



KINGDOM OF LESOTHO

A I P

AERONAUTICAL INFORMATION PUBLICATION

FIRST EDITION

1987

CONSULT NOTAM FOR LATEST INFORMATION

AERONAUTICAL INFORMATION SERVICE

DEPARTMENT OF CIVIL AVIATION

RECORD OF AMENDMENTS

NR	DATE OF AMENDMENT	DATE ENTERED	ENTERED BY	NR	DATE OF AMENDMENT	DATE ENTERED	ENTERED BY
1			INCORPORATED IN THIS EDITION	22			
2				23			
3				24			
4				25			
5				26			
6				27			
7				28			
8				29			
9	27 NOV 03	10/11/03	<i>A.M. Boff</i>	30			
10				31			
11				32			
12				33			
13				34			
14				35			
15				36			
16				37			
17				38			
18				39			
19				40			
20				41			
21				42			

CHECK-LIST OF PAGES

PAGE	DATE	PAGE	DATE	PAGE	DATE
0-2	27 Nov 03	3-5	1 Jan 87	COM 2-1	27 Nov 03
0-3	27 Nov 03	3-6	1 Jan 87	2-2	27 Nov 03
0-4	27 Nov 03	3-7	1 Jan 87	2-3	27 Nov 03
0-5	27 Nov 03	3-8	1 Jan 87	5-1	27 Nov 03
0-6	27 Nov 03	3-9	1 Jan 87	5-2	27 Nov 03
0-7	27 Nov 03	4-1	1 Jan 87	5-3	27 Nov 03
0-8	27 Nov 03	5-1	1 Jan 87		
0-9	27 Nov 03			MET 0-1	27 Nov 03
0-10	27 Nov 03			0-2	27 Aug 87
		AGA 0-1	27 Nov 03		
GEN 1-1	27 Nov 03	0-2	1 Jan 87	0-3	1 Jan 87
1-2	27 Nov 03			1-1	27 Nov 03
		0-3	27 Nov 03		
1-3	27 Nov 03	1-1	27 Nov 03	2-1	27 Nov 03
1-4	27 Nov 03				
		2-1	27 Nov 03		
1-5	31 Oct 94	2-2	16 Nov 89	RAC 0-1	27 Nov 03
1-6	27 Nov 03			0-2	1 Jan 87
		2-3	2 Apr 92		
1-7	27 Nov 03	2-4	27 Nov 03	0-3	1 Jan 87
1-8	31 Oct 94			1-1	27 Nov 03
		2-5	27 Nov 03		
1-9	31 Oct 94	2-6	2 Apr 92	1-2	31 Oct 94
2-1	2 Apr 92			1-3	1 Jan 87
		2-7	2 Apr 92		
2-2	2 Apr 92	2-8	31 Aug 88	1-4	1 Jan 87
2-3	2 Apr 92			2-1	1 Jan 87
		3-1	27 Nov 03		
2-4	2 Apr 92	3-2	27 Nov 03	2-2	27 Nov 03
2-5	2 Apr 92			2-3	27 Nov 03
		3-3	27 Nov 03		
2-6	27 Nov 03	3-4	27 Nov 03	3-1	31 Aug 88
2-7	27 Nov 03			3-1.1	27 Nov 03
		3-5	27 Nov 03		
2-8	2 Apr 92	3-6	27 Nov 03	3-1.2	27 Nov 03
2-9	2 Apr 92			3-2.1	27 Nov 03
		3-7	27 Nov 03		
2-10	2 Apr 92	4-1	27 Nov 03	3-3.1	7 Sep 99
3-1	1 Jan 87				
		COM 0-1	27 Nov 03		
3-2	1 Jan 87	0-2	27 Nov 03		
3-3	1 Jan 87				
		0-3	27 Nov 03		
3-4	1 Jan 87	1-1	27 Nov 03		

CHECK-LIST OF PAGES

PAGE	DATE	PAGE	DATE	PAGE	DATE
0-2	27 Nov 03	3-5	1 Jan 87	COM 2-1	27 Nov 03
0-3	27 Nov 03	3-6	1 Jan 87	2-2	27 Nov 03
0-4	27 Nov 03	3-7	1 Jan 87	2-3	27 Nov 03
0-5	27 Nov 03	3-8	1 Jan 87	5-1	27 Nov 03
0-6	27 Nov 03	3-9	1 Jan 87	5-2	27 Nov 03
0-7	27 Nov 03	4-1	1 Jan 87	5-3	27 Nov 03
0-8	27 Nov 03	5-1	1 Jan 87		
0-9	27 Nov 03			MET 0-1	27 Nov 03
0-10	27 Nov 03	AGA 0-1	27 Nov 03	0-2	27 Aug 87
GEN 1-1	27 Nov 03	0-2	1 Jan 87	0-3	1 Jan 87
1-2	27 Nov 03	0-3	27 Nov 03	1-1	27 Nov 03
1-3	27 Nov 03	1-1	27 Nov 03	2-1	27 Nov 03
1-4	27 Nov 03	2-1	27 Nov 03		
1-5	31 Oct 94	2-2	16 Nov 89	RAC 0-1	27 Nov 03
1-6	27 Nov 03	2-3	2 Apr 92	0-2	1 Jan 87
1-7	27 Nov 03	2-4	27 Nov 03	0-3	1 Jan 87
1-8	31 Oct 94	2-5	27 Nov 03	1-1	27 Nov 03
1-9	31 Oct 94	2-6	2 Apr 92	1-2	31 Oct 94
2-1	2 Apr 92	2-7	2 Apr 92	1-3	1 Jan 87
2-2	2 Apr 92	2-8	31 Aug 88	1-4	1 Jan 87
2-3	2 Apr 92	3-1	27 Nov 03	2-1	1 Jan 87
2-4	2 Apr 92	3-2	27 Nov 03	2-2	27 Nov 03
2-5	2 Apr 92	3-3	27 Nov 03	2-3	27 Nov 03
2-6	27 Nov 03	3-4	27 Nov 03	3-1	31 Aug 88
2-7	27 Nov 03	3-5	27 Nov 03	3-1.1	27 Nov 03
2-8	2 Apr 92	3-6	27 Nov 03	3-1.2	27 Nov 03
2-9	2 Apr 92	3-7	27 Nov 03	3-2.1	27 Nov 03
2-10	2 Apr 92	4-1	27 Nov 03	3-3.1	7 Sep 99
3-1	1 Jan 87	COM 0-1	27 Nov 03		
3-2	1 Jan 87	0-2	27 Nov 03		
3-3	1 Jan 87	0-3	27 Nov 03		
3-4	1 Jan 87	1-1	27 Nov 03		

CHECK-LIST OF PAGES

PAGE	DATE	PAGE-	DATE	PAGE	DATE
RAC 4-1	1 Jan 87	FAL 2-1	1 Jan 87	MAP 2-1.2	27 Nov 03
5-1	1 Jan 87	2-2	1 Jan 87	2-1.2.1	27 Nov 03
5-1.1	1 Jan 87	2-3	1 Jan 87	2-1.3	27 Nov 03
5-2	1 Jan 87	3-1	31 Jan 94	2-1.3.1	27 Nov 03
5-3	1 Jan 87	3-2	31 Oct 94	2-1.4	27 Nov 03
6-1	1 Jan 87	3-3	31 Oct 94	2-1.4.1	27 Nov 03
8-1	1 Jan 87	3-4	31 Oct 94		
8-2	1 Jan 87	SAR 0-1	27 Nov 03		
8-3	1 Jan 87	0-2	1 Jan 87		
8-4	1 Jan 87	1-1	27 Nov 03		
8-5	1 Jan 87	2-1	1 Jan 87		
9-1	1 Jan 87	2-2	1 Jan 87		
9-2	1 Jan 87	2-3	31 Aug 88		
FAL 0-1	1 Jan 87	2-4	1 Jan 87		
0-2	1 Jan 87	2-5	1 Jan 87		
1-1	31 Aug 88	2-6	27 Nov 03		
1-2	31 Aug 88	2-7	1 Jan 87		
1-3	2 Apr 92	2-8	1 Jan 87		
1-4	31 Aug 88	MAP 0-1	1 Jan 87		
1-5	2 Apr 92	1-1	2 Apr 92		
1-6	27 Nov 03	1-2	31 Aug 88		
1-7	2 Apr 92	1-3	1 Jan 87		
1-8	2 Apr 92	2-1	27 Nov 03		
1-9	2 Apr 92	2-1.1	27 Nov 03		
1-10	2 Apr 92	2-1.1.1	27 Nov 03		
1-11	31 Oct 94				
1-12	31 Oct 94				

TABLE OF CONTENTSGENERAL (GEN)

General	GEN	1-1
Aeronautical Information Services.....		1-1
Summary of National Regulations.....		1-4
Differences from ICAO Standards, Recommended Practices and Procedures.....		1-6
Abbreviations		1-8
Units of measurement.....		1-8
Time system.....		1-9
Nationality and Registration Marks.....		1-9
Special Equipment to be carried on aircraft.....		1-9
Abbreviations		2-1
Conversion Tables		3-1
Cross Wind Component Table		4-1
Sunrise and Sunset Table for Maseru		5-1

AERODROMES (AGA)

Introduction	AGA	0-1
Aerodrome Administration.....		0-1
Conditions of availability.....		0-1
Applicable ICAO Documents.....		0-1
Differences from ICAO Standards and Recommended Practices.....		0-1
Rescue and Fire Fighting Facilities.....		0-1
Bird Concentration on or in the vicinity of Maseru/Moshoeshoe 1 International Airport.....		0-2
General hazards at all aerodromes.....		0-2
Additional hazards at unmanned aerodromes.....		0-2
Hours of operation.....		0-2
Aerodrome Index Chart.....		0-3
International Airports		1-1

AIP-LESOTHO

0-6

Aerodromes for use by International Commercial Air Transport - Land - Maseru/Moshoeshoe 1 International	2-1
Aerodrome Chart - Maseru/Moshoeshoe 1	2-6
Aerodrome Obstacle Chart - ICAO Type 'A' - Maseru/Moshoeshoe 1	2-7
Visual approach Chart - ICAO - Maseru/Moshoeshoe 1	2-8
Aerodrome Directory - Land	1-8
Aeronautical Ground Lights	1-8

