

SEARCH AND RESCUEINTRODUCTIONRESPONSIBLE AUTHORITY

The Search and Rescue Service in the Kingdom of Lesotho is organized in accordance with the Standards and Recommended Practices of ICAO Annex 12 by the Department of Civil Aviation in collaboration with the Lesotho Defence Force, Lesotho Mounted Police Service, Ministry of Health, Ministry of Public Works and Transport, Ministry of Home Affairs, Lesotho Defence Force Airwing and the Department of Transport, Pretoria, Republic of South Africa.

Agency to be contacted:

Rescue Sub-Centre	:	Maseru Control Tower
Telephone Number	:	(+266) 22 350395 or (+266) 22 350777 Ext. 101
Telegraphic Address	:	AFTN -- FXMMYDYX
		Commercial -- CIVILAIR MASERU
		TELEX -- 4321 CVLAIR LO

TYPE OF SERVICE

Details of the Rescue Coordination Centre, Rescue Sub-Centre and related Units are given on page SAR 1-1. In addition various elements of the Lesotho Defence Force, Lesotho Mounted Police Service and Lesotho Defence Force Airwing are available for search and rescue missions when required. The aeronautical and public telecommunications services are available to the search and rescue organization.

Aircraft are capable of dropping survival equipment, consisting of medical supplies, emergency rations and survival radio equipment. Aircraft are equipped to communicate on 121.5 MHZ and normal ATS frequencies.

ENTRY OF AIRCRAFT, PERSONNEL AND EQUIPMENT

Requests for permission for the entry of aircraft, equipment and personnel from other states into Lesotho to engage in search for aircraft in distress, or to rescue survivors of aircraft accidents must be transmitted to the Director of Civil Aviation (AFTN Address – FXMMYAYX and Telex 4321 CVLAIR LO).

LIST OF CHART SERIES

TITLE OF SERIES AND SCALE	SERIES NUMBER	CHART NAME AND/OR NUMBER	PRICE PER SHEET	DATE OF AERONAUTICAL INFORMATION	DATE OF TOPOGRAPHIC BASE
World Aeronautical Chart – ICAO 1:1, 000, 000	WAC	DURBAN (3398) 4 th Edition	R1.00	OCT 1986	1981
Instrument Approach Chart – ICAO	IAC	MASERU/Moshoeshoe 1 VOR/DME RWY 22 (MAP 2-1.1)	IN AIP	APR 2001	
	IAC	NDB/DME/ILS RWY 22 (MAP 2-1.2)	IN AIP	APR 2001	
	IAC	NDB 'ME' RWY 22 (MAP 2-1.3)	IN AIP	APR 2001	
	IAC	VOR/DME/ILS RWY 22 (MAP 2-1.4)	IN AIP	APR 2001	
Aerodrome Chart – ICAO 1:5, 000 / 15, 000	AD	MASERU/Moshoeshoe 1	IN AIP	SEP 1985	
Aerodrome Obstacle Chart – ICAO Type A	AOC	MASERU/Moshoeshoe 1	IN AIP	JUN 1986	
Visual Approach Chart - ICAO	VAC	MASERU/Moshoeshoe 1	IN AIP	JAN 1988	

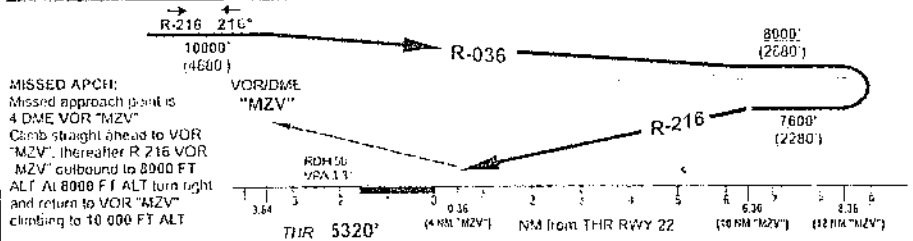
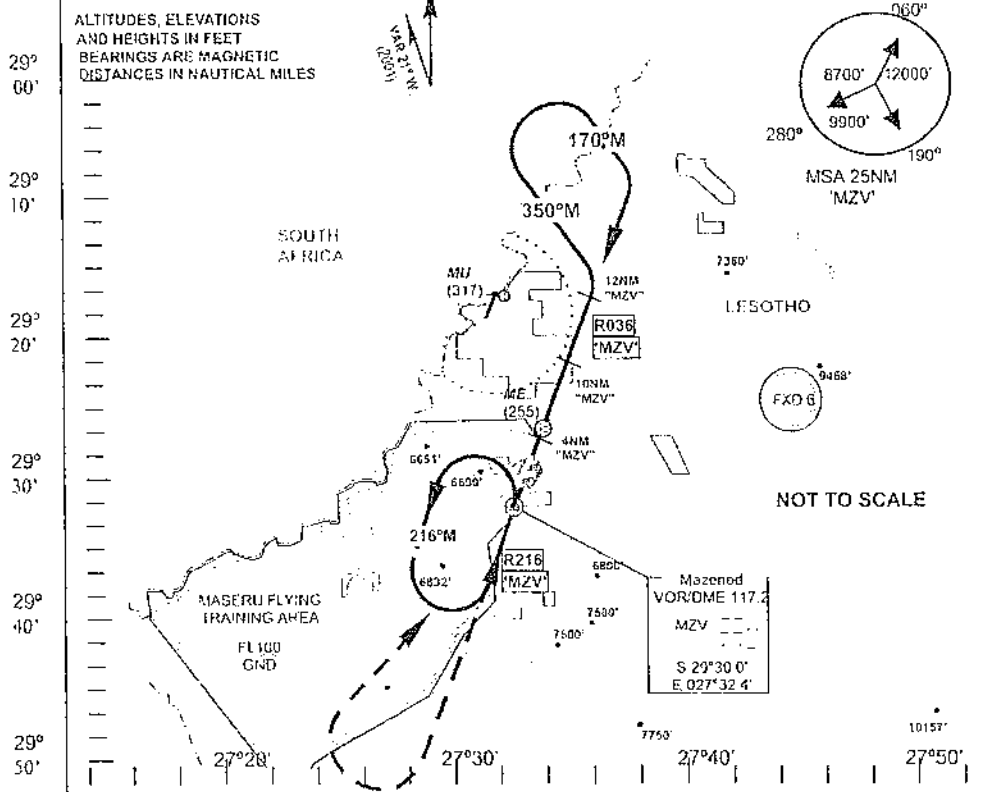
**INSTRUMENT
APPROACH
CHART - ICAO**

AERODROME ELEV 5348'
HEIGHTS RELATED TO
THR RWY 22 ELEV 5320'

APP - 170.7
TWR - 118.5

MASERU/Moshoeshoe 1

VOR/DME RWY 22



CCA (OCH)	A	B	C	D
Straight-in Approach	5700' (160)			
Circling	7000' (1680)		N/A	

Ground Speed	Ms	80	100	120	140	160	180
FAT in MAP (5.4NM)	m/min	4.03	3.14	2.42	2.10	2.01	1.48
Rate of descent (3.3')	f/min	470	580	700	820	930	1050

MASERU / MOSHOESHOE I INTERNATIONAL AIRPORT
 VOR/DME RWY 22

AERODROME ELEV. & HEIGHTS FT	RWY	FACILITY	INITIAL APPROACH ALT FT	PROCEDURE	MISSED APCH PROCEDURE
1 MASERU/ MOSHOESHOE 1 (FXMM) AD ELEV 5348' THR ELEV 5320' OCH ABOVE AD ELEV 380 TRANSITION ALT 12000 CAT A-D VAR W21.4° (2001)	2	3 VOR/DME "MZV" 11.7.2	4 10,000 FT ALT or MSA MSA 25 NM "MZV" 060°M - 190°M - 12,000 190°M - 280°M - 9,900 280°M - 060°M - 8,700	5 <u>HOLD:</u> Hold on left-hand racecourse over VOR "MZV", inbound R-216, outbound heading 216°M. Descend in the hold to 10,000 FT ALT. <u>APPROACH:</u> Depart from VOR "MZV" outbound on R-036 "MZV", and descend on R-036 to 8000 FT ALT maximum 12 DME VOR "MZV". At 12 DME "MZV", procedure turn left onto heading 350°M and descend to 7600 FT ALT, and thereafter right turn 170°M to intercept R-036 "MZV" inbound. Maintain 7600 FT ALT to 10 DME VOR "MZV". At 10 DME VOR "MZV" descend to OCA 5700 FT ALT (OCH 380 FT), and maintain until 4 DME VOR "MZV".	6 Missed approach point is 4 DME VOR "MZV". At 4 DME VOR "MZV" climb straight ahead to VOR "MZV", thereafter R-216 VOR "MZV" outbound to 8000 FT ALT. At 8000 FT ALT turn right and return to VOR "MZV" climbing to 10,000 FT ALT. <u>NOTE:</u> Circle to land at the discretion of the pilot in command. Circling not authorized for CAT-D type aircraft.

