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*International Civil Aviation Organization***Thirty-Third Meeting of the Asia/Pacific Air Navigation Planning and Implementation Regional Group (APANPIRG/33)***Bali, Indonesia, Hybrid Meeting, 22 to 24 November 2022***Agenda Item 4: Regional Air Navigation Deficiencies****UPDATE ON EFFORTS BY TIMOR-LESTE TO ELIMINATE ITS ANS DEFICIENCIES AS ASSESSED BY ICAO USOAP AUDIT**

(Presented by Timor-Leste)

**SUMMARY**

This paper provides the progress made by Timor-Leste in its efforts to improve aviation safety in their airspace.

*Strategic Objectives:*

- A: **Safety** – Enhance global civil aviation safety*
- B: **Air Navigation Capacity and Efficiency** — Increase the capacity and improve the efficiency of the global aviation system*
- E: **Environmental Protection** — Minimize the adverse environment effects of civil aviation activities.*

**1. INTRODUCTION**

1.1 Timor-Leste is a developing aviation nation with a small aviation system, and hence limited resources. For the past three years, even throughout Covid19, Timor-Leste has been working to improve the States compliance with ICAO requirements.

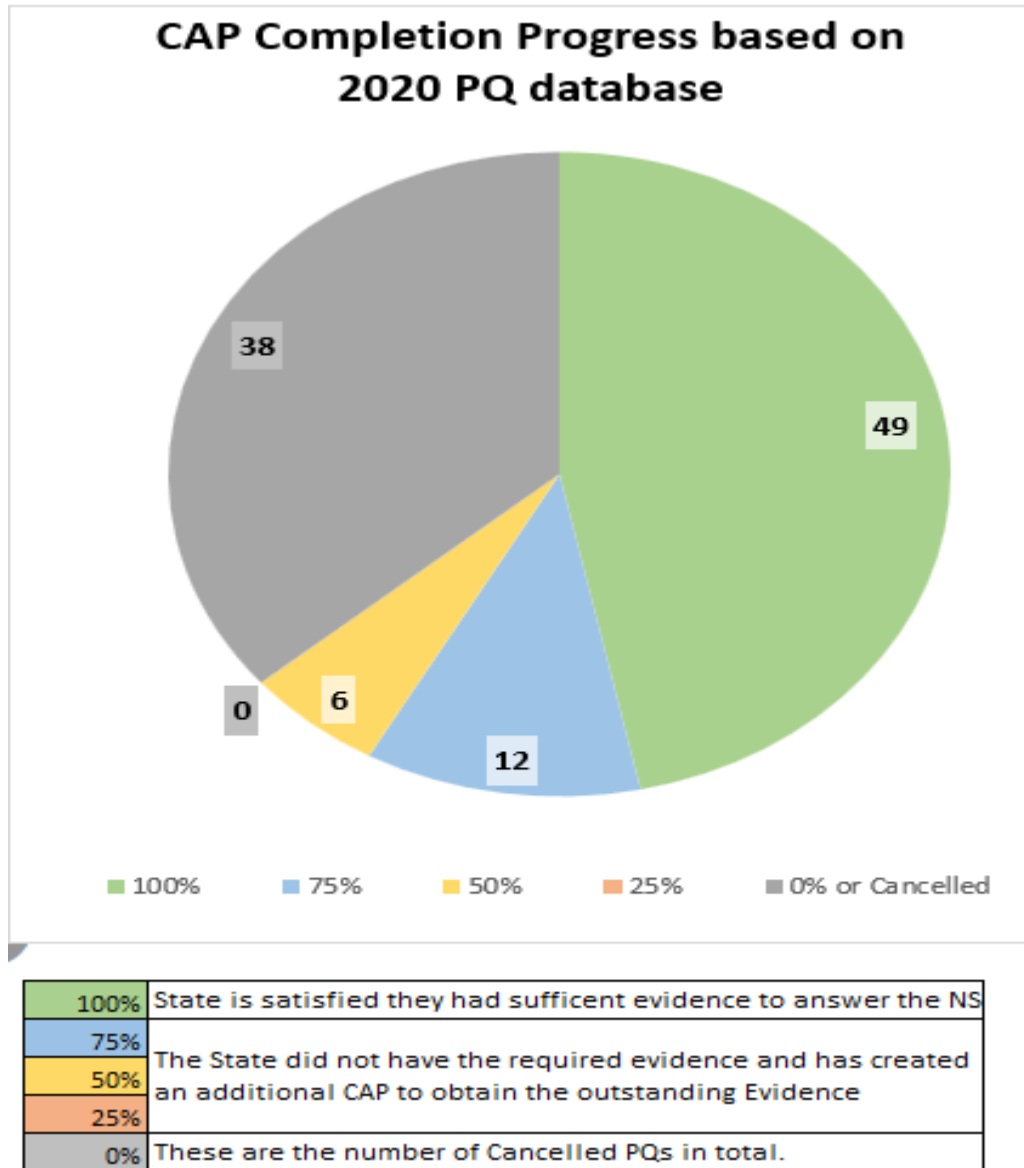
**2. DISCUSSION**

2.1 ICAO USOAP Audits and missions over the last decade have identified numerous deficiencies in the Timor-Leste aviation regulatory and service provider areas. In particular, a high level of issues was raised against the ANS area of Autoridade da Aviação Civil de Timor-Leste (AACTL), the national regulator.

2.2 AACTL, with the assistance of the Australian Government aid program through Governance for Development (GfD) and Partnership for Inclusive Prosperity (PROSIVU), has allocated significant financial resources to allow engagement of technical expertise to assist AACTL in addressing the ICAO findings. These resources have included ANS, Aerodrome, Legal and other technical expertise embedded at AACTL to not only assist with the development of regulatory materials, but also to ensure capacity building at AACTL.

2.3 In the ANS area, all up 104 PQ deficiencies had been raised by ICAO in the 2010 Audit. Following a reorganization of the PQs by ICAO, there remained 67 PQs to be addressed by the ANS Directorate of AACTL.

2.4 As of February 2022, AACTL had addressed and uploaded to the ICAO USOAP Portal evidence to close out 49 PQ’s, with CAPs raised to address the remaining PQ’s.