COMMUNICATIONS (COM)

Introduction	COM	0-1
Responsible authority.....	,	0-1
Area of responsibility.....		0-1
Type of service.....		0-1
Requirements and conditions.....		0-2
Applicable ICAO documents.....		0-2
Differences from ICAO Standards, Recommended Practices and Procedures.....		0-2
Alphabetical list of navigational aids by identification.....		0-3
Location Indicators.....		1-1
Radio Communication and Navigation facilities.....		2-1
Radio facility index (chart).....		2-3
Aeronautical fixed services.....		5-1
Aeronautical Fixed Services: Telegraph.....		5-2
Aeronautical Fixed Services: Telephone		5-3

METEOROLOGY (MET)

Meteorological Services for International Air Navigation	MET	0-1
Meteorological Authority.....		0-1
Area of responsibility.....		0-1
Types of service.....		0-1
Notification required from operator.....		0-1
Observing systems and operating procedures.....		0-1
Aircraft report required from operators.....		0-2
Hours of operation.....		0-2

Applicable ICAO documents	0-2
Differences from ICAO Standards, Recommended Practices and Procedures	0-2
Abbreviations applicable to MET only	0-3
Aerodrome Meteorological observations and reports	1-1
Meteorological Services provided at aerodromes	2-1

AIR TRAFFIC RULES AND SERVICES (RAC)

Introduction	RAC	0-1
Responsible authority.....		0-1
Area of responsibility.....		0-1
Air traffic services.....		0-1
Coordination between the operator and ATS.....		0-2
Minimum flight altitudes.....		0-2
Definitions.....		0-2
Rules of the Air and Air Traffic Services and differences between National and International rules and Procedures.....		1-1
Altimeter setting procedures.....		2-1
Air Traffic Services System (chart).....		3-1
Flight Information Regions, Control Areas and Designated Areas....		3-1.1
ATS Routes.....		3-2.1
Controlled Aerodromes.....		3-3.1
Holding, Approach and Departure Procedures.....		4-1
Prohibited, Restricted and Danger Areas		5-1
Prohibited, Restricted and Danger Areas (chart).....		5-3
Information on Bird Migration.....		6-1
Interception of Civil Aircraft.....		8-1
Flying Training Area (chart).....		9-1
Flying Training Area.....		9-2

FACILITATION (FAL)

Introduction	FAL	0-1
Designated authorities.....		0-1
Applicable ICAO documents.....		0-2
Differences from ICAO Standards and Recommended Practices.....		0-2
Entry, Transit and Departure.....		1-1
Regulations concerning the use civil aerodromes.....		2-1
Fees and charges.....		3-1

SEARCH AND RESCUE (SAR)

Introduction	SAR	0-1
Responsible authority.....		0-1
Types of service.....		0-1
Entry of aircraft, personnel and equipment.....		0-1
General conditions of availability.....		0-1
SAR assistance offered.....		0-2
Applicable ICAO documents.....		0-2
Differences from ICAO Standards, Recommended Practices and Procedures.....		0-2
Rescue Coordination Centre.....		1-1
Rescue Units.....		1-1
Procedures and/or signals employed by aircraft.....		2-1

AERONAUTICAL CHARTS (MAP)

Introduction.....	MAP	0-1
General.....		0-1
Applicable ICAO documents.....		0-1
Differences from ICAO Standards and Recommended Practices.....		0-1
Description of Aeronautical Chart Series available.....		1-1
Chart Symbols.....		1-3
List of Chart Series.....		2-1
Instrument Approach Chart-ICAO VOR/DME RWY 22		2-1.1
Instrument Approach Procedure VOR/DME RWY 22.....		2-1.1.1
Instrument Approach Chart-ICAO NDB/DME/ILS RWY 22.....		2-1.2
Instrument Approach Procedure NDB/DME/ILS RWY 22		2-1.2.1

AERONAUTICAL CHARTS (MAP) – CONT.

Instrument Approach Chart-ICAO NDB RWY 22	2-1.3
Instrument Approach Procedure NDB RWY 22.....	2-1.3.1
Instrument Approach Chart-ICAO VOR/DME/ILS RWY 22.....	2-1.4
Instrument Approach Procedure VOR/DME/ILS RWY 22	2-1.4.1

PREFACE

This edition of the Aeronautical Information Publication (AIP) has been prepared in accordance with the Standards and Recommended Practices of Annex 15 to the Chicago Convention and the guidance material in the Aeronautical Information Services Manual (DOC 8126-/AN/872, and is published by the authority of the Director of Civil Aviation.

The AIP contains information of a permanent nature, and is kept up-to-date by means of an amendment service.

Aeronautical information of direct operational significance, which is of an ephemeral nature, or required advance distribution and is appropriate to the AIP but needs immediate dissemination, is notified by means of a NOTAM.

Aeronautical information of general technical interest or of purely administrative nature and therefore inappropriate to NOTAM or AIP, will be notified by the publication of an Aeronautical Information Circular (AIC).

In the compilation of the AIP care has been taken to ensure that the information contained therein is accurate and complete. Any errors or omissions which may nevertheless be detected, as well as any correspondence concerning the publication mentioned in this preface, should be referred to:

Department of Civil Aviation

Aeronautical Information Services

P.O. Box 629

Maseru - 100

Lesotho.

or E-mail: ais.ltq@mja.gov.ls

1.2 DETAILED PROCEDURES

1.2.1 Take-off climb

A QNH altimeter setting is made available to aircraft in taxi clearance prior to take-off.

1.2.2 Vertical positioning of aircraft during climb is expressed in terms of altitudes until reaching the transition altitude above which vertical positioning is expressed in terms of flight levels.

1.3 Vertical separation - En route

1.3.1 Vertical separation of aircraft during en-route flight above the transition altitude shall be expressed in terms of flight levels.

1.3.2 When complying with the cruising levels in Appendix C of Annex 2 an aircraft shall be flown at flight levels corresponding to the magnetic tracks shown in the following table:

000° - 179°		180° - 359°	
IFR	VFR	IFR	VFR
10		20	
30	35	40	45
50	55	60	
etc	etc	etc	etc
to	to	to	to
170	175	180	185
190	195	200	-
etc		etc	
to		to	
330	-	350	-
370	-	390	-
etc		etc	

1.4 Terrain Clearance

The Meteorological Office will make available to pilots on request, the forecast lowest en-route QNH, to enable pilots to determine the lowest flight level which will ensure adequate terrain clearance for routes, or segments of routes, on which this information is required.

1.5 Approach and Landing

A QNH setting is made available in clearances to enter the aerodrome traffic zone.

1.5 QFE altimeter settings are available on request.

1.5.3 Vertical positioning of aircraft during approach is controlled by reference to flight levels until reaching the Transition Level below which vertical positioning is controlled by reference to altitudes.

2. PROCEDURES APPLICABLE TO OPERATORS (INCLUDING PILOTS)

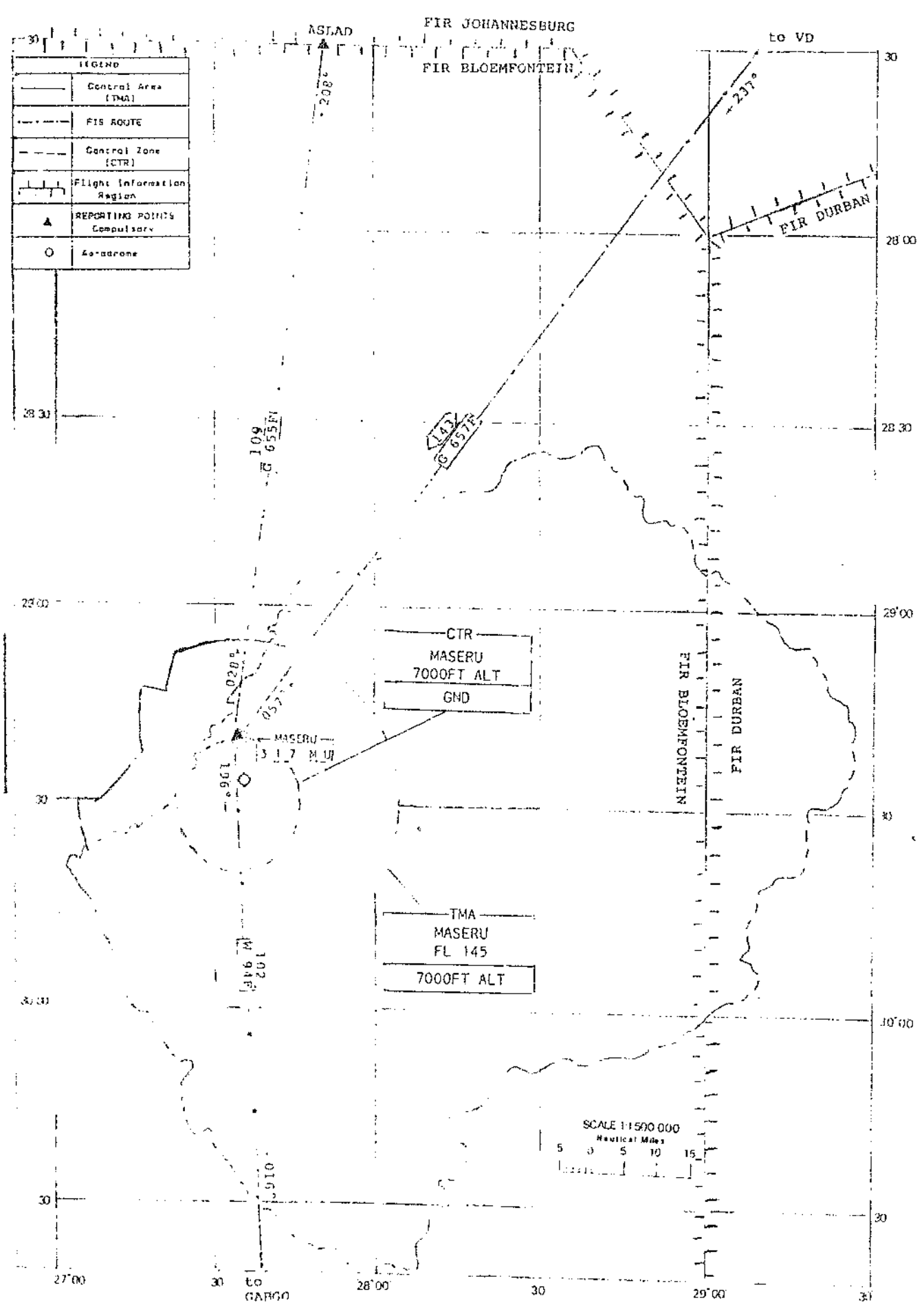
2.1 The levels at which a flight is to be conducted shall be specified in a flight plan:

- (a) in terms of flight levels if a flight is to be conducted above the transition altitude and
- (b) in terms of altitudes if the flight is to be conducted in the vicinity of the aerodrome and at or below the transition altitude.

