AERONAUTICAL INFORMATION PUBLICATION TIMOR-LESTE Part 2

Edition 11

CONSULT NOTAM AND AIP SUPPLEMENT
FOR LATEST INFORMATION

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PART 2 - EN ROUTE (ENR)

ENR 0

ENR 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 IC AO 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 O 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

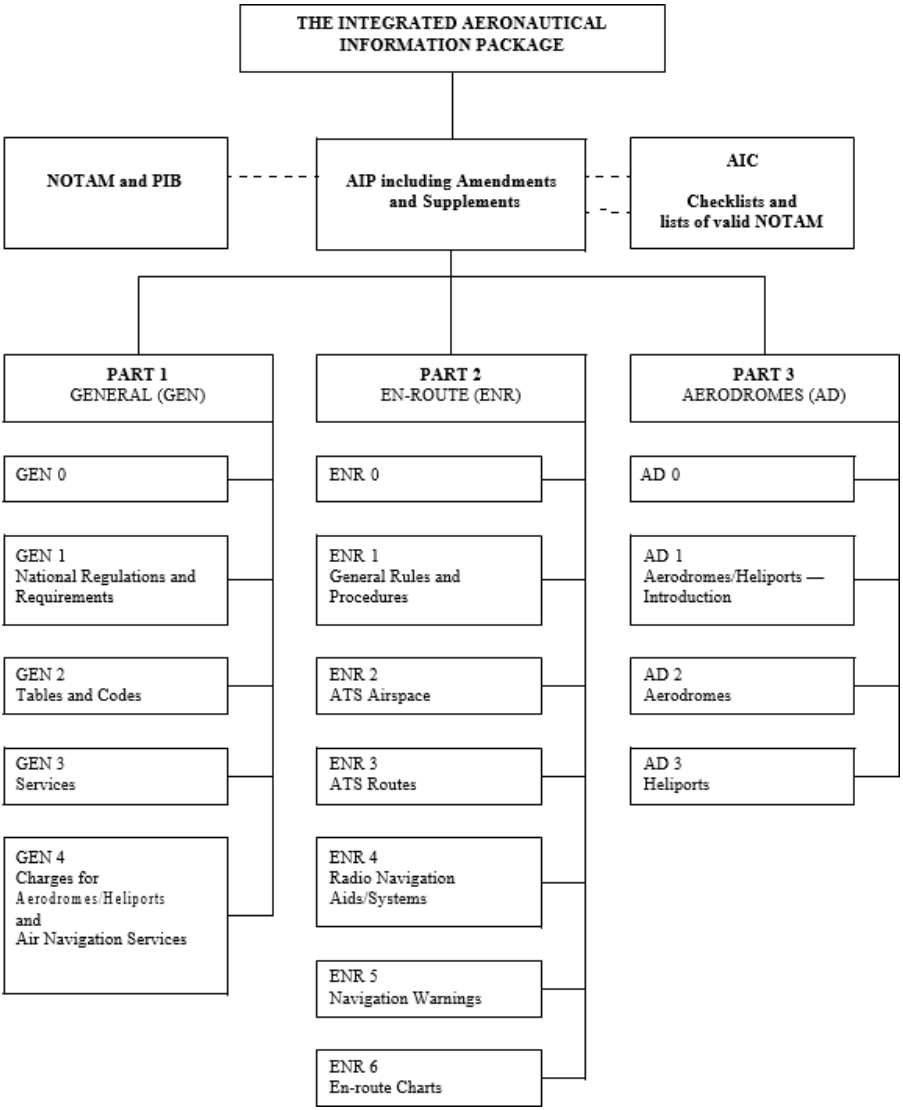
Detailed information on heliports.

4 REGULAR AMENDMENT INTERVAL

4.1 The Timor-Leste AIP will be amended approximately every 12 months in line with AIRAC Cycles and will be replaced in its entirety. Interim amendments will be notified via AIP SUP.

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.


THE INTEGRATED AERONAUTICAL INFORMATION PACKAGE
NOTAM and PIB
AIP including Amendments and Supplements
AIC
Checklists and lists of valid NOTAM
PART 1
GENERAL (GEN)
PART 2
EN-ROUTE (ENR)
PART 3
AERODROMES (AD)
GEN 0
GEN 1
National Regulations and Requirements
GEN 2
Tables and Codes
GEN 3
Services
GEN 4
Charges for Aerodromes/Heliports and Air Navigation Services
ENR 0
ENR 1
General Rules and Procedures
ENR 2
ATS Airspace
ENR 3
ATS Routes
ENR 4
Radio Navigation Aids/Systems
ENR 5
Navigation Warnings
ENR 6
En-route Charts
AD 0
AD 1
Aerodromes/Heliports — Introduction
AD 2
Aerodromes
AD 3
Heliports

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ENR 0.2 RECORD OF AIP TIMOR-LESTE AMENDMENTS

AIP AMENDMENT			
NR/ Year	**Publication date**	**Date Entered**	**Entered by**
1	2004		
2	25 MAR 2021		
3	02 DEC 2021		
4	16 JUN 2022		
5	01 DEC 2022		
6	15 JUN 23		
7	30 NOV 23		
8	13 JUN 2024		
9	28 NOV 2024		
10	12 JUN 2025		
11	27 NOV 2025		
12			
13			
14			
15			
16			
17			
18			
19			
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ENR 0.3 RECORD OF AIP TIMOR-LESTE SUPPLEMENTS

NR/ Year	Subjects	AIP Sections(s) Affected	Period of Validity	Cancellation record
01/2021	PBN		UFN	

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ENR 0.4 CHECKLIST OF AIP TIMOR-LESTE PAGES

Edition No.	Page	Date
11	Cover 1-2	27 NOV 25
11	2-1 to 2-113	27 NOV 25

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ENR 0.6 TABLE OF CONTENTS TO PART 2 (ENR)

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ENR 1
GENERAL RULES AND PROCEDURES

ENR 1.1 GENERAL RULES

1 INTRODUCTION

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

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

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

1.4 Requests for flight approval should be made to the AACTL Prior to operation a flight plan must be submitted unless approval to operate without a plan has been granted by ANATL.

2 AIR TRAFFIC CONTROL CLEARANCE

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

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

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

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

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

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

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

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

- Brisbane Radio:
  - 3470, 6556, 11396, 13318, 17907
- Ujung Pandang FIS:
  - 3470, 6556, 11396

3 LEVEL CHANGE & REPORTING

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

a. Commence a level change as soon as possible but not later than one (1) minute after receiving instruction from

ATC unless the instruction includes a time or place/point at which the level change is to be effected;

b. Report vacating a level which has been maintained for a period immediately prior to changing level;

c. Report reaching an assigned level; and

d. Report any other level requested by ATC.

4 VISUAL APPROACHES

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

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

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

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

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

5 ENGINE START UP AND TAXI PROCEDURE

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

5.2 When operating from controlled aerodrome a pilot in command must obtain a taxi clearance prior to taxiing.

5.3 A pilot wishing to use less than the full length of runway should nominate the intention to the ATC.

6 CHANGE TO TOWER FREQUENCY

6.1 Domestic Aircraft should change to the tower frequency close to, or at the holding point of the nominated runway when ready to take-off.

7 RUNWAY ENTRY AND CLEARANCE FOR TAKE-OFF

7.1 Aircraft must not enter an active runway unless a specific clearance to take off, line up or backtrack has been received or a clearance to enter for other purposes has been received from ATC.

7.2 An Aircraft must not take-off unless the specific clearance "CLEARED FOR TAKE-OFF" has been received.

8 SEPARATION

8.1 Separation of aircraft operating within controlled airspace is applied in accordance with the minima specified in ICAO Doc 4444.

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

a. The controller has the aircraft concerned in sight and can ensure adequate separation; or

b. Aircraft concerned are continuously visible to the pilots concerned and the pilots report that they can maintain their own separation; or

c. The pilot of a following aircraft reports that he/she can keep the preceding aircraft continuously in sight and can maintain his/her own separation with the preceding aircraft.

