77242768 Email: <a href="mailto:loliveira@mof.gov.tl">loliveira@mof.gov.tl</a> Email: <a href="mailto:idalio1972@gmail.com">idalio1972@gmail.com</a> Web: <a href="https://customs.gov.tl">https://customs.gov.tl</a>		
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## EN 1.2 ENTRY, TRANSIT AND DEPARTURE OF AIRCRAFT

### 1 GENERAL

- 1.1 Procedures for international flights into, from or over the territory of República Democrática de Timor-Leste comply with the provisions of ICAO Annex 9.
- 1.2 Aeroporto Internacional Presidente Nicolau Lobato (Dili International Airport) is the designated entry/exit points into Timor-Leste. Entry to or exit from aerodromes other than Aeroporto Internacional Presidente Nicolau Lobato is subject to specific approval by the AACTL.
- 1.3 Aircraft operating into and out of Timor-Leste airports shall comply with all restrictions and limitations established at the airports.
- 1.4 Operators shall comply with Annex 17/NCASP 3<sup>rd</sup> Edition on security procedures for their aircraft, passengers, baggage, cargo, and mail.

### 2 SCHEDULED FLIGHTS

- 2.1 Scheduled services are permitted to operate into República Democrática De Timor-Leste provided it is appropriately covered by either an Air Services Agreement, licensed in accordance with Decree-Law n.º 10/2023 or by other aeronautical agreement with the AACTL.
- 2.2 Foreign State operators wishing to operate services into Timor-Leste under 2.1 above must submit a request for approval to the President of AACTL for consideration with the following minimum documents:
  - a. Letter of intent for the operation
  - b. Copy of Certificate of Registration
  - c. Copy of air operator certificate (AOC) and its operation specification
  - d. Copy of Certificate of Airworthiness
  - e. Copy of Insurance Certificate
  - f. Copies of pilots licence(s), valid medical certificate(s) and IELP level 4 certificate(s).
  - g. Flight Schedule and slot time (by ANATL, E.P.)

- h. Proposed tariffs
  - i. Company Profile
  - j. Applicable licenses as required to operate within Timor-Leste as described by government Decree-law n.º 10/2023
- 2.3 Additionally, the operator must satisfy the following conditions:
- a. Possess a valid Air Operator's Certificate issued by the country in which they are registered for operations into Timor-Leste.
  - b. Comply with the aviation legislations and regulations of the country in which they are registered.
  - c. Has adequate insurance to specifically cover his operations into the territory of Timor-Leste.
- 2.4 Applications must be submitted to the AACTL at least thirty (30) days prior to the proposed commencement date of services. If already designated under the Air Services Agreement. The decision to approve or not approve the application is at the discretion of the Board members of AACTL. Where approval to operate the services is given, AACTL may specify additional conditions to be complied with.
- 2.5 The operators of foreign states which are authorized to operate services into Timor-Leste are required to adhere to the National Civil Aviation Safety Regulation (CASR) of Timor-Leste.
- 2.6 The following documents conforming to the ICAO format as set forth in Annex 9 shall be submitted as necessary for the inbound clearance of aircraft:
- a. General Declaration-3 copies
  - b. Passenger Manifest- 3 copies
  - c. Cargo Manifest-3 copies
- 2.7 AACTL also authorizes operators of foreign States to operate non-schedule services into the República Democrática de Timor-Leste on charter basis.
- 2.8 Foreign State operators wishing to operate services into Timor-Leste under 2.7 above must submit a request for approval to the President of AACTL for consideration with the following minimum documents:

- a. Copy of air operator certificate (AOC) and its operation specification
- b. Copy of Certificate of Airworthiness
- c. Copy of Insurance Certificate
- d. Copies of pilots licence(s), valid medical certificate(s) and IELP level 4 certificate(s).
- e. Flight Schedule and slot time (by ANATL, E.P.)
- f. Proposed tariffs
- g. Company Profile
- h. Additional Documentation as required to operate within Timor-Leste as described by government Decree-law n.º 11/2023.

2.9 Additionally, the operator must satisfy the following conditions:

- a. Possess a valid Air Operator's Certificate issued by the country in which they are registered for operations into Timor-Leste.
- b. Comply with the aviation legislations and regulations of the country in which they are registered.
- c. Has adequate insurance to specifically cover his operations into the territory of Timor-Leste.

2.10 Applications must be submitted to the AACTL in accordance with the following deadlines:

- a. At least fifteen (15) days prior to the proposed commencement date of services if the proposed services are up to five flights;
- b. At least thirty (30) days prior to the proposed commencement date of services if the proposed services are above five flights per month and less than 12 flights;
- c. For series of flights of 12 or more flights, requests must be presented until the 15<sup>th</sup> of January for flights starting on the following IATA summer season, and until the 1<sup>st</sup> of September for flights starting on the following IATA winter season.

2.11 The decision to approve or not approve the application is at the discretion of the Board members of AACTL. Where approval to

operate the services is given, AACTL may specify additional conditions to be complied with.

- 2.12 The operators of foreign states which are authorized to operate services into Timor-Leste are required to adhere to the National Civil Aviation Safety Regulation (CASR) of Timor-Leste.
- a. The following documents conforming to the ICAO format as set forth in Annex 9 shall be submitted as necessary for the inbound clearance of aircraft, as per [2.2](#).

### **3 EMERGENCY/PRIVATE OR AEROMEDICAL FLIGHTS**

- 3.1 Operators and owners intending to operate emergency flights, taxi flights or general aviation flights must, prior to the operation of the flight, notify and obtain confirmation from the President of AACTL. Applications must be made at least 72 hours before arrival in Timor-Leste.
- 3.2 Requests must be sent by fax or e-mailed to the Executive Director President of AACTL giving the following information as appropriate:
- a. Aircraft call sign and registration
  - b. Aircraft type and MTOW
  - c. Departure point, destination, and ETA (UTC)
  - d. ETD (UTC) and next destination
  - e. Name & address of operator including fax number and e-mail address
  - f. Purpose of flight
  - g. Any other pertinent information.
- 3.3 Flight confirmations are valid for a period of 24 hours from the date/ETA approved, will be extended 72 hours unless requested.
- 3.4 Additional documentation may be required for the flight clearance in accordance with Decree-law 11/2023.

### **4 FOREIGN STATE AIRCRAFT**

- 4.1 Foreign State aircraft means aircraft used in military, police or customs services of that State.
- 4.2 Unless special arrangements are in force, foreign State aircraft

intending to land in Timor-Leste or overfly Timor-Leste airspace shall obtain approval to do so through diplomatic channels from the Ministry of Foreign Affairs Timor-Leste giving the following details:

- a. Aircraft operator
- b. Aircraft type and registration mark
- c. Name of pilot-in-command and number of crew
- d. Purpose of flight
- e. MTOW
- f. Point of departure, route, and destination
- g. Next destination and route
- h. Proposed schedule
- i. Any other relevant information considered necessary.

4.3 The Ministry of Foreign Affairs can be contacted as follows:

- Tel: +670 77304060 / 77912444 / 77555402
- Email: [direcaoapeivilegioemunidade@gmail.com](mailto:direcaoapeivilegioemunidade@gmail.com),

## 5 DOCUMENTS FOR INSPECTION

5.1 Documents shall be submitted in paper form. The pilot-in-command, airline operator or the authorized agent shall produce for inspection when requested by authorized personnel before commencement of flight or after termination of flight the following documents as appropriate:

- a. Certificate of Airworthiness
- b. Certificate of Registration
- c. Licenses of operating crew
- d. Journey Log Book
- e. Passenger Manifest
- f. Cargo Manifest
- g. General Declaration of Health (Crew medical certificate)

## 6 TRAFFIC FORM SUBMISSION

6.1 The pilot-in-command or the authorized agent shall complete and submit to the Airport Operations Officer (ANATL, E.P) manually the

Traffic Form for each flight prior to departure. The forms are available at ANATL, E.P. from Airport Operations. Traffic form submission is required only at Dili International airport.

## GEN 1.3 ENTRY, TRANSIT AND DEPARTURE OF PASSENGERS AND CREW

### 1 CUSTOMS REQUIREMENTS

- 1.1 All arriving person are required to declare all dutiable and prohibited goods and items to Customs officers using the Customs declaration form. As a general rule, the following should be declared:
- a. Any merchandise not exempt from the payment of duties
  - b. Merchandise for commercial or industrial activity
  - c. Merchandise that cannot be brought in or its import is conditional to fulfillment of certain formalities
- 1.2 Items and their quantity that may be brought in duty-free into Timor-Leste provided the passenger's previous trip overseas took place more than thirty (30) days ago are as follows:
- a. Souvenirs with an overall value not exceeding USD 300.00
  - b. Tobacco of a gross weight not exceeding 400 grams
  - c. Alcoholic beverages not exceeding 1.5 litres in quantity
  - d. Special pharmaceuticals meant for self-consumption not exceeding 10 Units and which are not narcotics, pharmaceuticals shall be accompanied by a doctor's medical prescription.
- Note: Customs officers may demand receipts (s) as proof of value.
- 1.3 Items, which are not permitted to be brought into Timor-Leste, are:
- a. Drugs
  - b. Weapons considered prohibited, their ammunitions and explosive substances
  - c. Gold in bars or coins
  - d. Foreign lottery and games of hazard prohibited by law
  - e. Currency and other means of payment outside certain limits and conditions
  - f. Other merchandise forbidden by law or whose importation is exclusive to certain entities such as counterfeit books that are

of Timorese property, photographs and other works deemed to have a pornographic content

- 1.4 The following items may be brought in after completion of necessary of formalities:
- a. Guns and ammunitions
  - b. Live animals – for dogs, cats and other pets the official certificate of origin and vaccination is required
  - c. Live plants, parts of plants for dissemination, seeds and serials. The certificate of purity and germination or letter of guaranty issued by the supplier at the place of origin
  - d. Raw food such as meat, fish and seafood in the following states: raw, dry, smoked, salted, dozen or in brine
- 1.5 Trade samples that are not for sale and no commercial value must be declared and their import justified.
- 1.6 Passengers having nothing to declare may use the Green Lane while passengers with merchandise to declare must use Red Lane.
- 1.7 All departing passengers carrying more than USD 5,000.00 Cash (or foreign Equivalent) on their person or in their luggage must declare so in the embarkation form.
- 1.8 All enquiries concerning customs and currency control procedures or requirements should be addressed to the Director of Customs.

## **2 IMMIGRATION REQUIREMENTS**

- 2.1 Enforcement of immigration rules and regulations is undertaken by the Timor-Leste National Police.
- 2.2 All Passengers require a valid passport or other internationally recognized travel Document and visa for entry into Timor-Leste, except members of visiting forces within the meaning of any law for the time being in force regulating visiting forces in Timor-Leste. Flight crews will be accorded temporary admission on production of valid licenses or crewmember certificates issued by the State of Registry of the aircraft.



- 2.3 Application for visa can be made on arrival at the Dili/Presidente Nicolau Lobato International airport. Visa information can be obtained from the Directorate of Immigration, Ministry of Interior.
- 2.4 Passengers arriving and departing Timor-Leste are required to fill in the disembarkation and embarkation forms as appropriate. Disembarkation forms shall be distributed in-flight. Required forms shall be submitted to the authorities on arrival or before departure together with passports and visa.
- 2.5 The Immigration authorities may refuse an arriving passenger not in possession of a valid travel document or visa permission to enter Timor-Leste or, may require the passenger to show evidence of means of support whilst in Timor-Leste and onward passenger to a destination outside Timor-Leste.
- 2.6 Airlines operators, in their own interests should not permit passengers to board their aircraft unless passengers are in possession of the necessary travel documents, as they will be held responsible for the maintenance and subsequent deportation from Timor-Leste of passengers denied entry
- 2.7 Presently no direct transit procedures are applicable.
- 2.8 All queries regarding Immigration procedures should be addressed to the Directorate of Immigration.

### **3 HEALTH REQUIREMENTS**

- 3.1 Disembarking passengers are not required to furnish vaccination certificates except those passengers coming directly from Yellow Fever affected areas.
- 3.2 The pilot-in-command shall ensure that an aircraft on international flight is adequately disinfected 30 minutes prior to arrival and must furnish evidence that this has been done.
- 3.3 No health formalities are required for departing aircraft and passengers.

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## GEN 1.4 ENTRY, TRANSIT AND DEPARTURE OF CARGO

### 1 CUSTOMS REQUIREMENTS

- 1.1 Goods may be imported or exported by air in accordance with applicable rules. All goods to be imported or exported whether subject to import/export duties must be declared in writing.
- 1.2 All declarations must indicate a full and true account of the number and description of goods and packages, value, weight, measurement or quantity and the country of origin or destination as appropriate.
- 1.3 Where duties are payable on imported goods, such duties must be paid in full before the goods can be released. Where export duties are payable such duties must be paid in full before goods can be exported.
- 1.4 The duties levied are Import Duty and Sales Tax. The rates for Import Duty vary according to the categories of goods imported. The sales tax applicable is 6%.
- 1.5 Full information for the import and export of goods and duties applicable may be obtained from the Director of Customs.

### 2 QUARANTINE REQUIREMENTS

- 2.1 The Timor-Leste Quarantine Services makes all efforts to prevent the introduction of harmful pests and diseases into Timor-Leste. Passengers and cargo are therefore subject to inspection and treatment if necessary.
- 2.2 Quarantine risk management includes:
  - a. Handling of quarantine waste
  - b. Transportation of exotic insects and pathogens
  - c. Foodstuffs carried by passengers
  - d. Cargo carried on board aircraft
- 2.3 All foodstuffs and food-related waste is subject to quarantine control. Quarantine Control remains in force while the aircraft is in Timor-Leste and quarantinable material is on board. The Quarantine Officer may randomly board aircraft to supervise waste removal and disinfection.

- 2.4 All food waste and refuse shall be placed into heavy-duty plastic bags and transported as soon as possible for immediate destruction (incineration). Airline operators shall enter into agreement with authorized Timor-Leste contractors for the removal and destruction of quarantine waste. Alternatively, the waste must be securely stowed on board and taken to the point of origin. Quarantine waste shall not be handled other than in the manner stated above.
- 2.5 Aircraft operators shall conduct cabin and cargo hold disinfection for all arriving flights. Empty disinfection spray containers shall be made available to Quarantine or Customs officers upon request.
- 2.6 Aircraft operators shall notify the Quarantine Services (Serviço de Quarentena Timor-Leste) of any live animal carried on board.
- 2.7 Spraying must be completed using an SCTL approved aerosol. Approved propellants are (HFC134a or a mixture of 134a and HCFC 141b). Spray rate must be equivalent to 10 grams per 100 cubic feet (10 grams per 28.3 cubic meters).
- 2.8 Approved spray types:
- a. Pre-Spray: Permethrin 2%.
  - b. Top of Descent: Phenothrin 2%.
  - c. Hold Spray: Phenothrin 2% with Permethrin 2%.
- 2.9 Pre-Spray shall be applied in the last port the aircraft lands prior to arrival into Timor-Leste. Pre-Spray shall be applied through the cabin immediately before passengers aboard the aircraft.
- 2.10 Top of Descent Spray shall be applied just before the aircraft commences descent into Timor-Leste.
- 2.11 Hold spray shall be applied to holds at completion of loading in the country of origin just prior to departure. Cargo doors shall be closed as much as possible, the applicable amount of cargo Hold spray discharged and the cargo doors immediately sealed. Empty spray containers should then be handed to the cabin crew for presentation to Quarantine Officers on arrival at Timor-Leste.

- 2.12 When applying Pre-Spray and Top of Descent disinfection in small aircraft, the procedure should be to walk at the rate of one (1) step per second from the rear of the aircraft to the Front while spraying towards the ceiling to achieve the spray rate stated in 2.7.
- 2.13 Passengers shall declare quarantinable goods/material on the customs declaration form.
- 2.14 Quarantine Officers are on duty at Dili International Airport for scheduled flights. Operators of all other flights are required to notify the Quarantine Services in advance giving details of their flight. No quarantine services are available at other airports.
- 2.15 All enquiries concerning Quarantine procedures shall be sent to Quarantine Services at the address given in GEN 1.1.

### **3 CARRIAGE OF DANGEROUS GOODS**

- 3.1 Prior permission must be obtained from the Flight Safety Division (FSD) Executive Director of AACTL for the carriage of dangerous goods (restricted articles) in aircraft. Except as otherwise approved by the Flight Safety Division (FSD) Executive Director of AACTL, dangerous goods shall only be carried on board an aircraft in accordance with the CASR-TL part 12 (CARRIAGE OF DANGEROUS GOODS BY AIR) ICAO Dangerous Goods Regulations as contained in Doc 9284-AN/905 Technical Instructions for the Safe Transport of Dangerous Goods and ICAO Annex 18.
- 3.2 It is the responsibility of the aircraft operator to inform the Pilot in Command (PIC) before any flight begins of the identity of any dangerous goods on board, the danger to which they give rise to and the weight or quantity of the goods. Under no circumstances shall operators carry dangerous goods forbidden for transportation by air.
- 3.3 No person may take or cause to be taken on board an aircraft or deliver or cause to be delivered for loading thereon, any goods which he/she knows or has reason to believe or suspect to be goods the carriage of which by reason of their nature, are liable to endanger the safety of the aircraft or persons on board the aircraft.

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## EN 1.5 AIRCRAFT INSTRUMENTS, EQUIPMENT AND FLIGHT DOCUMENTS

### 1 GENERAL

- 1.1 Commercial air transport aircraft must adhere to the provisions of Annex 6 - Operation of Aircraft Part 1, Chapters 6 and 7 with respect to aircraft instruments, equipment, and flight documents.
- 1.2 The minimum navigation equipment to be carried on board IFR aircraft is a serviceable VOR/DME or GNSS.
- 1.3 Aircraft GNSS equipment shall meet at least one of the standards specified below:
  - a. (E)TSO-C145
  - b. (E)TSO-C146
  - c. (E)TSO-C196a
- 1.4 Air Transport Operations shall either be equipped with two independent GNSS systems that allow completion of the flight in the event of the failure of one system. Where an operator has MEL approvals in place for operations with one GNSS system, this shall also be approved in Timor-Leste airspace.
- 1.5 Other operations may be equipped with a single GNSS system. Where a VOR/DME is not installed to allow for the MNN to be used to continue a flight, a suitable alternate must be carried.
- 1.6 Installed GNSS equipment shall meet the specified TSO requirements and able to support ADSB operations.
- 1.7 At least one ELT shall always be carried on board.