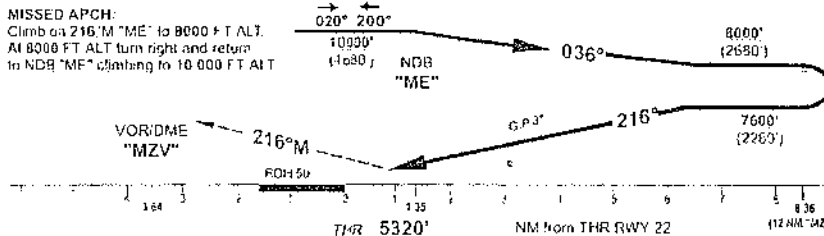
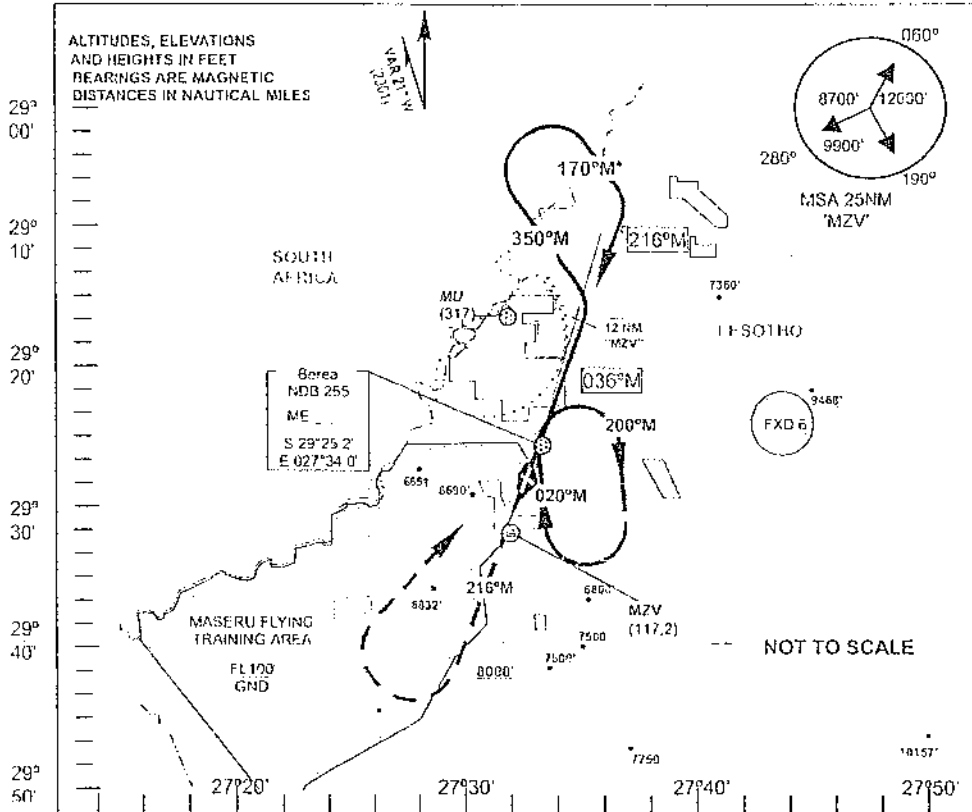
**INSTRUMENT
APPROACH
CHART - ICAO**

AERODROME ELEV 5348'
HEIGHTS RELATED TO
THR RWY 22 ELEV 5320'

APP - 120.7
TWR - 118.5

MASERU/Moshoeshoe 1

NDB/DME/ILS RWY 22



OCA (OCH)		A	B	C	D					
Straight-in Approach	ILS CAT 1	5481' (161)	5491' (171)	5504' (184)	5517' (197)					
	GP INDP	5900' (580)								
Circling		7000' (1680)			N/A					

Ground Speed	kts	80	100	120	140	160	180
TAF to MAP (4 NM)	min Sec	4.00	3.14	2.42	2.19	2.01	1.48
Rate of descent (3.3)	ft/min	470	580	700	820	930	1050

MASERU / MOSHOESHOE 1 INTERNATIONAL AIRPORT
NDB/DME/ILS RWY 22

AERODROME ELEV. & HEIGHTS (FT)	RWY	FACILITY	INITIAL APPROACH ALT FT	PROCEDURE	MISSED APCH PROCEDURE
<p>1</p> <p>MASERU/ MOSHOESHOE 1 (FXMM)</p> <p>AD ELEV 5348 THR ELEV 5320</p> <p>CAT I ILS Glidepath ALT over OM 7316</p> <p>OCH ABOVE AD ELEV CAT-A 161 CAT-B 171 CAT-C 184 CAT-D 197</p> <p>TRANSITION ALT 12,000</p> <p>CAT A-D VAR W21.4° (2001)</p>	<p>2</p> <p>22</p>	<p>3</p> <p><u>ILS LLZ</u> "ILM" 108.9</p> <p><u>ILS GP</u> 329.3</p> <p><u>VOR/DME</u> "MZV" 117.2</p> <p><u>NDB</u> "ME" 255</p> <p>Glidepath 3.0</p>	<p>4</p> <p>10,000 FT ALT or MSA</p> <p><u>MSA</u> 25 NM "MZV" 060°M - 190°M - 12,000 190°M - 280°M - 9,900 280°M - 060°M - 8,700</p>	<p>5</p> <p>HOLD: Hold on a right-hand racecourse over NDB "ME", inbound 020°M, outbound heading 200°M. Descend in the hold to 10,000 FT ALT.</p> <p>APPROACH: Depart from NDB "ME" outbound on 036°M "ME", and descend on 036°M "ME" to 8000 FT ALT maximum 12 DME VOR "MZV". At 12 DME "MZV", procedure turn left onto Heading 350°M and descend to 7600 FT ALT, and thereafter right turn 170°M to intercept ILS Localizer. Maintain 7600 FT ALT to Glidepath interception (10.6 DME VOR "MZV"). Descend on the Glidepath to MDA/H.</p>	<p>6</p> <p>Climb on 216°M "ME" to 8000 FT ALT. At 8000 FT ALT turn right and return to NDB "ME" climbing to 10,000 FT ALT.</p> <p>NOTE: Circle to land at the discretion of the pilot in command. Circling not authorized for CAT-D type aircraft</p>

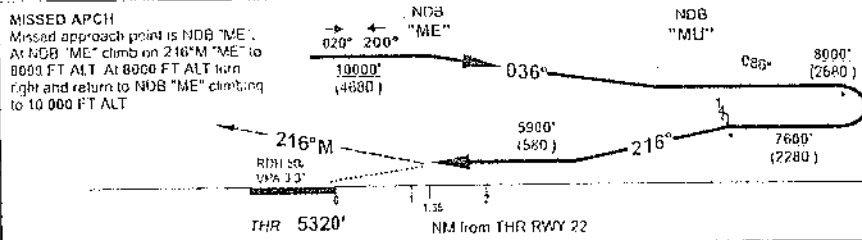
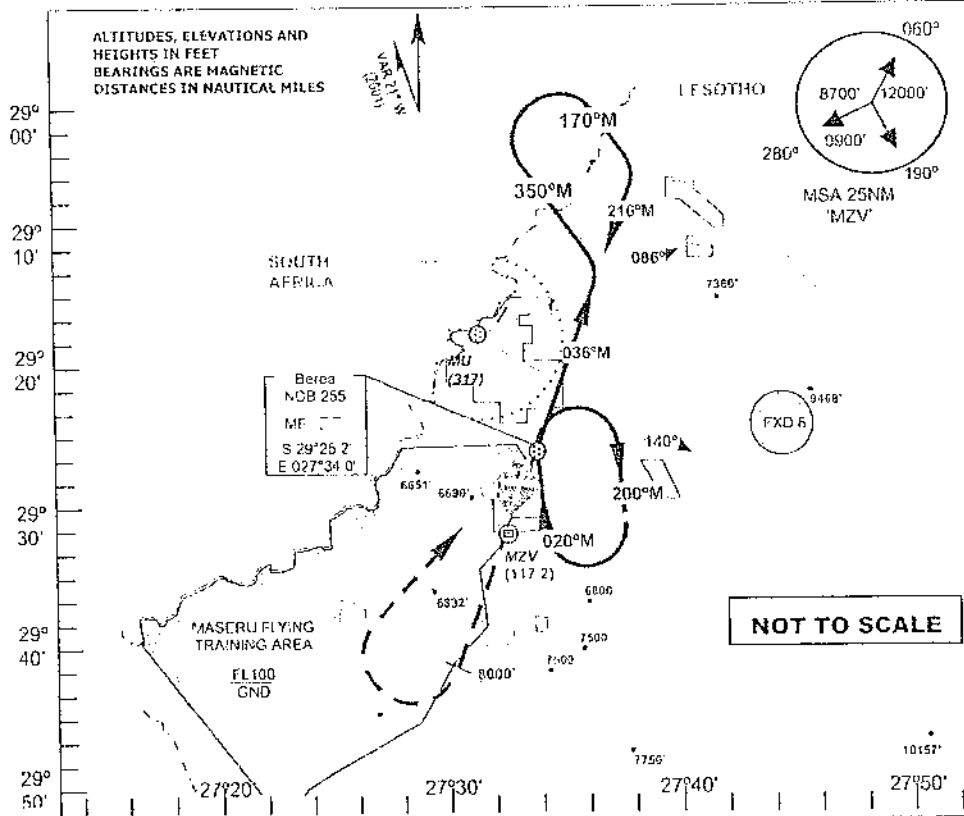
MASERU/Moshoeshoe 1