2.2 The altitudes or flight levels selected for flight:

- (a) should ensure adequate terrain clearance at all points along the route to be flown;
- (b) should satisfy air traffic control requirements; and
- (c) should be compatible with the application of the table of cruising levels in Appendix C of Annex 2, if relevant.

AIR TRAFFIC SERVICE SYSTEM



FLIGHT INFORMATION REGIONS AND CONTROL AREAS				
NAME AND LATERAL LIMITS	UPPER LIMIT LOWER LIMIT	UNIT PROVIDING SERVICES	RADIO CALL-SIGN (LANGUAGE)	REMARKS
<p><u>FLIGHT INFORMATION REGION</u></p> <p><u>Class A Airspace:</u> A designated area bounded by the following: From a point 28°44'00"S 028°14'00"E then anti-clockwise along the geographical boundary of Lesotho up to 30°22'00"S 027°37'00"E thence a straight line back to the starting point 28°44'00"S 028°14'00"E, excluding that area under the Maseru TMA/CTR, during operational hours.</p> <p><u>Class G Airspace:</u> (i) A designated area bounded by the following: From a point 28°44'00"S 028°14'00"E then clockwise along the geographical boundary of Lesotho up to 30°20'00"S 027°37'00"E thence a straight line back to the starting point 28°44'00"S 028°14'00"E.</p>	<p>FL195 GND</p> <p>FL460 1500 FT AGL</p>	<p>ACC JOHANNESBURG</p> <p>ACC JOHANNESBURG</p>	<p>JOHANNESBURG CENTRAL (EN)</p> <p>JOHANNESBURG CENTRAL/EAST (EN)</p>	<p>The airspace of Lesotho is divided between Central and East Sectors in Johannesburg FIR (see AIP-South Africa ENR 2.1-24 and 2.1-48).</p>

FLIGHT INFORMATION REGIONS AND CONTROL AREAS				
NAME AND LATERAL LIMITS	UPPER LIMIT LOWER LIMIT	UNIT PROVIDING SERVICE	RADIO CALL-SIGN (LANGUAGE)	REMARKS
<u>MASERU/MOSHOESHOE 1 TERMINAL CONTROL AREA</u> (TMA) Maseru TMA includes an area bounded by a circle, radius 25NM centered on the Maseru DVOR (MZV) 29°30'02"S 027°32'26"E.	<u>FL145</u> 7000ft	APP MASERU	MASERU APPROACH	<u>1.0 Departures</u> 1.1 All departures, VFR inclusive, should be transferred to Approach Control before leaving the vicinity of the airport. <u>2.0 Arrivals</u> 2.1 All arrivals, VFR inclusive, should contact Approach Control at least 10 minutes before entering the TMA. 2.2 All arrivals should be transferred to Tower only when in the vicinity of the airport.

AIR TRAFFIC SERVICES ROUTES

IDENTIFICATION	SIGNIFICANT POINTS	MAG TRACK	DISTANCE (NM)	UPPER LIMIT LOWER LIMIT	MINM IFR ENROUTE ALTITUDE (FT)	WIDTH	REMARKS CONTROLLING AUTHORITY
1	2	3	4	5	6	7	8
FIS ROUTES - JOHANNESBURG FIR							
GOLF SIX FIVE FIVE FOXTROT (G655F)	<u>NDB 'MT'</u> 26°33.4'S 028°02.0'E <u>NDB 'MU'</u> 29°18.2'S 027°30.2'E	207° 031°	167				JOHANNESBURG ACC (CENTRAL SECTOR) (MASERU APPROACH)
GOLF SIX FIVE SEVEN FOXTROT (G657F)	<u>NDB 'MU'</u> 29°18.2'S 027°30.2'E <u>VOR 'WDV'</u> 27°50.1'S 028°59.0'E	063° 241°	118				JOHANNESBURG ACC (CENTRAL SECTOR) (MASERU APPROACH)
UPPER ATS ROUTES - JOHANNESBURG FIR							
UPPER GOLF SIX FIVE FIVE (UG655)	<u>VOR 'HGV'</u> 26°41.8'S 028°17.0'E <u>VOR 'MZV'</u> 29°30.0'S 027°32.0'E	211° 035°	172				JOHANNESBURG ACC (CENTRAL SECTOR)
UPPER WHISKEY SIX ONE (UW61)	<u>REP 'NIDEM'</u> 29°34.2'S 028°44.2'E <u>VOR 'MZV'</u> 29°30.0'S 027°32.0'E <u>VOR 'BLV'</u> 29°06.0'S 026°18.0'E	294° 116° 311° 131°	63 69				JOHANNESBURG ACC (CENTRAL SECTOR)
UPPER WHISKEY SIX TWO (UW62)	<u>VOR 'MZV'</u> 29°30.0'S 027°32.0'E <u>FIR BDRY 'APLOK'</u> 30°20.7'S 028°01.9'E	175° 356°	57				JOHANNESBURG ACC (CENTRAL SECTOR)
UPPER WHISKEY NINE FOUR (UW94)	<u>VOR 'MZV'</u> 29°30.0'S 027°32.0'E <u>FIR BDRY 'UNKAM'</u> 30°20.2'S 027°37.2'E	197° 018°	50				JOHANNESBURG ACC (CENTRAL SECTOR)

CONTROLLED AERODROMES

TOWER	HOURS (UTC)	LATERAL LIMITS	UPPER LIMIT (FT)	LAN-GUAGES	REMARKS
1	2	3	4	5	6
MASERU TOWER (Moshoeshoe 1)	0500-1600	CTR: Circle, radius 10 NM centered on Maseru DVOR 293000S 273228E (1.9 NM from Threshold Rwy 04) and excluding that portion which falls over the geographical boundary of South Africa.	7000 ALT	En	INSTRUMENT/VISUAL 1.0 <u>Departures</u> 1.1 All departures VFR inclusive, should be transferred to Approach Control before leaving the vicinity of the airport. 2.0 <u>Arrivals</u> 2.1 All arrivals should be transferred to Tower only when in the vicinity of the airport.
MASERU TOWER (Moshoeshoe 1)	0500-1600	ATZ: Circle, radius 5 NM centered on Maseru DVOR 293000S 273228E	7000 ALT	En	
BIRD'S NEST TOWER (Maseru/ Mejametalana Airport)	HO	ATZ: Circle, radius 5 NM centered on 'MU' NDB 291814S 273014E and excluding that portion which falls over the geographical boundary of South Africa.	6000 ALT	En	1.0 <u>Departures</u> 1.1 All departures from Mejametalana airport should be coordinated with Maseru Approach Control before aircraft takes-off. 1.2 When Bird's Nest Tower is unmanned contact Maseru ATC while on ground. If unable: a) Take-off rwy 04, 22 or 29, maintain rwy heading and circuit height, contact Maseru ATC as soon as possible. b) Departures from rwy 11 shall only be when contact, with Maseru ATC, has been established and zone clearance given and received. 1.2.1 No aircraft to cross extended centreline rwy 04 (FXMM) unless cleared by Maseru ATC. 2.0 <u>Arrivals</u> 2.1 All arrivals destined for Mejametalana airport should be under Maseru Approach Control till transferred to Bird's Nest Tower on 118,9 MHz.

HOLDING, APPROACH AND DEPARTURE PROCEDURES

INTENTIONALLY LEFT BLANK

PROHIBITED, RESTRICTED AND DANGER AREAS.

All air space in which a potential hazard to aircraft operations may exist and all areas over which the operation of civil aircraft may, for one reason or another be restricted either temporarily or permanently, are classified according to the following three types of areas as defined by ICAO.

Danger Area

An airspace of defined dimensions within which activities dangerous to the flight of aircraft may exist at specified times. This term is used only when the potential danger to aircraft has not led to the designation of the airspace as restricted or prohibited. The effect of the creation of the danger area is to caution operators or pilots of aircraft that it is necessary for them to assess the dangers in relation to their responsibility for the safety of their aircraft.

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. This term is used only when the flight of civil aircraft within the designated airspace is not permitted at any time under any circumstances.

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. This term is used whenever the flight of civil aircraft within the designated airspace is not absolutely prohibited but may be made only if specified conditions are complied with. Thus, prohibition of flight except at certain specified times leads to the designation of the airspace a "restricted area" as would prohibition except in certain meteorological conditions. Similarly, prohibition of flight unless special permission had been obtained, leads to the designation of a restricted area. However, conditions of flight imposed as a result of application of rules of the air or air traffic services practice or procedures (for example, compliance with minimum safe heights or with rules stemming from the establishment of controlled airspace) do not constitute conditions calling for designation as a restricted area.

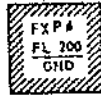
Each area is numbered, and is as small as practicable, and contained within simple geometrical limits.

The type of area involved is indicated by the letter "P" for Prohibited, "R" for Restricted and "D" for Danger, preceded by the nationality letters "FX". For example, areas are assigned numbers and letters in the following letter - FXP 1, FXR 2, FXD 3 etc.

Each area is described in the tabulation found at RAC 5-2 which indicates its lateral and vertical limits, the type of restriction or hazard involved, the times at which it applies and other pertinent information.