8.3 Separation of aircraft is based on:

a. Pilot's estimated or actual times over designated reporting points;

b. DME distance readings; and

c. Visual sightings.

8.4 Pilots shall notify ATS units of revisions of two (2) minutes or more to estimates

9 ESSENTIAL TRAFFIC INFORMATION

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

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

a. Flight direction and cruising level;

b. Estimated or actual position;

c. Relative bearing in terms of the 12-hour clock; and

d. If relevant, the wake turbulence category.

10 RUNWAY IN USE

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

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

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

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

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

11 RADIO COMMUNICATION FAILURE PROCEDURE

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

12 VFR OPERATIONS IN CLASS E AIRSPACE

12.1 VFR Pilots operating in Class E and G airspace are required to monitor the following frequency and make traffic information broadcasts in accordance with ICAO procedures to maintain flight safety. Frequency monitoring and broadcasts shall be conducted as follows:

a. Class G Dili Approach on 127.1MHZ

i. Where possible, monitor Dili Approach 122.9 whilst in Class G airspace

12.2 VFR flights entering and operating in Class E airspace should:

a. Avoid published IFR routes where possible

b. Monitor 127.1 and announce to ATC if in potential conflict

c. Take appropriate action to avoid conflict

i. Where possible, monitor Dili Approach 122.9 whilst in Class E airspace

13 COMMUNICATION LIMITATIONS

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

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

ENR 1.2 VISUAL FLIGHT RULES

1 GENERAL

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

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

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

1.3 VFR flights at night, being the period between the end of evening civil twilight (last light) and the beginning of the following morning civil twilight (first light) are not permitted in all airspace

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

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

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

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

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

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

a. Operate as a Special VFR flight if operating within a control zone; or

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

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

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

a. Operated within Class C and E airspace;

b. Forming part of the aerodrome traffic at controlled aerodromes; or

c. Operated as special VFR flights.

2 SPECIAL VFR FLIGHTS

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

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

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

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

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

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

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ENR 1.3 INSTRUMENT FLIGHT RULES

1 COMPLIANCE

1.1 IFR flights shall be conducted in compliance with the provisions of ICAO Annex. 2 Rules of the air.

1.2 Cruising levels shall be selected in accordance with ENR 1.7 para 7.

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

2 MINIMUM LEVELS

2.1 Aerodrome operating minima are not established at aerodromes. Minimum Sector Altitudes (MSA) are established within 25NM radius of a radio navigation aid serving an airport (excluding WPOC).

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

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

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

3 CHANGE FROM IFR FLIGHT TO VFR FLIGHT

3.1 A pilot operating under instrument flight rules may elect to change from IFR to comply with visual flight rules in which case the pilot shall notify the appropriate ATS unit that IFR flight is

cancelled and communicate to ATC any changes to the current flight plan. ATC will acknowledge the time IFR was cancelled and will then onwards treat the flight as a VFR flight. Before the pilot decides to cancel flight under IFR and proceed VFR, he/she shall ensure that the flight can be continued in uninterrupted visual meteorological conditions.

4 RULES APPLICABLE WITHIN CONTROLLED AIRSPACE

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

5 RULES APPLICABLE OUTSIDE CONTROLLED AIRSPACE

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

ENR 1.4 ATS AIRSPACE CLASSIFICATION

1 CLASSIFICATION OF AIRSPACE

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

Class C

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

Class E

IFR and VFR flights are permitted. IFR flights are subject to air traffic control service and are separated from each other, and receive traffic information of VFR flights as far as practicable.

Class G

IFR and VFR flights are permitted and receive flight information service where facilities allow.

1.2 Airspace Class C and E is designated as controlled airspace. Controlled airspace is defined as airspace of defined dimensions within which air traffic control service is provided.

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

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

Class	Type of flight	Separation provided	Service provided	Speed limitation	Radio communications requirements	ATC clearance
C	IFR	IFR from IFR IFR from VFR	Air traffic control service	Not applicable	Continuous two-way	YES
	VFR	VFR from IFR	1. Air traffic control service for separation from IFR 2. VFR/VFR traffic information (and traffic avoidance advice on request).	250kt IAS below 10,000ft AMSL	Continuous two-way	YES
E	IFR	IFR from IFR	3. Air traffic control service for separation from IFR 4. VFR/IFR traffic information (and traffic avoidance advice on request).	250kt IAS below 10,000ft AMSL	Continuous two-way	YES
	VFR		5. VFR/IFR traffic information	250kt IAS below 10,000ft AMSL	YES	NO

G	IFR/ VFR	Nil	Flight Information Service	250kt IAS below 10,000ft AMSL	YES	NO

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ENR 1.5 HOLDING, APPROACH AND DEPARTURE PROCEDURES

1 GENERAL

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

1.2 Where published in AIP a SID or STAR may be flown by authorised operators.

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

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

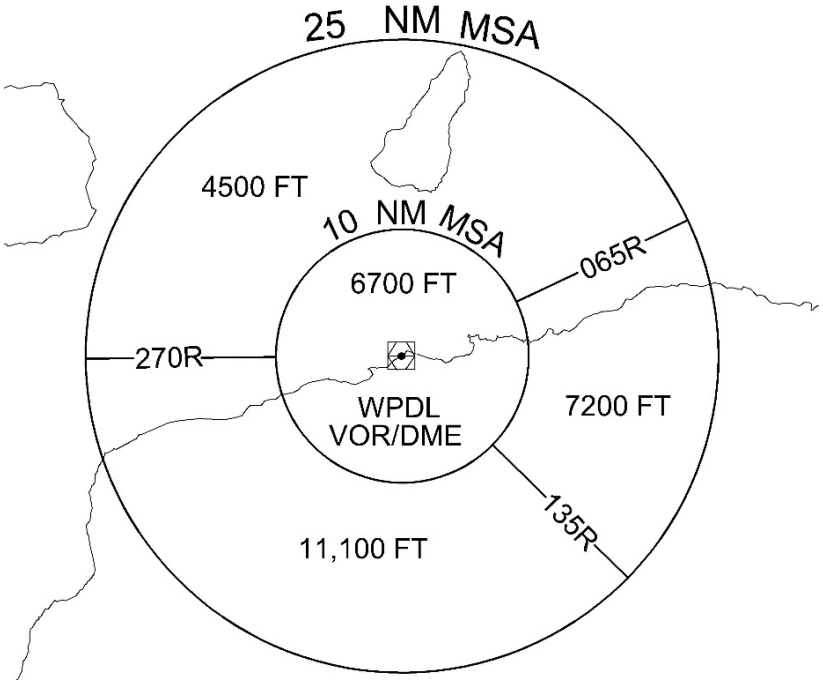
2 ARRIVING FLIGHTS

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

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

2.3 The MSAs published within 25NM and 10NM provide at least 1,000ft obstacle clearance. Aircraft within 25NM and 10NM may use the applicable MSA. In circumstances where the 25nm MSA is lower than the 10nm MSA (due 10NM MSA not being sectorised) then the 25NM sector may be used. Pilots shall

however take note that some Sector MSAs are lower than the 10NM MSA.



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

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

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

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

3 DEPARTING FLIGHTS

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

a. SID

b. direction of turn after take-off;

c. track to make good before turning on to desired heading; and

d. initial altitude or level to maintain or levels to cross at specified points.