INSTRUMENT
APPROACH
CHART - ICAO

AERODROME ELEV 5348'
HEIGHTS RELATED TO
THR RWY 22 ELEV 5320'

APP - 120.7
TWR - 118.5

NDB RWY 22



OCA (OCA)	A	B	C	D																									
Straight-in Approach	5900' (580)				<table border="1"> <tr> <td>Cruise Speed</td> <td>kts</td> <td>80</td> <td>100</td> <td>120</td> <td>140</td> <td>160</td> <td>180</td> </tr> <tr> <td>FAT to MAP (1.8NM)</td> <td>min sec</td> <td>3.36</td> <td>2.52</td> <td>2.24</td> <td>2.03</td> <td>1.48</td> <td>1.36</td> </tr> <tr> <td>Rate of Descent (3.1%)</td> <td>ft/min</td> <td>470</td> <td>580</td> <td>700</td> <td>823</td> <td>930</td> <td>1050</td> </tr> </table>	Cruise Speed	kts	80	100	120	140	160	180	FAT to MAP (1.8NM)	min sec	3.36	2.52	2.24	2.03	1.48	1.36	Rate of Descent (3.1%)	ft/min	470	580	700	823	930	1050
Cruise Speed	kts	80	100	120	140	160	180																						
FAT to MAP (1.8NM)	min sec	3.36	2.52	2.24	2.03	1.48	1.36																						
Rate of Descent (3.1%)	ft/min	470	580	700	823	930	1050																						
Circling	7000' (1620)				N/A																								

MASERU / MOSHOSHOE I INTERNATIONAL AIRPORT
NDB RWY 22

AERODROME ELEV & HEIGHTS FT	RWY	FACILITY	INITIAL APPROACH ALT FT	PROCEDURE	MISSED APCH PROCEDURE
1	2	3	4	5	6
MASERU/ MOSHOSHOE I (FXMM) AD ELEV 5348 THR ELEV 5320 OCH ABOVE AD ELEV 580 TRANSITION ALT 12,000 CAT A-D VAR W21.4° (2001)	22	NDB "ME" 255 NDB "MU" 317	10,000 FT ALT or MSA MSA 25NM "MZV" 060°M - 190°M - 12,000 190°M - 280°M - 9,900 280°M - 060°M - 8,700	<p><u>HOLD:</u> Hold on a right-hand racecourse pattern over NDB "ME", inbound 020°M, outbound heading 200°M. Descend in the hold to 10,000 FT ALT.</p> <p><u>APPROACH:</u> Depart from NDB "ME" outbound on 036°M "ME", and descend on 036°M "ME" to 8000 FT ALT. Crossing 086°M from NDB "MU", procedure turn left onto Heading 350°M and descend to 7600 FT ALT, and thereafter right turn 170°M to intercept 216°M NDB "ME" inbound. Maintain 7600 FT ALT until crossing 140°M NDB "MU". Crossing 140°M NDB "MU" descend to OCA 5900 FT ALT (OCH 580 FT), and maintain until overhead NDB "ME".</p>	Missed approach point is NDB "ME". At NDB "ME" climb on 216°M "ME" to 8000 FT ALT. At 8000 FT ALT turn right and return to NDB "ME" climbing to 10,000 FT ALT. NOTE: Circle to land at the discretion of the pilot in command. Circling not authorized for CAT-D type aircraft.

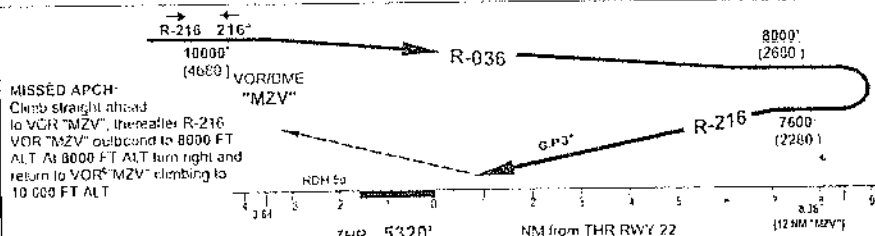
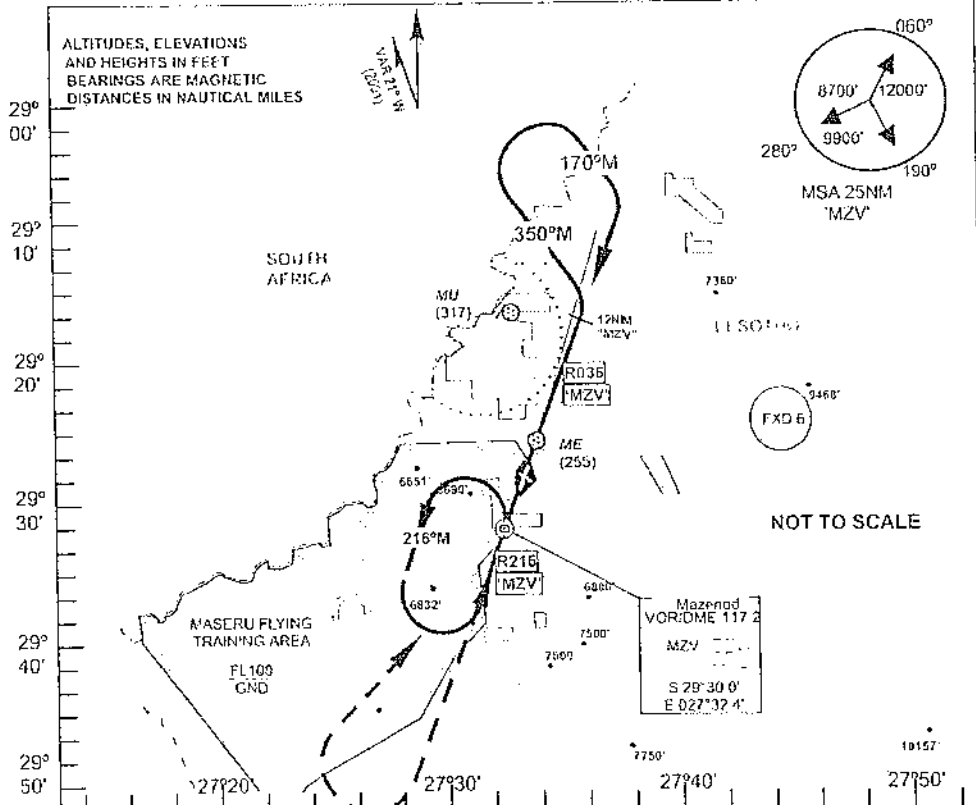
**INSTRUMENT
APPROACH
CHART - ICAO**

AERODROME ELEV 5320'
HEIGHTS RELATED TO
THR RWY22 ELEV 5320'

APP - 120.7
TWR - 118.5

MASERU/Moshoeshoe 1

VOR/DME/ILS RWY 22



MISSED APCH: Climb straight ahead to VOR 'MZV', thereafter R-216 VOR 'MZV' outbound to 8000 FT ALT. At 8000 FT ALT turn right and return to VOR 'MZV' climbing to 10 000 FT ALT.

