

PRESIDENTE NICOLAU LOBATO INTERNATIONAL AIRPORT MINISTRY OF TRANSPORTS & COMMUNICATIONS



OVERVIEW



MISSION

- Develop and create a good airport services management for the interest of commercial air transports, client and all airport users.

VISSION

- Comply with International Standard and Recommendation Practices.

OBJECTIVE

To provide better quality of airport services management for international and domestic passengers using air transport at PNLIA.

OUTPUT



- Ensure safety, efficient and orderly follow of aircraft operation at PNLIA.
- Protect the security of aircraft and passengers movements at PNLIA.

CURRENT PNLIA CHART



HISTORY OF PNLIA



Pre Independence of Timor-Leste

- The airport was build since 1978 and started operation since 1983 by Indonesian Government for domestic link .
- The name of airport was called Comoro Airport.
- The runway length was initially to accommodate F28 aircraft and then extended to 1850m to accommodate B737-200 in 1992.

Post Independence Timor-Leste

- Since 2000 the airport was opened by UNTAET for international flight .
- The airport and air traffic services management was provided by UNTAET.
- In 2002, the airport name was changed to PNLIA and since then the airport operation was managed by Government of Timor-Leste.

RUNWAY PHYSICAL CHARACTERISTICS



Prior to overlay

- Runway 08/26
- Dimension : 1850mx30m
- PCN : 32/F/B/X/T
- Declared distances:
Runway : ASDA TODA TORA LDA
08 1850m 1850m 1850m 1790m
26 1850m 1850m 1850m 1790m
- Threshold Display provided 60m from each runway end
- RESA not provided

After Overlay in 2011

- Runway 08/26 magnetic bearing : 075.0 19°
- Dimension : 1850mx30m
- PCN : 42/F/B/X/U
- Declared distances :
Runway : ASDA TODA TORA LDA
08 1850m 1850m 1850m 1850m
26 1850m 1850m 1850m 1850m
- Threshold display removed
- Jet blasts surface protection provided 30m from runway end.

EXISTING PROBLMES OF PNLIA FACILITIES

■ Airside :

- Length and width of runway 08/26 is restricted to accommodate a narrow body aircraft to operate full take off weight.
- No safe area as required by International Standard
- Airport parameter fence has been potentially destroyed causing security risk to aircraft during take off and landing from wild life strike.
- Lack of airport and obstruction lighting system not permitted night Operation.

- Main apron is very limited capacity and in poor condition causing safety risk to aircraft when starting engine and taxing into or out of the apron.
- Terminal facilities :
Limited terminal capacity and inadequate condition to respond all operational and security requirement international passengers handling.
- No separate facility for Cargo handling.