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

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ENR 1.6 SURVEILLANCE SERVICES

1. Surveillance services are not available.

2. To facilitate ACAS, when operating in Timor-Leste airspace pilots of Mode 3A transponder equipped aircraft must squawk the previously assigned temporary discrete code for that flight sector. If not assigned a temporary discrete code, the appropriate non-discrete code from the following listing, unless advised otherwise by ATS:

    a. Civil VFR flights 1200
    b. Civil IFR flights 2000
    c. Military Flights 6000
    d. Ground testing 2100

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ENR 1.7 ALTIMETER PROCEDURES

1 INTRODUCTION

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

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

2 GENERAL

2.1 The Transition Altitude is 12,000ft and the Transition Level is FL140 throughout Timor-Leste.

2.2 The Transition Layer is 12000ft to F140. Assigned levels are not available within the Transition Layer.

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

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

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

3 TAKE-OFF AND CLIMB

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

4 APPROACH AND LANDING

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

5 QNH SOURCES

5.1 Prior to passing the IAF, pilots are required to set either:

a. The actual aerodrome QNH from an approved source, or

b. The forecast Aerodrome (TAF) QNH

5.2 Where instrument approach charts are identified by a shaded background to the minima titles, landing and circling minima have been calculated assuming the use of Aerodrome Forecast (TAF) QNH. These minima may be reduced by 100FT whenever an actual aerodrome QNH is set. Approved sources of QNH are ATC, except where the aerodrome forecast QNH is provided. An actual aerodrome QNH obtained from an approved source is valid for a period of 15 minutes from the time of receipt.

6 DESCRIPTION OF ALTIMETER SETTING REGION

6.1 Not applicable.

7 PROCEDURES APPLICABLE TO OPERATORS (INCLUDING PILOTS)

7.1 Flight plans shall specify levels as follows:

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

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

8 TABLE OF CRUISING LEVELS

8.1 Cruising altitudes and levels for IFR and VFR flights shall be selected in accordance with table below whether operating within controlled or outside controlled airspace.

8.2 The use of flight levels 120 and 125, 130 and 135 which are within the Transition Layer, is not permitted.

8.3 Cruising or holding within the transition layer is not permitted.

000°-179°				180°-359°			
IFR		VFR		IFR		VFR	
FL	Alt (ft)	FL	Alt (ft)	FL	Alt (ft)	FL	Alt (ft)
-	1,000	-	1,500	-	2,000	-	2,500
-	3,000	-	3,500	-	4,000	-	4,500
-	5,000	-	5,500	-	6,000	-	6,500
-	7,000	-	7,500	-	8,000	-	8,500
-	9,000	-	9,500	-	10,000	-	10,500
-	11,000	-		140	12,000	145	
150		155		160		165	
170		175		180		185	
190		195		200		205	
210		215		220		225	
230		235		240			

ENR 1.8 REGIONAL SUPPLMENTARY PROCEDURES

1 NOTIFIABLE REGIONAL PROCEDURES

1.1 There are no notifiable regional supplementary procedures in Timor-Leste.

ENR 1.9 AIR TRAFFIC FLOW MANAGEMENT (ATFM)

1. Reserved

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ENR 1.10 FLIGHT PLANNING

1 RESPONSIBILITY

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

2 PROCEDURE FOR SUBMISSION OF FLIGHT PLANS

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

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

3 REPETITIVE FLIGHT PLAN SYSTEM

3.1 The repetitive flight plan system is not applied presently in Timor-Leste.

4 CHANGES TO FLIGHT PLAN

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

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

5 FLIGHT PLANNING BETWEEN TIMOR-LESTE AND AUSTRALIA

5.1 To facilitate flights between Australia and Timor-Leste ATS routes Z10, Z69 and Z86 have been established and, Z12 extended from BACAU to ELBIS below FL245.

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

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

Route	Sector	Planned FL	Route	Remarks
Timor-Leste to Darwin	WPDL-YPDN	Above FL240	DIL-BACAU-Z12-ELBIS-M768-DN	One way DIL-ELBIS
	WPDL-YPDN	At or below F240	DIL-PATBO-Z10-DONYA-M768-DN	One way DIL-TAPON-TODOT
	WPEC-YPDN	All	WPEC- Z12-ELBIS-M768-DN	NIL
	WPDB-YPDN	All	SUI-KIKEM-J61-DN	NIL
Darwin to Timor-Leste	YPDN-WPDL	Above FL240	DN-J61-IKUMA-Z86-DIL	One way IKUMA-DIL EXP JEMZE STAR/RNP Z

Route	Sector	Planned FL	Route	Remarks
	YPDN-WPDL	At or below FL240	DN-JULIE-Z69-DIL	One way METAN-DIL EXP JEMZE STAR/RNP Z
	YPDN-WPEC	All	DN-M768-ELBIS-Z12-WPEC	NIL
	YPDN-WPDB	All	DN-J61-IKUMA-KIKEM-SUI	NIL

6 FLIGHT PLANNING BETWEEN TIMOR-LESTE AND OECUSSI

6.1 A two-way flight plan route defined below for domestic flights operating between Timor-Leste and its territory in the Oecussi enclave has been established, flights shall be operated VFR.

Route	Sector	Planned FL	Route	Remarks
WPDL-WPOC-WPDL	WPDL-WPOC	Not above 7,000	DIL-MUBRA-ABM BATUGADE-ABM WINI-WPOC	
	WPOC-WPDL	Not above 7,000	WPOC-ABM WINI-ABM BATUGADE-MUBRA-DIL	
WPDB-WPOC-WPDB	WPDB-WPOC		SUI- 085756.00S 1201004.00E-ABM BATUGADE-COASTAL-091027.00S 1242034.00E-WPOC	Not above 7,000 FM 085756.00S 1201004.00E

Route	Sector	Planned FL	Route	Remarks
	WPOC-WPDB		WPOC-091027.00S 1242034.00E-COASTAL-ABM BATUGADE-085756.00S 1201004.00E-SUI	Not above 7,000 till 085756.00S 1201004.00E

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

7 FLIGHT PLANNING BETWEEN TIMOR-LESTE AND INDONESIA

7.1 A two-way flight plan route is defined below for flights operating between Timor-Leste and Bali (WADD). It is expected that in late 2023 that the WADD-WPDL arrival route into Dili CTA will be amended by NOTAM.

Route	Sector	Planned FL	Route	Remarks
WADD-WPDL	WPDL-WADD		DIL-MUBRA-W42	Expect RNP Z
	WADD-WPDL		W42-MUBRA-DIL	Expect RNP Z

ENR 1.11 ADDRESSING OF FLIGHT PLAN MESSAGES

1. All flight movement related mess ages shall be addressed to WPDLZTZX.

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ENR 1.12 INTERCEPTION OF CIVIL AIRCRAFT

1 APPLICATION

1.1 Principles observed by the Democratic Republic of Timor-Leste

- Interception of civil aircraft will be undertaken only as a last resort to prevent airspace infringement;
- If undertaken, an interception will be limited to determining the identity of the aircraft, unless it is necessary to return the aircraft to its planned track, direct it beyond the boundaries of national airspace, or instruct it to effect a landing at a designated aerodrome;
- Navigational guidance and related information will be given to an intercepted aircraft by radiotelephony, whenever radio contact can be established;
- In the case where an intercepted civil aircraft is required to land, the aerodrome designated for the landing is to be suitable for the safe landing of the aircraft type concerned; and
- In the time being, practice interception of civil aircraft will not be undertaken;

2 INTERCEPTION OF CIVIL AIRCRAFT

2.1 When intercepted by a military or government aircraft, each pilot-in-command of an intercepted aircraft shall comply with the rules of interception set out in Annex 2 to the Convention on International Civil Aviation -- Rules of the Air, Appendix 2 INTERCEPTION OF CIVIL AIRCRAFT, sections 2 and 3, as set out in Schedule I of this Notice.

2.2 The pilot-in-command of an intercepted aircraft shall comply with SIGNALS FOR USE IN THE EVENT OF INTERCEPTION set out in Annex 2 to the Convention on International Civil Aviation – Rules of the Air, Appendix 1, section 2, as set out in Schedule II of this Notice.

2.3 No pilot shall conduct an international flight unless the procedures

and signals relating to interception of aircraft, as specified in this section, are readily available on the flight deck.

2.4 The following procedures and visual signals shall apply over the territory and territorial waters of the Democratic Republic of Timor-Leste in the event of interception of an aircraft.