### 2 SPECIAL EQUIPMENT TO BE CARRIED

- 2.1 Nil.

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## GEN 1.6 SUMMARY OF NATIONAL REGULATIONS AND INTERNATIONAL AGREEMENTS AND CONVENTIONS

### 1 LIST OF APPLICABLE CIVIL AVIATION LEGISLATION, REGULATIONS, DIRECTIVES AND CIRCULAR

1.1 The following are the list of Legislation, Regulations and Directives affecting Civil Aviation within Timor-Leste.

### 2 CIVIL AVIATION LEGISLATION

2.1 Electronic versions of Civil Aviation Legislation and Decree law can be found at:

<http://mj.gov.tl/jornal/ and www.aactl.gov.tl>

No	Civil Aviation Legislation	Date of Publication
1	Civil Aviation Basic Law No.1/2003	10 March 2003
2	Decree-law N.º 1/2019 First Amendment on Civil Aviation Basic Law No. 1/2003	23 January 2018
3	Decree-law N.º 8/2005 Creation of Civil Aviation Authority Timor-Leste (AACL)	16 September 2005
4	Government Decree N.º 8/2005, Creation of National Airport and Air Navigation Services Authority	16 September 2005
5	Decree-law N.º 3/2006, on the licensing for private use of Airport infrastructures;	1 March 2006
6	Decree-law N.º 5/2006, Legal regime for certification of Commercial Air Transportation Operator	1 March 2006
7	Decree-law N.º 6/2006, Regime for Access to Restricted and Reserved Areas At Airports	1 March 2006
9	Decree law N.º 10/2006, Legal regime on Ground Handling operations licensing.	12 April 2006
10	Decree-law n.º 42/2016, first amendment to the Civil Aviation Authority of Timor-Leste by-laws	5 October 2016

No	Civil Aviation Legislation	Date of Publication
11	Decree-law N.º 13/2018, Civil Aviation law on Security	16 May 2018
12	Decree-law n.º 32/2019, Aerodrome certification	18 December 2019
11	Ministerial Decree 29/2018, AACTL internal competences and organization regulation	17 October 2018
12	Ministerial Decree 55/2019, Rules of aircraft leasing	30 October 2019
13	Decree-law n.º 1/2020, Creation of the accidents and incidents investigation committee and amends Decree-law n.º 1/2019 and Decree-law n.º 8/2005;	8 January 2020
14	Decree-law n.º 10/2023, Approval of scheduled operations	12 April 2023
15	Decree-law n.º 11/2023, Approval of non-scheduled operations	12 April 2023

### 3 CIVIL AVIATION REGULATIONS AND DIRECTIVES/CIRCULARS

3.1 Electronic versions of Civil Aviation Regulations, Directives and Circulars can be found at:

[www.aactl.gov.tl](http://www.aactl.gov.tl)

No	Civil Aviation Regulations and Directives/Circulars	Date of Publication
1	TL CASR Part 1-General Policies, Procedures and Definitions	June 2016
2	TL CASR Part 2-Personnel Licensing	June 2016
3	TL CASR Part 3-Approved Training Organisations	June 2016
4	TL CASR Part 4-Aircraft Registration and Marking	June 2016
5	TL CASR Part 5-Airworthiness	June 2016

No	Civil Aviation Regulations and Directives/Circulars	Date of Publication
6	TL CASR Part 6-Approved Maintenance Organisations	June 2016
7	TL CASR Part 7-Instruments and Equipment	June 2016
8	TL CASR Part 8-Operations	June 2016
9	TL CASR Part 9-Air Operation Certification and Administration	June 2016
10	TL CASR Part 10-Regulation of Commercial Air Transport by Foreign Aircraft	June 2016
12	Aerodrome use, Certification and Operator obligations	15 June 2015
13	Directive 0107, Issuing Air Operating Certificate (AOC)	01 August 2007
14	AACTL advisory circular (AC)-AGA 01/11, establishing reporting system to record hazard, risk and action taken	February 2011
15	AACTL advisory circular (AC)-AIR 01/11, approval for special flight	February 2011
16	Runway Safety Program	2011
17	CASR Part 65 ATC Licensing	2021
18	CASR Part 171 Communication, Navigations and Surveillance	2021
19	CASR Part 172 Air Traffic Services Providers	2021
20	CASR Part 173 PANS OPS	2021
21	CASR Part 174 Meteorology	2021
22	CASR Part 175 Aeronautical Information Management	2021
23	CASR Part 176 Search and Rescue	2021
24	National Civil Aviation Security Programme	September 2019
25	AACTL – Advisory Circular (AC) 01/21 Aircraft Leasing Arrangement Wet Lease	December 2023

26	AACTL – Advisory Circular (AC) 01/22 Aircraft Leasing Arrangement Dry Leased	April 2022
27	AACTL – Advisory Circular (AC) 01/23 Validation Certification of the Foreign AMT License	December 2023

## 4

**INTERNATIONAL CONVENTIONS AND AGREEMENTS**

<b>No</b>	<b>International Conventions and Agreements</b>	<b>Date of Publication</b>
1	Chicago Convention Ratification	November 2004
2	Chicago convention amendment for the adoption of article 83-bis	August 2005
3	Bilateral agreement between Australia Transportation Safety Bureau (ATSB) on safety accident investigation	TBC
4	Agreement between Civil Aviation Timor-Leste and COSCAP-SEA on inspection of foreign Air Operators within Timor-Leste	18 November 2011
5	Bilateral Air Services Agreement between the República Democrática de Timor-Leste and Australia	16 February 2021
6	Bilateral Air Services Agreement between the República Democrática de Timor-Leste and United Arab Emirates	13 July 2022
7	Bilateral Air Services Agreement between the República Democrática de Timor-Leste and Singapore	19 April 2023
8	Bilateral Air Services Agreement between the República Democrática de Timor-Leste and Indonesia	19 April 2023
9	Bilateral Air Services Agreement between the República Democrática de Timor-Leste and Qatar	07 June 2023

10	Bilateral Air Services Agreement between the República Democrática de Timor-Leste and New Zealand	07 June 2023
11	Bilateral Air Services Agreement between the República Democrática de Timor-Leste and Malaysia	25 June 2024
12	Bilateral Air Services Agreement between the República Democrática de Timor-Leste and Republic of China	17 December 2024

## GEN 1.7 DIFFERENCES FROM ICAO SARPS

### 1 LISTED DIFFERENCES

1.1 The following are differences from ICAO SARPS:

- Annex 11: FIS not provided in Class G airspace
- Annex 14:
  - RESA not available WPDL
  - GRF not fully implemented
  - Longitudinal slope WPDB 1.28%, RWS non-compliant

1.2 Further differences in addition from those above from ICAO SARPS do exist within Timor-Leste. These are progressively being identified and will be provided on the [AACTL website](#) as identified.

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## GEN 2

### TABLES AND CODES

#### GEN 2.1 MEASURING SYSTEM, AIRCRAFT MARKINGS AND HOLIDAYS

##### 1 UNITS OF MEASUREMENTS

1.1 The following units of measurement will be used for air and ground operations:

Measurement	Units
Distances used in navigation (generally in excess of 2NM*)	nautical miles and tenths*
Short distances	metres
Altitudes, elevations and heights	feet
Horizontal speed, including wind speed	knots
Vertical speed	feet per minute
Wind direction for runway operations	degrees magnetic
Wind direction except for runway operations	degrees true
Visibility, including runway visual range	kilometres or metres
Altimeter setting	hectopascals
Temperature	degrees celsius
Weight (Mass) Metric	tonnes or kilograms
Time	hours and minutes
<i>*Miles must be read as meaning nautical miles unless otherwise stated. The word "nautical" may be omitted from air-ground communications.</i>	



## **2 TIME SYSTEM**

- 2.1 Coordinated Universal Time (UTC) is used for civil aviation.
- 2.2 Date and time are indicated in a combination of the date and time in a single six figure group. However, a 10 figure group comprising the year, month, date, hours and minutes is used for NOTAM and SUPs. This is reduced to an eight figure group (nil year) for SPFIB.

## **3 GEODETIC REFERENCE DATUM**

- 3.1 All published geographical coordinates are expressed in terms of the World Geodetic System – 1984 (WGS-84). Most geographical coordinates have been surveyed; however, those geographical coordinates that have been mathematically derived are indicated by an asterisk.
- 3.2 Geographical coordinates published in AIP documents/charts and NOTAM are expressed as degrees, minutes, seconds (if required), and if more precision is required, tenths/hundredths of a second with the cardinal point last; e.g. 3635S 14626E or 050721.2S 0652522.6E.

## **4 AIRCRAFT NATIONAL AND REGISTRATION MARKS**

- 4.1 The national mark for aircraft registered in Timor-Leste is 4W. This national mark is followed by a hyphen and a registration mark consisting of 3 characters.

## **5 PUBLIC HOLIDAYS**

- 5.1 Public holidays observed in Timor-Leste are published via government website and [AACTL website](#).

## GEN 2.2 DEFINITIONS AND ABBREVIATIONS

### 1 DEFINITIONS

**Airborne Collision Avoidance System (ACAS):** An aircraft system based on secondary surveillance radar (SSR) transponder signals which operates independently of ground-based equipment to provide advice to the pilot on potential conflicting aircraft that are equipped with SSR transponders.

**Aerodrome:** A defined area of land or water (including any buildings, installations and equipment) intended to be used either wholly or in part for the arrival, departure and movement of aircraft.

**Aerodrome Beacon:** An aeronautical beacon, used to indicate the location of an aerodrome from the air.

**Aerodrome Control Service:** ATC service for aerodrome traffic.

**Aerodrome Control Tower:** A unit established to provide ATC service to aerodrome traffic.

**Aerodrome Elevation:** The elevation of the highest point of the landing area.

**Aerodrome Meteorological Minima (Ceiling and Visibility Minima):** The minimum heights of cloud base (ceiling) and minimum values of visibility which are prescribed for the purpose of determining the useability of an aerodrome either for takeoff or landing.

**Aerodrome Proprietor:** Any Owner, Licensee, Authority, Corporation, or any other body which has a legal responsibility for a particular aerodrome.

**Aerodrome Reference Point (ARP):** The designated geographical location of an aerodrome.

**Aerodrome Traffic:** All traffic on the maneuvering area of an aerodrome and all aircraft flying in, entering, or leaving the traffic circuit.

**Aerodrome Traffic Circuit:** The specified path to be flown by aircraft flying in, entering, or leaving the traffic circuit.

*Note: At a controlled aerodrome, an aircraft is in the traffic circuit when it is within the CTR and established on a leg of the circuit.*

**Aeronautical Beacon:** An aeronautical ground light visible at all azimuths, either continuously or intermittently, to designate a particular point on the surface of the earth.

**Aeronautical Information Circular (AIC):** A notice containing information that does not qualify for the origination of a NOTAM, or for inclusion in the AIP, but which relates to flight safety, air navigation, technical, administrative or legislative matters.

**Aeronautical Information Publication (AIP):** A publication issued by or with the authority of a State and containing aeronautical information of a lasting character essential to air navigation.

**AIP Supplement (SUP):** Temporary changes to the information contained in the AIP which are published by means of special pages.

**Aircraft Address:** A unique combination of 24 bits available for assignment to an aircraft for the purpose of air-ground communications, navigation and surveillance. Expressed as a six character hexadecimal code.

**Aircraft Classification Number (ACN):** A number expressing the relative effect of an aircraft on a pavement for a specific standard sub-grade category.

**Aircraft Identification:** An identification of up to seven (7) alpha-numeric characters used to identify the aircraft in flight notifications and in Mode S transponders/ADS-B transmitters.

*Note: The Aircraft Identification entered into the Mode S Transponder, or ADS-B Transmitter, must match the Aircraft Identification entered into Item 7 of the Flight Notification or, when no flight notification has been filed, the aircraft registration. Hyphens or symbols may not be used within the identification.*

**Aircraft Parking Position Taxi lane:** A portion of an apron designated as a taxiway and intended to provide access to aircraft parking positions only.

**Air-Ground Communications:** Two way communications between aircraft and stations on the surface of the earth.

**Air-Report (AIREP):** A report from an aircraft in flight prepared by the pilot during the course of a flight in conformity with the requirements for position, operational or meteorological reporting in the AIREP form.

**Airspace Release:** A defined volume of airspace normally under the jurisdiction of one controlling authority that is temporarily released, by common agreement, for exclusive use of another.

**Airspace Speed Limitation:** A speed limit specified for a particular class of airspace.

**Air Taxiing:** Movement of a helicopter/VTOL above the surface of an aerodrome, normally in ground effect and at a speed normally less than 20KT.

**Air Traffic Control Clearance:** Authorisation for aircraft to proceed under conditions specified by an ATC unit.

*Note: For convenience, the term “Air Traffic Control Clearance” is normally abbreviated to “Clearance” when used in appropriate context.*

**Air Traffic Control Instructions:** Directives issued by ATC for the purpose of requiring a pilot to take a specific action.

**Air Traffic Control Service:** A service provided for the purpose of:

- a. preventing collisions:
  - i. between aircraft; and
  - ii. on the maneuvering area between aircraft and obstructions; and
- b. expediting and maintaining an orderly flow of air traffic.

**Air Traffic Control Speed Restriction:** An ATC traffic management speed or an ATC-issued speed control instruction.

**Air Traffic Service (ATS):** A generic term meaning variously, flight information service, alerting service, air traffic advisory service, ATC service (area control service, approach control service, or aerodrome control service).

**Air Transit:** The airborne movement of a helicopter that is:

- a. for the expeditious transit from one place within an aerodrome to another place within the aerodrome;
- b. at or below 100FT above the surface; and
- c. at speeds greater than those used in air taxiing.

**Airways Clearance:** A clearance, issued by ATC, to operate in controlled airspace along a designated track or route at a specified level to a specified point or flight planned destination.

**Alerted See-and-Avoid:** A procedure where flight crew, having been alerted to the existence and approximate location of other traffic in their immediate vicinity, seek to sight and avoid colliding with those known aircraft.

**Alerting Post:** An agency designated to serve as an intermediary between a person reporting an aircraft in distress and a rescue coordination centre.

**Alerting Service:** A service provided to notify appropriate organisations regarding aircraft in need of search and rescue aid, and to assist such organisations as required.

**Alternate Aerodrome:** An aerodrome to which an aircraft may proceed when it becomes either impossible or inadvisable to proceed to or to land at the aerodrome of intended landing.

**Altimeter Setting:** A pressure datum which when set on the sub-scale of a sensitive altimeter causes the altimeter to indicate vertical displacement from that datum. A pressure-type altimeter calibrated in accordance with Standard Atmosphere may be used to indicate altitude, height or flight levels, as follows:

- a. when set to **QNH** or **Area QNH** it will indicate **altitude**;
- b. when set to **Standard Pressure** (1013.2 HPA) it may be used to indicate **flight levels**.

**Altitude:** The vertical distance of a level, a point or an object, considered as a point, measured from mean sea level.

**Approach Control Service:** ATC service for arriving or departing flights.

**Approach Sequence:** The order in which two or more aircraft are cleared to approach to land at the aerodrome.

**Apron:** A defined area on a land aerodrome, intended to accommodate aircraft for purposes of loading or unloading passengers, mail, cargo, fuelling, parking or maintenance.

**Apron Service:** A traffic regulatory and information service provided to aircraft using the apron area of an aerodrome.

**Apron Taxiway:** A portion of a taxiway system located on an apron and intended to provide a through taxi route across the apron.

**Area Control Service:** ATC service for controlled flights in control areas.

**Area Navigation:** A method of navigation which permits aircraft operation on any desired flight path within the coverage of ground or space-based navigation aids, or within the limits of the capability of self-contained aids, or a combination of these.

**Area Navigation Route:** An ATS route established for the use of aircraft capable of employing area navigation.

**Area Navigation Systems:** Navigation systems supporting area navigation.

**Area VHF:** The appropriate FIA VHF channel for a location.

**ATS Route:** A specified route designed for channelling the flow of traffic as necessary for the provision of air traffic services.

**ATS Surveillance Service:** Term used to indicate an air traffic service provided directly by means of an ATS surveillance system.

**ATS Surveillance System:** A generic term meaning variously, ADS-B, PSR, SSR or any comparable ground-based system that enables the identification of aircraft.

*Note: A comparable ground-based system is one that has been demonstrated, by comparative assessment or other methodology, to have a level of safety and performance equal to, or better than, monopulse SSR.*

**Automatic Dependent Surveillance Broadcast (ADS-B):** A means by which aircraft, aerodrome vehicles and other objects can automatically transmit or receive data such as identification, position and additional data, as appropriate, in a broadcast mode via a data link.

**Automatic Terminal Information Service (ATIS):** The provision of current, routine information to arriving and departing aircraft by means of continuous and repetitive broadcasts during the hours when the unit responsible for the service is in operation.

**Base Turn (Instrument Approach):** A turn executed by the aircraft during the initial approach between the end of the outbound track and the beginning of the intermediate or final approach track. The tracks are not reciprocal.

*Note: Base turns may be designated as being made either in level flight or while descending, according to the circumstances of each individual procedure.*

**Blanket Clearance:** A pre-arranged clearance originated for specific activities or events and specified in a letter of agreement.

**Blind Transmission:** A transmission from one station to another station in circumstances where two way communication cannot be established, but where it is believed that the called station is able to receive the transmission.

**Block Level:** A section of airspace with specified upper and lower limits on a specific track, in which cleared aircraft are permitted to manoeuvre.

**Briefing:** The act of giving in advance, specific pre-flight instructions or information to aircrew.

**Broadcast:** A transmission of information relating to air navigation for which an acknowledgement is not expected.

**Ceiling:** The height above the ground or water of the base of the lowest layer of cloud below 20,000FT covering more than one-half of the sky.

**Centre:** A generic callsign which can include ATC, Advisory, Flight Information and Alerting services, depending on the classification of airspace in which the service is provided.