THR 5320' NM from THR RWY 22 (12 NM 'MZV')

OCA (OCH)	A	B	C	D
ILS CAT 1	5481' (161')	5491' (171')	5504' (184')	5517' (197')
GP IN/CP	5700' (380')			
Circling	7000' (1620')		N/A	

Grade Slope	M/S	80	100	120	140	160	180
TAT to MAP (5.4 NM)	min/SEC	4 03	3 14	2 42	2 15	2 01	1 48
Rate of descent (3.5)	ft/min	470	560	700	820	930	1050

MASERU/MOSHOESHOE I INTERNATIONAL AIRPORT
VOR/DME/ILS RWY 22

AEROROME ELEV & HEIGHTS FT	RWY	FACILITY	INITIAL APPROACH ALT FT	PROCEDURE	MISSED APCH PROCEDURE
1	2	3	4	5	6
MASERU/ MOSHOESHOE 1 (FXMM) AD ELEV 5348 THR ELEV 5320 CAT I ILS Glidepath ALT over OM 7316 OCH ABOVE THR ELEV CAT-A 161 CAT-B 171 CAT-C 184 CAT-D 197 TRANSITION ALT 12,000 CAT A - D VAR W21.4° (2001)	22	ILS LLZ "ILM" 108.9 ILS GP 392.3 VOR/DME "MZV" 117.2 Glidepath 3.0°	10,000 FT ALT or MSA MSA 25NM "MZV" 060°M - 190°M - 12,000 190°M - 280°M - 9,900 280°M - 060°M - 8,700	<p><u>HOLD:</u> Hold on a left-hand racecourse pattern over VOR "MZV" inbound R-216, outbound heading 216°M. Descend in the hold to 10,000 FT ALT.</p> <p><u>APPROACH:</u> Depart from VOR "MZV" outbound on R-036 "MZV", and descend on R-036 to 8000 FT ALT maximum 12 DME VOR "MZV". At 12 DME "MZV" procedure turn left onto Heading 350°M and descend to 7600 FT ALT, and thereafter right turn 170°M to intercept the ILS Localizer. Maintain 7600 FT ALT to Glidepath interception (10.6 DME VOR "MZV"). Descend on the Glidepath to MDA/H.</p>	Climb straight ahead to VOR "MZV", thereafter R-216 VOR "MZV" outbound to 8000 FT ALT. At 8000 FT ALT turn right and return to VOR "MZV" climbing to 10,000 FT ALT. NOTE: Circle to land at the discretion of the pilot in command. Circling not authorised for CAT-D type aircraft.

GENERAL CONDITIONS OF AVAILABILITY

The SAR service and facilities in Lesotho are available without charge to neighbouring States upon request to DCA at all times when they are not engaged in SAR operations in their own State. Facilities are not specialized in SAR techniques and functions, and are normally used for other purposes and adapted as necessary for SAR work.

SAR ASSISTANCE OFFERED

Where SAR assistance is voluntarily given by an individual or operator, the assistance will be subject to the direction and control by the RCC or RSC, as appropriate. This assistance will only be accepted on the understanding that the State will not be liable for any cost incurred, damage to aircraft or injuries sustained in connection with such participation in the SAR operation.

APPLICABLE ICAO DOCUMENTS

Annex 12	Search and Rescue
Annex 13	Aircraft accident investigation
DOC 7030	Regional Supplementary Procedures for Alerting and Search and Rescue Services applicable in the AFI Region (RAC para. 10.0)

DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES.Annex 12ReferenceDifferences

NIL

Annex 13Reference

NIL

DOC 7030Reference

NIL

1. RESCUE CO-ORDINATION CENTRE			
A) NAME	:	Rescue Co-ordination Centre Johannesburg International Airport, Johannesburg (RSA)	
B) POSTAL ADDRESS	:	Chief of ATS Johannesburg International Airport Private Bag X1 Johannesburg Republic of South Africa.	
C) TELEGRAPHIC ADDRESS (AFTN):		FAJSZGBL	
D) TELEPHONE NUMBERS	:	(002711) 928 6578 (002711) 395 1045 (002711) 928 6452/3/4/7 (002711) 394 3829 (002711) 921 6520-3 (002711) 973 4624 (002711) 394 3931	
2. RESCUE SUB-CENTRE			
A) NAME	:	Maseru Rescue Sub-Centre	
B) POSTAL ADDRESS	:	P.O. Box 629 Maseru – 100 Lesotho	
C) TELEGRAPHIC ADDRESSES		AFTN : FXMMYDYX COMMERCIAL : CIVILAIR MASERU TELEX : 4321 CVLAIR LO TELEFAX : (+266) 22 350012	
3. Specific procedures and directives are contained in the "Search and Rescue Operations Manual" for the Kingdom of Lesotho and the "South African Search and Rescue Manual".			
4. RESCUE UNITS			
NAME	LOCATION	FACILITIES	REMARKS
a	b	c	d
MASERU/ Moshoeshoe 1 Airport	29° 26' 37" S 027° 33' 27" E	CASA212 – MRG Commercial and Private light aircraft – SRG MIL HEL – MRG	

PROCEDURES AND/OR SIGNALS EMPLOYED BY AIRCRAFT1. PROCEDURES

- 1.1 Procedures for pilots-in-command observing an accident or intercepting a distress call and/or message are outlined in Annex 12, Chapter 5.

2. COMMUNICATIONS

- 2.1 Transmission and reception of distress messages within the Lesotho area of responsibility are handled in accordance with Annex 10, Vol 11, Chapter 5, para. 5.3.
- 2.2 For communications during SAR operations, the codes and abbreviations published in DCC 8400, ICAO Codes and Abbreviations, are used.
- 2.3 Information concerning positions, call-signs, frequencies and hours of operation of Maseru and Bloemfontein aeronautical stations is published in COM 2 of AIP-Lesotho and AIP South Africa, respectively.
- 2.4 Aircraft taking part in SAR operations will adopt the call-sign RESCUE and additional identification marks.

3. SEARCH AND RESCUE SIGNALS

- 3.1 The search and rescue signals to be used are those prescribed in Annex 12, Appendix A, which are reproduced on page SAR 2 - 7.

4. Search and Rescue (SAR) phases are designated as follows:

- 4.1.1 Uncertainty phase - a situation wherein uncertainty exists as to the safety of an aircraft and its occupants.
- 4.1.2 Alert phase - a situation wherein uncertainty exists as to the safety of an aircraft and its occupants are threatened by grave and imminent danger or require immediate assistance.
- 4.1.3 Distress phase - a situation wherein there is reasonable certainty that an aircraft and its occupants are threatened by grave and imminent danger or require immediate assistance.

- 4.2 Circumstances requiring the declaration of a SR phase.

- 4.2.1 UNCERTAINTY PHASE - (INCERFA). This phase will be declared by the appropriate authority when -

- (a) a radio-equipped aircraft maintaining radio contact is not in communication within 30 minutes after -

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- (1) ETA at the next reporting point; or
- (11) pre-arranged or scheduled reporting time.

NOTE: Where an aircraft is equipped with VHF only and continuous radio contact cannot be maintained with an ATS Unit throughout the flight, the pilot-in-command should state before departure the reporting point(s) at which overdue action must be taken in the event of non-receipt of position report, or whether overdue action is required only at destination; or

- (b) an aircraft is known or believed to be subject to irregular operation, i.e. when it is -
 - (1) not following the correct track or maintaining the correct flight level(s); or
 - (11) not in normal communication; or
 - (111) unable to use appropriate navigational aids; or
 - (1v) experiencing navigational difficulties; or
 - (v) experiencing hazardous weather conditions; or
 - (v1) experiencing impaired operating efficiency but not to the extent that the flight plan cannot be completed; or
- (c) an aircraft which is operating on an "overdue at destination only" flight plan is not in contact with the destination aerodrome within 1 hour after ETA; or
- (d) an aircraft which is operating on a flight plan stipulating alerting action after a specified time fails to arrive or is not in contact with the ATS unit by the time specified in the flight plan and preliminary checks fail to reveal the whereabouts of the aircraft; or
- (e) an aircraft which is proceeding to an unmanned aerodrome but which is operating on an "overdue action" flight plan, fails to report arrival by the time specified in the flight plan and preliminary checks fail to reveal the whereabouts of the aircraft.

4.2.2 ALERT PHASE. (ALERFA) This phase will be declared by the appropriate authority when -

- (a) following an INCERFA declared because of failure to report or loss of communication, subsequent attempts to establish communication with the aircraft or enquiries to other relevant sources fail to reveal any news of the aircraft; or
- (b) information has been received which indicates that the operating efficiency of the aircraft has been impaired but not to the extent that a forced landing is likely;

or

- (c) an aircraft is known to be operating in other than normal circumstances or is lost and there is reason to believe that in consequence, the safe conduct of the flight is in jeopardy.

(N.B. "Other than normal circumstances" may include all or any of the circumstances for which declaration of INCERFA is required and any circumstances having comparable consequences).