PNLIA TERMINAL FACILITY



DEPARTURE



ARRRIVAL IMMIGRATION PROCESS



ARRIVAL BAGGAGE HANDLING HALL



ALTERNATIVE ASSEMBLY MEETING POINT



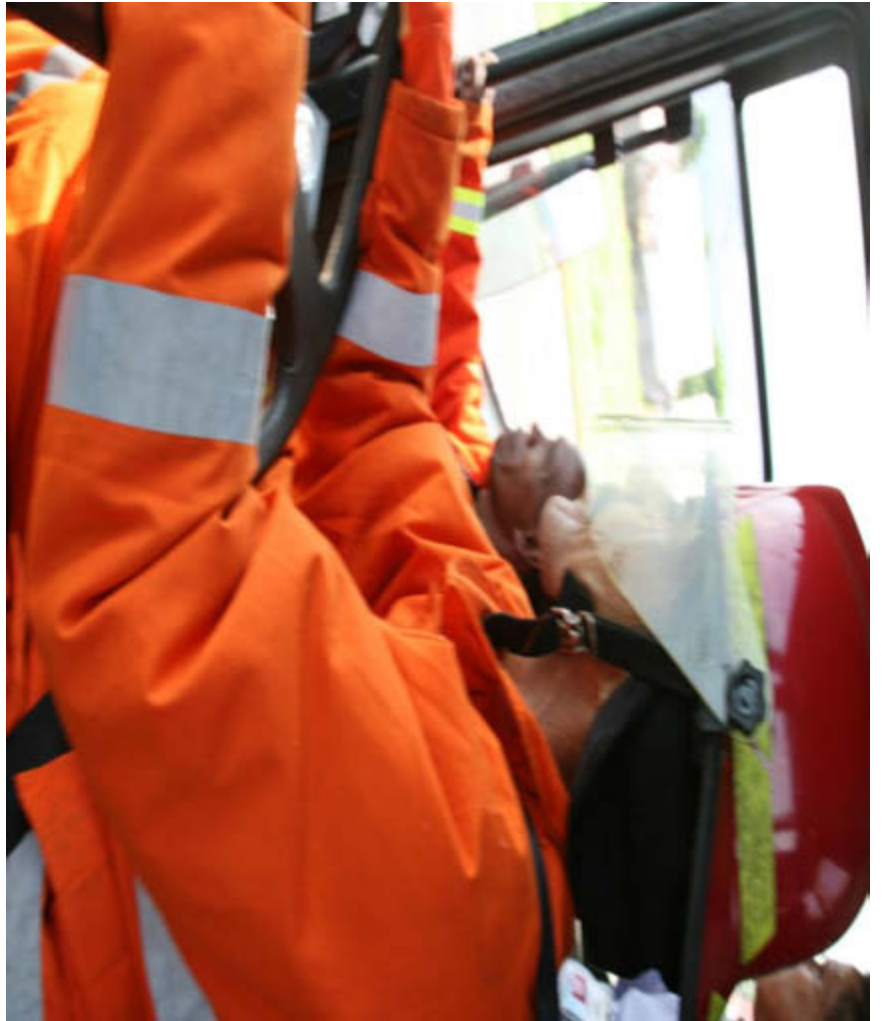
PNLIA SAFETY SERVICES FACILITIES

- AFRS unit facilities

3 units fire trucks, 1 unit rapid car, 1 unit ambulance and sufficient water reserve water



ICAO Category 5



PNLIA SECURITY FACILITY



AIR NAVIGATION FACILITIES

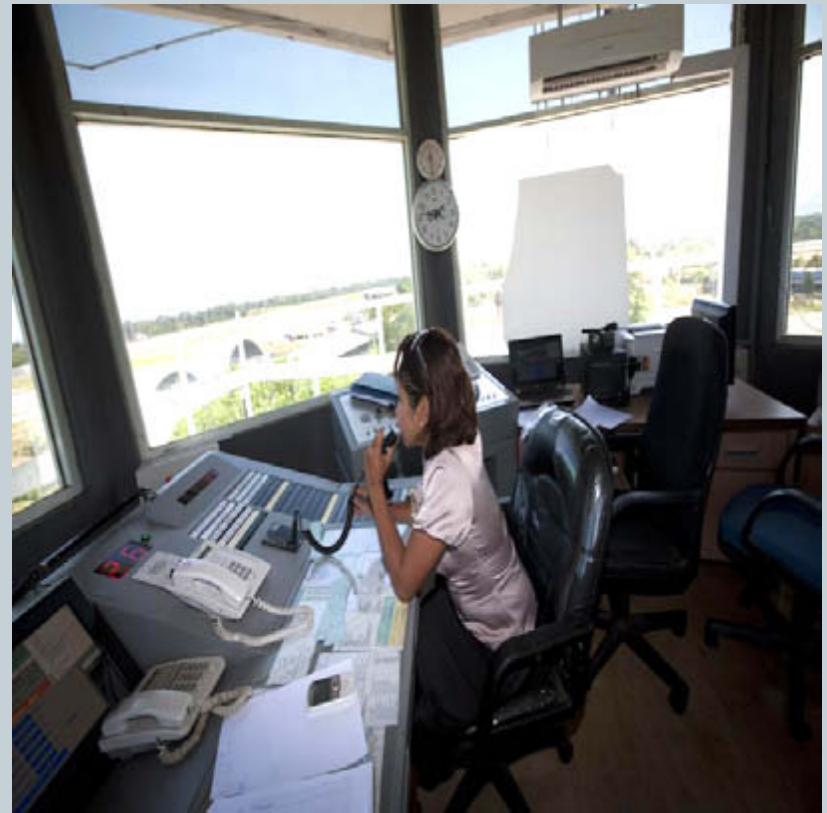


Non Directional Beacon
(NDB)