3 SCHEDULE I

3.1 Action by intercepted aircraft

3.1.1 An aircraft which is intercepted by another aircraft shall immediately:

a. follow the instructions given by the intercepting aircraft, interpreting and responding to visual signals in accordance with the specifications in Schedule II;

b. notify, if possible, the appropriate air traffic services unit;

c. attempt to establish radio communication with intercepting aircraft or with the appropriate intercept control unit by making a general call on the emergency frequency 121.5 MHz giving the identity of the intercepted aircraft and the nature of the flight;

3.1.2 If any instructions received by radio from any sources conflict with those given by the intercepting aircraft by visual signals, the intercepted aircraft shall request immediate clarification while continuing to comply with the visual instructions given by the intercepting aircraft.

3.1.3 If any instructions received by radio from any sources conflict with those given by the intercepting aircraft by radio, the intercepted aircraft shall request immediate clarification while continuing to comply with the radio instructions given by the intercepting aircraft.

3.2 Radio communication during interception

3.2.1 If radio contact is established during interception but communication in a common language is not possible, attempts shall be made to convey instructions, acknowledgement of instructions and essential information by using phrases and

pronunciations in the Table below and transmitting each phrase twice.

Phrases for use by INTERCEPTING aircraft			*Phrases for use by INTERCEPTED aircraft*		
Phrase	*Pronunciation*[1]	*Meaning*	*Phrase*	*Pronunciation*[1]	*Meaning*
CALL SIGN	KOL SA-IN	What is your call sign?	CALL SIGN (call sign)[2]	KOL SA-IN (call sign)	My call sign is (call sign)
FOLLOW	FOL-LO	Follow me	WILCO Will comply	VILL-KO	Understood
DESCEND	DEE-SEND	Descend for landing	CAN NOT	KANN NOTT	Unable to comply
YOU LAND	YOU LAAND	Land at this aerodrome	REPEAT	REE-PEET	Repeat your instruction
PROCEED	PRO-SEED	You may proceed	AM LOST	AM LOSST	Position unknown
			MAYDAY	MAYDAY	I am in distress
			HIJACK[3]	HI-JACK	I have been hijacked
			LAND (place name)	LAAND (place name)	I request to land at (place name)
			DESCEND	DEE-SEND	I require descent

1. *In the second column, syllables to be emphasized are underlined.*

2. *The call sign required to be given is that used in radiotelephony communications with air traffic services units and corresponding to the aircraft identification in the flight plan.*

3. *Circumstances may not always permit, nor make desirable, the use of the phrase "HIJACK".*

4 SCHEDULE II

4.1 Signals for use in the event of interception

4.1.1 Upon observing or receiving any of the signals given in table below, aircraft shall take such action as may be required by the interpretation of the signal given in that table.

4.1.2 The signals of table below shall, when used, have the meaning indicated therein. They shall be used only for the purpose indicated and no other signals likely to be confused with them shall be used.

Series	INTERCEPTING Aircraft Signals	Meaning	INTERCEPTED Aircraft Responds	Meaning
1	DAY or NIGHT — Rocking aircraft and flashing navigational lights at irregular intervals (and landing lights in the case of a helicopter) from a position slightly above and ahead of, and normally to the left of, the intercepted aircraft (or to the right if the intercepted aircraft is a helicopter) and, after acknowledgement, a slow level turn, normally to the left (or to the right in the case of a helicopter) on the desired heading. Note 1.— Meteorological conditions or terrain may require the intercepting aircraft to reverse the positions and direction of turn given above in Series 1. Note 2.— If	You have been intercepted. Follow me.	DAY or NIGHT — Rocking aircraft, flashing navigational lights at irregular intervals and following.	Understood, will comply

Series	INTERCEPTING Aircraft Signals	Meaning	INTERCEPTED Aircraft Responds	Meaning
	the intercepted aircraft is not able to keep pace with the intercepting aircraft, the latter is expected to fly a series of racetrack patterns and to rock the aircraft each time it passes the intercepted aircraft			
2	DAY or NIGHT — An abrupt breakaway manoeuvre from the intercepted aircraft consisting of a climbing turn of 90 degrees or more without crossing the line of flight of the intercepted aircraft.	You may proceed.	DAY or NIGHT — Rocking the aircraft.	Understood, will comply.
3	DAY or NIGHT — Lowering landing gear (if fitted), showing steady landing lights and overflying runway in use or, if the intercepted aircraft is a helicopter, overflying the helicopter landing area. In the case of helicopters, the	Land at this aerodrome.	DAY or NIGHT — Lowering landing gear, (if fitted), showing steady landing lights and following the intercepting aircraft and, if, after overflying the runway in use or helicopter landing area, landing is	Understood, will comply.

Series	INTERCEPTING Aircraft Signals	Meaning	INTERCEPTED Aircraft Responds	Meaning
	intercepting helicopter makes a landing approach, coming to hover near to the landing area.		considered safe, proceeding to land.	

Series	INTERCEPTED Aircraft Signals	Meaning	INTERCEPTING Aircraft Responds	Meaning
4	DAY or NIGHT — Raising landing gear (if fitted) and flashing landing lights while passing over runway in use or helicopter landing area at a height exceeding 300 m (1 000 ft) but not exceeding 600 m (2 000 ft) (in the case of a helicopter, at a height exceeding 50 m (170 ft) but not exceeding 100 m (330 ft)) above the aerodrome level, and continuing to circle runway in use or helicopter landing	Aerodrome you have designated is inadequate.	DAY or NIGHT — If it is desired that the intercepted aircraft follow the intercepting aircraft to an alternate aerodrome, the intercepting aircraft raises its landing gear (if fitted) and uses the Series 1 signals prescribed for intercepting aircraft. If it is decided to release the intercepted aircraft, the intercepting aircraft uses the Series 2 signals	Understood, follow me.

Series	INTERCEPTED Aircraft Signals	Meaning	INTERCEPTING Aircraft Responds	Meaning
	area. If unable to flash landing lights, flash any other lights available.		prescribed for intercepting aircraft.	Understood, you may proceed.
5	DAY or NIGHT — Regular switching on and off of all available lights but in such a manner as to be distinct from flashing lights.	Cannot comply.	DAY or NIGHT — Use Series 2 signals prescribed for intercepting aircraft.	Understood.
6	DAY or NIGHT — Irregular flashing of all available lights.	In distress.	DAY or NIGHT — Use Series 2 signals prescribed for intercepting aircraft.	Understood.

5 PROCEDURES FOR AIRCRAFT OPERATING IN AN AIR DEFENCE IDENTIFICATION ZONE

5.1 Reserved

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ENR 1.13 UNLAWFUL INTERFERENCE

1 GENERAL

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

2 PROCEDURES

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

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

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

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

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ENR 1.14 AIR TRAFFIC INCIDENTS

1 GENERAL

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

a. aircraft proximity (AIRPROX)

b. serious difficulty resulting in a hazard caused as example by:

i. Faulty procedures,

ii. Non-compliance with procedures, or

iii. Failure of ground facilities

2 DEFINITIONS

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

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

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

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

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

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

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

3 USE OF THE AIR TRAFFIC INCIDENT REPORT FORM

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

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

b. By air traffic services personnel.

Aviation Accident or Incident Notification

◤ Indicates information required for a wildlife strike.