- (d) an aircraft which has been given approach or landing instructions at an aerodrome, fails to land within five minutes of the estimated landing time and communication cannot be re-established before the expiration of five minutes period; or

4.2.3 DISTRESS PHASE. (DETRESFA). This phase will be declared by the appropriate authority when -

- (a) following an ALERFA declared because of failure to report or loss of communication, further widespread attempts to establish communication with the aircraft and more widespread unsuccessful enquiries point to the probability that the aircraft is in distress; or
- (b) the fuel on board, as stated in the flight plan, is considered to be exhausted or to be insufficient to enable the aircraft to reach safety; or
- (c) information is received which indicates that the operating efficiency of an aircraft has been impaired to the extent that a forced landing is likely; or
- (d) information is received which indicates that an aircraft is about to make, or has made, a forced landing, has ditched or crashed; or
- (e) an aircraft fails to report after take-off when instructed or expected to do so and communication cannot be re-established before the expiration of five minutes.

5. PROCEDURES TO BE USED BY AIRCRAFT SUBJECT TO AN EMERGENCY

5.1 An aircraft which experiences conditions as described in para. 4.2 should notify the appropriate ATSU without hesitation to ensure that effective action may be taken without delay. In this respect remember the following points:

- (a) confess your predicament to any ATS Unit to enable the organisation to assist whilst there is still time;
- (b) communicate with the ATS Unit, passing as much of the pertinent information as possible in the first message;

- (c) climb, if possible, for improved direction-finding and radar coverage; (Use Radar in Max. BLOEMFONTEIN ACC RADAR FACILITY)
- (d) comply with instructions and advice given and assist the ATS Unit to control communications on the frequency in use. Do not change frequency unless it is absolutely necessary; and
- (e) conserve - slow down and set up maximum endurance power.

5.2 Emergency communications from aircraft.

5.2.1 Emergency communications from aircraft are divided into two categories as follows:-

- (a) distress covers aircraft threatened by grave and imminent danger and in need of immediate assistance; and
- (b) urgency identifies a very urgent message concerning the safety of a ship, aircraft or other vehicle, or some person on board or in sight.

5.2.2 Distress communications. In addition to being preceded by the radiotelephony distress signal MAY DAY, preferably spoken three times, the distress message to be sent by an aircraft in distress should:-

- (a) be on the air-ground frequency in use at the time;
- (b) consist of as many as possible of the following elements spoken distinctly and, if possible, in the following order:-
 - (1) the name of the station addressed (time and circumstances permitting);
 - (11) the identification of the aircraft;
 - (111) the nature of the distress condition;
 - (1v) intention of the person in command;
 - (v) present position, level (i.e. flight level, altitude, etc., as appropriate) and heading;
 - (vi) any other useful information.

5.2.3 Urgency communications.

In addition to being preceded by the radiotelephony urgency signal PAN, preferably spoken three times, the urgency message to be sent by an aircraft reporting an urgency condition must

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- (a) be on the air-ground frequency in use at the time;
- (b) consist of as many as required of the following elements spoken distinctly and, if possible, in the following order:-
 - (i) the name of the station addressed (time and circumstances permitting);
 - (ii) the identification of the aircraft;
 - (iii) the nature of the urgency condition;
 - (iv) intention of the person in command;
 - (v) present position, level (i.e. flight level, altitude, etc., as appropriate) and heading;
 - (vi) any other useful information.

5.2.4 Progress reports from aircraft subject to an emergency.

- (a) After declaring an emergency, aircraft in flight should endeavour to maintain contact with an ATS unit and should transmit progress reports as frequently as possible.
- (b) Before changing frequency, aircraft should advise the ground station of the frequency to which it intends changing. If the aircraft is not in contact with an ATS Unit this information should be broadcast before the frequency change is made.

5.3 Action after crash or forced landing.

5.3.1 The pilot of an aircraft which has crashed or force landed shall use his own discretion on whether to remain at the aircraft or to attempt to reach help.

- (a) After declaring an emergency aircraft in flight should endeavour to maintain contact with an ATS unit and should transmit progress reports as frequently as possible.
- (b) Before changing frequency aircraft should advise the ground station of the frequency to which it intends changing. If the aircraft is not in contact with an ATS Unit this information should be broadcast before the frequency change is made.

5.3.2 Factors which should influence his decision are:

- a) if the aircraft was operating on an "overdue action" flight plan and the crashed or force landed in a desert

area, a swamp area or a very sparsely populated area, it is advisable to remain at the aircraft and take such of the following action as may be appropriate or possible:

- (i) take steps to conserve the strength of survivors, e.g. avoid unnecessary exertion in the sun;
 - (ii) conserve available water and food supplies;
 - (iii) if a useable radio transmitter is available, make transmission using the distress procedure, giving the aircraft's position and any other pertinent data, at H +15 and H +45. These transmissions should be kept as short as possible to conserve battery power. H +15 and H +45 mean at times which are 15 and 45 minutes past the hour, e.g. 0715, 0745, 1215, 1245 etc.);
 - (iv) if automatic SR beacons are available one should be switched on for 5 minutes from H +15 and H +45. If, however, aircraft are seen or heard a beacon should be left on, continuously;
 - (v) if flares are carried they should be conserved for use when search aircraft, ships or ground search parties are known to be in the vicinity. The danger of falling flares starting field fires and bush fires must be borne in mind before using flares;
 - (vi) if possible place the aircraft in a conspicuous position. Engine cowls, doors or other removable parts of the aircraft should be removed, polished-up and placed where they will reflect the rays of the sun. Fine sand can be used to remove paint from metal surfaces;
 - (vii) lay out the appropriate ground/air emergency signal strips in a conspicuous place; and
 - (viii) light smoke fires.
- (b) If the aircraft has crashed or force landed in a settled area where help is near at hand it is better to leave the aircraft to look for help. In such cases Police Stations, telephone exchanges, District Officers, etc. will render such assistance as they can. The pilot should inform the unit he has called upon for help that he is operating on an "overdue action" flight plan and ask them to advise the nearest ATS Unit of his whereabouts.

GROUND-AIR VISUAL SIGNAL CODE

6 Ground-air visual signal code for use by survivors.

NO.	Message	Code Symbol
1	Require assistance	V
2	Require medical assistance	X
3	No or Negative	N
4	Yes or Affirmative	Y
5	Proceeding in this direction	↑

Ground-air visual signal code for use by rescue units

NO.	Message	Code Symbol
1	Operation completed	LLL
2	We have found all personnel	LL
3	We have found only some personnel	++
4	We are not able to continue. Returning to base	XX
5	Have divided into two groups. Each proceeding in direction indicated	↔
6	Information received that aircraft is in this direction	→ →
7	Nothing found. Will continue to search	NN

6.1 Symbols shall be at least 2.5 metres (8 feet) long and shall be made as conspicuous as possible.

Note 1. - Symbols may be formed by any means such as: strips of fabric, parachute material, pieces of wood, stones or such like material; marking the surface by tramping, or staining with oil, etc.

Note 2. - Attention to the above signals may be attracted by other means such as radio, flares, smoke, reflected light, etc.

7. Air-ground signals.

7.1 The following signals by aircraft mean that the ground signals have been understood:

(a) during the hours of daylight;
- by rocking the aircraft's wings;

(b) during the hours of darkness:
- flashing on and off twice the aircraft's landing lights or, if not so equipped, by switching on and off twice its navigation lights.

7.2 Lack of the above signal indicates that the ground signal is not understood.



This is a report on the status of Technical Publications. For ordering purposes please refer to the Catalogue of ICAO Publications and Audio Visual Training Aids

ANNEXES TO THE CONVENTION

Annex	Title	Current edition			Subsequent amendments		Notes
		No.	Amendments incorporated	Date applicable	No.	Date applicable	
1	Personnel Licensing	8	1-159	16/1/89	160	10/11/94	
2	Rules of the Air	9	1-29	14/11/91	30	11/11/93	
3	Meteorological Service for International Air Navigation	12	1-70	9/11/95	—	—	Corr. issued 25/9/95
4	Aeronautical Charts	9	1-50	9/11/95	—	—	
5	Units of Measurement to be Used in Air and Ground Operations	4	1-13	26/11/81	14	22/11/84	
6	Operation of Aircraft				15	19/11/87	
	Part I — International Commercial Air Transport — Aeroplanes	6	1-21	9/11/95	—	—	
	Part II — International General Aviation — Aeroplanes	5	1-16	9/11/95	—	—	
	Part III — International Operations — Helicopters	3	1-3	9/11/95	—	—	
7	Aircraft Nationality and Registration Marks	4	1-4	26/11/81	—	—	
8	Airworthiness of Aircraft	8	1-95	22/3/91	96	10/11/94	
9	Facilitation	9	1-14	15/11/90	15	11/11/93	
10	Aeronautical Telecommunications						
	Volume I (Part I — Equipment and Systems; Part II — Radio Frequencies)	4	1-65	21/11/85	66	20/11/86	
					67	22/10/87	Corr. 1 issued 2/12/87
					68	15/11/90	
					69	11/11/93	Corr. issued 16/8/93
					70	9/11/95	
	Volume II (Communication Procedures including those with PANS status)	5	1-70	9/11/95	—	—	
	Volume III — Communication Systems (Part I — Digital Data Communication Systems; Part II — Voice Communication Systems)	1	—	9/11/95	—	—	
	Volume IV — (Surveillance Radar and Collision Avoidance systems)	1	—	9/11/95	—	—	
11	Air Traffic Services	10	1-35	10/11/94	—	—	
12	Search and Rescue	6	1-11	9/10/75	12	12/8/76	
					13	26/11/81	
					14	15/11/90	
					15	11/11/93	
13	Aircraft Accident Investigation	8	1-9	10/11/94	—	—	
14	Aerodromes						
	Volume I — Aerodrome Design and Operations	2	1	9/11/95	—	—	Corr. 1 issued 1/11/95
	Volume II — Heliports	2	1	9/11/95	—	—	Corr. 1 issued 20/10/95
15	Aeronautical Information Services	9	1-28	10/11/94	—	—	
16	Environmental Protection						
	Volume I — Aircraft Noise	3	1-4	11/11/93	—	—	
	Volume II — Aircraft Engine Emissions	2	1-2	11/11/93	—	—	
17	Security — Safeguarding International Civil Aviation against Acts of Unlawful Interference	5	1-6	1/4/93	—	—	
18	The Safe Transport of Dangerous Goods by Air	2	1-4	16/11/89	—	—	