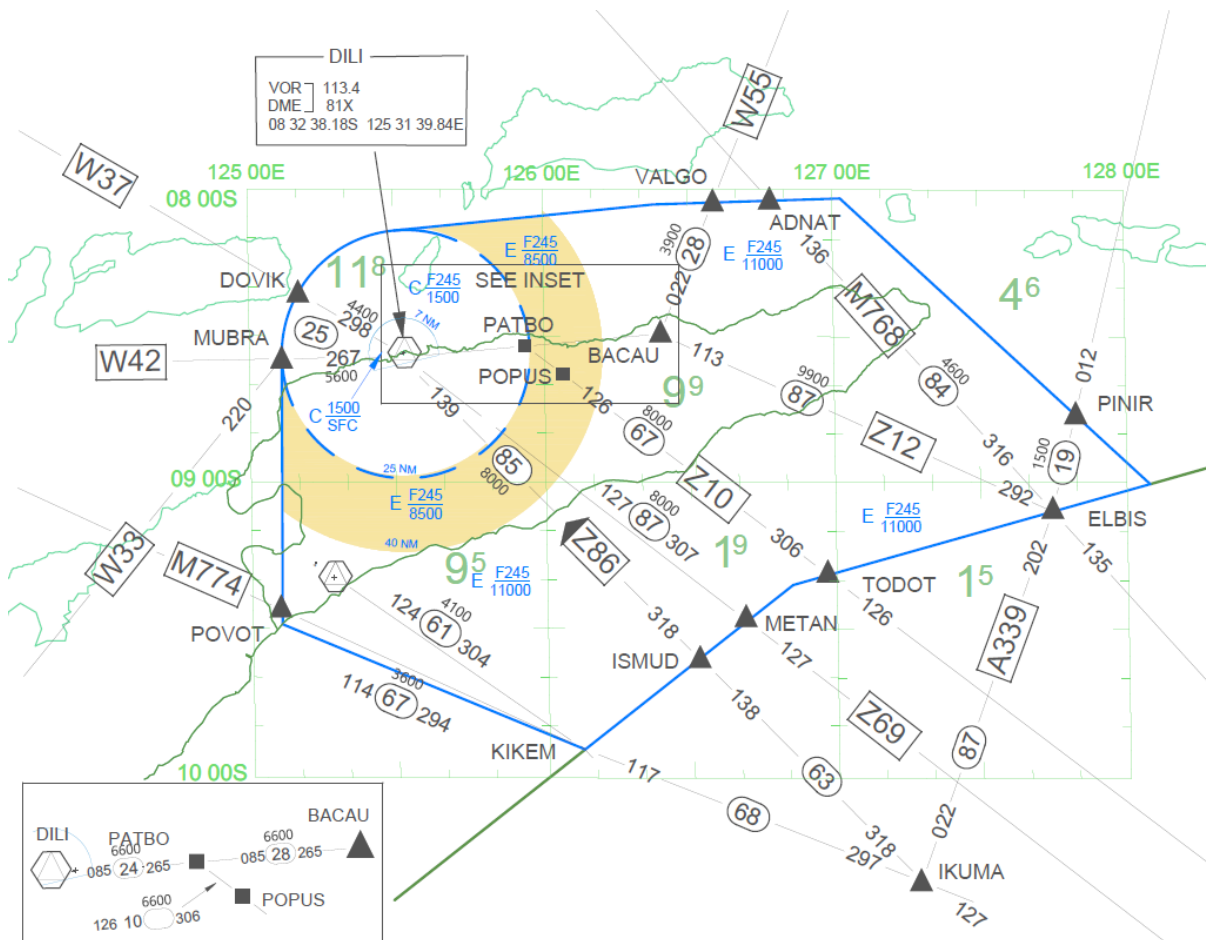


2.5 The outstanding CAPs are expected to be closed out during 2023.

2.6 In addition to the work completed in addressing the ICAO USOAP Audit processes, significant other bodies of work have also been completed to bring about an improvement in safety in the ANS area:

- PBN airspace was implemented in Timor-Leste including RNP2 route structure, RNP1 SIDs and STARs, and RNP 0.3 Approaches to Dili International Airport
- Track LSALTs and GRID LSALTS were established for the first time
- AIP was rewritten and included all aerodromes in Timor-Leste for the first time

- ANS CASRs Parts 65, 171, 172, 173, 174, 175 and 176 were rewritten and passed into law, with associated Manuals of Standards
- New airspace classifications were introduced to capture the new PBN procedures, and for the first time included national CTA coverage below F245



- Complete rewrite of the Manual of Air Traffic Services
- ANS Directorate Inspector training
- Updating of international Letters of Agreements
- First audit of a service provider (ATC) at Aeroporto e Navegação Aérea de Timor-Leste (ANATL) conducted by AACTL
- Targeted refresher training delivered to ATC staff ANATL

2.7 In addition to the above work completed, the Australian Government is also providing financial assistance for a 12-month contract to support the training and up-skilling of ANATL ATC staff at Dili Airport. This contract is expected to commence this month.

2.8 AACTL is now commencing the process of Reissuing of the Current ATC Licenses according to the ICAO CAT Mission recommendations in 2019. It was discovered that ATC Licenses had not been issued in accordance with any defined process or ruleset.

2.9 The process of formal certification of Dili International Airport has progressed well. ANATL, the service provider has formally submitted all required documentation required as per CASR Part 139 and AACTL will now commence the audit of supplied documentation and assess the certification.

2.10 A significant upgrade of the Dili International Airport is being funded by Timor-Leste, and other donor states and agencies. This upgrade is aimed to improve the connectivity, and hence economic growth of Timor-Leste. AACTL is committed to continuously improve the safety of aviation in Timor-Leste to support this growth.

### **3. ACTION BY THE MEETING**

3.1 The Meeting is invited to note the information contained in this paper, and to note the significant progress that has been made by Timor-Leste in its efforts to improve aviation safety in their airspace.

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