**Certified Aerodrome:** A place that is certified as an aerodrome under the Civil Aviation Safety Regulations.

**Circling Approach:** An extension of an instrument approach procedure which provides for visual circling of the aerodrome prior to landing.

**Clearance Limit:** The point to which an aircraft is granted an ATC clearance.

**Clearance Expiry Time:** A time specified by an ATC unit at which a clearance ceases to be valid.

**Clearway:** A defined rectangular area on the ground or water under the control of the appropriate authority, selected or prepared as a suitable area over which an aeroplane may make a portion of its initial climb to a specified height.

**Collocated (Navigation) Aids:** En route waypoints or navigation aids that are within 600M of each other.

**Common Traffic Advisory Frequency (CTAF):** A designated frequency on which pilots make positional broadcasts when operating in the vicinity of a non-controlled aerodrome or within a Broadcast Area.

**Communicable Diseases:** Communicable diseases include cholera, typhus (epidemic), smallpox, yellow fever, plague, and such other diseases as the contracting States shall, from time to time, decide to designate.

**Company Operations Representative:** The representative of an operating agency who is authorised to act in the capacity of liaison officer between ATC and the operating agency in respect of the control of an aircraft of that agency.

**Continuous Descent Final Approach (CDFA):** A technique, consistent with stabilised approach procedures, for flying the final approach segment of a non-precision instrument approach procedure as a continuous descent, without level-off, from an altitude/height at or above the final approach fix altitude/height to a point approximately 50FT above the landing runway threshold or the point where the flare manoeuvre should begin for the type of aircraft flown.

**Control Area (CTA):** A controlled airspace extending upwards from a specified limit above the earth.

**Controlled Aerodrome:** An aerodrome at which ATC service is provided to aerodrome traffic.

**Controlled Airspace:** Airspace of defined dimensions within which ATC service is provided in accordance with the airspace classification.

**Controlling Authority:** With respect to airspace classifications, this is the Air Traffic Service provider for that area. With respect to PRD, this is the agency nominated to exercise the conditions of entry specified for the area.

**Control Zone (CTR):** A controlled airspace extending upwards from the surface of the earth to a specified upper limit.

**Cruise Climb:** An aeroplane cruising technique resulting in a nett increase in altitude as the aeroplane weight decreases.

**Cruising Level:** A level maintained during a significant portion of a flight.

**Danger Area:** An airspace of defined dimensions within or over which activities of potential danger to aircraft flying over the area may exist.

**Day:** The period between the beginning of morning civil twilight (first light) and the end of evening civil twilight (last light).

**Dead Reckoning (DR) Navigation:** The estimating or determining of position by advancing an earlier known position by the application of direction, time and speed data.



**Decision Altitude/Height (DA/H):** A specified altitude or height in a 3D instrument approach operation at which a missed approach must be initiated if the required visual reference to continue the approach has not been established.

*Note 1: DA is referenced to mean sea level and DH is referenced to the threshold elevation.*

*Note 2: The required visual reference means that section of the visual aids or of the approach area which should have been in view for sufficient time for the pilot to have made an assessment of the aircraft position and rate of change of position, in relation to the desired flight path. In Category III operations with a decision height the required visual reference is that specified for the particular procedure and operation.*

**Defined Point After Takeoff (DPATO):** The point within the takeoff and initial climb phase before which the helicopter's ability to continue the flight safely, with one engine inoperative, is not assured and a forced landing may be required.

**Density Height:** An atmospheric density expressed in terms of height which corresponds to that density in the Standard Atmosphere.

**Distance Measuring Equipment (DME):** Equipment which measures in nautical miles, the slant range of an aircraft from the selected DME ground station.

**DME Distance:** The slant range from the source of a DME signal to the receiving antenna.

**Elevation:** The vertical distance of a point or a level, on or affixed to the surface of the earth, measured from mean sea level.

**Emergency Fuel:** The term used to describe a situation when the calculated usable fuel predicted to be available upon landing at the nearest aerodrome where a safe landing can be made is less than the fixed fuel reserve for the flight.

*Note: The emergency fuel declaration is a distress message.*

**Emergency Phases:**

- a. **Uncertainty Phase:** A situation wherein uncertainty exists as to the safety of an aircraft and its occupants.

- b. Alert Phase: A situation wherein apprehension exists as to the safety of an aircraft and its occupants.
- c. Distress Phase: A situation wherein there is reasonable certainty that an aircraft and its occupants are threatened by grave and imminent danger or require immediate assistance.

**Equivalent Single Isolated Wheel Load:** The equivalent load that would be imposed on a pavement by a single wheel if any wheel group on an aircraft were replaced by a single wheel using the same tyre pressure.

**Essential Radio Navigation Service:** A radio navigation service whose disruption has a significant impact on operations in the affected airspace or aerodrome.

**Estimate:** The time at which it is estimated that an aircraft will be over a position reporting point or over the destination.

**Estimated Elapsed Time (EET):** The estimated time required to proceed from one significant point to another.

**Estimated Off Block Time:** The estimated time at which the aircraft will commence movement associated with departure.

**Estimated Time of Arrival (ETA):** For IFR flights, the time at which it is estimated that the aircraft will arrive over that designated point, defined by reference to navigation aids, from which it is intended that an instrument approach procedure will be commenced, or, if no navigation aid is associated with the aerodrome, the time at which the aircraft will arrive over the aerodrome. For VFR flights, the time at which it is estimated that the aircraft will arrive over the aerodrome.

**Expected Approach Time (EAT):** The time at which ATC expects that an arriving aircraft, following a delay, will leave the holding fix to complete its approach for a landing.

*Note: The holding fix referred to in the EAT is that shown on the instrument approach chart from which the instrument approach is prescribed to commence.*

**Final Approach:** That part of an instrument approach procedure which commences at the specified final approach fix or point, or where such a fix or point is not specified:

- a. at the end of the last procedure turn, base turn or inbound turn of a racetrack procedure, if specified; or
- b. at the point of interception of the last track specified in the approach procedure; and
- c. ends at a point in the vicinity of an aerodrome from which a landing can be made, or a missed approach is initiated.

**Final Approach Altitude:** The specified altitude at which final approach is commenced.

**Final Approach Course:** Where the aircraft is established laterally on that part of a GLS approach procedure which commences at the specified initial approach fix and ends at the aerodrome, from which point a landing can be made, or a missed approach is initiated.

**Final Approach Fix (FAF):** A specified point on a non-precision instrument approach which identifies the commencement of the final segment.

**Final Approach Point (FAP):** A specified point on the glide path of a precision instrument approach which identifies the commencement of the final segment.

*Note: The FAP is co-incident with the FAF of a localiser based non-precision approach.*

**Final Approach Segment:** That segment of an instrument approach procedure in which alignment and descent for landing are accomplished.

**Final Approach and Take off Area (FATO):** A defined area over which the final phase of the approach manoeuvre to hover or landing is completed and from which the take off manoeuvre is commenced. Where the FATO is to be used by performance Class 1 helicopters, the defined area includes the rejected take off area available.

**Final Leg:** The path of an aircraft in a straight line immediately preceding the landing (alighting) of the aircraft.

**Fix:** A geographical position of an aircraft at a specific time determined by visual reference to the surface, or by navigational aids.

**Flight Information:** Information useful for the safe and efficient conduct of flight, including information on air traffic, meteorological conditions, aerodrome conditions and airways facilities.

**Flight Information Area (FIA):** An airspace of defined dimensions, excluding controlled airspace, within which flight information and SAR alerting services are provided by an ATS unit.

*Note: FIAs may be sub-divided to permit the specified ATS unit to provide its services on a discrete frequency or family of frequencies within particular areas.*

**Flight Information Region (FIR):** An airspace of defined dimensions within which flight information service and SAR alerting service are provided.

**Flight Information Service (FIS):** A service provided for the purpose of giving advice and information useful for the safe and efficient conduct of flights.

**Flight Level (FL):** A surface of constant atmospheric pressure which is related to a specific pressure datum, 1013.2HPA, and is separated from other such surfaces by specific pressure intervals.

**Flight Visibility:** The visibility forward from the cockpit of an aircraft in flight.

**Forecast:** A statement of expected meteorological conditions for a specified period, and for a specified area or portion of airspace.

**Formation:** Two or more aircraft flown in close proximity to each other and operating as a single aircraft with regard to navigation, position reporting and control.

**Free text message element:** Part of a message that does not conform to any standard message element in the PANS-ATM (DOC 4444).

**Glide Path (GP):** A descent profile determined for vertical guidance during a final approach.

**Global Navigation Satellite System (GNSS):** A satellite-based radio navigation system that uses signals from orbiting satellites to determine precise position and time.

**Global Positioning System (GPS):** A GNSS constellation operated by the United States Government.

**Gross Weight:** The weight of the aircraft together with the weight of all persons and goods (including fuel) on board the aircraft at that time.

**Ground Based Augmentation System (GBAS):** An augmentation system in which the user receives augmentation information directly from a ground-based transmitter.

**Ground Based Augmentation System (GBAS) Landing System (GLS):** A system for approach and landing operations using a GBAS, as the primary navigational reference.

**Ground Based Navigation Aid:** Means NDB, VOR, DME.

**Ground Taxiing:** The movement of a helicopter under its own power and on its undercarriage wheels.

**Ground Visibility:** The visibility at an aerodrome, as reported by an accredited observer.

**Hazardous Conditions:** Meteorological conditions which may endanger aircraft or adversely affect their safe operation, particularly those phenomena associated with volcanic ash cloud and thunderstorms - icing, hail and turbulence.

**Head of State:** Heads of State or of Government, or other selected dignitaries on official visits to Timor-Leste or the personal transport of the President or the Prime Minister.

**Heading (HDG):** The direction in which the longitudinal axis of an aircraft is pointed, usually expressed in degrees from North (true, magnetic, compass or grid).

**Height:** The vertical distance of a level, a point or an object considered as a point measured from a specified datum.

**Helicopter Access Corridor:** A corridor wholly within controlled airspace designed for the exclusive use of helicopters in VMC. The extent and alignment of the corridor is related to and delineated by prominent geographical/topographical features.

**Helicopter Landing Site (HLS):** A place that is used as an aerodrome for the purposes of the landing and taking-off of helicopters.

**Helicopter Lane:** A lane, outside controlled airspace, designed for use by helicopters to facilitate traffic flow.

**Helicopter Movement Area:** The movement area for helicopters is that part of an aerodrome that can safely be used for the hovering, taxiing, takeoff and landing of helicopters and consists of the manoeuvring area and aprons, but excluding those areas reserved for unrestricted use by the general public.

**Helicopter Reference Point (HRP):** The designated location of a heliport or a landing location.

**High Capacity Aircraft:** An aircraft that is certified as having a maximum seating capacity exceeding 38 seats or a maximum payload exceeding 4,200KG.

**Holding Bay:** A defined area where aircraft can be held, or bypassed, to facilitate efficient surface movement of aircraft.

**Holding Fix:** A specified location identified by visual or other means in the vicinity of which the position of an aircraft in flight is maintained in accordance with ATC Instructions.

**Holding Procedure:** A predetermined manoeuvre which keeps an aircraft within a specified airspace whilst awaiting further clearance.

**Hospital Aircraft:** (see Medical Flight).

**IFR Pick-up:** A pilot procedure whereby a flight operating to the IFR in Class G airspace changes to VFR upon entering Class E airspace whilst awaiting an airways clearance.

**Inertial Navigation/Reference System (INS/IRS):** A self-contained navigation system that continually measures the accelerations acting upon the vehicle of which it is part. Suitably integrated, these forces provide velocity and thence position information.

**Initial Approach Fix (IAF):** The fix at the commencement of an instrument approach.

**Initial Approach Segment:** That segment of an instrument approach procedure between the initial approach fix and the intermediate approach fix or, where applicable, the final approach fix or point.

**Initial Departure Fix (IDF):** The terminal fix for the visual segment and the fix where the instrument phase of the PinS departure begins.

**Instrument Approach Operations:** An approach and landing using instruments for navigation guidance based on an instrument approach procedure. There are two methods for executing instrument approach operations:

- a. a two-dimensional (2D) instrument approach operation, using lateral navigation guidance only; and

- b. a three-dimensional (3D) instrument approach operation, using both lateral and vertical navigation guidance.

*Note 1: Lateral and vertical navigation guidance refers to the guidance provided either by:*

- a. *ground-based radio navigation aids; or*
- b. *computer-generated navigation data from ground-based, space-based, self-contained navigation aids or a combination of these.*

**Instrument Approach Procedure (IAP):** A series of predetermined manoeuvres by reference to flight instruments with specified protection from obstacles from the initial approach fix, or where applicable, from the beginning of a defined arrival route to a point from which a landing can be completed and thereafter, if a landing is not completed, to a position at which holding or en route obstacle clearance criteria apply. Instrument approach procedures are classified as follows:

- a. Non-precision approach (NPA) procedure. An instrument approach procedure designed for 2D instrument approach operations Type A.

*Note: Non-precision approach procedures may be flown using a Continuous Descent Final Approach technique (CDFA). CDFA with advisory. VNAV guidance calculated by on-board equipment are considered 3D instrument approach operations. CDFA with manual calculation of the required rate of descent are considered 2D instrument approach operations.*

- b. Approach Procedure with Vertical guidance (APV). A Performance Based Navigation (PBN) instrument approach procedure designed for 3D instrument approach operations Type A.
- c. Precision Approach (PA) procedure. An instrument approach procedure based on navigation systems (ILS, MLS, GLS and SBAS CAT I) designed for 3D instrument approach operations Type A or B.

**Instrument Landing System (ILS):** A precision instrument approach system which normally consists of the following electronic components: VHF Localiser, UHF Glideslope, VHF Marker Beacons.

**Instrument Runway:** One of the following types of runways intended for the operation of aircraft using instrument approach procedures:

- a. Non-precision approach runway. An instrument runway served by visual aids and a non-visual aid providing at least directional guidance adequate for a straight-in approach.
- b. Precision approach runway, CAT I. An instrument runway served by a precision approach procedure and visual aids intended for operations with a decision height not lower than 60M (200FT) and either a visibility not less than 800M, or a RVR not less than 550M.
- c. Precision approach runway, CAT II. An instrument runway served by ILS and visual aids intended for operations with a decision height lower than 60M (200FT), but not lower than 100FT, and a RVR not less than 300M.
- d. Precision approach runway, CAT III. An instrument runway served by ILS to and along the surface of the runway and:
  - i. for CAT IIIA – intended for operations with a decision height lower than 30M (100FT), or no decision height, and a RVR not less than 175M;
  - ii. for CAT IIIB – intended for operations with a decision height lower than 15M (50FT), or no decision height, and a RVR less than 175M, but not less than 50M;
  - iii. for CAT IIIC – intended for operations with no decision height and no RVR limitations.

**Integrated Aeronautical Information Package:** A package which consists of the following elements: AIP, including amendment service; supplements to the AIP; NOTAM and Preflight Information Bulletins (PIBs); AIC; and checklists and summaries.

**Integrity:** That quality which relates to the trust which can be placed in the correctness of information supplied by a system. It includes the ability of a system to provide timely warnings to users when the system should not be used for navigation.

**Intermediate Approach Segment:** That segment of an instrument approach procedure between either the intermediate approach fix and the final approach fix or point, or between the end of the reversal, race track or dead reckoning track procedure and the final approach fix or point, as appropriate.

**Intermediate Fix (IF):** A fix on an RNAV (or RNP) approach that marks the end of an initial segment and the beginning of the intermediate segment.



**In the Vicinity:** An aircraft is in the vicinity of a non-controlled aerodrome if it is within a horizontal distance of 10 miles; and within a height above the aerodrome reference point that could result in conflict with operations at the aerodrome.

**Landing Area:** That part of the movement area intended for the landing or takeoff of aircraft.

**Land Rescue Unit:** A land party equipped to undertake a search for an aircraft within the region of its responsibility.

**Level:** A generic term relating to the vertical position of an aircraft in flight and meaning variously, height, altitude or flight level.

**Localiser (LOC):** The component of an ILS which provides azimuth guidance to a runway. It may be used as part of an ILS or independently.

**Low Jet Route (LJR):** A route, or part of a route, at or below 5,000FT AGL used by MLJ aircraft for low level, high speed operations.

**Low Visibility Operation:** An operation involving:

- a. an approach with minima less than precision approach category I; or
- b. a takeoff with visibility below 550M.

**Low Visibility Procedures:** Procedures applied at an aerodrome for protecting aircraft operations during conditions of reduced visibility or low cloud.

**Lowest Safe Altitude (LSALT):** The lowest altitude which will provide safe terrain clearance at a given place.

**Manoeuvring Area:** That part of an aerodrome to be used for the takeoff, landing and taxiing of aircraft, excluding aprons.

**Marker:** An object displayed above ground level in order to indicate an obstacle or delineate a boundary.

**Marker Beacon:** A type of radio beacon, the emissions of which radiate in a vertical pattern.

**Markings:** A symbol or group of symbols displayed on the surface of the movement area in order to convey aeronautical information.

**Maximum Takeoff Weight (MTOW):** The maximum takeoff weight of an aircraft as specified in its Certificate of Airworthiness.

**Medical Flight:** A flight providing transport of medical patients, personnel, and/or equipment, prioritised as follows:

**MEDEVAC:** a life critical medical emergency evacuation e.g. An aircraft proceeding to pick up, or carrying, a severely ill patient, or one for whom life support measures are being provided.

**HOSP:** a medical flight declared by medical authorities e.g. An aircraft transporting or proceeding to pick up medical personnel and/or equipment urgently required for the treatment of a severely ill patient, or returning urgently required medical personnel and/or equipment at the termination of a MEDEVAC flight.

**Meteorological Information:** Meteorological report, analysis, forecast, and any other statement relating to existing or expected meteorological conditions.

**Meteorological Office (MO):** An office designated to provide meteorological service for air navigation.

**Meteorological Warning:** A statement or meteorological report of the occurrence or expectation of a deterioration or improvement in meteorological conditions or of any meteorological phenomenon which may seriously affect the safe operation of aircraft.