Chart symbols are used as shown in the following example:

PROHIBITED



RESTRICTED



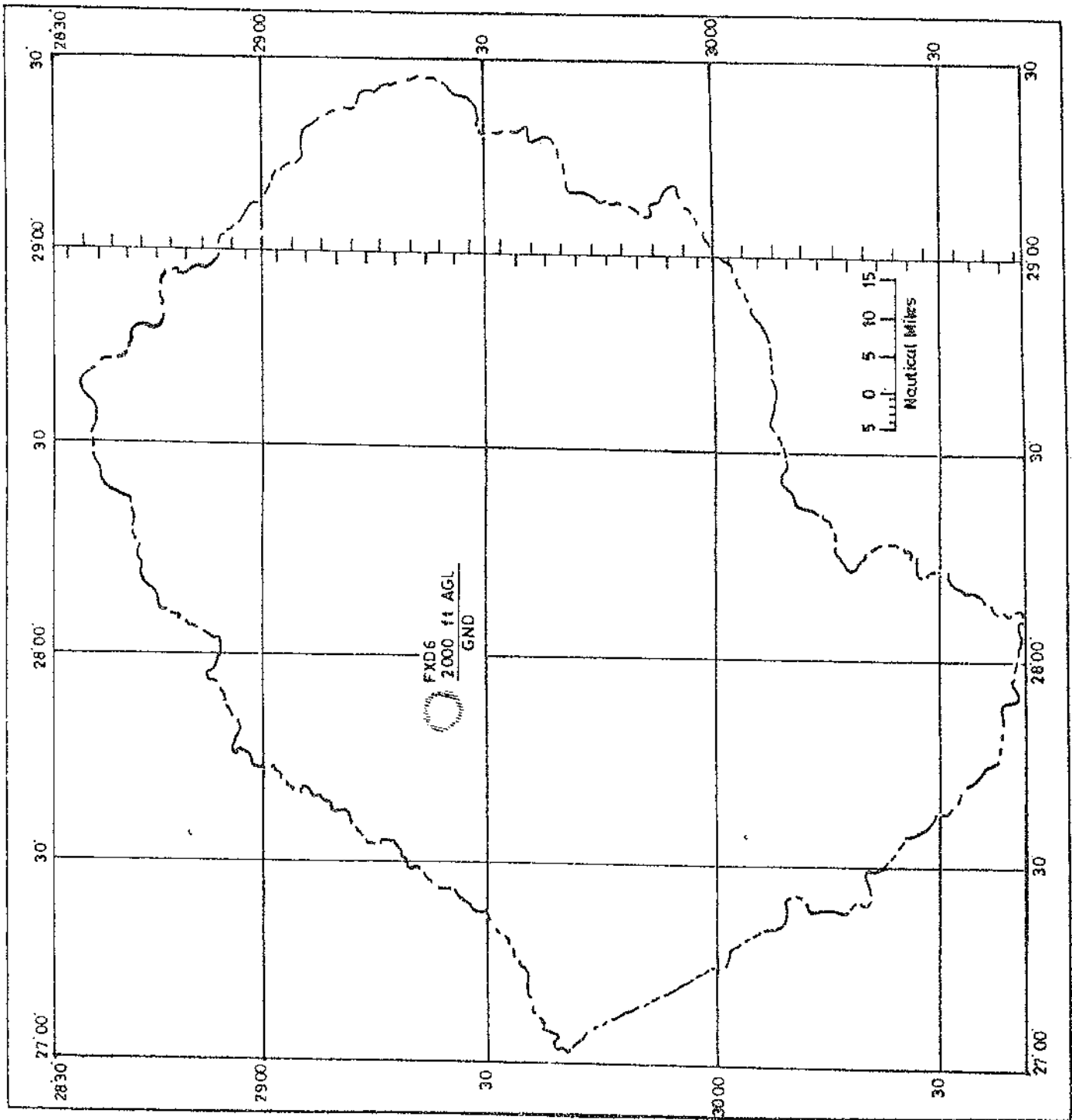
DANGER



The upper and lower limits are shown in the manner indicated. Altitudes are given in feet.

PROHIBITED, RESTRICTED AND DANGER AREAS			
LATERAL LIMITS	UPPER LIMIT LOWER LIMIT	TYPE OF RESTRICTION/ HAZARD	REMARKS
1	2	3	4
<u>DANGER AREA</u> FXD 6 Bushman's Pass Circle of 2NM radius centred on 29° 23' 57" S 27° 52' 30" E	2000FT AGL GND	Firing Range	Active at all times of day and night.

PROHIBITED, RESTRICTED AND DANGER AREAS



BIRD CONCENTRATIONS ON OR IN THE
VICINITY OF MASERU/MOSHOESHOE I
INTERNATIONAL AIRPORT.

There are no distinct feeding or resting areas on or in the vicinity of Moshoeshoe I International Airport, but if any concentrations are observed by the aerodrome controller pilots will be informed of their activities and estimated heights AGL.

INTERCEPTION OF CIVIL AIRCRAFT

1. Under Article 9 of the Convention on International Civil Aviation, each contracting State reserves the right for reasons of military necessity or public safety, to restrict or prohibit the aircraft of other States from flying over certain areas of its territory.
2. The Regulations of a State may prescribe the need to investigate the identity of the aircraft. Accordingly, it may be necessary to lead an aircraft of another nation, which has been intercepted, away from a particular area (such as a prohibited area) or, an intercepted aircraft may be required to land for security reasons at a designated aerodrome.
3. To avoid the interception of civil aircraft, adherence to flight plans and ATC procedures and the maintenance of a listening watch on the appropriate ATC frequency, make the possibility of interception highly improbable. If the identity of an aircraft is in doubt, all possible efforts will be made to secure identification through the appropriate air traffic services units.
4. As interception of civil aircraft are, in all cases, potentially hazardous, the interception procedures will only be used as a last resort.
5. The word "interception" does not include the intercept and escort service provided on request to an aircraft in distress in accordance with search and rescue procedures.
6. An aircraft which is intercepted by another aircraft shall immediately follow the instructions given by the intercepting aircraft, interpreting and responding to the visual signals in accordance with the table at page RAC 8-3
7. Pilots are warned that should they become involved in an interception they should as soon as possible:
 - a) notify the appropriate air traffic service unit;
 - b) attempt to establish radio communication with the 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; and if no contact has been established and if practicable, repeating this call on the emergency frequency 243 MHz;
 - c) if equipped with SSR transponder, select Mode A Code 7700, unless otherwise instructed by the appropriate air traffic services unit.
8. If radio contact with the intercepting aircraft is established but communication in a common language is not possible, attempts shall be made to convey essential information and acknowledgement of instructions by using the following phrases and pronunciations:

<u>Phrase</u>	<u>Pronunciations</u>	<u>Meaning</u>
WILCO	VILL-CO	Understood Will comply
CAN NOT	KANN NOTT	Unable to comply
REPEAT	REE-PEET	Repeat your Instructions
AM LOST	AM LOSST	Position unknown
MAYDAY	MAYDAY	I am in distress
LAND (Place name)	LAAND (Place name)	I request to land at (place name)
DESCEND	DEE SEND	I require descent

Note:- The following phrases are expected to be used by the intercepting aircraft in the circumstances described above

<u>Phrase</u>	<u>Pronunciations</u>	<u>Meaning</u>
FOLLOW	FOL-LO	Follow me
DESCEND	DEE-SEND	Descend for landing
YOU LAND	YOU LAAND	Land at this aerodrome
PROCEED	PRO-SEED	You may proceed.

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

SIGNALS FOR USE IN THE EVENT OF INTERCEPTION

Signals initiated by intercepting aircraft and responses by intercepted aircraft

Series	INTERCEPTING Aircraft Signals	Meaning	INTERCEPTED Aircraft Response	Meaning
1	<p>DAY-Rocking wings from a position in front and, normally to the left of intercepted aircraft and, after acknowledgement, a slow level turn, normally to the left, on to the desired heading.</p> <p>NIGHT-Same and, in addition, flashing navigation lights at irregular intervals.</p> <p>Note 1:-Meteorological conditions or terrain may require the intercepting aircraft to take up a position in front and to the right of the intercepted aircraft and to make the subsequent turn to the right.</p>	<p>You have been intercepted. Follow me.</p>	<p><u>AEROPLANES</u> DAY-Rocking wings and following. NIGHT-Same and, in addition flashing navigational and, if available, landing lights at irregular intervals.</p> <p><u>HELICOPTERS</u> DAY OR NIGHT-Rocking aircraft, flashing navigation lights at irregular intervals and following.</p> <p>Note: Additional action required to be taken by intercepted aircraft is prescribed in paragraphs 8.3 & 9</p>	<p>Understood will comply.</p>
<p>Note 2:-If the intercepted aircraft is not able to keep pace with the intercepting aircraft, the latter is expected to fly a series of race track patterns and to rock its wings each time it passes the intercepted aircraft.</p>				