PROCEDURES FOR AIR NAVIGATION SERVICES (PANS)

Doc No.	Title	Current edition			Subsequent amendments		Notes
		No.	Amendments incorporated	Date applicable	No.	Date applicable	
4444	RAC — Rules of the Air and Air Traffic Services	12	—	21/11/85	1	20/11/86	
					2	22/10/87	
					3	14/11/91	
					4	11/11/93	
8168	OPS — Aircraft Operations				5	10/11/94	
	Volume I — Flight Procedures	4	1-7	11/11/93	6	9/11/95	
	Volume II — Construction of Visual and Instrument Flight Procedures	4	1-6	11/11/93	7	9/11/95	Corr. 1 issued 3/8/95 Corr. issued 29/12/93; Corr. 2 issued 22/3/94; Corr. 3 issued 3/8/95
8400	ABC — ICAO Abbreviations and Codes	4	1-20	16/11/89	21	1/7/93	
7030	Regional Supplementary Procedures	4	1-168	24/10/86	169	21/8/87	
					170	25/3/88	
					171	22/9/88	
					172	15/5/89	
					173	23/10/89	
					174	2/4/90	
					175	15/10/90	
					176	18/4/91	
					177	8/11/91	
					178	6/3/92	
					179	9/10/92	
					180	26/10/93	
					181	15/3/94	
					182	3/10/94	

Doc No.	Title	Current edition		Subsequent amendments		Notes
		No.	Date	No.	Date	
OPS/AIR — OPERATIONS/AIRWORTHINESS						
7488	Manual of the ICAO Standard Atmosphere	3	1993	—	—	
8335	Manual of Procedures for Operations Certification and Inspection	4	1995	—	—	
9051	Airworthiness Technical Manual	2	1987	10	14/11/86	Corr. 1 issued 1/6/87
9274	Manual on the Use of the Collision Risk Model (CRM) for ILS Operations	1	1980	1	1/2/83	
				2	21/7/83	
9284	Technical Instructions for the Safe Transport of Dangerous Goods by Air	1995-1996	—	—	—	Editorial Note — Addendum (10/7/95)
9284SU	Supplement to the Technical Instructions for the Safe Transport of Dangerous Goods by Air	1995-1996	—	—	—	
9365	Manual of All-Weather Operations	2	1991	—	—	
9368	Instrument Flight Procedures Construction Manual	1	1983	1	14/12/83	
9371	Template Manual for Holding, Reversal and Racetrack Procedures	2	1986	—	—	
9375	Dangerous Goods Training Programme					
	Book 1 — Shippers, Cargo Agents and Operators' Cargo Acceptance Staff	3	1/93	—	—	
	Book 2 — Load Planners and Flight Crew	3	1/93	—	—	
	Book 3 — Passenger Handling Staff and Flight Attendants	3	1/93	—	—	
	Book 4 — Loading and Warehouse Personnel	3	1/93	—	—	
9376	Preparation of an Operations Manual	1	1990	—	—	
9388	Manual of Model Regulations for National Control of Flight Operations and Continuing Airworthiness of Aircraft	2	1987	—	—	
9389	Manual of Procedures for an Airworthiness Organization	1	1983	—	—	
9408	Manual on Aerial Work	1	1984	—	—	
9481	Emergency Response Guidance for Aircraft Incidents Involving Dangerous Goods	1995-1996	—	—	—	
9501	Environmental Technical Manual on the use of Procedures in the Noise Certification of Aircraft	2	1995	—	—	
9516	Guidance on the Preparation of a Pilot's Operating Handbook	1	1991	—	—	
9625	Manual of Criteria for the Qualification of Flight Simulators	1	1995	—	—	
9640	Manual of Aircraft Ground De/Anti-Icing Operations	1	1995	—	—	
9642	Continuing Airworthiness Manual	1	1995	—	—	
9646	ICAO Engine Exhaust Emissions Data Bank	1	1985	—	—	
PEL/TRG — PERSONNEL LICENSING AND TRAINING PRACTICES						
7192	Training Manual					
	Part A-3 — Composite Ground Subject Curriculum	1	1975	1	1/10/76	
	Part B-5					
	Volume I Integrated Commercial Pilot Course — Course details	1	1985	—	—	
	Volume II Integrated Commercial Pilot Course — Instructor					
	Briefing Sheets	1	1985	—	—	
	Part D-1 — Aircraft Maintenance Technician, Type II and Type I	1	1976	—	—	
9379	Manual of Procedures for Establishment and Management of a State's Personnel Licensing System	1	1983	—	—	
9401	Manual on Establishment and Operation of Aviation Training Centres	1	1983	—	—	
RAC/SAR — RULES OF THE AIR, AIR TRAFFIC SERVICES AND SEARCH AND RESCUE						
7333	Search and Rescue Manual	4	1994	—	—	
9426	Air Traffic Services Planning Manual	1	1984	1	15/7/85	
				2	11/9/86	
				3	3/11/88	
				4	30/12/92	
9432	Manual of Radiotelephony	2	1990	—	—	
9433	Manual Concerning Interception of Civil Aircraft	2	1990	—	—	
9554	Manual Concerning Safety Measures Relating to Military Activities Potentially Hazardous to Civil Aircraft Operations	1	1990	—	—	
9574	Manual on Implementation of a 300 m (1 000 ft) Vertical Separation Minimum Between FL 290 and FL 410 Inclusive	1	1992	—	—	
9613	Manual on Required Navigation Performance (RNP)	1	1984	—	—	

FACILITY AND SERVICE DOCUMENTS

Doc No.	Title	Current edition
7100	Manual of Airport and Air Navigation Facility Tariffs	1992

AERONAUTICAL CHARTS (MAP)INTRODUCTION1. GENERAL

- 1.1 The Department of Civil Aviation is in process of producing the necessary aeronautical charts for use by civil aviation. The WAC 1:1,000,000 series Chart No.3398 (Durban) contains topographical and aeronautical details in respect of the territory of Lesotho, and is produced by the Republic of South Africa. Other charts, suitable for pre-flight planning and briefing are available for reference at the AIS Unit, Maseru/Moshoeshoe I International Airport. Small scale charts are under consideration for production.

2. APPLICABLE ICAO DOCUMENTS

- 2.1 The Standards, Recommended Practices and, when applicable, the Procedures contained in the following ICAO documents will be applied without exception:

- Annex 4 - Eighth Edition - Aeronautical Charts
- DOC 8168-OPS/611-Aircraft Operations Vol 11, Construction of visual and instrument flight procedures.

3. DIFFERENCES FROM ICAO STANDARDS AND RECOMMENDED PRACTICES

- 3.1 NIL.

DESCRIPTION OF AERONAUTICAL CHART SERIES AVAILABLE1. TYPES OF CHARTS AVAILABLE

1.1 The following types of charts are published; a general description and explanation of their intended use is given in para 2:

1. Aerodrome Obstacle Chart - ICAO type A
2. Aerodrome Chart-ICAO
3. Instrument Approach Chart - ICAO
4. Visual Approach Chart - ICAO

2. GENERAL DESCRIPTION OF EACH SERIES2.1 Instrument Approach Chart - ICAO

Instrument Approach Charts conforming to the specifications of Annex 4 are available for the International Airport at Maseru/Moshoeshoe I. These charts form part of the MAP section.