Personal particulars of reporter:

Your name | Todays date | Role of reporter in relation to the aircraft: ◤ Crew ☐ Air Traffic Controller ☐ AACTL ☐ Owner ☐ Rescue/fire service ☐ Aerodrome operator ☐ Operator ☐ LAME

Contact address | State | Code

Telephone | Facsimile | Email

Crew and operator particulars:

Name of pilot in command | Nationality | Type of licence held | Licence number | Telephone

Name of pilot flying at the time of occurrence | Nationality | Type of licence held | Licence number | Telephone

Name of additional crew (if applicable) | Nationality | Crew position | Telephone

Aircraft registration | Flight number | Aircraft manufacturer and model

Name of aircraft owner | Aircraft operator (e.g. AOC holder/flying school) | If under hire name of aircraft renter/hirer

Operator's telephone | Facsimile | Email

Accident/incident details:

Date of occurrence | Local time | Location e.g. name of airport or 27 NM west of Dili (include latitude & longitude if possible)

Last departure point | Departure time | First point of intended landing | Actual point of landing (if different)

Number of persons on board: *If known, names and nationalities of all serious injuries and fatalities, please enclose additional page/s as necessary.*

	Total crew on board	No. with no injuries	No. of minor injuries	No. of serious injuries	No. of fatalities	Nationality	Name/s
	Total passengers	No. with no injuries	No. of minor injuries	No. of serious injuries	No. of fatalities	Nationality	Name/s
Persons injured on the ground:			No. of minor injuries	No. of serious injuries	No. of fatalities	Nationality	Name/s

Aircraft damage: ◤ ☐ Destroyed ☐ Substantial ☐ Minor ☐ Nil — Damage description

Effect on light: ◤ ☐ None ☐ Rejected takeoff ☐ Precautionary landing ☐ Engine/s shut down ☐ Other

Weather conditions: ◤

Wind (speed, direction and gusts) | Visibility | Precipitation | Cloud (type, amount and base) | Temperature

Other information relevant to the event: ◤

Flight rules: ☐ VFR ☐ IFR

Flight conditions: ☐ VMC ☐ IMC

Light conditions: ☐ Daylight ☐ Night ☐ Dawn ☐ Dusk

☐ Aircraft standing ☐ Taxiing * ☐ Takeoff ☐ Climb ☐ En route

☐ Manoeuvring ☐ Descent ☐ Approach ☐ Landing ☐ Other

Airspace designation | Height/altitude of occurrence AGL/AMSL | Runway number

Type of operation: ◤

☐ Flying training – solo ☐ Flying training – dual ☐ Military ☐ Sports aviation ☐ Gliding ☐ Air transport – passenger

☐ *Charter ☐ *Private ☐ *Agricultural ☐ *Aerial work ☐ *Other ☐ Air transport – cargo

*Purpose of flight

Please turn over

Wildlife strike:

Was a bird or animal involved ☐ No ☐ Yes ▶ No. of birds ☐ Small ☐ Medium ☐ Large Species

No. of animals ☐ ▶ Species

Please fully describe the accident or incident:

All relevant documentation should be forwarded to ATSB. Include your suggestions as to how this type of occurrence could be prevented.

Please enclose additional page/s as necessary

Factors contributing to the occurrence:

Did this occurrence involve a false indication ☐ No ☐ Yes ▶ (e.g. instrument, landing gear, fire warning)

Do you think that maintenance of the aircraft was a factor ☐ No ☐ Yes ▶

Did an aircraft component fail ☐ No ☐ Yes ▶

Do you think aircraft design was a factor in this occurence ☐ No ☐ Yes ▶

Are there any human performance issues or deficiencies in the aviation system that may have contributed to this occurence?

☐ No ☐ Yes ▶

☐ Distracting events/interruptions ☐ Environment (noise, visibility) ☐ Equipment design ☐ Fatigue

☐ Interpersonal problems at work ☐ Knowledge or experience ☐ Medical/physiological factors

☐ High workload ☐ Pre-occupation ☐ Training ☐ Recency

☐ Other

Results of operator's technical and/or operational investigation at time of submitting report or Chief Pilot /CFI comments where applicable

Please enclose additional page/s as necessary

Action carried out by operator to prevent recurrence

For accidents only:

For accidents (occurrences involving fatalities or serious injuries to any person in the aircraft or on the ground, substantial damage or destroyed aircraft) only, please include the following information:

Additional pilot in command details:

Date of birth: | Total flying hours | Total hours last 90 days | Hours on type | Hours on type last 90 days

ELT information:

ELT manufacturer and model ☐ Fixed ☐ Portable

☐ Manual activation ☐ Automatic ☐ Did not activate (why?)

ELT location ☐ Cockpit ☐ Cabin ☐ Rear/tail ☐ Other

Information may be disclosed to other organisations or individuals in the interests of safety. Where possible, AACTL will remove information that directly identifies an individual (i.e. names, licence numbers and addresses). However, other indirect identifiers (i.e. times, dates and locations for the occurrence of incidents) will usually be disclosed in the interests of safety.

October 2020

4 REPORTING PROCEDURES

4.1 Air traffic incidents shall be reported using the AACTL form above and submitted to the AACTL which will investigate and make known its findings. Pilots involved in an incident should follow the reporting procedures below:

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

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

5 ACCIDENT REPORTING

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

5.2 AACTL and ANATL will conduct investigations of aircraft accidents in accordance with the provisions of ICAO Annex 13.

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ENR 2
AIR TRAFFIC SERVICES AIRSPACE

ENR 2.1 TIMOR-LESTE AIRSPACE

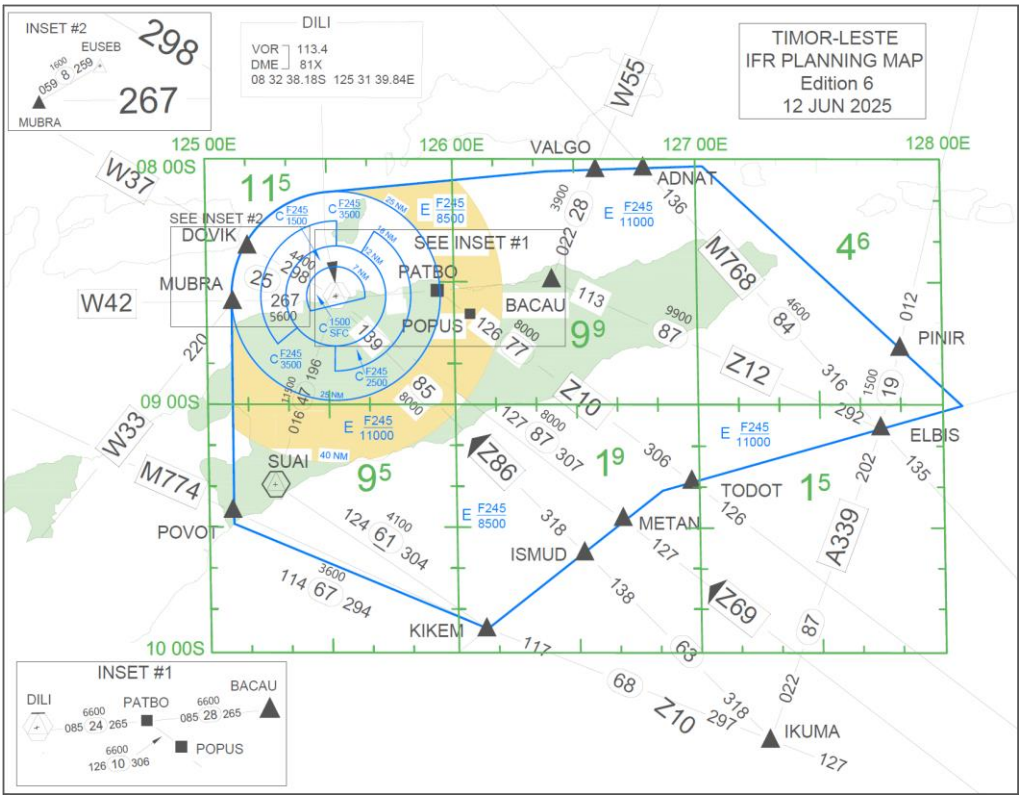
1. The Timor-Leste airspace is established below the Ujung Pandang UIR with limits as follows:

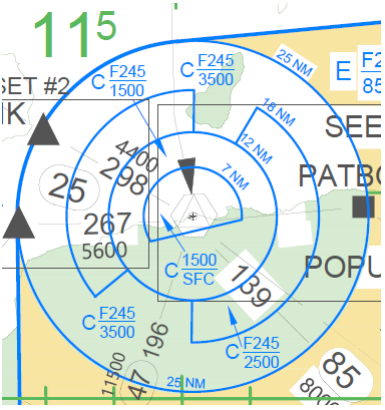
   Lateral dimensions:

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

   Vertical limits:

   Ground / Sea level to below FL245.