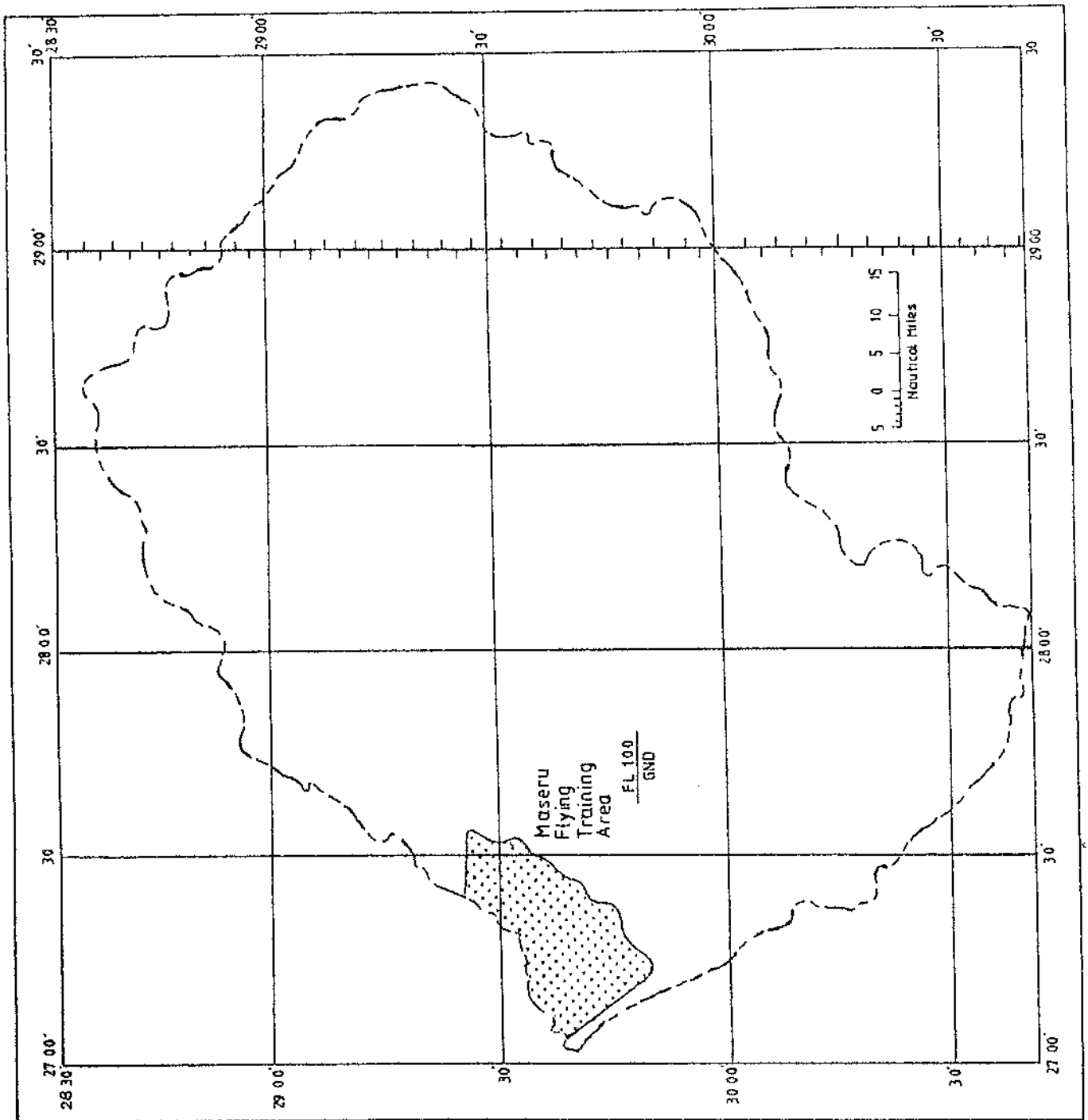
Series	INTERCEPTING Aircraft Signals	Meaning	INTERCEPTED Aircraft Responds	Meaning
2	<p>DAY OR NIGHT-An abrupt breakaway manoeuvre from the intercepted aircraft consisting of a climbing turn of 90 or more without crossing line of flight of the intercepted aircraft.</p>	<p>You may proceed</p>	<p><u>AEROPLANES</u> DAY OR NIGHT - Rocking wings <u>HELICOPTERS</u> DAY OR NIGHT-Same as the Series 1 Helicopter signal.</p>	<p>Understood will comply</p>
3	<p>DAY-Circling aerodrome, lowering landing gear and overflying runway in direction of landing or if the intercepted aircraft is a helicopter overflying the helicopter landing area.</p> <p>NIGHT-Same and, in addition, showing steady landing lights.</p>	<p>Land at this aerodrome</p>	<p><u>AEROPLANES</u> DAY-Lowering landing gear, following the intercepting aircraft and, if after overflying the runway, landing is considered safe, proceeding to land. NIGHT-Same and, in addition, showing steady landing lights (if carried). <u>HELICOPTERS</u> DAY OR NIGHT-Following the intercepting aircraft and proceeding to land, showing a steady landing light (if carried).</p>	<p>Understood will comply</p>

SIGN FOR USE IN THE EVENT OF INTERCEPT

Signals initiated by intercepted aircraft and responses by intercepting aircraft

Series	INTERCEPTED Aircraft Signals	Meaning	INTERCEPTING Aircraft Responds	Meaning
4	<p><u>AEROPLANES</u></p> <p>DAY-Raising landing gear while passing over landing runway at a height exceeding 300M (1,000ft) but not exceeding 600M (2,000ft) above the aerodrome level, and continuing to circle the aerodrome.</p> <p>NIGHT-Flashing landing lights while passing over landing runway at a height exceeding 300M (1,000ft) but not exceeding 600M (2,000ft) above aerodrome level, and continuing to circle the aerodrome. If unable to flash landing lights, flash any other lights available.</p>	Aerodrome you have designated is inadequate	<p>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 and uses the Series 1 signals prescribed for intercepting aircraft.</p> <p>If it is decided to release the intercepted aircraft, the intercepting aircraft uses the Series 2 signals prescribed for intercepting aircraft.</p>	Understood follow me
5	<p><u>AEROPLANES</u></p> <p>DAY OR NIGHT-Regular switching on and off of all available lights but in such a manner as to be distinct from flashing lights</p>	Cannot comply	DAY OR NIGHT-Use Series 2 signals prescribed for intercepting aircraft.	Understood
6	<p><u>AEROPLANES</u></p> <p>DAY OR NIGHT-Irregular flashing of all available lights</p> <p><u>HELICOPTERS</u></p> <p>DAY OR NIGHT-Irregular flashing of all available lights</p>	In distress	DAY OR NIGHT-Use Series 2 signals prescribed for intercepting aircraft.	Understood

FLYING TRAINING AREAS



FLYING TRAINING AREASMASERU FLYING TRAINING AREA

1. The following flying training area has been allocated to Maseru Airport.
2. Lateral limits:
 - a) From point $29^{\circ}25'S$ $27^{\circ}24'E$ on the Caledon River to a point $29^{\circ}38'S$ $27^{\circ}04'E$ on the Caledon River.
 - b) Thence a straight line to point $29^{\circ}49'S$ $27^{\circ}14'E$.
 - c) Thence along the Mafeteng-Maseru road to $29^{\circ}25'S$ $27^{\circ}34'E$.
 - d) Thence a straight line to starting point $29^{\circ}25'S$ $27^{\circ}24'E$.
3. Upper limit FL100
Lower limit GND

NOTE: AIRSPACE ACTIVATED ON REQUEST ONLY FROM MASERU APPROACH CONTROL.

FACILITATION (FAL)INTRODUCTION

The requirements for entry and departure of aircraft engaged in international flights, and the standard procedures for clearance of these aircraft at all international airports, are given for the information and guidance of operators conducting international flights.

DESIGNATED AUTHORITIES

The postal and telegraphic addresses of each of the designated authorities concerned with the entry, transit and departure of international air traffic, and for the collection of fees connected with traffic, are as follows:

Customs

Postal Address: Department of Customs and Excise
P.O. Box 891
MASERU 100
LESOTHO.

Telegraphic Address: CUSTOMS MASERU.

Immigration

Postal Address: Immigration and Passport Services
P.O. Box 363
MASERU 100
LESOTHO

Telegraphic Address: IMMIGRATION MASERU.

Health

Postal Address: Ministry of Health and Social Welfare
P.O. Box 514
MASERU 100
LESOTHO

Telegraphic Address: BCPHELONG MASERU.

Agricultural Quarantine

Postal Address: Director of Agricultural Research,
Ministry of Agriculture,
P.O. Box 24,
MASERU. 100
LESOTHO.

Telegraphic Address: SENAGRIC MASERU.

Airport Charges

Postal Address: Department of Civil Aviation
P.O. Box 629
MASERU 100
LESOTHO

Telegraphic Address: CIVILAIR MASERU

APPLICABLE ICAO DOCUMENTS

National regulations and practices concerning facilitation of international air transport are being carried out at MASERU/Moshoeshoe I International Airport are as far as possible in accordance with the provisions set forth in the Standards and Recommended Practices of Annex 9 to the Convention on International Civil Aviation. Differences from certain Annex 9 provisions only exist where it has not yet been possible to amend national legislation accordingly. Continuous efforts are however, being made, through a National FAL Committee composed of representatives from the Ministries and Departments listed above, to eliminate these differences as soon as possible. Any significant differences are reflected in the regulations and procedures described on the following pages, and are noted below.

DIFFERENCES FROM ICAO STANDARDS AND RECOMMENDED PRACTICES.

Annex 9

Reference.

Differences

- | | |
|-------|--|
| 2.4. | Presentation of General Declaration form is required. The format follows as far as possible the format of Appendix I of Annex 9. |
| 3.8.1 | Applications for visas have to be made in a prescribed form. |
| 3.10 | The format of Entry and Departure card is different from the format given in Appendix 33, Annex 9. |
| 4.7 | Electronic data processing technique for air cargo has not been introduced in Lesotho. |
| 4.46 | Unaccompanied baggage is treated as cargo and subject to customs declaration forms except where the baggage is composed of goods of: |
| | (a) no commercial value; |
| | (b) a value not exceeding one hundred Maloti in which case no duty is payable. |

ENTRY, TRANSIT AND DEPARTURE

1. REGULATIONS CONCERNING ENTRY, TRANSIT DEPARTURE OF CIVIL AIRCRAFT ON INTERNATIONAL FLIGHTS.
- 1.1. General:
- 1.1.1 All flights into, from or over the territory of the Kingdom of Lesotho shall be carried out in accordance with the valid civil aviation regulations shown in page GEN 1-4, 1-5 and 1-6.
- 1.1.2 All arriving aircraft to Lesotho must land in Maseru/ Moshoeshoe I International Airport (MIA). Landing at Mokhotlong or Qacha's Nek International Airports may be permitted by special arrangements.
- 1.1.3 Departing aircraft from Lesotho may take-off from Maseru/MIA, Qacha's Nek or Mokhotlong airports.
- 1.1.4 No foreign aircraft is allowed to take on in the Lesotho territory passengers, cargo and mail carried for hire or reward or in connection with any trade or business and destined for another point within Lesotho territory. However, permission may be granted to perform several intermediate stops and in accordance with conditions laid down by the DCA.
- 1.1.5 No foreign military aircraft shall be permitted to enter, exit or overfly the Lesotho territory unless applications thereof have been submitted to the Ministry of Foreign Affairs via diplomatic channels and have been approved by the Royal Lesotho Defence Force.
- 1.2 Scheduled Flights
- 1.2.1 General:
- 1.2.1.1 For regular international scheduled flights operated by foreign airlines into or in transit across the territory of the Kingdom of Lesotho, the following requirements must be met:
 - (a) the airline must be eligible to make the flights under the provisions of a bilateral or multilateral agreement to which the state of the airline and Lesotho are contracting parties and must have a permit to operate into or in transit across Lesotho. Applications for such permits shall be submitted to the Director of Civil aviation, P.O. Box 629, MASERU, 100, Lesotho.