DVOR/DME

AIR TRAFFIC CONTROL FACILITIES



Air Traffic Control Tower Building and Operation Room

AIR TRAFFIC CONTROL VHF COMMUNICATION SYSTEM



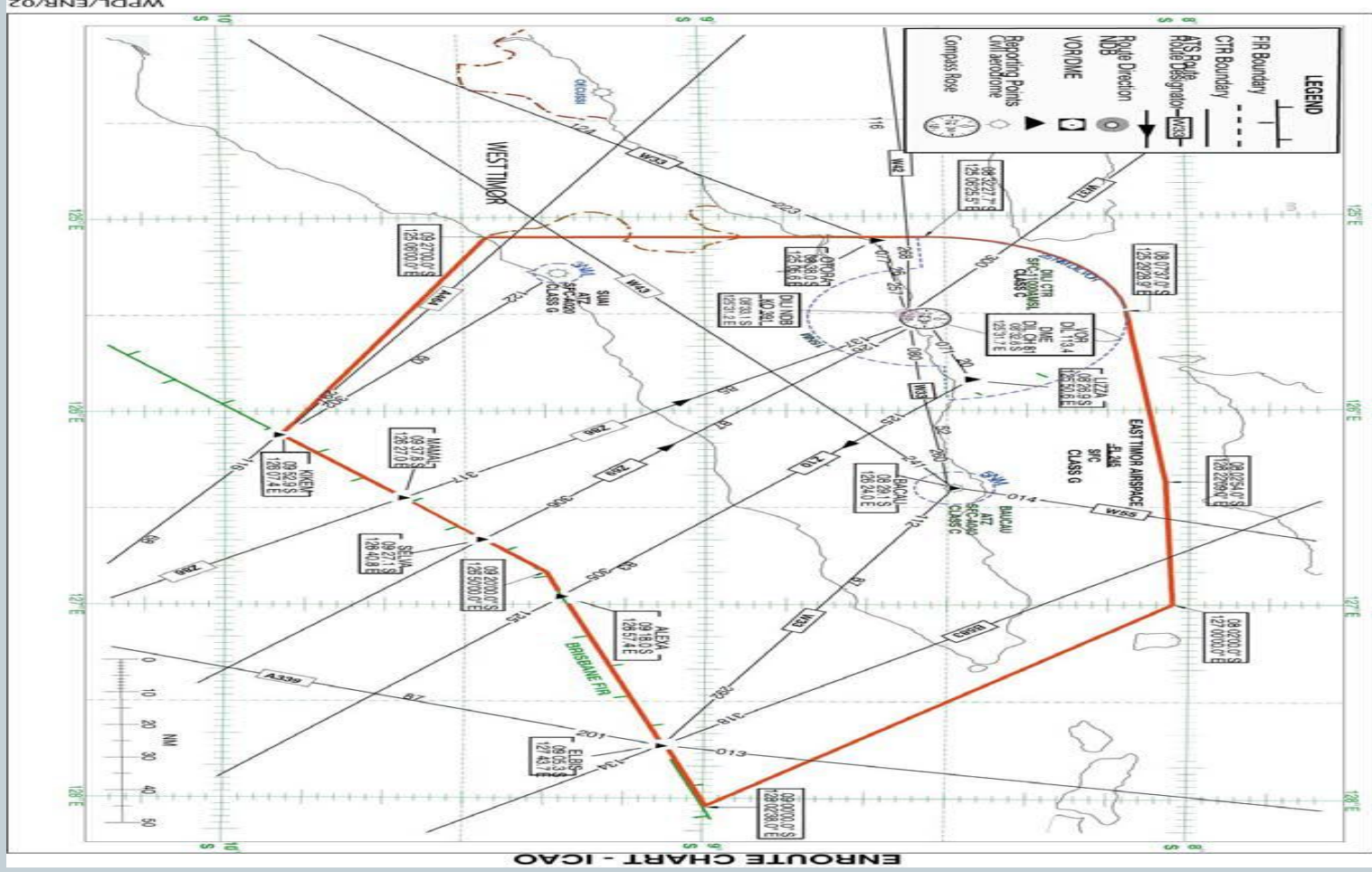
VHF transmitter and receiver



ATC voice digital and hard disc data storage recorder



DESIGNATED INTERNATIONAL AIRWAYS



DOMESTIC AIR STRIP



TIMOR OIL RIG



OIL OPERATION AIRCRAFT



3x Super Puma
CASA AOC



2x Super Puma
DGCA Malaysia AOC

AIRPORT SAFETY ACHIEVMENT PROJECTS



- Runway Overlay in 2011

Outcome :

- Ensure safety of aircraft operation, increase the passengers convenience and to maintain the compliance to ICAO standards and recommendation practices.
- Up grade Pavement Classification Number and increase Landing Distance for Runway 08/26 from 1790M to 1850M.