TIMOR-LESTE
IFR PLANNING MAP
Edition 6
12 JUN 2025
DILI
VOR 113.4
DME 81X
08 32 38.18S 125 31 39.84E
INSET #2
EUSEB
MUBRA
INSET #1
DILI
PATBO
BACAU
POPUS
125 00E
126 00E
127 00E
128 00E
08 00S
09 00S
10 00S
VALGO
ADNAT
PINIR
ELBIS
TODOT
METAN
ISMUD
KIKEM
IKUMA
DOVIK
MUBRA
PATBO
BACAU
POPUS
SUAI
POVOT
W37
W42
W33
M774
W55
M768
Z12
Z10
Z86
Z69
A339
SEE INSET #1
SEE INSET #2


11 5
F245 1500
F245 3500
25 NM
18 NM
12 NM
7 NM
4400
298
25
267
5600
1500 SFC
139
F245 3500
196
F245 2500
47
11500
25 NM
85

2. Dili CTR1 Class C
    a. Vertical Limits
        i. SFC-A015
    b. Lateral Dimensions
        i. 083611.2S 1252534.7E then along a clockwise arc of a circle radius 7.0 NM centre 083238.2S 1253139.8E (DIL/VOR) – 083312.6S 1253842.0E - 083611.2S 1252534.7E
    c. Hours of activation
        i. 2130-0900 Daily
3. Dili CTA C1 Class C
    - Vertical Limits
        - A015-A045
    - Lateral Dimensions
        - A circle of radius 12.00NM centre 083238.2S 1253139.8E (DIL/VOR)
    - Hours of Activation
        - 2130-0900 Daily
4. CTA C2 Class C
    - Vertical Limits
        - A025-A045
    - Lateral Dimensions
        - 081434.8S 1253159.8E (DIL306R18DME) then counter clockwise a circle of radius 18.00NM centre 083238.2S 1253139.8E (DIL/VOR) to 084358.8S 1251732.7E (DIL230R18DME) then a straight line to 084012.00S 1252215.2E (DIL230R12DME) then

clockwise a circle of radius 12NM centre 083238.2S 1253139.8E (DIL/VOR) to 082035.9S 1253153.2E (DIL360R12DME)

- Hours of Activation
  - 2130-0900 Daily

5. CTA C3 Class C
   - Vertical Limits
     - A025-A045
   - Lateral Dimensions
     - 081709.8S 1254101.0E (DIL030R18DME) then clockwise a circle of radius 18.00NM centre 083238.2S 1253139.8E (DIL/VOR) to 085041.6S 1253119.4E 1251732.7E (DIL180R18DME) then a straight line to 084440.4S 1253126.3E (DIL180R12DME) then counter clockwise a circle of radius 12NM centre 083238.2S 1253139.8E (DIL/VOR) to 082219.3S 1253754.0E (DIL030R12DME)
   - Hours of Activation
     - 2130-0900 Daily

6. CTA C4 Class C

- Vertical Limits
  - A035-A045
- Lateral Dimensions
  - Between 081709.8S 1254101.0E (DIL030R18DME) then clockwise a circle of radius 18.00NM centre 083238.2S 1253139.8E (DIL/VOR) to 085041.6S 1253119.4E 1251732.7E (DIL180R18DME) then a straight line to 084440.4S 1253126.3E (DIL180R12DME) then clockwise a circle of radius 12NM centre 083238.2S 1253139.8E (DIL/VOR) to 084012.0S 1252215.2E (DIL230R12DME) then a straight line to 084358.8S 1251732.7E (DIL230R18DME) then clockwise a circle of radius 18.00NM centre 083238.2S 1253139.8E (DIL/VOR) to 081434.8S 1253159.8E (DIL360R18DME) then a straight line to 082035.9S 1253153.2E (DIL360R12DME) then clockwise a circle of radius 12.00NM centre 083238.2S 1253139.8E (DIL/VOR) to 082219.3S 1253754.0E (DIL030R12DME) then a straight line to 081709.8S 1254101.0E (DIL030R18DME) and a circle of radius 25.00NM centre 083238.2S 1253139.8E (DIL/VOR)
- Hours of Activation
  - 2130-0900 Daily

7. CTA C5 Class C

- Vertical Limits
  - A045-F245
- Lateral Dimensions
  - A circle of radius 25.00NM centre 083238.2S 1253139.8E (DIL/VOR)
- Hours of Activation
  - 2130-0900 Daily

8. Dili CTA E1 Class E

a. Vertical Limits
   i. A085-F245

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

c. Hours of Activation
   i. 2130-0900 Daily

9. Dili CTA E2 Class E

a. Vertical limits

i. A110-F245

b. Lateral Dimensions

i. 090347.9S 1250610.8E then along the counter clockwise arc of a circle radius 40.00NM centre 083238.2S 1253139.8E (DIL/VOR) - 080503.5S 1260056.9E – 080254.0E 1262209.0E – 080200.0S 1270000.0E – 090000.0S 1280238.0E – 092000.0S 1265000.0E – 095254.0S 1260724.0E – 092700.0S 1250600.0E - 090347.9S 1250610.8E

c. Hours of Activation

i. 2130-0900 Daily

ii. A110-F245

d. Lateral Dimensions

10. Dili Class G Airspace

a. Vertical Limits

i. SFC-Base of overlying Class C or E airspace

b. Lateral Dimensions

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

ii. Excluding lateral dimensions of Dili CTR

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

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

ENR 2.2 OTHER REGULATED AIRSPACE

1 DELEGATED AIRSPACE

1.1 Portions of Timor-Leste sovereign and high seas airspace have been delegated to other states for the provision of ATC services

2 INDONESIA

2.1 Indonesia provides ATC services above F245 within the portion of Timor-Leste sovereign and high seas airspace within the Ujung Pandang FIR.

2.2 In addition, Indonesia provides FIS within the portion of Timor-Leste sovereign and high seas airspace surrounding the enclave of Oecussi.

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ENR 3
ATS ROUTES

ENR 3.1 LOWER ATS ROUTES

1 ROUTES BELOW FL245

1.1 The routes shown in the table below are established for the facilitation of traffic flow within Timor-Leste airspace.

1.2 Outside of the DIL CTR, below F245 all of these routes are Class G airspace.

1.3 Notwithstanding that these routes are in Class G airspace, they shall be planned in accordance with ENR 1.10 5.3 as they have been established for segregation and safety purposes.

1.4 Timor-Leste administered airspace is designated as RNP2 for all IFR aircraft. RNP1 SIDs and STARs are published.

Route Name	Waypoints	Remarks
W37	DIL-DOVIK	Inbound and Outbound To/From MKS
W33	DIL-MUBRA	Inbound and Outbound To/From DPS, KPG
Z86	ISMUD-DIL	Inbound from DN (high)
Z10	PATBO-POPUS-TODOT	Outbound to DN (low)
Z12	DIL-BACAU-ELBIS	Outbound to DN (high)
Z69	METAN-DIL	Inbound from DN (low)
DCT	DIL-PATBO	Outbound to DN (low/high)

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ENR 3.2 UPPER ATS ROUTES

1 F245 AND ABOVE

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

Route Name	Waypoints
W37	DIL-DOVIK
W33	DIL-MUBRA
M774	KIKEM-POVOT
Z86	ISMUD-DIL
Z12	DIL-BACAU-ELBIS
Z10	PATBO-POPUS-TODOT
W55	BACAU-VALGO
M768	ADNAT-ELBIS
A339	ELBIS-PINIR

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ENR 3.3 AREA NAVIGATION ROUTES

1 RNAV ROUTES

1.1 Reserved

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ENR 3.4 HELICOPTER ROUTES

1 WPDB TO TIMOR OIL RIG

1.1 Specific helicopter IFR routes and waypoints has been established for Helicopter Operating between Presidente Nicolau Lobato International Airport and Timor Oil Rig as follows:

a. To AYBU, track via OSAXO-TUTRO-KIKEM

b. From AYBU, track via KIKEM-TUTRO-KYBER

c. Way Point ARADU, track via 131R at 27NM from DIL VOR/DME A 7000ft/8000ft.

d. Way Point RUMAX, track via 147R at 51NM from DIL VOR/DME A 7000ft/8000ft.

e. MHS route to Oil Rig waypoint SAMUB.