(b) No scheduled international air services may be operated into or over Lesotho territory, except with an authorization or special permission and in accordance with the terms stipulated therein.

1.2.2 DOCUMENTARY REQUIREMENTS FOR CLEARANCE OF AIRCRAFT

1.2.2.1 It is necessary that the undermentioned aircraft documents be submitted by airline operators for clearance on entry and departure of their aircraft to and from Lesotho. All documents listed below follow the ICAO standard format as set forth in the relevant Appendices to Annex 9 and are acceptable when furnished in English or Sesotho and completed in legible handwriting. No visas are required in connection with such documents.

1.2.2.2 Aircraft Documents Required (Arrival/Departure)

Required by	General Declaration	Passenger Manifest	Cargo Manifest
Customs_____	2_____	2_____	1_____
Immigration_____	2_____	2_____	2_____
Health_____	1_____	1_____	1_____
Civil Aviation_____	1_____	1_____	1_____

1.2.3 PUBLIC HEALTH MEASURES APPLIED TO AIRCRAFT

1.2.3.1 No public health measures are required to be carried out in respect of aircraft entering the Kingdom of Lesotho, with the following exceptions.

1.2.3.2 Aircraft arriving from endemic yellow fever and malaria areas may land at the International Airport (Moshoeshoe I, Maseru) of the Kingdom of Lesotho provided that the aircraft has been disinfected before or on arrival at the airport. The action must be properly recorded in the Health section of the General Declaration. The insecticide to be used must conform to the specifications of the World Health Organisation (WHO). If in special circumstances, a second spraying of the aircraft is deemed necessary by the public health authorities to be carried out on the ground, passengers and crew are permitted to disembark beforehand.

1.3 NON-SCHEDULED FLIGHTS

1.3.1 Procedures:

1.3.1.1 Foreign civil aircraft which are not engaged in international scheduled air services are not permitted to overfly Lesotho

territory or to make stops for non-traffic purposes except with advance notification to the Director of Civil Aviation. The information contained in the flight plan is accepted as adequate notice of the overflying and the arrival of incoming aircraft.

- 1.3.1.2 Foreign civil aircraft which are not engaged in international scheduled air services and are operated for hire or reward or in connection with any trade or business are not permitted to make stops for traffic purposes in Lesotho territory except with prior permit and in accordance with the terms stipulated therein. Applications for such permit shall be submitted to the Director of Civil Aviation at least 48 working hours before starting operation.

It is forbidden to start operation from foreign countries to Lesotho before receiving the required permit from the Director of Civil Aviation. The Pilot-in-command of the aircraft must have a copy of a permit granted by t lex, telefax, telegram or letter.

- 1.3.1.3 Prior permits are required in respect of the following categories of non-scheduled flights and shall be subject to the provisions governing each category:-

- 1.3.1.3.1 Taxi-class passenger flights of occasional charter on request provided that the aircraft does not have a seating capacity of more than six passengers and the destination is chosen by the hirer and no part of the aircraft capacity is resold to the public.

- 1.3.1.3.2 Flights operated in connection with any trade or business provided that no part of aircraft capacity is sold to the public.

- 1.3.1.3.3 Flights on which the entire space is hired by a single person (individual, firm, corporation) for the carriage of his staff or merchandise, provided that no part of such space is resold to the public.

- 1.3.1.3.4 Flights for the purpose of meeting humanitarian or emergency needs.

- 1.3.1.3.5 Flights on which the entire space is hired on behalf of members of affinity groups provided that:

- (a) every passenger to be carried shall be member of a single organized group which pursues a principle objective other than travel, and shall have been a member of that group for the period of six months preceding the flight; or shall be the spouse or dependent child of a person so qualified or a parent of such person living in the same household of that person.

- (b) the group should have a permanent character.
- (c) the membership of the group shall not exceed twenty thousand persons; and
- (d) advertisements and other communications whether oral or written, for purpose of inviting or inducing persons to engage on the journey shall be communicated only to members of the group, and only by members of officials of the group.

1.3.1.3.6 Flights for the transportation of students provided that:

- (a) such flights are sponsored by recognized institutions or students associations;
- (b) such flights shall be reserved for students matriculated at a recognized university or other equivalent establishment of higher education, only registered full-time students who have not yet graduated shall be eligible. Students taking evening courses or courses lasting a few months shall not be eligible;
- (c) members of teaching staff shall be authorized to participate in such flights when they are leading student groups on such flights and are enrolled in the same establishment; provided that the number of leaders is not larger than necessary for each group. The spouse or dependent child of a person so qualified or a parent of such person living in the same household is also permitted to participate in such flights.

1.3.1.3.7 Flights for the sole transportation of merchandise/Cargo flights.

1.3.1.3.8 Inclusive Tour Charter Flights.

1.3.1.3.8.1 Applications for inclusive tour charter flights to or from Lesotho shall be submitted by the operators or their agents by letter to the Director of Civil Aviation, at least 6 months before operation.

1.3.1.3.8.2 Applications of special inclusive tour charter flights shall include the following information:

- (a) Name and address of the aircraft operator
- (b) Name and address of the charterer or travel agent by whom the tour is organized.

- (c) Route showing all places to be served and ultimate destination of tour.
- (d) Frequency of flights and period over which they are to take place.
- (e) Type(s) of aircraft to be used and capacity.
- (f) Provisional timetable.
- (g) Number of passengers.
- (h) Minimum tour price per passenger in details (IT fare, minimum stay price).
- (i) Minimum stay period.

1.3.1.3.8.3 Any alteration in the conditions of an already approved inclusive tour programme, shall be communicated to the Director of Civil Aviation at the earliest possible convenience for consideration and approval.

1.3.1.3.8.4 Only passengers booked by nominated travel agents and paying the tour price for air transport, hotel accommodation and surface transport and other facilities may be carried.

1.3.1.3.8.5 Individual inclusive tour and group inclusive tour (G.I.T.) fares are subject to the approval of the Director of Civil Aviation.

1.3.1.3.9 Flights where an aircraft operator or an agency, under the terms of an agreement with this operator, offers the entire aircraft space to individuals, for the purpose of carriage by air to a notified point.

| 1.3.1.3.10 Flights operated by an aircraft registered in Lesotho or in a contracting State for the purpose of aerial photography or aerial survey over Lesotho.

| 1.3.1.3.10.1 Applications for aerial photography and aerial survey shall include the following information:

- (a) Name and address of the aircraft operator.
- (b) Name and address of the charterer to execute the aerial photography or survey.
- (c) Registration marks and type of aircraft.
- (d) Name and licence number of pilot-in-command.
- (e) Date and estimated time of flights over Lesotho.

(f) Full area to covered (name of the area and coordinates defining the area either geographical or L.O. coordinates.

(g) Type of aerial photography (vertical, oblique, pandromatic, colour, infrared, etc).

(h) Focal length and format of camera (15cm, 23 x 23 cm).

(i) Scale of aerial photography and lateral overlap (60% or 90%).

(j) Mean flying height above ground or above mean sea level.

1.3.1.3.10.2 A copy of each application has to be submitted simultaneously to the Chief Surveyor, Department of Lands, Surveys and Physical Planning, P.O. Box 876, Maseru 100 Lesotho (Telefax (+266) 22 311340).

1.3.1.3.10.3 Applications for such permits should be submitted by operators or their agents by letter, reply-paid telegram, telex or telefax to the Director of Civil Aviation, P.O. Box 629, Maseru 100 Lesotho (Telex 4321 CVLAIR LO, Telefax (+266) 22 31088) at least 15 days before the commencement of the intended flight.

1.3.1.3.10.4 In case there is no reply paid telegram or a telex or telefax reply is required, the Department of Civil Aviation will collect LSL10.00 as service charge in addition to the payable air navigation fees.

1.3.1.4 However, the categories of non-scheduled flights stipulated in para 1.3.1.3 may be performed without prior permit if a special governmental agreement is concluded between the Kingdom of Lesotho and the state of the operator.

1.3.1.5 Fares of the following categories carried on charter flights must be filed with the Department of Civil Aviation, having been approved: Common Interest Group, Affinity Group, Non-Affinity Group, Individual IT and Group IT.

1.3.1.6 Applications for such permit should be submitted by operators or their agents by letter, reply-paid telegram, telex or telefax to the Director of Civil Aviation at least 48 working hours before the commencement of the intended flight in respect to items 1.3.1.3.1, 1.3.1.3.2, 1.3.1.3.3 and 1.3.1.3.4 and 15 days in respect to items 1.3.1.3.5, 1.3.1.3.6, 1.3.1.3.7, 1.3.1.3.8, 1.3.1.3.9 and 1.3.1.3.10.

- 1.3.1.7 Applications for permits, other than mentioned in para 1.3.1.3.8.2 must be made in writing to the Director of Civil Aviation and include the following information:
- (a) Name and address of the aircraft operator;
 - (b) Type of aircraft and registration marks;
 - (c) Name of pilot-in-command;
 - (d) Date and estimated time of arrival at, and departure from Lesotho airports;
 - (e) Place of embarkation or disembarkation abroad of passengers and/or freight;
 - (f) Purpose of flight including name, address and business of charterer, the number of passengers, and/or the nature and amount of freight to be loaded or unloaded.
- 1.3.1.8 Any request for permits to operate any non-scheduled flights mentioned in para 1.3.1.3 must contain aircraft maximum take off weight as stated in the Certificate of Airworthiness (C of A) for the purpose of calculating navigation fees, otherwise the Civil Aviation Department will calculate and collect such fees as for the maximum take off weight of the type of the aircraft used.
- 1.3.1.9 Any request requiring cable reply for permit for flights to/from the Lesotho territory shall be attached with a twenty-word reply paid voucher.
- 1.3.1.10 In case there is no reply paid telegram or a telex or telefax reply is required, the Department of Civil Aviation will collect M10.00 as service charge in addition to the payable air navigation fees.
- 1.3.2 DOCUMENTARY REQUIREMENTS FOR CLEARANCE OF AIRCRAFT
- Only a General Declaration is required.
- 1.4 PRIVATE FLIGHTS
- 1.4.1 Advance Notification of Arrival
- Foreign civil aircraft which are operated for private purposes other than trade or business and any of its capacity had not been sold to the public are not permitted to fly to/from Lesotho except with advance notification of the flight to the Director of Civil Aviation. The information contained in the flight plan is accepted as adequate notice of the arrival of incoming aircraft.