2.2 Aerodrome Obstacle Chart - ICAO - Type A (Operating Limitations)

Aerodrome Obstacle Chart Type A (Operating Limitations) is available for the International Airport at Maseru/Moshoeshoe I, and is included in AGA 2. This chart in combination with the relevant information in this AIP shall provide the data necessary to enable an operator to comply with the operating limitations of Annex 6, Parts I & II, Chapter 5.

2.3 Aerodrome Chart - ICAO

Aerodrome Chart-ICAO is available for the International Airport at Maseru/Moshoeshoe I; and is included in AGA 2. These charts are not yet available for the other aerodromes as shown in AGA 1.1

2.4 Visual Approach Chart-ICAO

Visual Approach Chart-ICAO for MASERU/Moshoeshoe I is available. This Chart is intended to provide flight crews with information which will enable them to transit from the enroute/descent to approach phases of flight to the runway by means of visual reference, and is included in AGA 2.

3. AMENDMENTS AND REVISION

3.1 The aeronautical charts included in the AIP will be regularly kept up-to-date or will be replaced by the amendments to the AIP. Information concerning new maps and charts will be notified by Aeronautical Information Circulars or NOTAM Class II as appropriate.

3.2 Items of information found after publication to have been incorrect at the aeronautical information date, will be corrected immediately by NOTAM if they are of operational significance, attention being directed to the particular chart concerned.

3.3 Revision of the aeronautical information on all charts will constantly be in progress, and amended reprints will be published as regularly as production resources permit.

4. PURCHASE ARRANGEMENTS

4.1 The World Aeronautical Chart-ICAO 1,000 000 listed in MAP 2-1 may be obtained from:

Publications Department,
Government Printing Works,
Bosman Street,
PRETORIA,
REPUBLIC OF SOUTH AFRICA.

4.1.1. The under mentioned topographical maps covering the territory of the Kingdom of Lesotho are available in Maseru and may be purchased from:

The Department of Lands, Surveys and Physical Planning
P.O. Box 174
Maseru - 100
LESOTHO (SOUTHERN AFRICA)

- a) 1:5,000
- b) 1:20,000 - Covering the low lands only. 80 sheets for whole country.
- c) 1:50,000 - 60 sheets cover the whole country.
- d) 1:250,000 - 2 sheets cover the whole country.
- e) 1:500,000 - 1 sheet covers the whole country.

4.2 At the AIS Unit at Maseru/Moshoeshoe I International Airport, a limited supply of selected charts will be made available, as and when they are produced.

4.3 The Department of Civil Aviation has copies of the Aeronautical Chart Catalogue (DOC 7101-MAP/565) produced by ICAO, wherein are listed all aeronautical charts or chart series produced by all countries and known to be generally available to Civil Aviation. This catalogue may be referred to when information is required on aeronautical charts available from other countries.

5. SYMBOL SHEET

5.1 The aeronautical symbols used on aeronautical chart series listed in MAP 2-1 are shown on MAP 1-3.

CHART SYMBOLS

AERODROMES

CHARTS OTHER THAN APPROACH and LANDING CHARTS

	Land	Water		
Civil			Emergency aerodrome or aerodrome with no facilities	
Joint civil and military			Sheltered anchorage	
Military			Heliport	

APPROACH CHARTS

Principal aerodrome on which the procedure is based	
Aerodromes affecting traffic pattern on principal aerodrome	

LANDING CHARTS

Hard Surface Runway	
Unpaved Runway	
Stopway	

AERODROME INSTALLATIONS and LIGHTS

Aerodrome Reference Point		Obstruction Light	
Taxiways and Parking Areas		Aeronautical Ground Light	
Control Tower		Wind Direction Indicator (Lighted)	
Point Light		Wind Direction Indicator (Unlighted)	
Barrette		Landing Direction Indicator (Lighted)	
Marine Light		Landing Direction Indicator (Unlighted)	

MISCELLANEOUS

Highest Elevation on Chart		Restricted Airspace (Prohibited, Restricted or Danger Area)							
Obstructions	<table border="0"> <tr> <td>180</td> <td>171</td> </tr> <tr> <td></td> <td></td> </tr> <tr> <td>(75)</td> <td>(90)</td> </tr> </table>	180	171			(75)	(90)	Common Boundary of Two Areas	
180	171								
(75)	(90)								
Group Obstructions	<table border="0"> <tr> <td>125</td> <td>163</td> </tr> <tr> <td></td> <td></td> </tr> <tr> <td>(40)</td> <td>(45)</td> </tr> </table>	125	163			(40)	(45)	Telegraph or Telephone Line	
125	163								
(40)	(45)								
<p><i>Numerals in italics indicate elevation of top of obstruction above sea level</i> <i>Upright numerals in parentheses indicate height above specified datum</i></p>		Isogonal							

GENERAL (GEN)1. AERONAUTICAL INFORMATION SERVICES1.1 Aeronautical Authority

The authority responsible for civil aviation in Lesotho is the Department of Civil Aviation, one of the departments of the Ministry of Public Works and Transport (PW&T).

Postal Address	:	Department of Civil Aviation P.O. Box 629 Maseru 100 Lesotho
AFTN Address	:	FXMMYAYX
Telefax Number	:	(+266)22 310188
Telex Number	:	4321 CVLAIR LO
Telephone Number	:	(+266)22 312499
Commercial Telegraphic Address	:	CIVILAIR MASERU
E-Mail Address	:	<u>director@civilair.gov.ls</u> <i>ketso.mooketsi@gov.ls</i>

1.2 Organization of Aeronautical Information Services

The Aeronautical Information Services (AIS) forms part of the Department of Civil Aviation. Eleven hours service is provided. The International NOTAM Office is an integral part of the AIS Headquarters. Both the International NOTAM Office and AIS Headquarters are located at the following address:

Postal Address	:	Aeronautical Information Services Moshoeshoe 1 International Airport P.O. Box 629 Maseru 100 Lesotho
AFTN Address	:	FXMMYNYX and FXMMYOYX
Telefax Number	:	(+266)22 350012
Telex Number	:	4321 CVLAIR LO
Telephone Number	:	(+266)22 350362 and (+266)22 350777
E-Mail Address	:	<u>ais.hq@mia.gov.ls</u>

1.3 Area of Responsibility of Aeronautical Information Services (AIS)

The Aeronautical Information Services (AIS) is responsible for the collection and dissemination of information for the entire territory of Lesotho and for the airspace under the jurisdiction of Lesotho for air traffic control purposes.

1.4 Published Aeronautical Information

The Aeronautical Information Publication - Lesotho (AIP-Lesotho), issued in one volume, is the basic aeronautical information document published for Lesotho and contains information of a lasting character essential to air navigation. It is available in English only and is maintained up to date by an amendment service consisting of reprinted pages and, in case of minor amendments manuscript corrections. Amendments, together with check lists are normally issued.

AIP-Supplements are published as and when necessary to disseminate information of direct operational significance which:

- a) is of an ephemeral nature;
- b) requires advance distribution; or
- c) is appropriate to the AIP but immediate dissemination is required.

Aeronautical Information Circulars (AIC)

Aeronautical Information Circulars are published as and when necessary. The circulars contain information of general technical interest and information relating to administrative matters which is inappropriate to the AIP or to NOTAM. A checklist of current circulars is issued at the end of each calendar year.

Distribution of Publications

All publications of the Aeronautical Information Services are available from the AIS Division (Address in para. 1.2) and at aerodromes providing a pre-flight information service. The costs of an AIP, Air Mail postal charges and amendment service are as follows:

(a) Subscribers in Southern African Countries

- AIP purchase price per copy.....	LSL45.00
- Amendment service per year.....	LSL15.00
- Air Mail postal charges per copy of AIP.....	LSL22.00

*Southern African countries are:

Angola, Botswana, Lesotho, Malawi, Mozambique, Namibia, South Africa, Swaziland, Zambia and Zimbabwe.

(b) Subscribers in other countries in Africa

- AIP purchase price per copy.....	LSL55.00
- Amendment service per year.....	USD10.00
- Air Mail postal charges per copy of AIP.....	LSL27.00

(c) Subscribers in the rest of the world

- AIP purchase price per copy.....	LSL55.00
- Amendment service per year.....	USD10.00
- Air Mail postal charges per copy of AIP.....	LSL45.00

Note: Postal charges will not be levied by surface mail.

AIP-Supplements, monthly plain language summaries of NOTAM and Aeronautical Information Circulars (AIC) are furnished free of charge to all holders of AIP-Lesotho.

METHOD OF PAYMENT

All subscribers desirous of purchasing AIP(s) will pay the cost of AIP including the airmail postal charges in advance with the Order Form. The payment may be effected by foreign subscribers by means of Postal Order, Money Order, Cheque or Bank Draft drawn in foreign currencies for the credit of the:

Director of Civil Aviation
P.O. Box 629
Maseru - 100
Lesotho
Southern Africa

whereas the local subscribers will pay the cost of AIP(s) etc, in local currency.