1.2 Other VFR routes for Helicopter from/to Dili International Airport shall track via following reporting points:

a. Departing westbound via ISKIL.

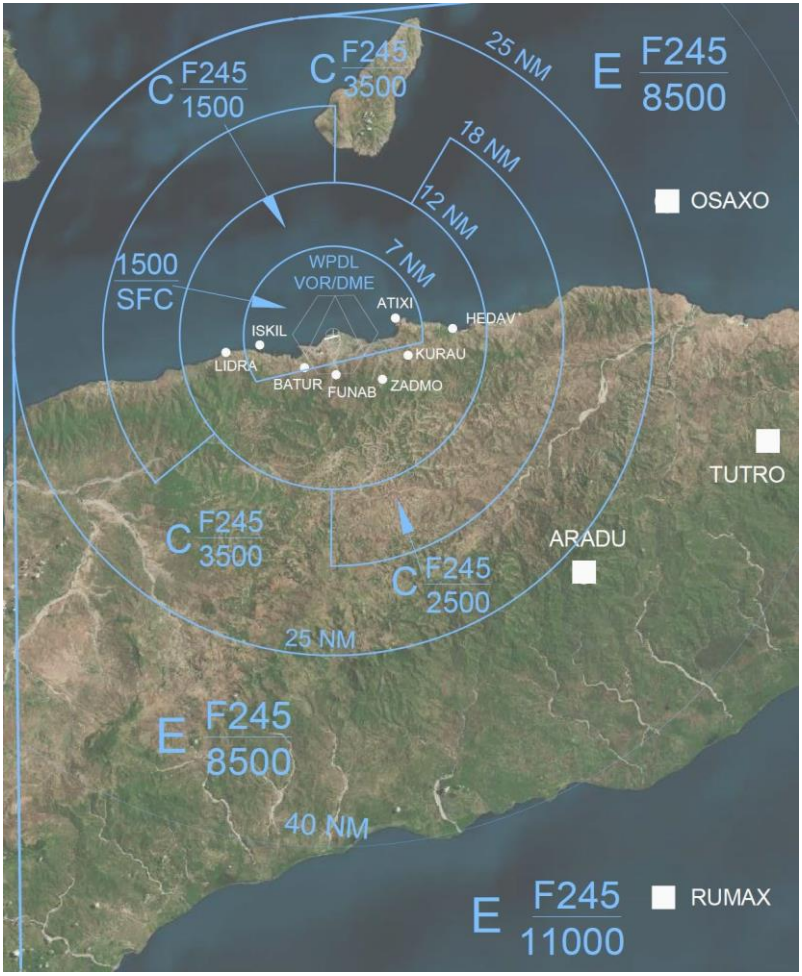
b. Departing eastbound via ATIXI.

c. Arriving from west via BATUR.

d. Arriving from east via KURAU.

1.3 Departing/arriving to/from south via FUNAB/ZADMO as appropriate.

1.4 The above waypoints are shown below:



ENR 3.5 VFR ROUTES

1 VFR ROUTES

1.1 Preferred VFR routes are shown in the chart below.

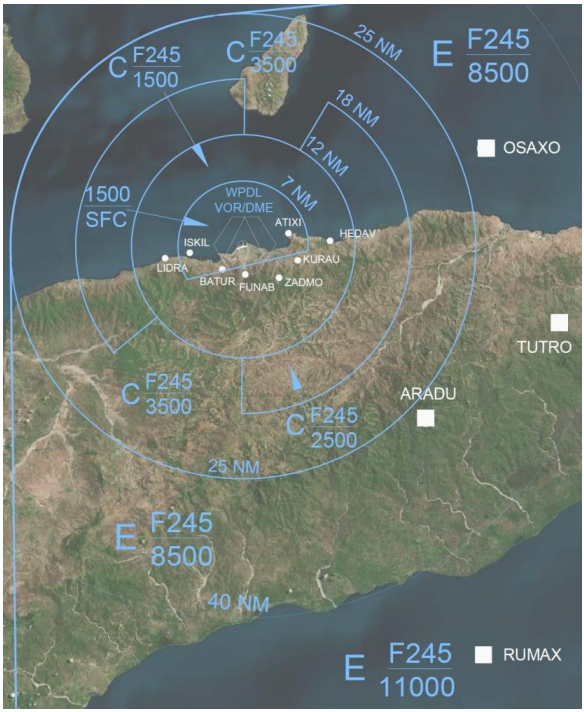
1.2 ATC and VFR aircraft may also use the preceeding helicopter way points for tracking requests/instructions.

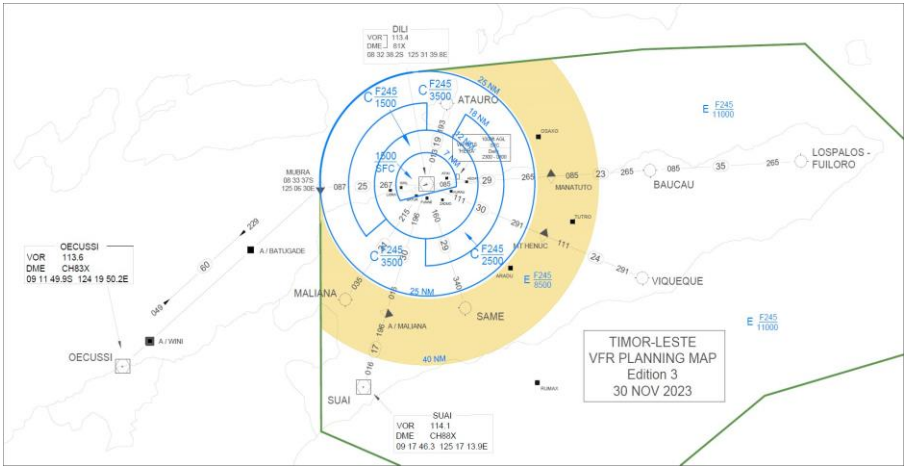
1.3 Two nominated VFR holding points on the coast outside Dili CTR have been promulgated for tracking, or holding OCTA when required.

a. To the west LIDRA, at the cement plant near Liquica

b. To the east, HEDAV at the HERA wharf

Note: Caution WPR15 Hera




DILI
VOR 113.4
DME 81X
08 32 38.2S 125 31 39.8E
F245 1500
F245 3500
ATAURO
25 NM
19 NM
1500 SFC
OSAYO
E F245 11000
MUBRA
08 33 37S
125 06 30E
085
MANATUTO
BAUCAU
LOSPALOS - FUILORO
TUTRO
MTHENUC
F245 3500
F245 2500
E F245 8500
VIQUEQUE
OECUSSI
VOR 113.6
DME CH83X
09 11 49.9S 124 19 50.2E
A / BATUGADE
MALIANA
SAME
A / MALIANA
A / WINI
OECUSSI
40 NM
SUAI
RUMAK
E F245 11000
SUAI
VOR 114.1
DME CH88X
09 17 46.3 125 17 13.9E
TIMOR-LESTE
VFR PLANNING MAP
Edition 3
30 NOV 2023

ENR 3.6 EN ROUTE HOLDING

1. Reserved

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ENR 4
RADIO NAVIGATION AIDS/SYSTEMS