**Military Low Jet (MLJ):** Military aircraft operating on LJR

**Minimum Crossing Altitude (MCA):** The minimum IFR altitude that aircraft may cross the IDF.

**Minimum Descent Altitude/Height (MDA/H):** A specified altitude or height in a 2D instrument approach operation or circling approach operation below which descent must not be made without the required visual reference.

*Note 1: MDA is referenced to Mean Sea Level (MSL) and MDH is referenced to the aerodrome elevation or to the threshold elevation if that is more than 7FT below the aerodrome elevation. A minimum descent height for a circling approach is referenced to the aerodrome elevation.*

*Note 2: The required visual reference means that section of the visual aids or of the approach area which should have been in view for sufficient time for the pilot to have made an assessment of the aircraft position and rate of change of position, in relation to the desired flight path. In the case of a circling approach the required visual reference is the runway environment.*

**Minimum Fuel:** The term used to describe a situation when an aircraft's fuel supply has reached a state where having committed to land at a specific aerodrome, the pilot calculates that any change to the existing clearance to that aerodrome may result in landing with less than fixed fuel reserve for the flight.

*Note: The minimum fuel state is not an emergency situation but an indication that an emergency situation is possible should any additional delay occur.*

**Minimum Sector Altitude (MSA):** The lowest altitude which may be used which will provide a minimum clearance of 1,000FT above all objects located in an area contained within a sector of a circle of 25NM or 10NM radius centred on a significant point, the ARP, or the HRP.

**Missed Approach Holding Fix (MAHF):** A fix on an RNAV (or RNP) approach that marks the end of the missed approach segment and the point for the missed approach holding (where applicable).

**Missed Approach Point (MAPt):** That point in an instrument approach procedure at or before which the prescribed missed approach procedure must be initiated in order to ensure that the minimum obstacle clearance is not infringed.

**Missed Approach Procedure:** The procedure to be followed if the approach cannot be continued.

**Missed Approach Turning Fix (MATF):** A fix on an RNAV (or RNP) approach that marks a turning point during the missed approach segment.

**Movement Area:** That part of an aerodrome to be used for the takeoff, landing and taxiing of aircraft, consisting of the manoeuvring area and the apron(s).

**Navigation Specification:** A set of aircraft and flight crew requirements needed to support performance based navigation operations within a defined airspace. There are two kinds of navigation specifications:

**RNP Specification:** A navigation specification based on area navigation that includes the requirement for on board performance monitoring and alerting, designated by the prefix RNP, e.g. RNP4, RNP APCH.

**RNAV Specification:** A navigation specification based on area navigation that does not include the requirement for on board performance monitoring and alerting, designated by the prefix RNAV, e.g. RNAV 5, RNAV 1.

*Note: The Performance-based Navigation Manual (Doc 9613), Volume II, contains detailed guidance on navigation specifications.*

**Night:** The period between the end of evening civil twilight (last light) and the beginning of the following morning civil twilight (first light).

**Night Vision Goggles (NVG):** A self-contained binocular night vision enhancement device, usually helmet mounted or otherwise worn by a person, that can detect and amplify light in both the visual and near infra-red bands of the electromagnetic spectrum.

**Non-Controlled Aerodrome:** An aerodrome at which ATC is not operating.

**Non-Directional Beacon (NDB):** A special radio station, the emissions of which are intended to enable a mobile station to determine its radio bearing or direction with reference to that special radio station.

**NOTAM:** A notice distributed by means of telecommunication containing information concerning the establishment, condition or change in any aeronautical facility, service, procedure or hazard, the timely knowledge of which is essential to personnel concerned with flight operations.

**Operator:** A person, organisation or enterprise engaged in or offering to engage in aircraft operation.

**Operations Manual:** A manual provided by an operator for the use and guidance of its operations staff, containing instructions as to the conduct of flight operations, including the responsibilities of its operations staff.

**Overshoot Shear:** A wind shear occurrence which produces an INITIAL effect of overshooting the desired approach path and/or increasing airspeed.

**Parking Area:** A specially prepared or selected part of an aerodrome within which aircraft may be parked.

**Pavement Classification Number (PCN):** A number expressing the bearing strength of a pavement for unrestricted operations.

**Performance-Based Navigation (PBN):** Area navigation based on performance requirements for aircraft operating along an ATS route, on an instrument approach procedure or in a designated airspace.

*Note: Performance requirements are expressed in navigation specifications (RNAV specification, RNP specification) in terms of accuracy, integrity, continuity, availability and functionality needed for the proposed operation in the context of a particular airspace concept.*

**Performance Class 1 (PC1):** PC1 is the class of helicopter performance such that in the event of failure of the critical power-unit the helicopter is able either to land within the rejected takeoff distance available, or to safely continue the flight to an appropriate landing area, depending on when the failure occurs.

**Performance Class 2 (PC2):** PC2 is the class of helicopter performance such that in the event of critical power-unit failure performance is available to enable the helicopter to safely continue the flight except when the failure occurs early during the takeoff manoeuvre or late in the landing manoeuvre, in which cases a forced landing may be required.

**Permissible All-Up-Weight:** The weight to which an aircraft is limited by virtue of the physical characteristics of an aerodrome.

**Pilot in Command:** The pilot designated by the operator, or in the case of general aviation, the owner, as being in command and charged with the safe conduct of a flight.

**Precision Approach Procedure:** An instrument approach procedure utilising lateral and vertical guidance provided by an ILS or GLS.

**Preferred Runway:** A runway nominated by ATC or listed in the AIP as the most suitable for the prevailing wind, surface conditions or noise sensitive areas in the proximity of the aerodrome.

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

**Procedure Altitude/Height:** A specified altitude/height flown at or above the minimum altitude/height, and established to accommodate a stabilised descent at a prescribed descent gradient/angle in the intermediate/final approach segment.

**Prohibited Area:** An airspace of defined dimensions, above the land areas or territorial waters of a State, within which the flight of aircraft is prohibited. Designation is appropriate only for reasons of military necessity.

**Published Speed:** A speed restriction shown on a Standard Instrument Departure (SID), Standard Instrument Arrival (STAR), or other instrument flight procedure.

**QNH Altimeter Setting:** That pressure setting which, when placed on the pressure setting sub-scale of a sensitive altimeter of an aircraft located at the reference point of an aerodrome, will cause the altimeter to indicate the vertical displacement of the reference point above mean sea level.

**Radio Altimeter (RA) Height:** An indication of vertical distance between a point on the normal glidepath at DA and the terrain directly beneath this point.

**Radio Navigation Service:** A service providing guidance information or position data for the efficient and safe operation of aircraft supported by one or more radio navigation aids.

**Rapid-Exit Taxiway:** A taxiway connected to a runway at an acute angle and designed to allow landing aeroplanes to turn off at high relative speeds.

**Receiver Autonomous Integrity Monitoring (RAIM):** A system whereby an airborne GNSS receiver/processor autonomously monitors the integrity of the navigation signals from GNSS satellites.

**Reduced Vertical Separation Minimum (RVSM):** The vertical separation minimum of 1,000FT between FL 290 and FL 410 inclusive.

**Reference Datum Height (RDH):** The height of the measured ILS glide path at the threshold. It will provide a similar value to Threshold Crossing Height.

**Registered Aerodrome:** A place that is registered as an aerodrome under the Civil Aviation Safety Regulations.

**Reporting Point:** A specified geographical location in relation to which the position of an aircraft can be reported.

**Required Navigation Performance (RNP):** A statement of the navigation performance necessary for operation within a defined airspace.

**RNP Type:** A containment value expressed as a distance in nautical miles from the intended position within which flights would be for at least 95 per cent of the total flying time.

**Rescue Coordination Centre (RCC):** A unit established for promoting efficient organisation of search and rescue service and for coordinating the conduct of search and rescue operations within a search and rescue region.

**Resolution Advisory (RA):** An indication given to the flight crew recommending a manoeuvre or a manoeuvre restriction to avoid collision.

**Restricted Area:** An airspace of defined dimensions above the land areas or territorial waters of a State, within which the flight of aircraft is restricted in accordance with certain specified conditions.

*Note: This designation is used when necessary in the interests of public safety or the protection of the environment.*

**Route:** A way to be taken in flying from a departure to a destination aerodrome, specified in terms of track and distance for each route segment.

**Runway (RWY):** A defined rectangular area on a land aerodrome prepared for the landing and takeoff of aircraft.

**Runway-Holding Position:** A designated position intended to protect a runway, an obstacle limitation surface, or an ILS critical/sensitive area at which taxiing aircraft and vehicles must stop and hold, unless otherwise authorised by the aerodrome control tower.

*Note: In radiotelephony phraseologies, the expression “holding point” is used to designate the runway-holding position.*

**Runway Number:** The runway identification associated with the runway direction end.

**Runway Strip:** The defined area, including the runway (and stopway if provided), intended both to reduce the risk of damage to aircraft inadvertently running off the runway and to protect aircraft flying over it during takeoff, landing or missed approach.

**Runway Visibility (RV):** The distance along a runway over which a person can see and recognise a visibility marker or runway lights.

*Note: The term RUNWAY VISIBILITY is used by ATC or ground personnel to report visibility along a runway as determined by a ground observer.*

**Runway Visual Range (RVR):** The range over which the pilot of an aircraft on the centre line of a runway can see the runway surface markings or the lights delineating the runway or identifying its centre line. (ICAO)

**SARWATCH:** A generic term covering SAR alerting based either on full position reporting procedures, scheduled reporting times (SKEDS), or SARTIME.

**Search and Rescue (SAR):** The act of finding and returning to safety, aircraft and persons involved in an emergency phase.

**Search and Rescue Region (SRR):** The specified area within which search and rescue is coordinated by a particular Rescue Coordination Centre.

**Segment Minimum Safe Altitude:** The lowest altitude at which the minimum obstacle clearance is provided.

**Self Contained Navigation Systems:** Area navigation systems based on INS, IRS or GNSS.

**Significant Point:** A specified geographical location used in defining an ATS route or the flight path of an aircraft and for other navigation and ATS purposes.

*Note: There are three categories of significant points: ground-based navigation aid, intersection and waypoint. In the context of this definition, intersection is a significant point expressed as radials, bearings and/or distances from ground-based navigation aids.*

**Significant Weather:** Any weather phenomenon which might affect flight visibility or present a hazard to an aircraft.

**Situation Display:** An electronic display depicting the position and movement of aircraft and other information as required.

**Sole Means Navigation System:** A navigation system that, for a given phase of flight, must allow the aircraft to meet all four navigation system performance requirements - accuracy, integrity, availability and continuity of service.

**Special Air-Report (AIREP Special):** An AIREP containing the report of special meteorological conditions, i.e. SIGMET phenomenon, or any other MET phenomenon which is likely to affect the safety or efficiency of other aircraft.



**SSR Code:** The number assigned to a particular multiple-pulse reply signal transmitted by a transponder in Mode A or Mode C.

**Standard Instrument Arrival (STAR):** A designated IFR arrival route linking a significant point, normally on an ATS route, with a point from which a published instrument approach procedure can be commenced.

**Standard Instrument Departure (SID):** A designated IFR departure route linking the aerodrome or a specified runway of the aerodrome with a specified significant point, normally on a designated ATS route, at which the en route phase of a flight commences.

**Standard Message Element:** Part of a message defined in the PANS- ATM (DOC 4444) in terms of display format, intended use and attributes.

**Standard Pressure:** The pressure of 1013.2 Hectopascals which, if set upon the pressure sub-scale of a sensitive altimeter, will cause the latter to read zero when at mean sea level in a standard atmosphere.

**State Aircraft:** An aircraft of any part of the Defence Force (including any aircraft that is commanded by a member of that force in the course of his/her duties as such a member), and aircraft used in the military, customs, or police services of a foreign country.

**Stop-and-Go Landing:** A procedure whereby an aircraft lands, comes to a complete stop on the runway and then commences takeoff from that point.

**Stopway:** A defined rectangular area on the ground at the end of the takeoff run available prepared as a suitable area in which an aircraft can be stopped in the case of an abandoned takeoff.

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

**Tactical Air Navigation (TACAN):** An ultra-high frequency navigation aid which provides a continuous indication of bearing and slant range, in nautical miles, to the selected ground station.

**Taxiway (TWY):** A defined path on a land aerodrome established for the taxiing of aircraft and intended to provide a link between one part of the aerodrome and another.

**Terrain Clearance:** The vertical displacement of an aircraft's flightpath from the terrain.

**Threshold:** The beginning of that portion of the runway usable for landing.

**Threshold Crossing Height (TCH):** The calculated height of the procedure nominal approach path at the threshold. For ILS or GLS, the TCH will be similar to the Reference Datum Height.

**Total Estimated Elapsed Time:** For IFR flights, the estimated time required from takeoff to arrive over that designated point, defined by reference to navigation aids, from which it is intended that an instrument approach procedure will be commenced, or if no navigation aid is associated with the destination aerodrome, to arrive over the destination aerodrome. For VFR flights the estimated time required from takeoff to arrive over the destination aerodrome.

**Touch-and-Go Landing:** A procedure whereby an aircraft lands and takes off without coming to a stop.

**Track:** The projection on the earth's surface of the path of an aircraft, the direction of which path at any point is usually expressed in degrees from North (true, magnetic or grid).

**Traffic Advisory (TA):** An indication given to the flight crew that a certain intruder is a potential threat.

**Transition Altitude:** The altitude at or below which the vertical position of an aircraft is controlled by reference to altitudes.

**Transition Layer:** The airspace between the transition altitude and the transition level.

**Transition Level:** The lowest flight level available for use above the transition altitude.

**Transitional Surface:** An inclined plane associated with the runway strip and the approach surfaces.

**Transponder:** A receiver/transmitter which will generate a reply signal upon proper interrogation; the interrogation and reply being on different frequencies.

**Unalerted See-and-Avoid:** A procedure where flight crew, who have no specific knowledge of other aircraft in their vicinity, rely solely on their ability to physically sight and avoid colliding with aircraft that may be in their vicinity.

**Undershoot Shear:** A wind shear occurrence which produces an INITIAL effect of undershooting the desired approach path and/or decreasing air speed.

**UNICOM (Universal Communications):** UNICOM is a non-ATS communications service provided to enhance the value of information normally available about a non-controlled aerodrome.

**Unmanned Free Balloon:** A non-power-driven, unmanned, lighter-than-air aircraft in free flight.

**Unserviceable Area:** A portion of the movement area not available for use by aircraft because of the physical condition of the surface, or because of any obstruction on the area.

**VHF Omni-directional Radio Range (VOR):** A VHF radio navigational aid which provides a continuous indication of bearing from the selected VOR ground station.

**Visibility:** Visibility for aeronautical purposes is the greater of:

- a. the greatest distance at which a black object of suitable dimensions, situated near the ground, can be seen and recognised when observed against a bright background; or
- b. the greatest distance at which lights in the vicinity of 1,000 candelas can be seen and identified against an unlit background.

**Visibility Marker:** A dark object of suitable dimensions for use as a reference in evaluating runway visibility.

**Visual (ATC usage):** Used by ATC to instruct a pilot to see and avoid obstacles while conducting flight below the MVA or MSA/LSALT.

**Visual (Pilot usage):** Used by a pilot to indicate acceptance of responsibility to see and avoid obstacles while operating below the MVA or MSA/LSALT.

**Visual Approach Slope Indicator System (VASIS):** A system of lights so arranged as to provide visual information to pilots on approach of their position in relation to the optimum approach slope for a particular runway.

**Vs1g** means the one-g stall speed at which the aeroplane can develop a lift force (normal to the flight path) equal to its weight.

**Waypoint:** A specified geographical location used to define an area navigation route or the flight path of an aircraft employing area navigation.

Waypoints are identified as either:

- a. **Fly-by Waypoint:** A waypoint which requires turn anticipation to allow tangential interception of the next segment of a route or procedure, or
- b. **Flyover Waypoint:** A waypoint at which a turn is initiated in order to join the next segment of a route or procedure.

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## 2 GENERAL AND METEOROLOGICAL ABBREVIATIONS

This list covers abbreviations which may be found throughout the AIP and on associated charts, or which are used in NOTAM, AIP Supplements (SUP) and in meteorological messages and documentation.

