



ICAO COSCAP SEA

21st COSCAP South East Asia Steering Committee Meeting (SCM/21)**(Hilton hotel, Manila, Philippines, 24 – 25 April 2024)****Agenda Item 7: Updates from member States / Safety Partners****INFORMATION PAPER ON****TIMOR-LESTE'S PROGRESS ON AVIATION SAFETY OVERSIGHT SYSTEMS AND
NEED FOR CONTINUES ASSISTANCE***(Presented by Timor-Leste)***EXECUTIVE SUMMARY**

This Paper provides information on the progression of Timor-Leste safety oversight activities and further requirements for continued support for the development of the Timor-Leste Aviation Sector.

Action: Timor-Leste invited COSCAP-SEA SCM to acknowledge that Timor-Leste has achieved some significant milestones in safety oversight activities. It is also requested for COSCAP-SEA and other donors to continue providing technical support to Timor-Leste in the development aviation sector.

1. INTRODUCTION

1.1 The Government of Timor-Leste recognised the vital importance of civil aviation in nation building and economic development from the outset when it became an independent nation in 2002. The disruption to normal air services under pandemic conditions in 2020 and 2021 served as a stark reminder of just how much the nation relies on aviation, especially in times of emergencies.

1.2 Timor-Leste has a nascent aviation sector that has similar challenges to other Small Island Developing States (SIDS). The Government of Timor-Leste appreciates the continued support from ICAO, CASCAP-SEA and multilateral and bilateral partners. With the support of the Asian Development Bank, the World Bank/IFC and the governments of Australia and

Japan, the national gateway, the Presidente Nicolau Lobato International Airport (PNLIA), is undergoing a significant modernization and upgrade.

1.3 It therefore is important to ensure that the investments in physical infrastructure are matched by the highest possible levels of safety and security. The Government of Timor-Leste adopted a National Policy on Civil Aviation in May 2017, which accorded the highest priority to these areas and resulted in the reorganisation of the Civil Aviation Authority of Timor-Leste (AACTL) to perform regulatory oversight obligations effectively in accordance with ICAO guidance. This includes the development and implementation of national plans.

1.4 In the field of aviation safety, for example, AACTL has strengthened its manpower in the safety oversight audit areas by recruiting pilots, engineers, and other relevant technical staff. The full set of the National Civil Aviation Safety Regulations (CASRs) transposing all 19 ICAO Annexes and updated accordingly with the latest applicable amendments provided by ICAO are currently in place. However, it is recognised that even though regulatory frameworks have been developed, Timor-Leste still lacks the expertise and resources to fully implement and maintain these regulations effectively.

1.5 This paper describes the actions that have been taken by the Government of Timor-Leste in the field of the aviation safety oversight system in performing the function of the 8 audit areas under USOAP-CMA and describes the continuing challenges and need for ongoing assistance.

2. PROGRESS ON SAFETY OVERSIGHT ACTIVITIES

2.1 The continued support from ICAO COSCAP-SEA has been highly valued during the COVID-19 pandemic situation until today, with the great effort of collaboration with other developing states and partners, Timor-Leste has benefited from the assistance through various virtual and on-site training to continue equipping our manpower with the knowledge to perform the safety oversight functions in the 8 critical audit areas.

2.2 Through the assistance provided by ICAO-COSCAP SEA, the Civil Aviation Authority of Timor-Leste (AACTL) has successfully concluded and certified Presidente Nicolau Lobato International Airport (PNLIA), which serves as the main international Operation airport. Timor-Leste is committed to certifying other airports in the country, which are projected to operate as International airports.

2.3 With the recent support from the Directorate General Civil Aviation (DGCA) Indonesia, AACTL has concluded and issued a first International Air Operator Certificate (AOC). Currently, the AACTL and DGCA Indonesia are negotiating a Memorandum of Understanding (MoU) for a capacity development cooperation program on safety oversight functions in the audit areas including Air, OPS and PEL. The capacity development cooperation will include the capacity building to the AACTL safety inspectors to enable them to exercise their function effectively and adequately based on the ICAO SARPs.

2.4 Timor-Leste has secured and signed a bilateral Air Services Agreement (ASA) with most of the ICAO COSCAP-SEA member states, to expand our air transport connectivity both regionally and globally, which will contribute to the social and economic development of the nation.

3. CONCLUSION

3.1 It is grateful to note and recognize that Timor-Leste achieved some significant milestones over the past years. However, it cannot be denied that there is much work to be done that requires effort and commitment. The investments to upgrade the national gateway's physical infrastructure need to be matched by requisite attention to ensure that their success is not compromised by less than satisfactory aviation safety and security arrangements

3.2 As a small island developing country with a comparatively low level of aviation activity and limited financial and human resources, Timor-Leste is grateful for opportunities to continue enhancing its regulatory capacity and to improve its level of compliance with international standards. Timor-Leste takes encouragement from the global commitment expressed by ICAO as "no country left behind" and we particularly express our gratitude to the support provided to date by ICAO, COSCAP-SEA, Australia, Indonesia, Singapore, and other States.

3.3 We therefore ask for ICAO, in coordination with COSP-SEA and other parties, to consider providing further support and technical assistance to continue enhancing our safety oversight system.

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