ENR 4.1 RADIO NAVIGATION AIDS-EN ROUTE

1. The following navigation aids are established for air navigation in Timor-Leste.

Name of Station	ID	Frequency	HRS	Co-ordinates	RMKS
Dili DVOR/ DME	DIL	113.4MHz CH81X	H24	083238.18S 1253139.84E	The VOR / DME coverage is limited over terrain in the southern sector.
Suai VOR/DME	SUI	114.1Mhz CH88X	H24	091746.27S 1251713.85E	Coverage restricted in following sectors: R080- R260 below A040 outside 40NM R030-R080 below A100 outside 40NM R350-R020 below F140 outside 40NM R270-R350 below F150 outside 40NM

Oecussi VOR/DME	OEC	113.6MHz CH83X	H24	091149.89S 1241950.22E	Coverage restricted in the following sectors: R250-090 below A030 outside 40NM R220-250 below A100 outside 40NM R190-220 below F140 outside 40NM R150-190 below F120 outside 40NM R090-150 below F150 outside 40NM

ENR 4.2 SPECIAL NAVIGATION SYSTEMS

1. Reserved

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ENR 4.3 NAME-CODE DESIGNATORS FOR SIGNIFICANT POINTS

1. Co-ordinates for significant waypoints used within Timor-Leste airspace are shown below:

Name	Latitude	Longitude
ABM WINI*	091100.00S	1242900.50E
ABTUX	082549.55S	1251504.68E
ABVES	091836.91S	1252334.64E
ADNAT	080251.72S	1264626.88E
ARADU	085106.00S	1255130.00E
ATIXI	083113.20S	1253628.80E
ATSEV	082224.60S	1254823.04E
BATUR	083509.60S	1252920.40E
BEGRO	082507.32S	1252953.16E
BUMVU	082416.20S	1254026.04E
DIVAD	083238.18S	1253139.84E
DONVU	082606.00S	1253234.80E
DOVIK	082012.92S	1250944.07E
DRUMO	084203.24S	1254504.32E
DULUR	092722.92S	1251405.49E
ELBIS	090517.88S	1274341.88E
EUSEB	082928.32S	1251342.96E
FILOM	082530.36S	1252149.68E
FUNAB	083542.00S	1253149.80E
GELPU	082421.30S	1252251.02E
HEDAV	083200.00S	1254100.00E
IMPKI	082352.44S	1254336.12E
ISKIL	083324.00S	1252548.00E
ISMUD	093746.49S	1262659.52E
JEMZE	085930.48S	1255425.20E
KIKEM	095254.12S	1260723.88E
KRUZA	084539.96S	1253631.32S

KURAU	083407.80S	1253730.00E
KYBER	083912.96S	1255029.04E
LIDRA	083400.00S	1252308.00E
LUKBA	084538.52S	1254833.48E
LYNDO	084629.28S	1254726.52E
METAN	092707.43S	1264047.25E
MAKRO	085706.00S	1251004.00E
MIKAK	083415.60S	1254054.12E
MOXEX	092322.42S	1251822.69E
MUBRA	083337.30S	1250629.20E
NIRES	083256.00S	1252628.09E
ODONU	083021.96S	1252908.09E
OSAXO	082153.40S	1255746.20E
OSENA	093012.35S	1251954.80E
PATBO	083101.20S	1255557.72E
PASGA	082625.11S	1253443.39E
PINIR	084635.68S	1274806.74E
PIPEY	083700.48S	1254222.32E
POPUS	083710.20S	1260359.76E
POVOT	092351.85S	1250625.50E
ROLYN	084531.68S	1252931.92E
RUMAX	091624.00S	1255800.00E
RUTZZ	083312.60S	1253456.28E
SANAK	092511.14S	1232357.71E
SUKUT	082935.99S	1253524.89E
TAVOM	083135.84S	1252304.99E
TODOT	091758.50S	1265724.50E
TUTRO	084040.80S	1260554.60E
UBLUS	082956.70S	1250634.92E

VALGO	080335.70S	1263449.90E
ZADMO	083602.40S	1253530.00E

*Points used for local operators only, not defined ICAO ICARD

ENR 4.4 AERONAUTICAL GROUND LIGHTS

1. Reserved

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ENR 5
NAVIGATION WARNINGS

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS

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

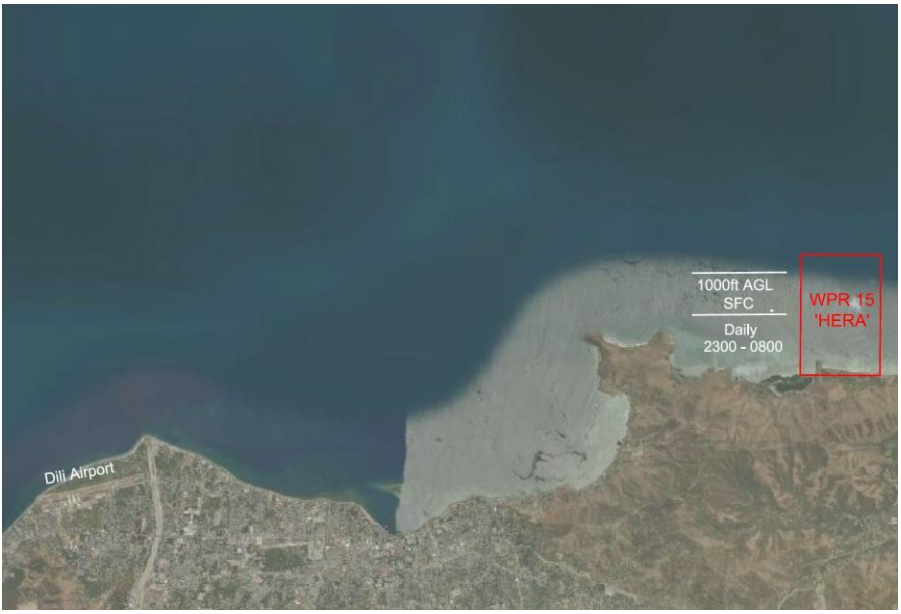
2. The lateral and vertical limits, the type of activity, hours of activity, controlling authority and contact details are shown below:

RESTRICTED AREA			
Identification, Name and Lateral Limits	**Upper Limit** **Lower Limit**	**Activity Period**	**Activity Type & Controlling Authority**
1	**2**	**3**	**4**
WPR 15 'HERA' Within area bounded by coords: S08 30.4 E125 38.6, S08 30.4 E125 39.4, S08 31.6 E125 39.4, S08 31.6 E125 38.6.	1,000ft AGL SFC	Daily 2300-0830	Small arms firing. Controlling authority Ministry of Defense

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

4. No Danger or Prohibited Areas are established in Timor-Leste. The

5. lateral limits of WPR 15 ‘HERA” are shown below:



ENR 5.2 MILITARY EXERCISE AND TRAINING AREAS

1. Reserved

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ENR 5.3 OTHER ACTIVITIES OF A DANGEROUS NATURE AND OTHER POTENTIAL HAZARDS

1. Reserved

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ENR 5.4 AIR NAVIGATION OBSTACLES

1. Detailed surveys of potential air navigation obstacles have not been conducted in Timor-Leste.

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ENR 5.5 AERIAL SPORTING AND RECREATIONAL ACTIVITIES

1. Reserved

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ENR 5.6 BIRD MIGRATION AND AREAS WITH SENSITIVE FAUNA

1. Information on bird migration and areas with sensitive fauna is not yet available.
2. Bird strikes shall be reported to the airport management or ANATL using the Incident Form at ENR 1.13 para 3.

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ENR 6
EN ROUTE CHARTS

ENR 6.1 PUBLICATION OF CHARTS

1. Timor-Leste currently does not publish en-route charts for national airspace.

2. Charts for air routes transiting Timor-Leste national airspace can be downloaded from Airservices Australia at:

   https://www.airservicesaustralia.com/aip/aip.asp

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