2D	Two-dimensional	AD	Aerodrome
3D	Three-dimensional	ADDN	Addition, Additional
A/A	Air to Air	ADF	Automatic Direction Finding Equipment
AAR	Actual Arrival Report	ADIZ	Air Defence Identification Zone
AAL	Above Aerodrome Level	ADJ	Adjacent
ABM	Abeam	ADS-B	Automatic Dependent Surveillance-
ABN	Aerodrome Beacon	ADS-C	Automatic Dependent Surveillance-Contract
ABV	Above...	ADZ	Advise
AC	Altostratus	AEP	Aerodrome Emergency Plan
ACARS	Aircraft Communication Addressing and Reporting System (pronounced "AY-CARS")	AFIL	Flight notification: - filed in the air, or - indicating the position at which ATS services will be first required
ACAS	Airborne Collision Avoidance System	AFM	Yes, Affirm, Affirmative, That is correct
ACC	Area Control Centre	AFT	After....
ACD	Airways Clearance Delivery	A/G	Air-to-Ground
ACFT	Aircraft	AGA	Aerodromes, Air Routes and Ground Aids
ACK	Acknowledge	AGL	Above Ground Level
CAN	Aircraft Classification Number		
ACPT	Accept, Accepted		
ACT	Active, Activated, Activity		

AGN	Again	AMDT	Amendment (AIP Amendment)
AH	After Hours		
AIC	Aeronautical Information Circular	AMSL	Above Mean Sea Level
		AOC	Air Operator's Certificate
AIP	Aeronautical Information Publication	AP	Airport
		APAPI	Abbreviated Precision Approach Path Indicator (pronounced "AY-PAPI")
AIRAC	Aeronautical Information Regulation and Control		
AIREP	Air-Report	APCH	Approach
AIRMET	Information concerning weather significant to aircraft operations at or below 10,000FT not contained in a valid GAF	APN	Apron
		APP	Approach Control, Approach Control Office, Approach Control Service
		APR	April
AIS	Aeronautical Information Service	APRX	Approximate, Approximately
ALA	Aircraft Landing Area	APU	Auxiliary Power Unit
ALERFA	Alert Phase	APV	Approach Procedure with Vertical guidance
ALS	Approach Lighting System	ARN	Aviation Reference Number
ALT	Altitude	ARNG	Arrange
ALTN	Alternate, Alternating (light alternates in colour)	ARP	Aerodrome Reference Point
		ARR	Arrive, Arrival
ALTN	Alternate (aerodrome)	AS	Altostratus
ALTRV	Altitude Reservation	ASAP	As Soon as Possible
AMD	Amend, Amended	ASDA	Accelerate-Stop Distance Available
AMDAR	Aircraft Meteorological Data Relay	ASE	Altimetry System Error

ASPH	Asphalt	AVBL	Available
ATA	Actual Time of Arrival	AVFAX	Meteorological and NOTAM Facsimile Service
ATC	Air Traffic Control (in general)	AVG	Average
ATD	Actual Time of Departure	AVGAS	Aviation Gasoline
ATFM	Air Traffic Flow Management	AWIS	Aerodrome Weather Information Service
ATFMX	Exemption from ATFM measures by ATC	AWK	Aerial Work
ATM	Air Traffic Management	AWR	Aerodrome Weather Report
ATP	At... (time or place)	AWS	Automatic Weather Station
ATIS	Automatic Terminal Information Service	AWY	Airway
ATS	Air Traffic Services	AZM	Azimuth
ATTN	Attention	B	Blue
AT-VASIS	Abbreviated "T" Visual Approach Slope Indicator System (pronounced "AY-TEE-VASIS")	BARO-VNAV	(to be pronounced "BAA-RO-VEENAV") Barometric Vertical Navigation
ATZ	Aerodrome Traffic Zone	BASE	Cloud Base
AUG	August	BCFG	Fog Patches
AUTH	Authorised, Authorisation	BCN	Beacon (aeronautical ground light)
AUTO	Automatic	BCST	Broadcast
AUW	All Up Weight	BDRY	Boundary
AUX	Auxiliary	BECMG	Becoming
AVM	Abrupt Vertical Manoeuvres (by the MIL)	BFR	Before
		BKN	Broken (cloud descriptor)
		BL...	Blowing (followed by DU=dust, SA=sand or SN=snow)



BLDG	Building	CEN	En Route and Area ATC Unit
BLW	Below		
BOF	Briefing Office	CFM	Confirm, I confirm
BOMB	Bombing	CH	Channel
BR	Mist	CHEM	Chemical
BRG	Bearing	CHTR	Charter
BRKG	Braking	CI	Cirrus
BS	Broadcasting Station (Commercial)	CIV	Civil
		CK	Check
BTN	Between	CL	Centre Line
<b>C</b>	Degrees Celsius (Centigrade)	CLA	Clear type of ice formation
C	Centre (Runway)	CLBR	Calibration
CA/GRS	Certified Air/Ground Radio Service	CLD	Cloud
		CLG	Calling
CAO	Civil Aviation Order	CLIAS	Climbing Indicated Airspeed
CASA	Civil Aviation Safety Authority	CLR	Clear, Cleared to..., Clearance
CAT	Category	CLSD	Closed, Close, Closing
CAT	Clear Air Turbulence	CM	Centimetre
CAVOK	Visibility, cloud and present weather better than prescribed values or conditions (pronounced "KAV- OH-KAY")	CMB	Climb to or Climbing to
		CMPL	Completion, Completed, or Complete
CB	Cumulonimbus	CMSD	Commissioned
CC	Cirrocumulus	CNL	Cancel, Cancelled
CCTS	Circuits	CNS	Communications, Navigation and Surveillance
CDFA	Continuous Descent Final Approach technique	COBT	Calculated Off Blocks Time

COM	Communications	CUF	Cumuliform
CONC	Concrete	CUST	Customs
COND	Condition	CWY	Clearway
CONS	Continuous	D...	Danger Area (followed by identification)
CONST	Construction, Constructed	D	Downward (tendency in RVR during previous 10 minutes)
CONT	Continue(s), Continued		
COOR	Coordinate, Coordinated	DA	Decision Altitude
COORD	Coordinates	DAH	Designated Airspace Handbook
COR	Correct, Corrected, Correction	DCKG	Docking
COS	Conical Surface	DCMSD	Decommissioned
COT	At the Coast, Coastal	DCPC	Direct Controller-Pilot Communications
COV	Cover, Covered, Covering	DCT	Direct (in relation to flight plan clearances and type of approach)
CPDLC	Controller-Pilot Data Link Communication	DEC	December
CRZ	Cruise	DEG	Degrees
CS	Cirrostratus	DEP	Depart, Departure, Departed, Departing, Departure Message
CS	Callsign		
CTA	Control Area	DER	Departure End of Runway
CTAF	Common Traffic Advisory Frequency	DEST	Destination
CTC	Contact	DETRESFA	Distress Phase
CTL	Control	DEV	Deviation, Deviating
CTN	Caution	DF	Direction Finder/Finding
CTOT	Calculated Take-off Time	DFDR	Digital Flight Data Recorder
CTR	Control Zone		
CU	Cumulus	DH	Decision Height

DIF	Diffuse	DZ	Drizzle
DISP	Displaced	E	East, East Longitude
DIST	Distance	EAT	Expected Approach Time
DIV	Diversion, Divert, Diverting	EB	Eastbound
DLE	Delay En route	EET	Estimated Elapsed Time
DLY	Daily	ELEV	Elevation
DME	Distance Measuring Equipment	ELT	Emergency Locator Transmitter
DNG	Danger, Dangerous	EM	Emission
DOC	Documents	EMBD	Embedded in a Layer (to indicate cumulonimbus embedded in layers of other clouds)
DOF	Date of Flight	EMERG	Emergency
DOM	Domestic	ENDCE	Endurance
DP	Dew Point Temperature	ENE	East North-East
DPT	Depth	ENG	Engine
DR	Dead Reckoning	ENR	En Route
DR...	Low drifting (followed by DU=dust, SA=sand or SN=snow)	EOBT	Estimated off Block Time
DRG	During	EPIRB	Electronic Position Indicating Radio Beacon (marine term)
DS	Duststorm	EQPT	Equipment
DTG	Date-Time Group	ERC	En Route Chart
DTHR	Displaced Runway Threshold	ESE	East South-East
DTRT	Deteriorate, Deteriorating	EST	Estimate or estimated or estimate (message type designator)
DU	Dust		
DUC	Dense Upper Cloud		
DUR	Duration		
DVOR	Doppler VOR		

ETA	Estimated Time of Arrival, Estimating Arrival	FBL	Light (used to indicate the intensity of WX phenomena, interference or static reports, e.g. FBL RA = light rain)
ETD	Estimated Time of Departure or Estimating Departure		
ETO	Estimate Time Over significant point	FC	Funnel Cloud (tornado or water spout)
EV	Every	FCST	Forecast
EVS	Enhanced Vision System	FDE	Fault Detection and Exclusion
EXC	Except	FDPS	Flight Data Processing System
EXER	Exercises, Exercising, to exercise	FEB	February
EXP	Expect, Expected, Expecting	FEW	Few (cloud descriptor)
EXTD	Extend, Extending, Extended	FFR	Flood or Fire Relief; Fire Fighting
<b>F</b>	Fixed (chart symbol)	FG	Fog
FAC	Facility, Facilities	FIA	Flight Information Area
FAF	Final Approach Fix	FIR	Flight Information Region
FANS 1/A	The term used to describe the initial future air navigations system	FIS	Flight Information Service
FAP	Final Approach Point	FL	Flight Level
FAS	Final Approach Segment	FLD	Field
FATO	Final Approach and Take-off Area	FLG	Flashing
FAX	Facsimile Transmission	FLR	Flares
		FLT	Flight
		FLTCK	Flight Check For Calibration of Nav aids
		FLUC	Fluctuating, Fluctuation, Fluctuated

FLW	Follow(s), Following	FXD	Fixed
FLY	Fly, Flying	FZ	Freezing
FM	From	FZDZ	Freezing Drizzle
FM...	From (followed by time weather change is forecast to begin)	FZFG	Freezing Fog
FMC WPR	The term used to describe flight management computer waypoint position reporting	FZLVL	Freezing Level (in AIRMET products)
FMS	Flight Management System	FZRA	Freezing Rain
FMU	Flow Management Unit	G	Green
FNA	Final Approach	G	Variation from mean wind speed (gusts) (MET - used in METAR/SPECI and TAF code forms)
FPA	Flight Procedure Authorisation	GA	General Aviation
FPL	Filed Flight Plan Message	GAF	Graphical Area Forecast
FPM	Feet per Minute	GBAS	Ground Based Augmentation System
FR	Fuel Remaining	GEN	General
FREQ	Frequency	GEO	Geographic, true
FRI	Friday	GES	Ground Earth Station
FRNG	Firing	GFY	Glider Flying
FRQ	Frequent	GLD	Glider
FS	Flight Service (in general)	GLONASS	Global Orbiting Navigation Satellite System (pronounced "GLO-NAS")
FSP	Fish Spotting	GLS	GBAS Landing System
FST	First	GND	Ground
FT	Feet	GNDCK	Ground Check
FU	Smoke	GNSS	Global Navigation Satellite System

GP	Glide Path	HDG	Heading
GPS	Global Positioning System	HDS	Hours of Daylight Saving
GPU	Ground Power Unit	HEAD	Head of State
GPWS	Ground Proximity Warning System	HEL	Helicopter
GPWT	Grid Point Wind and Temperature	HF	High Frequency (3,000 to 30,000 kHz)
GR	Hail	HGT	Height, Height Above
GRAD	Minimum Required Climb Gradient	HIAL	High Intensity Approach Lighting
GRASS	Grass Landing Area	HIOL	High Intensity Obstacle Lights
GRIB	Processed meteorological data in the form of grid point values expressed in binary form (meteorological code)	HIRL	High Intensity Runway Lighting
		HJ	Sunrise to Sunset
		HLDG	Holding
		HLP	Heliport
GRVL	Gravel	HLS	Helicopter Landing Site
GS	Groundspeed	HN	Sunset to Sunrise
GS	Small Hail and/or Snow Pellets	HO	Service available to meet operational requirements
H	High pressure area or the centre of high pressure (MET)	HOSP	Hospital Aircraft
		HPA	Hectopascal
H24	Continuous day and night service	HR	Hours
HH	Time of commencement of a meteorological report validity period	HRP	Heliport Reference Point
		HS	Homestead
HAZMAT	Hazardous Material	HS	Service available during hours of scheduled operations
HBN	Hazard Beacon	HSL	Hold Short Lights

HUD	Head-up display	IF	Intermediate Fix or Intermediate Approach Fix
HUM	Humanitarian		
HVY	Heavy	IFR	Instrument Flight Rules
HVY	Heavy (used to indicate the intensity of WX phenomena, e.g. HVY RA = heavy rain)	ILS	Instrument Landing System
		IM	Inner Marker
HX	No specific working hours	IMC	Instrument Meteorological Conditions
HZ	Haze	IMG	Immigration
HZ	Hertz (cycle per second)	IMPR	Improve, Improving, Improvement
HZS	Horizontal Surface	INBD	Inbound
IAC	Instrument Approach Chart (followed by name/title)	INCERFA	Uncertainty Phase
		INFO	Information
IAF	Initial Approach Fix	INOP	Inoperative
IAL	Instrument Approach and Landing	INS	Inertial Navigation System
IAP	Instrument Approach Procedure	INSTL	Install, Installed, Installation
IAS	Indicated Airspeed	INSTR	Instrument
IAWP	Initial Approach Waypoint	INT	Intersection
ICAO	International Civil Aviation Organization	INTER	Intermittent (ie. lasting less than 30 minutes)
ICE	Icing		Fluctuations from forecast prevailing conditions
ID	Identifier, identify	INTL	International
IDENT	Identification	INTRP	Interrupt, Interruption, Interrupted
IDEP	Instrument Departure (FPA)	INTSF	Intensify, Intensifying
		INTST	Intensity

ISA	International Standard Atmosphere	LAT	Latitude
ISOL	Isolated	LCA	Locally, Location, Located, Local
IVA	Independent Visual Approach	LDA	Landing Distance Available
IWI	Illuminated Wind Indicator	LDG	Landing
JAN	January	LEN	Length
JF	Saturday, Sunday and PH	LGT	Light, Lighting
JO	Monday to Friday except PH	LGTD	Lighted
JTST	Jet Stream	LIH	Light Intensity High
JUL	July	LIL	Light Intensity Low
JUN	June	LIM	Light Intensity Medium
KG	Kilograms	LIOL	Low Intensity Obstacle Lights
kHz	Kilohertz	LIRL	Low Intensity Runway Lights
KIAS	Knots Indicated Airspeed	LJR	Low Jet Route
KM	Kilometres	LL	Lower Limits
KMH	Kilometres per Hour	LLN	Low Level Navigation (by the MIL)
kPa	Kilopascals	LLO	Low Level Operations (by the MIL)
KT	Knots	LMT	Local mean time
KW	Kilowatts	LNAV	Lateral Navigation
L	Left (runway identification)	LOC	Localiser
L	Litre	LOE	Lane of Entry
L	Low pressure area or the centre of low pressure (MET)	LONG	Longitude
LAHSO	Land and Hold Short Operations	LSALT	Lowest Safe Altitude
		LTD	Limited
		LUL	Lowest Usable Level



LV	Light and Variable (relating to wind)	MET	Meteorological, Meteorology
LVL	Level	METAR	Aviation routine weather report (in aeronautical meteorological code)
LVO	Low Visibility Operation(s)		
LVP	Low Visibility Procedure(s)	MET REPORT	Aviation routine weather report
LYR	Layer, Layered	MF	Medium Frequency (300 to 3,000 kHz)
M	Metres (preceded by figures)	MHz	Megahertz
M	Mach number (followed by figures)	MI	Shallow (MET)
MAE	Men and Equipment	MIFG	Shallow Fog
MAG	Magnetic	MIL	Military
MAINT	Maintenance	MIN	Minutes
MAN	Manual	MIOL	Medium Intensity Obstacle Lights
MAP	Aeronautical Maps and Charts	MIRL	Medium Intensity Runway Lights
MAPT	Missed Approach Point	MISC	Miscellaneous
MAR	At Sea	MLJ	Military Low Jet
MAR	March	MLS	Microwave Landing System
MAX	Maximum	MM	Middle Marker
MBST	Microburst	MNM	Minimum
MDA	Minimum Descent Altitude	MNT	Monitor, Monitoring, Monitored
MDH	Minimum Descent Height	MNTN	Maintain, Maintained, Maintaining
MEA	Minimum En Route Altitude	MO	Meteorological Office
MEDEVAC	Medical Evacuation Flight		

MOD	Moderate (used to indicate the intensity of WX phenomena, interference or static reports, e.g. MOD RA = moderate rain)	N	No distant tendency (in RVR during previous 10 minutes)
		N	North, North Latitude
		NAP	Noise Abatement Procedures
MON	Monday		
		NAT	NAVAID Training
MOPS	Minimum Operational Performance Standards	NAV	Navigation
		NAVAID	Navigation Aid
MOV	Move, Moved, Moving, Movement	NB	Northbound
		NC	No Change
MOWP	Method of Working Plan	NCD	No Cloud Detected (by ceilometer) [ <i>used in automated</i> METAR/SPECI]
MS	Minus		
MSA	Minimum Sector Altitude	NDB	Non-Directional Radio Beacon
MSG	Message	NE	North-East
MSL	Mean Sea Level		
MSSR	Monopulse Secondary Surveillance Radar	NEG	Negative, No, permission not granted, or, that is not correct
MT	Mountain		
MTOW	Maximum Take-off Weight	NGT	Night
		NIL	None
MTP	Maximum Tyre Pressure	NM	Nautical Miles
MTW	Mountain waves	NML	Normal
MVA	Minimum Vector Altitude	NN	No name, unnamed
		NNE	North North-East
MWO	Meteorological Watch Office	NNW	North North-West
		NOF	International NOTAM Office
MX	Mixed type of ice formation (white and clear)	NONSTD	Non-Standard

NOSIG	No Significant Change	OBSC	Obscure, Obscured, Obscuring
NOZ	Normal Operating Zone	OBST	Obstacle
NOTAM	Notice to Airmen (A notice containing information concerning the establishment, condition or change in facility, service, procedure or hazard which is essential to personnel concerned with flight operations)	OBSTR	Obstruction
		OCA	Oceanic Control Area
		OCA	Obstacle Clearance Altitude
		OCC	Occulting (light)
		OCH	Obstacle Clearance Height
		OCNL	Occasional, Occasionally
NOTAMC	Cancelling NOTAM	OCT	October
NOTAMN	New NOTAM	OCTA	Outside Control Area
NOTAMR	Replacing NOTAM	OCTR	Outside Control Zone
NOV	November	OFZ	Obstacle Free Zone
NPA	Non-Precision Approach	OHD	Overhead
NR	Number	OK	We agreed, or, It is correct
NS	Nimbostratus	OLS	Obstacle Limitation Surface
NSC	Nil Significant Cloud	OM	Outer Marker
NSW	Nil Significant Weather	OPA	Opaque. White type of ice formation
NTA	No TAF Amendment	OPMET	Operational Meteorological (information)
NTL	National	OPN	Open, Opening, Opened
NTZ	No Transgression Zone	OPR	Operator, Operate, Operative, Operating, Operational
NVG	Night Vision Goggles	OPS	Operations
NW	North-West		
NXT	Next		
OBS	Observe, Observed, Observation		