1.5 NOTAM SERVICE

1.5.1 AIP Supplement

Each AIP Supplement shall be allocated a serial number which must be consecutive and based on the calendar year. The AIP Supplement pages (yellow in colour) must be kept in the AIP as long as all or part of their contents remain valid. A checklist of AIP Supplements currently in force is issued once a month in the monthly printed plain language summary of NOTAM in force.

1.5.2 Distribution of NOTAM by Telecommunications

NOTAM distribution is used mainly for the notification of temporary information of timely significance, unforeseen changes in unserviceabilities etc, or any other emergency; they are distributed by the International NOTAM Office at Maseru/Moshoeshoe 1 International Airport, in three series as follows:

Series 'A' NOTAM - NOTAM containing information of concern to long or medium range flights, and given selected international distribution.

Series 'B' NOTAM - NOTAM containing information on all airport facilities, procedures available for use by international civil aviation, and given international distribution to adjacent States only.

Series 'C' NOTAM - NOTAM containing information of concern to aircraft other than those engaged in international civil aviation, and given national distribution only.

Each NOTAM is assigned a serial number preceded by the appropriate letter indicating the series. The serial number start with number 0001 at 0000 UTC on 1st January every year. A checklist of NOTAM currently in force is issued every month over the AFTN, and in addition, a printed plain language summary of their substance is sent by airmail/e-mail to those who had originally received the NOTAM over the AFTN, as well as to others on request.

NOTAM and AIP-Supplements are exchanged with the following International NOTAM Offices:

SENT TO NOF	
Series 'A'	Series 'B'
CHISINAU FRANKFURT MADRID NAIROBI PARIS WASHINGTON	GABORONE HARARE JOHANNESBURG MANZINI MAPUTO

RECEIVED FROM NOF				
Series 'A'	Series 'B'	Series 'C'	Series 'D'	Series 'M'
DAKAR GABORONE HARARE ITALIAN NOF AMSTERDAM JOHANNESBURG MAHE MANZINI MADRID MAPUTO MAURITIUS PARIS WINDHOEK	HARARE JOHANNESBURG MANZINI	JOHANNESBURG	ITALIAN NOF	NIEU MILLIGEN (MILITARY CONTROL)

1.6 Pre-flight Information Service

At Maseru/Moshoeshoe 1 International Airport a pre-flight information service is available with coverage as follows:

Lesotho and Bloemfontein, Durban, Johannesburg, Gaborone and Beira Flight Information Regions.

Limited information is available at aerodromes of the interior but aircraft operators may request to obtain information from Maseru. The only AFTN station at the moment is Maseru/Moshoeshoe I International Airport (FXMM).

NOTAM summaries, whenever published are only available at Maseru/Moshoeshoe I International Airport.

Post-flight information forms for annotation by aircrews of information concerning the state and operation of air navigation facilities, are available at Maseru/Moshoeshoe I International Airport.

2. SUMMARY OF NATIONAL REGULATIONS

Following is a list of Civil legislation affecting the conduct of local and international civil air transport. It is essential that persons engaged in air operations in Lesotho are acquainted with the relevant regulations.

Copies of the documents may be obtained from the Government Printer, P.O. Box 268 Maseru 100, Lesotho. Please note that the Air Navigation Regulations 1980 are only available from the Department of Civil Aviation, P.O. Box 629 Maseru 100, Lesotho.

<u>Title</u>	<u>Contents</u>
Aviation Offences Act, 1975	To give effect to the Convention on Offences and certain other acts committed on Board Aircraft (Tokyo 1963); the Convention for suppression of unlawful Seizure of Aircraft (Hague 1970) and the Convention for the Suppression of Unlawful Acts against the Safety of Civil Aviation (Montreal 1971).
The Aviation Act, 1975	To provide for the control, regulation and development of aviation in Lesotho and to give effect to the Chicago Convention and Transit Agreement.
Carriage by Air Act, 1976	To give effect to certain Conventions relating to International Carriage by Air, to enable certain rules contained in such Conventions to be applied, with adaptations, to other cases of Carriage by Air.

Carriage by Air Regulations 1978.	Regulations in exercise of the power conferred by Air Act, 1976
Air Navigation Regulations, 1980	Regulations and Rules concerning Registration, Airworthiness and operation of aircraft, Air Traffic Control, Aircrew and licensing. Load Sheets, Minimum Weather conditions, Weight and performance of Public Transport aircraft, Radio Navigation appliances to be carried on aircraft and landing facilities at aerodromes. Lights and other signals, General and Special Flight Rules, Traffic Rules, Aerodrome marking and Air Traffic Control.
Air Navigation (Fees) (Amendment) Regulations, 1993	Self evident

3. DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES

The Standards and Recommended Practices contained in Annex 15 are applied with the exception (difference) noted here under:

Annex 15

Reference

CHAPTER 4

Difference

4.1	AIP-Lesotho contains information in eight (8) parts
4.1.2	General (GEN) section of AIP-Lesotho contains: a) Statement of the authority responsible for civil aviation in Lesotho; b) Statements regarding availability of the air navigation facilities, services or procedures are contained in the appropriate sections.
4.1.3	The following Aeronautical Charts forming part of the AIP are not published: a) Heliport Chart - ICAO b) Aerodrome Ground Movement Chart-ICAO d) Aircraft Parking/Docking Chart - ICAO e) Area Chart - ICAO g) Precision Approach Terrain Chart - ICAO h) Standard Arrival Chart - Instrument (STAR) - ICAO i) Standard Departure Chart - Instrument (SID) - ICAO

Annex 15
Reference
CHAPTER 5

Difference

4.2.1.1	Information in AIP-Lesotho frequently duplicates information in AIP-South Africa in order to keep it self-contained. The upper and uncontrolled airspace of Lesotho is shared between two South African Flight Information Regions, Bloemfontein and Durban.
4.2.9.1 and 4.3.7	AIP-Lesotho will be amended at such intervals as may be necessary to keep it up to date without observing a regular time schedule.
4.4.6 (Recommendation)	The colour of pages for issuance of AIP-Supplement are yellow for postal distribution, while most are distributed through e-mail.
5.1.1.1 t)	NOTAM concerning forecasts of solar cosmic radiation are not published.
6.1.2	A 'NIL' notification is not issued.
7.1.1.2	Lesotho does not publish a snow plan.
8.1.3	Pre-flight information is provided through available NOTAM and other publications concerning the route stage.

Differences not relevant to other parts of the AIPAnnex 6 Part 1 & 11

Reference Nil Difference

Annex 13

Reference Nil Difference

Annex 16

Reference Nil Difference

Annex 17

Reference Nil Difference

DOC 8400

Reference Nil Difference

4. ABBREVIATIONS

A list of abbreviations in this AIP and in general dissemination of information is contained on pages GEN 2-1 to 2-10.

5. UNITS OF MEASUREMENT

The units of measurement used in all air and ground operations in Lesotho are in accordance with Annex 5. List below are the quantities in common use and their respective units of measurement.

<u>QUANTITY</u>	<u>UNIT OF MEASUREMENT</u>
- Distance in navigation position reporting etc.	NM
- Relatively short distances such as those relating to aerodromes. (e.g. runway lengths)	m
- Altitudes, elevations and heights	ft
- Horizontal speed including wind speed	kt

- Vertical speed	ft/min
- Wind direction for landing and take off	Degrees magnetic
- Wind direction other than for landing and take off	Degrees true
- Visibility	km
- Visual range (RVR)	m
- Altimeter setting	hPa
- Temperature	C
- Mass	kg
- Time	Hours and minutes, the day of 24 hours beginning at mid-night UTC

6. TIME SYSTEM

Co-ordinated universal time (UTC) is used in the air traffic and communication services and in all documents published by the Aeronautical Information Service, unless otherwise stated. In reporting time, the nearest time checks are accurate to the minute.

7. AIRCRAFT NATIONALITY AND REGISTRATION MARKS

The nationality mark for civil aircraft registered in Lesotho is 7P. The nationality mark is followed by a hyphen and a registration mark consisting of 3 letters, e.g., 7P-DCA.

8. SPECIAL EQUIPMENT TO BE CARRIED ON AIRCRAFT

Commercial air transport aircraft operating in Lesotho must adhere to the provisions of Annex 6 - Operation of Aircraft, Part 1, Chapter 6 (Aeroplane Instrument and Flight Documents) and Chapter 7 (Aeroplane Communication and Navigation Equipment). Additionally they are required to carry a functioning HF radio to enable continuous two way communication with an ATSU throughout the whole of the flight over the territory of Lesotho.