1.4.2 DOCUMENTARY REQUIREMENTS FOR CLEARANCE OF AIRCRAFT

Only the General Declaration is required.

1.4.3 PUBLIC HEALTH MEASURES APPLIED TO AIRCRAFT

Same requirements as for scheduled flights.

2. REGULATIONS CONCERNING ENTRY, TRANSIT AND DEPARTURE OF NON IMMIGRANTS PASSENGERS AND CREW

2.1 IMMIGRATION REQUIREMENTS

2.1.1 — No documents or visas are required of passengers arriving and departing on the same through flight or transferring to another international flight at the same or a nearby airport.

2.1.2 All persons entering or leaving Lesotho must be in possession of valid passports issued by government recognised by the government of Lesotho.

2.1.3 Unless an alien qualifies for a longer period, the passport of a person allowed to enter Lesotho will be endorsed for a period not exceeding thirty (30) days. Extensions can only be granted by the Director of Immigration or Senior Immigration Officers in the Districts.

2.1.4 No endorsements will be made in the following passports which, however, must be scrutinized:

(a) Passports of citizens of Lesotho;

(b) Passports of alien residents of Lesotho which have been endorsed to the effect that they are allowed to remain in Lesotho for a specified period, as the case may be; either by the Director of Immigration and Passport Services or Senior Immigration Officers in the Lesotho Districts;

(c) Passports of regular visitors or employees of enterprises in Lesotho which have been allowed multiple entries by officers mentioned in (b) above, valid for period of six (6) months;

(d) Passports of citizens of reciprocating countries which have been endorsed for varying agreement

- (e) Passports of members of Diplomatic Corps who have missions in Lesotho which have been endorsed accordingly.

2.1.5 VISA REQUIREMENTS

Citizens of countries which do not have reciprocal visa abolishment agreements with the Kingdom of Lesotho and countries which are not Member States of the Commonwealth of Nations need visas to enter Lesotho. The visas can be issued by either Lesotho Missions abroad, British Consulates abroad, and authorities of Kenya, Malawi, Malta, Singapore or Trinidad and Tobago. Nigeria, India, Ghana, Malagasy need visa even though they are the members of Commonwealth. Visas are available at counters at Lesotho's ports of entry.

2.1.6 Citizens of the following countries, some of which have reciprocal visa abolition agreements with Lesotho, need no visas to enter Lesotho. The passports shall be endorsed for periods mentioned below, with the addition that their employment is prohibited.

- (a) Citizens of the United Kingdom of Great Britain and Northern Ireland ordinarily resident in those countries may enter Lesotho and sojourn therein for the following periods without permits other than endorsements in their passports:

(i) temporary visitors for business - six (6) months;

(ii) temporary visitors for pleasure - six (6) months;

(iii) students enrolled in educational institutions in Lesotho including spouses or children of any such students-one year.

NOTE: This endorsement must be made at Immigration Headquarters

(iv) work-seekers from these countries must obtain work and residence permits before entering Lesotho.

- (b) Citizens of countries which are Member States of the Commonwealth of Nations, the Republic of Ireland, Colonies Associated States, Protectorates and Overseas Dependencies of the United Kingdom and Colonies, and British Protected Persons who are not ordinarily resident in Great Britain, Northern Ireland, Guernsey, Jersey, or the Isle of Man may have their passports endorsed as follows:

(i) temporary visitors for business - ninety (90) days;

- (ii) temporary visitors for pleasure - ninety (90) days;
- (iii) students enrolled in educational institutions in Lesotho including spouses and children of such students - one year (endorsement to be made at Immigration Headquarters);
- (iv) work-seekers from these countries must obtain work and residence permits before they enter Lesotho;
- (v) If it appears that any country to which these facilities are granted does not accord or ceases to accord exemptions or special benefits to citizens of Lesotho, the operation of these facilities may be suspended, but by Ministerial Order only.

2.1.7

Citizens of the United States of America technically need no visas (which are granted gratis) to enter Lesotho.

On application to enter and remain in Lesotho a passport of a citizen of the United States of America may be endorsed as follows:

- (i) temporary visitors on business - six (6) months;
- (ii) temporary visitors on pleasure - six (6) months;
- (iii) members of the crew of an aircraft - twenty-nine (29) days;
- (iv) students enrolled in an educational institution in Lesotho including the spouses and children of such students - one (1) year (endorsement to be made at Immigration Headquarters);
- (v) exchange visitors including the spouses and children of any such visitors - one (1) year (endorsement to be made at Immigration Headquarters);
- (vi) temporary workers of distinguished merit and ability, temporary workers performing services in Lesotho, and industrial trainees, for such periods as may be determined in each case by the Minister;
- (vii) work-seekers must apply for work and residence permits before entry into Lesotho.

2.1.8

Nationals of Republic of South Africa may enter Lesotho without visas but are subject to work and residence permit requirements. They may be granted authority to remain in Lesotho for a period not in excess of thirty (30) days like any other alien without necessarily applying for residence

permits. The nationals of the Republic of South Africa may not, however, take up employment in Lesotho within this period.

2.1.8.1 Such nationals intending to take up employment in Lesotho must apply for work and residence permits before entry into the country.

2.1.9 To date the following foreign countries have entered into Visa Abolition Agreements with the Kingdom of Lesotho and passports of their citizens may be endorsed as below with the addition that they may not take up employment.

Belgium	- 90 Days
Denmark	- 90 "
Finland	- 90 "
Greece	- 90 "
Iceland	- 90 "
Israel	- 90 "
Italy	- 90 "
Luxembourg	- 90 "
Netherlands	- 90 "
Norway	- 90 "
San Marino	- 90 "
Sweden	- 90 "

2.1.9.1 The nationals of the abovementioned countries who intend to take up employment in Lesotho should apply for work and residence permits before entry into the country.

2.1.10 Notwithstanding the abovementioned arrangements, Passport Control Officers may require visitors to prove that they will be able to subsist during their stay in Lesotho, and that they will not become a Public charge on public funds by reason of infirmity of mind or body or because they are not in possession, for their own use, of sufficient means to support themselves and such of their dependants as are accompanying them.

2.1.11 As regards a flight crew member on scheduled services who retains his pilot's licence in his possession when embarking or disembarking, remains at the airport where the aircraft is making the ground stop, or within the confines of the cities adjacent thereto, and departs on the same aircraft, or on his regularly scheduled flight out of Lesotho, his crew member licence or certificate is accepted in lieu of passport or visa for temporary admission into Lesotho. This provision is also applicable if the crew member enters Lesotho by other means of transport for the purpose of joining his flight.

2.2 CUSTOMS REQUIREMENTS

2.2.1 Baggage or articles belonging to disembarking passengers and crew are immediately released, except for those selected by the Customs authorities for inspection. Such baggage will be cleared on the basis of oral declaration except in the case of returning Lesotho citizens. Customs Officials may then decide about the fees applied. A Customs Form (C.E 11A) must be completed.

2.2.2 No Customs formalities are normally required on departure.
 Note 1: 2.2.1 above refers to passengers from the countries outside the Common Custom Area of Southern Africa. Within the Common Customs Area, an Individuals Declaration of Goods Brought to Lesotho for Home consumption (Form C.E. 11A) Customs Order No.14 of 1970) must be completed in one copy. No duty is payable when goods enter Lesotho, but all goods, with the exception of own used personal effects and vehicles, must be declared on importation.

Note 2: Under Lesotho law permits are required for the importation of maize and maize products, livestock and poultry, eggs, habit forming drugs, firearms and ammunition. No liquor may be imported into Lesotho except by the Government through its Liquor Commission. (Duty free allowances from outside the Common Customs Area are not affected).

2.3 PUBLIC HEALTH REQUIREMENTS

2.3.1 All persons entering Lesotho must be in possession of a valid yellow fever certificate (if arriving within 60 days after leaving or transitting infected areas, except for children under 13 months); and other health certificates that may be required by the Ministry of Health from time to time. Enquiries on health matters should be directed to (Department of Health) Director of Preventive and Social Services, P.O. Box 514, Maseru Lesotho or the Medical Officer of the district concerned.

3. REGULATIONS CONCERNING IMPORTATION, TRANSHIPMENT AND EXPORTATION OF CARGO

3.1 Details of these regulations can be obtained from: Department of Customs and Excise, P.O. Box 891, MASERU. 100 LESOTHO.

3.2 AGRICULTURAL QUARANTINE REQUIREMENTS

3.2.1 Requirements for the importation of livestock and plants can be obtained from:

Director of Agricultural Research
 Ministry of Agriculture,
 P.O. Box 24
 MASERU - 100
 LESOTHO

3.2.2 Veterinarian good health and rabies inoculation certificate - issued at the point of origin are required in respect of imported cats and dogs.

3.2.3 For the importation of plants material an authentic phyto sanitary certificate from the point of origin will be required. In case of doubt contact the Director of Agricultural Research on the above address.

REGULATIONS CONCERNING THE USE OF CIVIL AERODROMES1. STANDARD CONDITIONS APPLICABLE TO LANDING, PARKING OR STORAGE OF AIRCRAFT ON AERODROMES UNDER THE CONTROL OF THE DEPARTMENT OF CIVIL AVIATION.