O/R	On Request	PJE	Parachute Jumping Exercise
OT	Other Times		
OVC	Overcast	PL	Ice Pellets
OW	Over Water	PLN	Flight Plan
P....	Prohibited Area (followed by identification)	PN	Prior Notice Required
		PNR	Point of No Return
		PO	Dust Devils
PA	Precision Approach	POB	Number of Persons on Board
PANS	Procedures for Air Navigation Services		
		POSS	Possible
PAPI	Precision Approach Path Indicator	PPI	Plan Position Indicator
		PPR	Prior Permission Required
PARL	Parallel		
PAX	Passengers	PPSN	Present Position
PBN	Performance-based navigation	PRD	Prohibited, Restricted and Danger Areas
PCD	Proceed, Proceeding	PRFG	Aerodrome Partially Covered by Fog (MET code)
PCL	Pilot Controlled Lighting		
PCN	Pavement Classification Number	PRI	Primary
		PRKG	Parking
PDC	Pre-Departure Clearance	PRM	Precision Runway Monitoring
PEC	Pressure Error Correction	PROB	Probability
		PROC	Procedure
PER	Performance	PROV	Provisional
PERM	Permanent		
PH	Public Holiday	PS	Plus
PFR	Preferred Route	PSG	Passing
		PSN	Position
PIB	Pre-flight Information Bulletin	PSP	Pierced Steel Plank
		PSR	Primary Surveillance Radar
PILS	Practice ILS		

PTBL	Portable	RCH	Reach, Reaching
PTN	Procedure Turn	RCL	Runway Centre Line
PTT	Press to Talk	RCLL	Runway Centre Line Lights
PVT	Private		
PWR	Power	RDH	Reference Datum Height
QNH	Altimeter subscale setting to obtain elevation or altitude	RDL	Radial
QUAD	Quadrant	RDO	Radio
R	Red	RE...	Recent (used to qualify weather phenomena, e.g. RERA = recent rain)
R	Right (runway identification)	REC	Receive, Receiver, Received
R	Runway (followed by figures in METAR/SPECI)	REDL	Runway Edge Lights
R...	Radial from VOR (followed by three figures)	REF	Reference to..., Refer to...
R....	Restricted Area (followed by number)	REG	Registration
RA	Radio Altimeter	RENL	Runway End Lights
RA	Rain	REP	Report, Reported, Reporting, Reporting Point
RA	Resolution Advisory	REQ	Request, Requested
RA	Restricted Area	RERTE	Re Route
RAD	Radius	RES	Reserve Fuel
RAIM	Receiver Autonomous Integrity Monitoring	RESA	Runway End Safety Area
RASC	Regional AIS System Centre	RESTR	Restrictions
RCC	Rescue Coordination Centre	REV	Review
RCGL	Runway Circling Guidance Lights	RF	Constant Radius Arc to Fix
		RFFS	Rescue and Fire Fighting Services

RHC	Right Hand Circuit	RTHL	Runway Threshold Light(s)
RIF	Reclearance in Flight		
RL	Report Leaving	RTIL	Runway Threshold Identification Lights
RLA	Relay to		
RLLS	Runway Lead-in Lighting System	RTN	Return, Returned, Returning
RMK	Remark	RTS	Return to Service
RNAV	Area Navigation (Navigation Specification prefix)	RIZL	Runway Touchdown Zone Light(s)
RNP	Required Navigation Performance (Navigation Specification prefix)	RVR	Runway Visual Range
		RVSM	Reduced Vertical Separation Minimum
		RWS	Runway Strip
ROC	Rate of Climb	RWY	Runway
ROD	Rate of Descent	S	South, South Latitude
RP	Remote Pilot	SA	Sand
RPA	Remotely Piloted Aircraft	SA	Special Authorisation
		SALS	Simple Approach Lighting System
RPAS	Remotely Piloted Aircraft System	SAR	Search and Rescue
		SARPS	Standards and Recommended Practices (ICAO)
RPT	Regular Public Transport		
RPT	Repeat, I Repeat	SARTIME	Time search action required
RQ	Require(d)		
RQMNTS	Requirements	SAT	Saturday
RSCD	Runway Surface Condition	SATCOM	Satellite Communication (used only when referring generally to both voice and data satellite communication or only data satellite communication)
RSP	Responder Beacon		
RTE	Route		
RTF	Radio Telephone		

SATVOICE	Satellite Voice Communication	SID	Standard Instrument Departure
SB	Southbound	SIGWX	Significant Weather
SBAS	Satellite-Based Augmentation System	SIGMET	Information concerning en route weather and other phenomena in the atmosphere that may affect the safety of aircraft operations
SC	Stratocumulus		
SCT	Scattered		
SDBY	Standby		
SE	South East		
SEA	Sea (used in connection with sea-surface temperature and state of the sea)	SIMUL	Simultaneous, or Simultaneously
SEC	Seconds	SKED	Schedule, Scheduled
SECT	Sector	SLP	Speed Limiting Point
SEP	September	SLW	Slow
SER	Service, Servicing, Served	SMC	Surface Movement Control
SEV	Severe (used e.g. to qualify icing and turbulence report)	SMR	Surface Movement Radar
SFC	Surface	SN	Snow
SFL	Sequenced Flashing Lights	SNOWTAM	A special series NOTAM notifying the presence or removal of hazardous conditions due to snow, ice, slush or standing water associated with snow, slush and ice on the movement area
SG	Snow Grains		
SH...	Showers (followed by RA=rain, SN=snow, PL=ice pellets, GR=hail, GS=small hail and or snow pellets or combinations thereof, e.g. SHRASN = showers of rain and snow)	SOT	Start of TORA (take-off)
		SP	Single Pilot
		SPA	Sport Aviation

SPECI	Aviation Special Weather (in aeronautical meteorological code)	SUN	Sunday
		SUP	Supplement (AIP Supplement)
SPOT	Spotwind	SUPPS	Regional Supplementary Procedures
SQ	Squall		
SQL	Squall Line	SVCBL	Serviceable
SR	Sunrise	SVY	Survey Operations
SRR	Search and Rescue Region	SW	South-West
		SWS	Soft Wet Surface
SRY	Secondary	SWY	Stopway
SS	Sandstorm	T	Bearing (true)
SS	Sunset	T	Temperature
SSB	Single Sideband	TA	Traffic Advisory
SSE	South South-East	TA	Transition Altitude
SSR	Secondary Surveillance Radar	TAC	Terminal Area Chart
		TACAN	UHF Tactical Air Navigation Aid
SSW	South South-West		
ST	Stratus	TAF	Aerodrome Forecast
STAR	Standard Instrument Arrival	TAS	True Airspeed
		TAX	Taxiing, Taxi
STD	Standard	TBA	To be advised
STF	Stratiform	TC	Tropical Cyclone
STN	Station	TCAS	(tee-kas) Traffic Alert and Collision Avoidance System
STOD	Supplementary Take-off Distance		
		TCH	Threshold Crossing Height
STOL	Short Take-off and Landing	TCU	Towering Cumulus
STS	Status	TDA	Temporary Danger Area
STWL	Stopway Light(s)		
SUBJ	Subject to	TDO	Tornado



TDZ	Touchdown Zone	TRA	Temporary Restricted Area
TECR	Technical Reason		
TEL	Telephone	TRANS	Transmits, Transmitter
TEMPO	Temporary, Temporarily	TROP	Tropopause
TFC	Traffic	TS...	Thunderstorm (followed by RA=rain, SN=snow, PE=ice pellets, GR=hail, GS=small hail and/or snow pellets or combinations thereof, e.g. TSRASN = thunderstorm with rain and snow)
TGL	Touch & Go Landing		
THR	Threshold		
THRU	Through		
THU	Thursday		
TIBA	Traffic Information Broadcasts by Aircraft		
TIL	Until	TSO	Technical Standard Order
TKOF	Take-off		
TL...	Till (followed by time by which weather change is forecast to end)	TSUNAMI	Tsunami (used in aerodrome warnings)
TLW	Time Limited WIP (work in progress)	TTF	Trend Forecast
TMA	Terminal Control Area	TUE	Tuesday
TN	Indicator for Minimum Temperature (MET - used in TAF code form)	TURB	Turbulence
TNS	Transitional Surface	T-VASIS	"T" Visual Approach Slope Indicator System (pronounced "TEE-VASIS")
TODA	Take-off Distance Available	TW	Tailwind
TOP	Cloud Top	TWR	Aerodrome Control Tower or Aerodrome Control
TORA	Take-off Run Available	TWY	Taxiway
TOX	Toxic	TX	Indicator for Maximum Temperature (MET - used in TAF code form)
TP	Turning Point		
TR	Track	TXL	Taxilane






TYP	Type of Aircraft	VC	Vicinity of the aerodrome (followed by FG=fog, FC=funnel cloud, PO=dust/sand whirls, BLDU=blowing dust, BLSA=blowing sand or BLSN=blowing snow; e.g. VCFG=vicinity fog
TYPH	Typhoon		
U	Upward (tendency in RVR during previous 10 minutes)		
UA	Unmanned aircraft		
UAS	Unmanned aircraft system		
UFN	Until Further Notice	VCY	Vicinity
UHF	Ultra High Frequency (300 to 3,000 MHz)	VFR	Visual Flight Rules
		VHF	Very High Frequency (30 to 300 MHz)
UL	Upper Limits		
UNA	Unable	VIA	By way of...
UNL	Unlimited	VIP	Very Important Person
UNREL	Unreliable	VIS	Visibility
UP	Unknown Precipitation	VMC	Visual Meteorological Conditions
U/S	Unserviceable	VNAV	Vertical Navigation
UTC	Coordinated Universal Time	VNC	Visual Navigation Chart
V	Variation from mean wind speed (MET - used in METAR/ SPECI code forms)	VOLMET	Meteorological Information for Aircraft in Flight
VA	Volcanic Ash	VOR	VHF Omnidirectional Radio Range
VAAC	Volcanic Ash Advisory Centre	VRB	Variable
VAR	Magnetic Variation	VSA	by Visual reference to the ground
VASIS	Visual Approach Slope Indicator System	VTC	Visual Terminal Chart
		VTOL	Vertical Take-off and Landing
		W	West, West Longitude
		W	White

WAC	World Aeronautical Chart - ICAO 1:1,000,000 (followed by name/title)	WTSPT	Water Spout
WAFS	World Area Forecast System	WWW	World Wide Web
WATIR	Weather and Terminal Information Reciter	WX	Weather
WB	Westbound	WXR	Weather Radar
WDI	Wind Direction Indicator	X	Cross
WDSPIR	Widespread	XW	Crosswind
WED	Wednesday	Y	Yellow
WEF	With Effect From, Effective From	YCZ	Yellow Caution Zone
WGS-84	World Geodetic System - 1984	YR	Your/s
WI	Within	Z	Coordinated Universal Time (in meteorological messages)
WID	Width		
WIE	With Immediate Effect, Effective Immediately		
WILCO	Will Comply		
WIP	Work in Progress		
WKN	Weaken, Weakening		
WNW	West North-West		
WO	Without		
WPT	Waypoint		
WRNG	Warning		
WS	Wind Shear		
WSW	West South-West		
WT	Weight		





## GEN 2.3 CHARTS AND SYMBOLS

### 1 AERODROMES







#### 1.1 Charts other than Approach Charts




Civil (land)	
Civil (Unattended)	
Heliport	
Abandoned or closed aerodrome	
Military (land)	

#### 1.2 Approach Charts



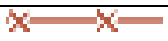
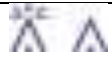
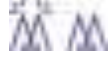

The aerodrome on which the procedure is based	
Instrument Landing System (ILS)	
Radio marker beacon	
Final approach fix (FAF)	
Magnetic course	<b>090°</b>
True course	<b>090°T</b>

#### 1.3 Aerodrome Charts











Hard surface runway	
Unpaved runway	
Taxiway	
Roads	
Ocean, Sea	
Rivers and Streams (non perennial)	

Lakes	
Cities, Towns	
Wooded Areas	

**1.4 Obstacles**

Tree or shrub	
Pole, tower, spire, antenna etc	
Fence	
Obstacles (lighted/unlighted)	
Group obstacles (lighted/unlighted)	
Elevation of top ( <i>italics</i> ). Height above specified datum (upright type in parentheses).	

**1.5 Aerodrome Installations and Lights**

Aerodrome reference point	
Taxiway and parking areas	
Control tower	
Aeronautical ground light	
Wind direction indicator (unlighted)	
Non-directional radio beacon - NDB	
VHF omnidirectional radio range - VOR	
Distance measuring equipment - DME	
Collocated VOR and DME radio navigation aids	
VOR/DME check point	

## GEN 2.4 LOCATION INDICATORS

<b>Location</b>	<b>Indicator</b>
Atauro Island*	WPAT
Baucau*	WPEC
Dili/ Presidente Nicolau Lobato International airport	WPDL
Lospalos Fuiloro*	WPFL
Maliana*	WPMN
Oecusse*	WPOC
Same*	WPSM
Suai*	WPDB
Viqueque*	WPVQ
*Unattended aerodrome	

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## GEN 2.5 LIST OF RADIO NAVIGATION AIDS

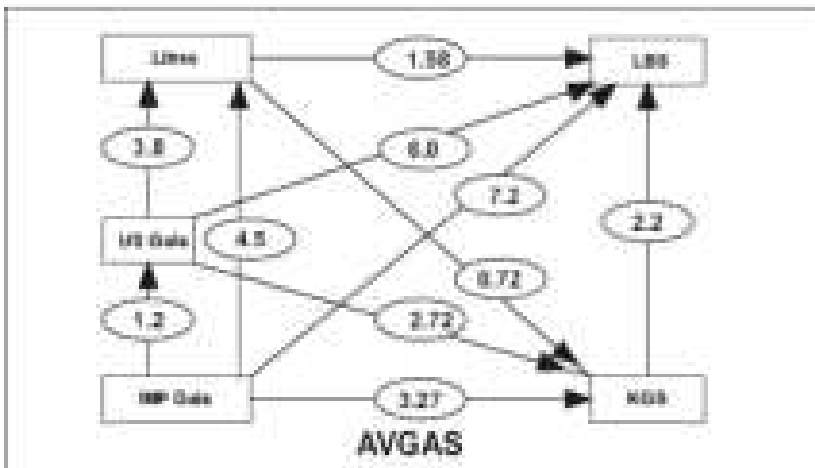
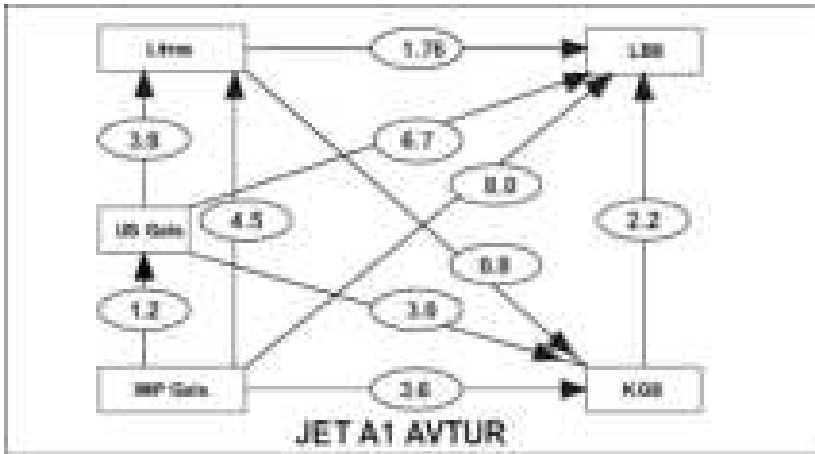
<b>ID</b>	<b>Station name</b>	<b>Aid</b>	<b>Purpose</b>
DIL	Dili	VOR/DME	AE
SUI	Suai	VOR/DME	AE
OEC	Oecussi	VOR/DME	AE



**INTENTIONALLY BLANK**

## GEN 2.6 CONVERSION TABLES

### 1 FUEL WEIGHT



- To convert:  
multiply by the factor in the "bubble" when moving in the direction of the arrow, or divide by that factor if converting in the opposite direction.
- Fuel 30 (J EAVTUR) and 0.72AVGAS) is based on ISA temperature at MSL. Therefore, fuel weights will be approximate for other than 15000 Celsius.