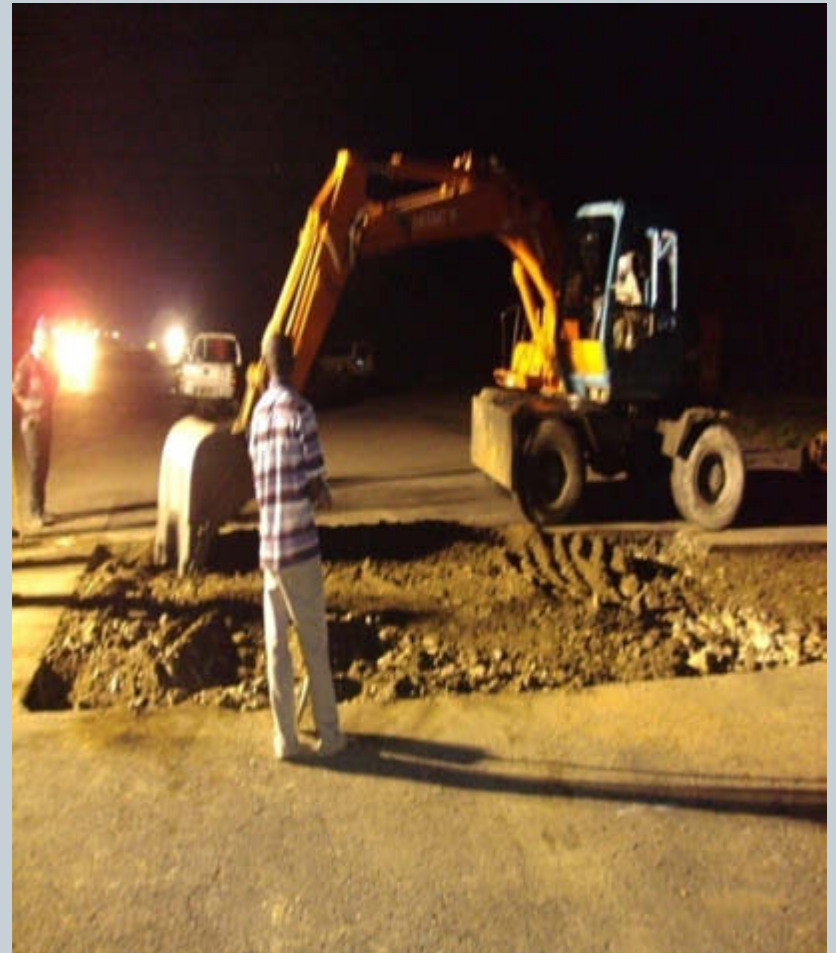
Runway Overlay Activities



Runway condition before overlay



Overlay Work activities

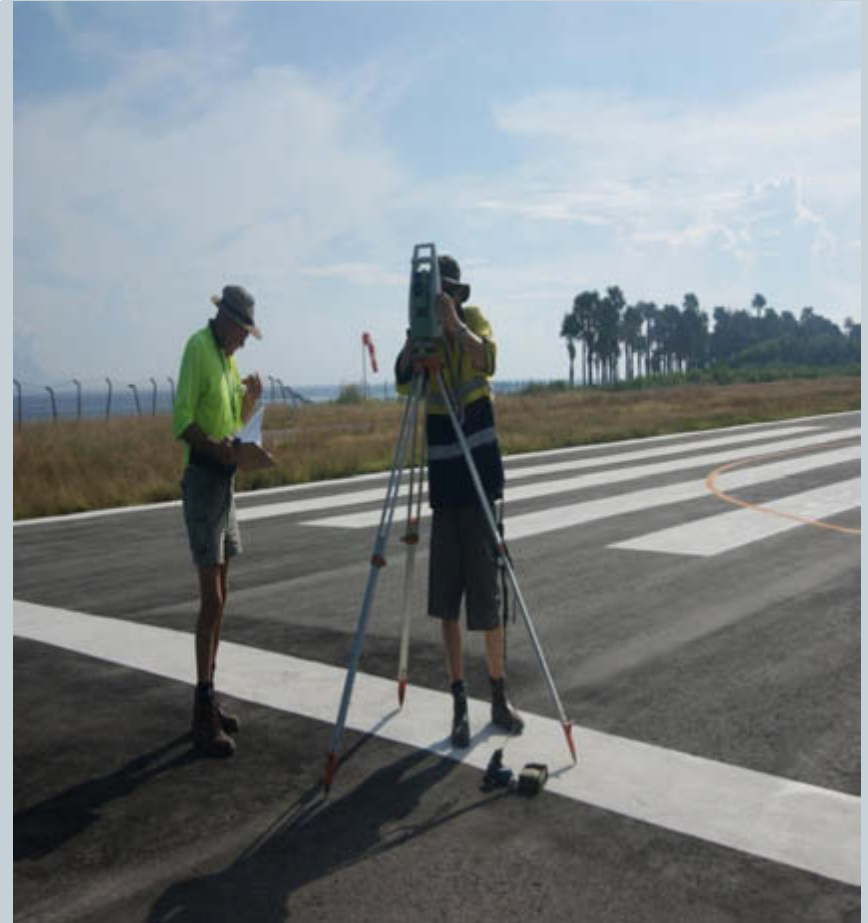


Rehabilitation of runway 26 turning pad

Rehabilitation of runway 26 turning pad



Runway Obstruction Survey WGS84 in 2012





Upgrading Air Navigation Equipment and Airport Facilities

- New Doppler VHF Omni Range (DVOR) at IPNLA with dual automatic switching system.
- New ATC Radio VHF Communication and Control tower Desk Console System.
- New ATC Voice digital and Hard disc data storage recording system.
- New Airport Ambulance and rapid rescue car.
- New Airport security x-ray machine and hand baggage detector for departure passengers (public and VIPs)

AIRPORT SAFETY FRAME WORKS



- Decree Law No.1/2003, Civil Aviation Basic Law.
- Regulation Part 139, Aerodrome Certification.
- Manual of Aerodrome Inspection.
- Manual of Aerodrome Certification.
- Manual of Airport Safety Management System .
- Manual of Airport Standard and Design
- Manual of IPNLA.
- Manual of IPNLA Security Program.
- AC AGA 01-11, Reporting System Aerodrome.
- AC AGA 03-11, Bird strike risk management for Aerodrome.
- AC AGA 04-11, Airport Survey for certification requirement.
- AC AGA 7-11, Reqeirements of Airport Fire Fighting Services

IMMEDIATE AIRPORT DEVELOPMENT PLAN



- Feasibility study for Airport Master Plan under IFC.
- Extension and expansion of IPNLA runway from 1850x30m to 2050m x 45m (ICAO code 4D to be able accommodate critical aircraft A320-200 & Boeing 737-400/500).
- Prepare RESA & expansion of RWY strip 150m each side.
- Overlay Apron PNLIA (parking).
- Implement Performance Based Navigation (PBN) RNP1 runway 08/26 .
- New Terminal construction IPNLA to allow better quality and adequate and improve the level of airport passengers services in accordance ICAO Annex 9.
- Upgrade Airport Lighting system to facilitate sunset operation (night ops).
- Provide new fencing for PNLIA airside