The conditions under which aircraft may land, be parked, housed or otherwise dealt with at any of the aerodromes under control of the Department of Civil Aviation of Lesotho are as follows:

- a) the fees and charges for the landing, parking or housing of aircraft shall be those from time to time published by the Director of Civil Aviation in the AIP or NOTAM. The fees and charges for any supplies or services which may be furnished to the aircraft at any aerodrome under the control of the Director by or on behalf of the Director shall, unless it is otherwise agreed before such fees or charges are incurred, be such reasonable fees or charges as may, from time to time be determined by the Director for that aerodrome. The fees and charges referred to in this paragraph shall accrue from day to day and shall be payable to the Director on demand.
- b) the Director shall have a lien on the aircraft, its parts and accessories, for such fees and charges as aforesaid.
- c) If payment of such fees and charges is not made to the Director within fourteen days after a letter demanding payment thereof has been sent by post addressed to the registered owner of the aircraft, the Director shall be entitled to sell, remove, destroy or otherwise dispose of the aircraft, and any of its parts and accessories, and to apply the proceeds from doing so to the payment of such fees and charges.
- d) neither the Director nor any servant or agent of the government shall be liable for loss of or damage to the aircraft, its parts or accessories or any property contained in the aircraft, howsoever such loss or damage may arise, occurring while the aircraft is on any of the aerodromes under the control of the Director, is in the course of landing or taking-off at any such aerodrome, or of being removed or dealt with elsewhere for the purposes of paragraph 3 of these conditions.

2. LANDINGS MADE ELSEWHERE THAN AT ALTERNATE AIRPORTS.

If a landing is made elsewhere than at the International Airport, MASERU/Moshoeshoe I or a designated alternate aerodrome in Lesotho, the pilot in command shall report the landing as soon as practicable to the Immigration, Customs and Health authorities at the International Airport at which the landing was scheduled to take place. This notification may be made through any available communication link, or by telegram.

The pilot in command shall be responsible for ensuring that:

- (a) if pratique has not been granted to the aircraft at the previous landing, contact between other persons on the one hand and the passengers and crew on the other is avoided;
- (b) that cargo, baggage and mail are not removed from the aircraft except as provided below;
- (c) any foodstuffs of overseas origin, or any plant material is not removed from the aircraft except where local food is unobtainable. All food refuse including peelings, cores and stones of fruits etc., must be collected and returned to the galley refuse container, the contents of which should not be removed from the aircraft except for hygiene reasons, in which case they must be destroyed by burning or deep burial.

3. TRAFFIC OF PERSONS AND VEHICLES ON AERODROMES

3.1 Demarkation of Zones

The grounds of each aerodrome are divided into two zones:

- (a) a public zone comprising the part of aerodrome open to the public;
- (b) a restricted zone comprising the rest of the aerodrome.

3.2 Movement of Persons

Access to the restricted zone is authorised only under conditions prescribed by special rules governing the aerodrome. The Immigration, Customs and Health inspection offices and the premises assigned to transit traffic are normally accessible only to passengers, to staff of the public authorities and airlines and to authorised persons in pursuit of their duty.

The movement of persons having access to the restricted Zone of the aerodrome is subject to the conditions prescribed by the Civil Air Regulations of the Kingdom of Lesotho and by the special rules laid down by the person responsible for the management of the aerodrome.

3.3 Movement of Vehicles

The movement of vehicles in the restricted zone is strictly limited to vehicles driven or used by persons carrying a traffic permit or an official card of admittance.

Drivers of vehicles, of whatever type, driving within the confines of an aerodrome, must respect the direction of the traffic, the traffic signs and the posted speed limits and generally comply with the provisions of the highway code and with instructions given by the competent authorities.

3.4 Policing

Care and protection of aircraft, vehicles, equipment and goods for which the aerodrome facilities are used are not the responsibility of the State or any concessionaire, who cannot be held responsible for loss or damage which is not incurred through action by them or their agents.

FEEES AND CHARGES

1. General

The charges set out hereunder apply to all aerodromes administered by the Department of Civil Aviation. Charges for services and facilities not mentioned (e.g. for the carriage of baggage between aircraft and terminal buildings) may vary from aerodrome to aerodrome, and information concerning such charges may be obtained at the aerodromes. Unless an alternative arrangement has been made, all non-scheduled flights by aircraft not registered in Lesotho must pay all airport fees due prior to departure.

2. Landing Charges

2.1 Basis

Maximum certificated weight as specified in the Certificate of Airworthiness of the State of Registry.

Aircraft Weight in Kg.	Class A: Moshoeshoe I International Airport		Class B: Mokhotlong Qache's Nek		Class C: Semonkong ThabaTseka	Class D other Uncontrolled Aerodromes	
	Up to and including Kg	Domestic Flights M	International Flights M	Domestic Flights M	International Flights M	M	M
1000	8.00	12.00	4.00	6.00	4.00	2.00	
1000-1500	10.00	14.00	6.00	9.00	6.00	4.00	
1501-2000	12.00	16.00	8.00	12.00	8.00	6.00	
2001-2500	14.00	20.00	10.00	15.00	10.00	8.00	
2501-3000	16.00	24.00	12.00	18.00	12.00	10.00	
3001-4000	20.00	28.00	16.00	24.00	16.00	12.00	
4001-5000	24.00	32.00	20.00	30.00	20.00	14.00	
5001-6000	30.00	40.00	24.00	36.00	24.00	18.00	
6001-7000	36.00	46.00	28.00	42.00	28.00	22.00	
7001-8000	42.00	52.00	32.00	48.00	32.00	26.00	
8001-9000	50.00	60.00	38.00	57.00	38.00	30.00	
9001-10000	56.00	66.00	42.00	63.00	42.00	34.00	
10001-12000	64.00	76.00	48.00	72.00	48.00	40.00	
12001-14000	72.00	84.00	54.00	81.00	54.00	44.00	
14001-15000	84.00	96.00	60.00	90.00	60.00	50.00	
15001-20000	92.00	108.00	66.00	99.00	66.00	54.00	
20001-25000	104.00	120.00	72.00	108.00	72.00	58.00	
25001-30000	114.00	130.00	80.00	120.00	80.00	64.00	
For each additional 5000 Kg or Part thereof	26.00	30.00	18.00	27.00	18.00	10.00	

2.2 Rules

The payment of the landing charges shall entitle the aircraft to:

- (a) the use of the aerodrome for alighting and departure;
- (b) the use of radio and night landing installations at the aerodrome, subject to surcharges as detailed.

- (c) the supply of all available information as to routes and weather conditions;
- (d) the services of the aerodrome personnel, if available, for manual assistance in guiding, housing or parking the aircraft.

The landing charge, the payment of which entitles the aircraft to use of the radio does not include operation charges or charges for radio services in connection with movement, which may be levied by an approved agency of the Government.

2.3 Reductions

Crew Training - 50% reduction when landings are made for the sole purpose of crew training up to first five and last landings.

Helicopters - 50% of the landing charges for fixed wing aircraft.

2.4 Exemptions

- (a) Military aircraft used for military or State purposes.
- (b) Aircraft returning due to weather or technical circumstances.
- (c) Foreign aircraft while used solely for its State purposes.
- (d) Aircraft engaged solely for relief operations and Search and Rescue operations for aircraft believed to be missing or in distress.
- (e) Aircraft on test flights provided that only personnel on duty are carried.

2.5 Surcharge

A surcharge of 50% will be paid to landing charges for landings or take-offs which take place after published working hours.

3. Parking Charges

The following parking charges are applicable at Moshoeshoe International Airport and other Controlled Aerodromes.

AIP-LESOTHO

Aircraft Weight in Kg Up to and including	up to 24 hours or part thereof		Monthly Rates	
	Moshoeshoe I International Airport	Other Controlled Aerodromes	Moshoeshoe I International Airport	Other Controlled Aerodromes
2000	M2.00	M1.00	M24.00	M12.00
3000	3.00	1.50	48.00	24.00
4000	5.00	2.50	72.00	36.00
5000	7.00	3.50	100.00	50.00
10000	10.00	5.00	150.00	75.00
20000	15.00	7.00	216.00	108.00
30000	19.00	9.00	270.00	135.00
70000	30.00	15.00	450.00	210.00
100000	40.00	20.00	580.00	280.00
150000	50.00	25.00	700.00	350.00
200000	60.00	30.00	840.00	420.00
400000	80.00	40.00	1010.00	505.00
and thereafter for each additional 100000 Kg or part thereof.	20.00	10.00	270.00	135.00

3.1 Exemptions

- The first six hours for all aircraft
- Foreign aircraft while used solely for State purposes
- Aircraft engaged solely in emergency and relief operations and Search and Rescue.

4. Hangarage Charges

The hangarage charges shall be twice the parking charges.

5. Passenger Service Charges

5.1 MASERU/Moshoeshoe I International Airport:

- (a) An amount of M20.00 shall be payable by each passenger at the time of embarkation on international flights
- (b) An amount of M5.00 shall be payable by each passenger at the time of embarkation on domestic flights.

5.2 MOKHOTLONG AND QACHA'S NEK AERODROMES: An amount of M10.00 shall be payable by each passenger at the time of embarkation on international flights.

5.3 Exemptions

- (a) Crew members operating the aircraft.

- (b) Passengers in direct transit
- (c) Passengers on an aircraft making a forced return due to weather or for technical reasons.
- (d) Children under 5 years of age.

6. Fees for Temporary Air Service Permits

- 6.1 For the grant of a Temporary Air Service Permit which is required to operate the flight referred to in para 1.3.1.3, a fee shall be payable equal to the appropriate amount calculated in accordance with the maximum certified take-off weight of the aircraft as follows:

Aircraft Weight	TASP Fee
Not exceeding 1,000 kg	M 20.00
Exceeding 1,000 Kg but not exceeding 3,000 Kg	40.00
Exceeding 3,000 Kg but not exceeding 5,500 Kg	60.00
Exceeding 5,500 Kg but not exceeding 10,500 Kg	80.00
Exceeding 10,500 Kg but not exceeding 20,500 Kg	100.00
Exceeding 20,500 Kg but not exceeding 30,500 Kg	130.00
Exceeding 30,500 Kg	130.00

plus M12.00 for each
2,000 Kg in excess of
30,500 Kg.