## 2 GENERAL CONVERSIONS

TO CONVERT	INTO	MULTIPLY BY
DECIBELS	Powerful	7.8 and add 30
Centimetres	Inches	0.394
Feet	Meters	0.3048
Fahrenheit	Celsius	Subtract 32 & multiply by 0.555
IMP Gallons	US Gallons	1.201
IMP Gallons	Litres	4.546
Inches	Centimetres	2.540
Kilograms	Pounds	2.2046
Kilometres	Nautical Miles	0.540
Kilometres	Statute Miles	0.621
Kilopascals	Pounds/Square Inch	0.145
Litres	IMP Gallons	0.220
Litres	US Gallons	0.264
Meters	Feet	3.281
Meters	Yards	1.094
Pounds	Kilograms	0.4536
Pounds/Square Inch	Kilopascals	6.895
Nautical Mile	Kilometres	1.852
Nautical Mile	Meters	1852
Nautical Mile	Statute Miles	1.151
Statute Miles	Kilometres	1.609
Statute Miles	Nautical Miles	0.868
US Gallons	IMP Gallons	0.833
US Gallons	Litres	3.78
Yards	Meters	0.914

### 3 FEET TO METRES

FEET TO METRES					
FT	M	100	200	300	400
0	-	30.5	61.0	91.4	121.9
1000	304.8	335.3	365.8	396.2	426.7
2000	609.6	640.1	670.6	701.0	731.5
3000	914.4	944.9	975.4	1005.0	1035.0
4000	1219.2	1249.0	1279.0	1311.0	1341.0
5000	1524.0	1553.0	1583.0	1615.0	1646.0
6000	1828.8	1858.0	1888.0	1920.0	1951.0
7000	2133.6	2164.0	2195.0	2225.0	2256.0
8000	2438.4	2469.0	2499.0	2530.0	2560.0
9000	2743.2	2774.0	2804.0	2835.0	2866.0
FT	M	500	700	900	600
0	152.4	182.9	213.4	243.8	274.3
1000	457.2	487.7	518.2	548.6	579.1
2000	762.0	792.5	823.0	853.4	883.9
3000	1066.8	1097.0	1128.0	1158.0	1189.0
4000	1371.6	1402.0	1433.0	1463.0	1494.0
5000	1676.4	1707.0	1737.0	1768.0	1798.0
6000	1981.2	2012.0	2042.0	2073.0	2103.0
7000	2286.0	2317.0	2347.0	2377.0	2408.0
8000	2590.8	2621.0	2651.0	2682.0	2713.0
9000	2895.6	2926.0	2957.0	2987.0	3018.0

## 4 METRES TO FEET

METRES TO FEET					
M	ft	100	200	300	400
1000	3280.8	3280.8	6561.6	9842.4	13123.2
2000	6561.6	6561.6	13123.2	19684.8	26246.4
3000	9842.4	10176	16449.6	23027.2	29688
4000	13123.2	13456	20099.2	29369.6	36139.2
5000	16404	16736	23358.4	35712	42590.4
6000	19684.8	19968	26617.6	42054.4	49041.6
7000	22965.6	23248	29876.8	48396.8	55492.8
8000	26246.4	26528	33136	54739.2	61944
9000	29527.2	29808	36395.2	61081.6	68395.2
M	500	500	700	900	500
1000	4921.3	6245.3	8577.4	9905.4	8229.5
2000	8202.0	8530.1	10858.2	12186.3	9514.3
3000	11483	11811	12739	13567	12795
4000	14764	15092	15430	16748	16076
5000	18044	18372	18751	19929	19307
6000	21325	21653	21881	22989	22508
7000	24606	24934	25262	25949	25518
8000	27887	28215	28543	28871	28169
9000	31168	31496	31824	32152	30450

## 5 NM TO KILOMETRES AND KILOMETRES TO NM

NM	KM	KM	NM
0.1	0.185	0.1	0.185
0.2	0.370	0.2	0.370
0.3	0.555	0.3	0.555
0.4	0.740	0.4	0.740
0.5	0.925	0.5	0.925
0.6	1.110	0.6	1.110
0.7	1.295	0.7	1.295
0.8	1.480	0.8	1.480
0.9	1.665	0.9	1.665
1	1.850	1	1.850
2	3.704	2	3.704
3	5.556	3	5.556
4	7.408	4	7.408
5	9.260	5	9.260
6	11.112	6	11.112
7	12.964	7	12.964
8	14.816	8	14.816
9	16.668	9	16.668
10	18.520	10	18.520
15	27.780	15	27.780
20	37.040	20	37.040
25	46.300	25	46.300
30	55.560	30	55.560

6 WIND COMPONENT

WIND COMPONENT TABLE										
For crosswind component										
Angle Between Wind Direction and Runway Heading										
		10	20	30	40	50	60	70	80	90
W	5	1	2	3	4	5	6	8	9	11
V	10	2	3	4	5	7	8	9	11	13
A	15	3	4	5	7	9	11	13	14	16
B	20	3	5	7	10	13	15	17	18	20
C	25	4	6	10	14	18	22	23	24	25
D	30	5	8	12	16	21	26	28	29	30
E	35	6	10	15	20	26	30	32	34	35
F	40	7	12	18	24	30	36	37	39	40
G	45	8	14	20	27	34	39	40	41	42
H	50	9	16	23	30	38	43	44	45	46
I	55	10	18	25	32	40	46	47	48	49
J	60	10	20	28	34	42	48	50	51	52
K	65	11	22	30	36	44	50	51	52	53
L	70	12	24	32	38	46	52	53	54	55
M	75	13	26	34	40	48	54	55	56	57
N	80	14	27	36	42	50	56	57	58	59
		15	28	38	44	52	58	60	61	62
		16	29	40	46	54	60	62	63	64
		17	30	42	48	56	62	64	65	66
		18	31	44	50	58	64	66	67	68
		19	32	46	52	60	66	68	69	70
		20	33	48	54	62	68	70	71	72
		21	34	50	56	64	70	72	73	74
		22	35	52	58	66	72	74	75	76
		23	36	54	60	68	74	76	77	78
		24	37	56	62	70	76	78	79	80
		25	38	58	64	72	78	80	81	82
		26	39	60	66	74	80	82	83	84
		27	40	62	68	76	82	84	85	86
		28	41	64	70	78	84	86	87	88
		29	42	66	72	80	86	88	89	90
		30	43	68	74	82	88	90	91	92
		31	44	70	76	84	90	92	93	94
		32	45	72	78	86	92	94	95	96
		33	46	74	80	88	94	96	97	98
		34	47	76	82	90	96	98	99	100
		35	48	78	84	92	98	100	101	102
		36	49	80	86	94	100	102	103	104
		37	50	82	88	96	102	104	105	106
		38	51	84	90	98	104	106	107	108
		39	52	86	92	100	106	108	109	110
		40	53	88	94	102	108	110	111	112
		41	54	90	96	104	110	112	113	114
		42	55	92	98	106	112	114	115	116
		43	56	94	100	108	114	116	117	118
		44	57	96	102	110	116	118	119	120
		45	58	98	104	112	118	120	121	122
		46	59	100	106	114	120	122	123	124
		47	60	102	108	116	122	124	125	126
		48	61	104	110	118	124	126	127	128
		49	62	106	112	120	126	128	129	130
		50	63	108	114	122	128	130	131	132
		51	64	110	116	124	130	132	133	134
		52	65	112	118	126	132	134	135	136
		53	66	114	120	128	134	136	137	138
		54	67	116	122	130	136	138	139	140
		55	68	118	124	132	138	140	141	142
		56	69	120	126	134	140	142	143	144
		57	70	122	128	136	142	144	145	146
		58	71	124	130	138	144	146	147	148
		59	72	126	132	140	146	148	149	150
		60	73	128	134	142	148	150	151	152
		61	74	130	136	144	150	152	153	154
		62	75	132	138	146	152	154	155	156
		63	76	134	140	148	154	156	157	158
		64	77	136	142	150	156	158	159	160
		65	78	138	144	152	158	160	161	162
		66	79	140	146	154	160	162	163	164
		67	80	142	148	156	162	164	165	166
		68	81	144	150	158	164	166	167	168
		69	82	146	152	160	166	168	169	170
		70	83	148	154	162	168	170	171	172
		71	84	150	156	164	170	172	173	174
		72	85	152	158	166	172	174	175	176
		73	86	154	160	168	174	176	177	178
		74	87	156	162	170	176	178	179	180
		75	88	158	164	172	178	180	181	182
		76	89	160	166	174	180	182	183	184
		77	90	162	168	176	182	184	185	186
		78	91	164	170	178	184	186	187	188
		79	92	166	172	180	186	188	189	190
		80	93	168	174	182	188	190	191	192
		81	94	170	176	184	190	192	193	194
		82	95	172	178	186	192	194	195	196
		83	96	174	180	188	194	196	197	198
		84	97	176	182	190	196	198	199	200
		85	98	178	184	192	198	200	201	202
		86	99	180	186	194	200	202	203	204
		87	100	182	188	196	202	204	205	206
		88	101	184	190	198	204	206	207	208
		89	102	186	192	200	206	208	209	210
		90	103	188	194	202	208	210	211	212
		91	104	190	196	204	210	212	213	214
		92	105	192	198	206	212	214	215	216
		93	106	194	200	208	214	216	217	218
		94	107	196	202	210	216	218	219	220
		95	108	198	204	212	218	220	221	222
		96	109	200	206	214	220	222	223	224
		97	110	202	208	216	222	224	225	226
		98	111	204	210	218	224	226	227	228
		99	112	206	212	220	226	228	229	230
		100	113	208	214	222	228	230	231	232
		101	114	210	216	224	230	232	233	234
		102	115	212	218	226	232	234	235	236
		103	116	214	220	228	234	236	237	238
		104	117	216	222	230	236	238	239	240
		105	118	218	224	232	238	240	241	242
		106	119	220	226	234	240	242	243	244
		107	120	222	228	236	242	244	245	246
		108	121	224	230	238	244	246	247	248
		109	122	226	232	240	246	248	249	250
		110	123	228	234	242	248	250	251	252
		111	124	230	236	244	250	252	253	254
		112	125	232	238	246	252	254	255	256
		113	126	234	240	248	254	256	257	258
		114	127	236	242	250	256	258	259	260
		115	128	238	244	252	258	260	261	262
		116	129	240	246	254	260	262	263	264
		117	130	242	248	256	262	264	265	266
		118	131	244	250	258	264	266	267	268
		119	132	246	252	260	266	268	269	270
		120	133	248	254	262	268	270	271	272
		121	134	250	256	264	270	272	273	274
		122	135	252	258	266	272	274	275	276
		123	136	254	260	268	274	276	277	278
		124	137	256	262	270	276	278	279	280
		125	138	258	264	272	278	280	281	282

## 7 USG AND LITRES TO LBS

US GALLONS			LITRES				
GALS	TO LB AVIATION	TO LB TURBINE FUEL	LITRES	TO KG AVIATION	TO LB AVIATION	TO KG TURBINE FUEL	TO LB TURBINE FUEL
1	8	8.7	1	0.72	1.59	0.8	1.76
10	80	87	10	7.20	15.9	8	17.6
20	160	174	20	14.4	31.7	16	35.3
30	240	261	30	21.6	47.6	24	52.9
40	320	347	40	28.8	63.5	32	70.5
50	400	434	50	36.0	79.4	40	88.2
60	480	521	60	43.2	95.3	48	105.8
70	560	608	70	50.4	111	56	123.5
80	640	694	80	57.6	127	64	141.1
90	720	781	90	64.8	143	72	158.8
100	800	868	100	72.0	159	80	176.4
200	1600	1737	200	144	317	160	353
300	2400	2605	300	216	475	240	529
400	3200	3474	400	288	635	320	705
500	4000	4342	500	360	794	400	882
600	4800	5211	600	432	953	480	1058
700	5600	6079	700	504	1111	560	1235
800	6400	6947	800	576	1270	640	1411
900	7200	7816	900	648	1429	720	1587

NOTE: These figures are approximate only. An important note for pilots will change volume/weight ratio.



## 8 FAHRENHEIT TO CELSIUS

DEGREES FAHRENHEIT to DEGREES CELSIUS

DEG F	0	1	2	3	4
-40	-40.0	-41.1	-41.1	-41.7	-42.3
-30	-34.7	-35.3	-35.3	-36.1	-36.7
-20	-28.9	-29.4	-30.0	-30.9	-31.3
-10	-23.3	-23.9	-24.4	-25.0	-25.5
0	-17.8	-18.3	-18.9	-19.6	-20.0
5	-17.8	-17.3	-16.7	-16.1	-15.6
10	-12.2	-11.7	-11.1	-10.6	-10.0
20	-6.7	-6.1	-5.6	-5.0	-4.4
30	-1.1	-0.6	-0.0	0.6	1.1
40	4.4	5.0	5.6	6.1	6.7
50	10.0	10.6	11.1	11.7	12.2
60	15.6	16.1	16.7	17.3	17.8
70	21.1	21.7	22.3	22.8	23.3
80	26.7	27.3	27.8	28.3	28.9
90	32.2	32.8	33.3	33.9	34.3
100	37.8	38.3	38.9	39.4	40.0
110	43.3	43.9	44.4	45.0	45.6
120	48.9	49.4	50.0	50.6	51.1

DEG F	5	6	7	8	9
-40	-42.8	-43.4	-43.9	-44.4	-45.0
-30	-37.2	-37.8	-38.3	-38.9	-39.4
-20	-31.6	-32.2	-32.8	-33.3	-33.9
-10	-26.1	-26.6	-27.2	-27.8	-28.3
0	-20.6	-21.1	-21.6	-22.2	-22.8
5	-15.0	-15.4	-15.9	-16.5	-17.0
10	-9.4	-9.9	-10.3	-10.8	-11.3
20	-3.9	-4.3	-4.8	-5.3	-5.7
30	1.7	2.2	2.6	3.1	3.6
40	7.2	7.6	8.1	8.6	9.1
50	12.8	13.3	13.8	14.4	14.9
60	18.3	18.9	19.4	20.0	20.6
70	23.9	24.4	25.0	25.6	26.1
80	29.4	30.0	30.6	31.1	31.7
90	35.0	35.6	36.1	36.7	37.2
100	40.6	41.1	41.7	42.3	42.9
110	46.1	46.7	47.2	47.8	48.3
120	51.7	52.3	52.8	53.3	53.9

Figures (F) above 10 DEG F are increasing negative values. Figures (F) below 10 are increasing positive values.

## 9 HPA TO INCHES OF MERCURY

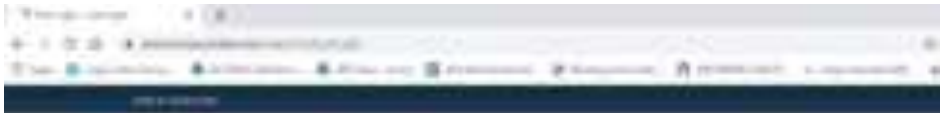
HECTOPASCALS (HPA) TO INCHES OF MERCURY					
HPA	0	1	2	3	4
940	27.76	27.79	27.82	27.85	27.88
950	28.06	28.08	28.11	28.14	28.17
960	28.35	28.38	28.41	28.44	28.47
970	28.64	28.67	28.70	28.73	28.76
980	28.94	28.97	29.00	29.03	29.06
990	29.23	29.26	29.29	29.32	29.35
1000	29.53	29.56	29.59	29.62	29.65
1010	29.83	29.86	29.89	29.91	29.94
1020	30.12	30.15	30.18	30.21	30.24
1030	30.42	30.45	30.47	30.50	30.53
1040	30.71	30.74	30.77	30.80	30.83
1050	31.01	31.04	31.07	31.09	31.12
HPA	5	6	7	8	9
940	27.91	27.94	27.96	27.99	28.02
950	28.20	28.23	28.26	28.29	28.32
960	28.50	28.53	28.56	28.58	28.61
970	28.79	28.82	28.85	28.88	28.91
980	29.09	29.12	29.15	29.18	29.20
990	29.38	29.41	29.44	29.47	29.50
1000	29.68	29.71	29.74	29.77	29.80
1010	29.97	30.00	30.03	30.06	30.09
1020	30.27	30.30	30.33	30.36	30.39
1030	30.56	30.59	30.62	30.65	30.68
1040	30.86	30.89	30.92	30.95	30.98
1050	31.15	31.18	31.21	31.24	31.27

## 10 INCHES OF MERCURY TO HPA

INCHES OF MERCURY TO HECTOPASCALS (HPA)					
IN	30	31	32	33	34
28.00	948	949	949	950	951
28.10	952	952	953	954	954
28.20	955	956	956	957	958
28.30	958	959	960	960	961
28.40	962	962	963	964	964
28.50	965	966	966	967	968
28.60	968	969	970	970	971
28.70	972	972	973	974	975
28.80	975	976	977	977	978
28.90	979	979	980	981	981
29.00	982	983	983	984	985
29.10	985	986	987	987	988
29.20	989	989	990	991	991
29.30	992	993	994	994	995
29.40	995	996	997	998	998
29.50	999	1000	1000	1001	1002
29.60	1002	1003	1004	1004	1005
29.70	1006	1006	1007	1008	1008
29.80	1009	1010	1010	1011	1012
29.90	1013	1013	1014	1015	1015
30.00	1018	1017	1017	1018	1018
30.10	1019	1020	1021	1021	1022
30.20	1023	1023	1024	1025	1025
30.30	1026	1027	1027	1028	1029
30.40	1029	1030	1031	1031	1032
30.50	1033	1033	1034	1035	1035
30.60	1036	1037	1038	1038	1039
30.70	1040	1040	1041	1042	1042
30.80	1043	1044	1044	1045	1046
30.90	1046	1047	1048	1048	1049

## GEN 2.7 FIRST AND LAST LIGHT

1. First and last light can be obtained from the Airservices Australia NAIPS Internet Service:  
<https://www.airservicesaustralia.com/naips/FirstLastLight> (log in required)



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## GEN 3 SERVICES

### GEN 3.1 AERONAUTICAL INFORMATION SERVICES

#### **1 RESPONSIBLE SERVICES**

- 1.1 ANATL is responsible for compiling and disseminating Aeronautical information. ANATL handles the functions of the AIS including NOTAM functions. Services provision is however limited. Enquires should be made to the AACTL at the contact address given in GEN 1-1.

#### **2 AREA OF RESPONSIBILITY**

- 2.1 Aeronautical information Services provided covers to the territory of Timor-Leste including the Oecusse enclave.

#### **3 AERONAUTICAL PUBLICATIONS**

##### **3.1 Aeronautical Information**

- 3.1.1 The integrated Aeronautical information Package consists of the following.
- Aeronautical Information Publication (AIP).
  - Amendment Services to the AIP (AIP AMDT).
  - Supplements to the AIP (AIP SUP).
  - NOTAM and pre-flight Information Bulletins (PIBs).
  - Aeronautical Information Circulars (AIC).
  - Checklist and lists of valid NOTAMs.
- 3.1.2 NOTAM and monthly Checklist are issued via the Aeronautical Fixed Services (AFS). No PIB is available. Other elements will be distributed by mail.
- ##### **3.2 Aeronautical Information Publications**
- 3.2.1 The Timor-Leste AIP is published as three volumes, in English in loose-leaf and online form. It contains permanent aeronautical information and long duration temporary changes essential for air navigation.

### **3.3 Amendment Services to the AIP**

- 3.3.1 Amendments to the AIP will be in a complete replacement of the document:
- Regular AIP Amendment (AIP) at established intervals (to be notified by NOTAM); and
  - AIRAC AIP Amendment (AIRAC AIP AMDT) issued in accordance with the AIRAC system incorporating operationally significant permanent Changes on the indicated AIRAC effective date.
- 3.3.2 Amendment cover sheets will briefly describe the subjects of the Amendment. Vertical line in the left margins will identify new information in the reprinted document.
- 3.3.3 Each AIP page is dated. The date consists of the day, month (by name) and year of the publication date (AIP Edition) or of the AIRAC effective date (AIRAC AIP AMDT) of the information. Each AIP cover sheet includes references to the serial number of those elements, if any, of the integrated Aeronautical Information Package, which have been incorporated into the AIP by the new edition and subsequently cancelled.
- 3.3.4 Each AIRAC AIP AMDT is allocated separate serial numbers, which are consecutive and based on the calendar year. AIP is amended by sequential edition numbers. The year indicated by two digits is part of the serial number of the amendment, e.g. AIRAC AIP AMDT 1/2004.
- 3.3.5 A Checklist of AIP pages containing page number/chart title and the publication or Effective date of the information is reissued with each edition and is an integral part of the AIP.

### **3.4 Supplement to the AIP (AIP SUP)**

- 3.4.1 Temporary Changes of long duration (three months or more) and information of short duration, which consist of extensive text and/or graphics, supplementing the permanent information in the AIP, are published as AIP Supplements (AIP SUP). Operationally significant temporary changes to the AIP are published in accordance With the AIRAC system and are identified by the acronyms AIRAC AIP SUP.

- 3.4.2 AIP Supplements are organized under each AIP Part. Each Supplement will contain consecutive serial number based on the Calendar year e.g. AIP SUP 1/2004 AIRAC AIP SUP 1/2004.
- 3.4.3 AIP SUPs are to be retained in the AIP as long as all or some its contents remain valid. NOTAMs may be issued to indicate changes to the validity period or cancellation. Checklists of Current AIP SUPs will be included in NOTAM checklists.

### **3.5 NOTAM and Pre-flight Information Bulletins (PIBs)**

- 3.5.1 The NOTAM services is operated by Airservices Australia on behalf of AACTL. Timor-Leste NOTAMs and RAIM information can be accessed via the Airservices Pilot Briefing Centre Website addresses given below:

[Airservices Australia](#).

- 3.5.2 The AACTL NOTAM office is located at Dili Airport and can be contacted within operation hours as follows.

Tel: +670 73635516 / 74030881

Email: [comoroats@yahoo.com](mailto:comoroats@yahoo.com),

- 3.5.3 No Pre-flight Information Bulletins are published.

### **3.6 Aeronautical Information Circulars (AIC)**

- 3.6.1 Aeronautical Information Circulars (AIC) will contain information on the long-term forecast of any major changes in legislation, regulations, procedures or facilities; information of a purely explanatory or advisory nature liable to affect flight safety; and information of notification of an explanatory or advisory nature concerning technical, legislative or administrative matters.
- 3.6.2 AICs will be issued under series A and B. Series A will contain information affecting international aviation and will be distributed internationally. Series B will contain information affecting national aviation only and will be distributed domestically only.
- 3.6.3 Each AIC Series is numbered consecutively on a yearly basis, e.g. AIC A 1/2004 or AIC B 1/2004. A Checklist of current AICs is issued once a year.



### **3.7 Checklists and List of Valid NOTAMs**

3.7.1 Monthly NOTAM Checklists are available from [Airservices Australia](#).

### **3.8 Sale of Publications**

3.8.1 The AIP is obtainable from the AACTL NOTAM office.

## **4 AIRAC SYSTEM**

4.1 Notice concerning operationally significant changes such as amendments to routes, charts, etc. Will be issued in accordance with the Aeronautical Information Regulation and Control (AIRAC) system predetermined dates shown at the web address given below:

<https://www.icao.int/safety/information-management/pages/airacadherence.aspx>

4.2 Notices under the AIRAC system will be given to users at least 28 days before the effective date. In case of major changes a notice of 56 days be given.

## **5 PRE-FIGHT INFORMATION SERVICE AT AERODROMES/HELIPORT**

5.1 NOTAM checklist and bulletins or NAIP can be accessed at [Airservices Australia Pilot briefing website](http://www.airservicesaustralia.com/flight-briefing/)

## GEN 3.2 AERONAUTICAL CHARTS

### 1 RESPONSIBLE SERVICES

- 1.1 AACTL produces only limited aeronautical charts for aviation use. These are available in the AIP. The charts are produced generally in accordance with DOC 7101.

### 2 MAINTENANCE OF CHARTS

- 2.1 New Charts and amendments to existing charts will be issued as amendments to the AIP.
- 2.2 Incorrect information of operational significance will be corrected by NOTAM.

### 3 PURCHASE ARRANGEMENTS

- 3.1 Charts in the AIP may be obtained separately from the AACTL NOTAM office.

### 4 AERONAUTICAL CHART SERIES AVAILABLE

- 4.1 The following series of aeronautical charts are produced:

- a. Aerodrome Chart-ICAO
- b. Aerodrome Obstacle Chart-ICAO Type A
- c. En-route Chart- ICAO
- d. Instrument Approach Chart-ICAO
- e. Planning Chart-IFR
- f. Planning Chart-VFR

#### 4.1.1 General Description of Each Series

- 4.1.2 Aerodrome Chart - ICAO contains detailed aerodrome data to assist flight crews in the ground movement of aircraft from the apron to the runway and from the runway to the apron.
- 4.1.3 Aerodrome Obstacle Chart-ICAO –Type A contains detailed information in plan and profile view on obstacles in the take-off flight path of aerodromes.
- 4.1.4 En-route Chart-ICAO contains aeronautical data on the Timor-Leste airspace to enable flight crew to navigate along ATS routes in compliance with air traffic services Procedures. Currently the chart

does not contain data on Timor-Leste PRD areas.

- 4.1.5 Area Chart-ICAO show in more detail aerodrome and terminal routings and the air traffic services system. It provides flight crew with information to facilitate the following phase of instrument flight:
- The transition between the en-route phase and the approach to an aerodrome;
  - The transition between the take-off / missed approach path and the en-route phase of flight; and
  - Flights through areas of complex ATS routes or airspace structure.
- 4.1.6 Instrument approach Chart-ICAO provide information to flight crew to enable them to conduct and approved instrument approach procedure to the runway of intended landing including the missed approach procedure and where applicable associated holding patterns.
- 4.1.7 Planning Chart-IFR is published on the [AACTL website](#) and provides information relevant to IFR flights.
- 4.1.8 Planning Chart-VFR is published on the [AACTL website](#) and provides information relevant to VFR flights.

## 5 LIST OF AERONAUTICAL CHARTS AVAILABLE

Type	Location	Date
Aerodrome Charts-ICAO	Atauro Island	25 MAR 21
	Baucau	25 MAR 21
	Dili	15 JUN 23
	Lospalos Fuiloro	25 MAR 21
	Maliana	25 MAR 21
	Oecussi	01 DEC 22
	Same	25 MAR 21
	Suai	15 JUN 23
	Viqueque	25 MAR 21

Aerodrome Obstacle Chart-ICAO Type A	Dili	--MAY 12
Aerodrome Obstacle Chart-ICAO Type A	Suai	-- MAR 17
Aerodrome Obstacle Chart-ICAO Type A and B	Oecussi	NIL
Enroute Chart ICAO	Timor-Leste	<a href="#">Airservices</a>
Planning Chart-IFR	Timor-Leste	12 JUN 25
Planning Chart-VFR	Timor-Leste	30 NOV 23
PRD Areas-Index Chart		25 MAR 21
Area Chart-Dili CTR	Dili	30 NOV 23
Instrument Approach Chart- ICAO	Dili	
	VOR	15 JAN 04
	VOR/DME B, C & D	15 JAN 04
	RNAV (GNSS) RWY 08 CAT H	12 NOV 15
	RNAV (GNSS) RWY 26 CAT H	12 NOV 15
	RNP-Z RWY 08	12 JUN 25
	RNP-Z RWY 26	12 JUN 25
	STAR JEMZE FOUR VICTOR	30 NOV 23
	STAR JEMZE FOUR QUEBEC	30 NOV 23
	SID ATSEV TWO DEP SID FILOM TWO DEP	03 NOV 22 03 NOV 22
Instrument Approach Chart- ICAO	Suai	
	RWY 35 VOR/DME	20 FEB 25

	RWY 35 RNP	20 FEB 25
	RWY 17 DEP	20 MAR 25

**6****INDEX TO THE WORLD AERONAUTICAL CHARTS**

6.1 Nil

**7 TOPOGRAPHICAL CHARTS**

7.1 Nil produced. Maybe obtained from other appropriate mapping agencies.

## GEN 3.3 AIR TRAFFIC SERVICES

### 1 RESPONSIBLE SERVICES

- 1.1 The AACTL is the responsible authority for the provision of air traffic services (ATS). ATS is provided in accordance with ICAO Annex 2, Annex 11 and PANS-RAC Doc 4444 and Timor-Leste MATS.
- 1.2 ATS are provided only during notified hours of operation.
- 1.3 NOTAM Office and ARO (ATS Reporting Office) are provided at Dili Airport.
- 1.4 Differences are detailed in [GEN 1.7](#).

### 2 AREA OF RESPONSIBILITY

- 2.1 ATS within Timor-Leste airspace are provided only in Class C airspace and in the lower ATS Routes (Class G airspace-uncontrolled) subject to communication limitation. No services are currently provided outside of the airspace mentioned above.
- 2.2 ANATL provides ATS in the Dili CTR.

### 3 TYPES OF SERVICES

- 3.1 The following types of air traffic services are provided:
  - Aerodrome Control Services (AD)
  - Approach Control Services (APP)
  - Flight Information Services (FIS)
  - Alerting Services
  - ATS Reporting Office

### 4 COORDINATION BETWEEN OPERATORS AND ATS

- 4.1 Coordination between ATS and operators is undertaken on an as needs basis.

### 5 MINIMUM FLIGHT ALTITUDE

- 5.1 LSALT for published tracks are shown in Part 2. Where no LSALT is published pilots shall comply with the provisions of Annex 2 with respect to minimum flight altitudes. Minimum Sector Altitudes (MSA) are established within 25NM radius of Dili and Suai radio

navigational aids.

## 6 ATS UNITS ADDRESS LIST

Unit name	Dili Approach/Tower NOTAM/ARO
Postal address	See <a href="#">GEN 1.1</a>
Tel. NO	+ 670 7317 3679
AFS address	TWR: WPDLTZX NOTAM/ARO:WPDLYNYX
Telex No.	NIL

## GEN 3.4 COMMUNICATION SERVICES

### **1 RESPONSIBLE SERVICE**

- 1.1 The ANATL provides communications and radio navigation facilities. ATC communications services are available only during notified hours of operation. Radio navigation services are available H24.

### **2 AREA OF RESPONSIBILITY**

- 2.1 ANATL presently provides communications and navigation services within the Dili CTR, CTA, and along lower ATS routes. Limited FIS is provided in Class G airspace.
- 2.2 High terrain limits the operational coverage of the communications and the radio navigation facilities.

### **3 TYPE OF SERVICES**

#### **3.1 Communication Service**

- 3.1.1 The following communication services are provided:
- a. VHF Radio communications
  - b. AFTN

#### **3.2 Radio Navigation Service**

- 3.2.1 The following types of radio aids to navigation are available:
- a. VHF- Omni-Directional Radio Range (VOR)
  - b. Distance Measuring Equipment (DME)
- 3.2.2 Radio navigation aids operate in accordance with ICAO Annex 10.

#### **3.3 Mobile / Fixed Service**

- 3.3.1 ATS units maintain a continuous watch on the stated frequencies during published hours of service unless otherwise notified. Aircraft should maintain continuous watch and Communicate with the unit that exercises control in the area the aircraft is flying.
- 3.3.2 AACTL and ANATL has access to the ICAO AFTN system via the Airservices Australia AFTN Gateway System. ATS messages, flight plans and other messages as appropriate may be sent to the following ANATL, E.P. addresses:



- WPDLZTZX-Dili Tower
- WPDLYDYX-Presidente Nicolau Lobato Internacional Aeroporto Management
- WPDLYAYA-AACTL headquarters

### **3.4 Broadcasting Services**

3.4.1 Not available

## **4 REQUIREMENTS AND CONDITIONS**

4.1 Air-ground communications and air-to-air communications including TIBA shall be conducted by VHF radiotelephony in English using standard ICAO phraseologies.

4.2 Aircraft shall establish communications on VHF with ATS units at least 10 minutes before entering the respective ATS unit's area of responsibility to enable the ATS units to ensure separation with other aircraft under its control.

## **5 RADIO COMMUNICATIONS FAILURE PROCEDURES**

5.1 Pilots shall comply with the following general procedures in the event of Communications failure.

5.2 In VMC, continue to fly to destination airport, or land at the nearest suitable aerodrome and report arrival to the nearest ATS unit by the most expeditious means.

5.3 In IMC:

- a. proceed according to the current flight plan route to the navigation aid serving the destination aerodrome maintaining the last assigned level or minimum flight altitude of higher;
- b. commence descent over the facility upon arrival of no expected approach time (EAT) was received and acknowledged, or if an EAT was received and acknowledge commence descent at or as close as possible to the (EAT);
- c. complete the normal instrument approach procedure specified for the navigation aid; and
- d. land within 30 minutes of the estimated time of arrival or of the EAT, whichever is later.

## GEN 3.5 METEOROLOGICAL SERVICES

### 1 RESPONSIBLE SERVICE

- 1.1 No local Meteorological forecast services are available.
- 1.2 Automated MET sensors have been installed at Dili/Presidente Nicolau Lobato International airport. Information on wind direction and speed, cloud base, QNH and temperature as derived from these sensors is provided by air traffic control units during published hours of operation.

### 2 AREA OF RESPONSIBILITY

- 2.1 WPDL

### 3 METEOROLOGICAL OBSERVATIONS AND REPORTS

- 3.1 METAR/SPECI/TAF are provided by Bureau of Meteorology (BoM Australia).

### 4 TYPES OF SERVICES

- 4.1 METAR/SPECI/TAF available for WPDL
- 4.2 NOTAM service available for:
  - WPEC
  - WPDL
  - WPOC
  - WPDB
- 4.3 MET and NOTAM information available from the [Airservices Australia](#) Pilot briefing website.

### 5 NOTIFICATION REQUIRED FROM OPERATORS

- 5.1 Reserved.

### 6 AIRCRAFT REPORTS

- 6.1 Reserved.

### 7 VOLMET SERVICE

- 7.1 Not available.

**8 SIGMET AND AIRMET SERVICES**

8.1 Not Available.

**9 OTHER AUTOMATED MET SERVICES**

Nil.

## GEN 3.6 SEARCH AND RESCUE

### 1 RESPONSIBLE SERVICE

- 1.1 Notification on aviation SAR matters and request for assistance should be made to ANATL, E.P. using the contact details/telephone numbers. Given under [GEN 1.1](#) or telephone numbers stated below:

+670 73635516 (Dili ATSU Opr. Hrs.)

+670 3313 821 (Dili TWR Opr. Hrs)

+670 7737 2707 (Mobile Phone)

Or through AFTN address:

WPDLZTZX – TWR

WPDLYNYX – ARO/NOTAM

### 2 AREA OF RESPONSIBILITY

- 2.1 The area of responsibility for SAR generally covers the Timor-Leste airspace limits.

### 3 TYPES OF SERVICES

- 3.1 Reserved.

### 4 SAR AGREEMENTS

- 4.1 A SAR agreement exists between Timor-Leste and Indonesia.

### 5 PROCEDURES AND SIGNALS USED BY AIRCRAFT

- 5.1 Procedures for pilots observing an accident or intercepting a distress call /message and signals and transmission of distress messages are outlined in Annex 12 and Annex 10 Volume 2 Respectively.
- 5.2 The Emergency frequency 121.5MHz is guarded at the control towers during notified hours of Service.

## 6 GROUND/AIR VISUAL SIGNAL CODES FOR USE BY SURVIVORS

6.1 Ground/Air visual signal codes for use by survivors are given below:

	Message	Code Symbol
1.	Required assistance	<b>V</b>
2.	Required Medical assistance	<b>X</b>
3.	No or Negative	<b>N</b>
4.	Yes or Affirmative	<b>Y</b>
5.	Proceeding in this direction	↑
If in doubt use International symbol		<b>SOS</b>
Instructions for use: <ol style="list-style-type: none"> <li>1. Make signals not less than 8ft (2.5M)</li> <li>2. Lay signals exactly as shown</li> <li>3. Provide as much colour contrast as possible between signals and background</li> <li>4. Make every effort to attract attention by other means such as radio, flares, smoke and reflected light.</li> </ol>		

# GEN 4

## CHARGES FOR AERODROMES, HELIPORTS AND AIR NAVIGATION

### GEN 4.1 AERODROME/HELIPORT CHARGES

#### 1 LANDING OF AIRCRAFT

- 1.1 The fee payable is based on aircraft manufacturer's certified maximum Take-off weight (MTOW) specified in the Flight Activity Report (See further below). If the Maximum Take-off Weight is not known, the weight of the heaviest known aircraft of the same type will be applied to calculate the fee.
- 1.2 The applicable fee rates are given in the table below. The charges are applicable only at Dili/Presidente Nicolau Lobato International airport for the time being.
- 1.3 Helicopters and fixed wing are charged at the applicable weight.

Maximum Take-off Weight in Kg	International flight (USD)	Domestic flight (USD)
<5,000	60.00	20.00
5,001-10,000	200.00 + 5.00 per ton or part thereof	100.00 + 3.00 per ton or part thereof
10,001-30,000	250.00 + 5.00 per ton or part thereof	125.00 + 3.00 per ton or part thereof
30,001-50,000	355.00 + 5.00 per ton or part thereof	185.00 + 3.00 per ton or part thereof
50,001-80,000	455.00 + 5.00 per ton or part thereof	245.00 + 3.00 per ton or part thereof
>80,000	615.00 + 5.00 per ton or part thereof	345.00 + 3.00 per ton or part thereof

## **2 PARKING, HANGARAGE AND LONG-TERM STORAGE OF AIRCRAFT**

### **2.1 Parking of Aircraft**

2.1.1 Operators must obtain prior approval for parking arrangements from the aerodrome Authority due to limited apron space. Parking fee may be charged at the discretion of the ANATL, E.P.

### **2.2 Hangar Charges**

2.2.1 Nil.

### **2.3 Long-term Storage**

2.3.1 Not Available.

## **3 PASSENGERS SERVICES**

3.1 Departure tax fees are integrated into the air ticket.

## **4 SECURITY**

4.1 Security tax fees are integrated into the air ticket. All aircraft are parked at owners' risk.

## **5 NOISE-RELATED ITEMS**

5.1 Not Applicable.

## **6 OTHERS**

6.1 Nil.

## **7 EXEMPTIONS AND REDUCTIONS**

7.1 Nil.

**8 METHOD OF PAYMENT**

- 8.1 Fees are payable by the person nominated at the time the approval is given for a flight and must be paid before departing Dili airport unless other arrangements have been agreed to. In the case of regular users, payment shall be made on demand at the end of each calendar month of fees accrued during the month. All payment shall be in USD.



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## GEN 4.2 AIR NAVIGATION SERVICES CHARGES

Presently no separate air navigation service charge is imposed.

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