

AIR TRAFFIC RULES AND SERVICES (RAC)
INTRODUCTION
RESPONSIBLE AUTHORITY

The authority responsibility for the overall administration of air traffic services provided for international civil aviation is the Director of Civil Aviation.

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AREA OF RESPONSIBILITY

Air Traffic Services as indicated in the following paragraphs are provided for the entire territory of Lesotho.

AIR TRAFFIC SERVICES

With the exception of a limited number of small aerodromes, Air Traffic Services in Lesotho are provided by the Department of Civil Aviation. The airspace of Lesotho is divided between the Central and Eastern Sectors OF Johannesburg Flight Information Region. IFR and VFR air traffic control is provided in the Maseru TMA and CTR by the Maseru Approach Control and Maseru Tower at the Moshoeshoe 1 International Airport.

Flight Information Service and Alerting Service is provided for all aircraft flying within the boundaries of the Kingdom by the Department of Civil Aviation in co-ordination with the Johannesburg Flight Information Centre.

Aerodrome Flight Information (AFIS) is a service provided at an aerodrome to give information useful for the safe and efficient conduct of flights in the aerodrome traffic zone. From the information received, pilots will be able to decide the appropriate course of action to be taken to ensure the safety of flight. AFIS is available at aerodromes during the hours of operation indicated at COM 2. The service is easily identifiable by the call sign suffix 'INFORMATION'.

The Aerodrome Flight Information Service Officer (AFISO) is responsible for:

- (a) Issuing information to aircraft flying in the aerodrome traffic zone to assist pilots in preventing collisions.
- (b) Issuing information and instructions*, on behalf of the aerodrome operator, to aircraft on the manoeuvring area in order to prevent collisions between aircraft and vehicles/obstructions on the manoeuvring area, or between aircraft moving on the apron.
- (c) Informing aircraft of essential aerodrome information (i.e. the state of the aerodrome and its facilities).
- (d) Alerting the safety services.
- (e) Initiating overdue action.

*Note: The AFISO may not give instructions or advice to aircraft FLYING IN THE ATZ except for the purpose of averting a dangerous situation.

In general, the air traffic rules and procedures in force and the organization of air traffic services are in conformity with ICAO Standards, Recommended Practices and Procedures. Differences between national and international rules and procedures are given in RAC 1 and RAC 2, the Regional Supplementary procedures, where applicable, and altimeter setting procedures being reproduced in full with an indication wherein there is difference.

COORDINATION BETWEEN THE OPERATOR AND ATS

Coordination between the operator and air traffic services is effected in accordance with 2.12 of Annex 11 and 2.1.1.4 and 2.1.1.5 of part V111 of the PANS-RAC, (DOC 4444-RAC/501).

MINIMUM FLIGHT ALTITUDES

The only ATS routes transitting Lesotho are Flight Information routes on which pilots are responsible for planning their own vertical clearance above the highest obstacles en-route.

DEFINITIONS

The definitions listed in Chapter 1 of ICAO Annex 2 and/or Part 1 of ICAO DOC 4444 apply throughout the Lesotho AIP.

List A gives definition in terms which are not defined in either Annex 2 or DOC 4444 but which Lesotho has found necessary for clarification.

LIST A

TERM	LESOTHO DEFINITION (no definition either in Annex 2 or DOC 4444).
Appropriate air traffic control unit.	In relation to an aircraft, means the air traffic control unit serving the area in which the aircraft is for the time being.
Competent Authority	In relation to Lesotho the Minister and, in relation to any other country the authority responsible under the law of that country for promoting the safety of Civil aviation
Night	The time between 15 minutes after sunset and 15 minutes before sunrise, sunset and sunrise being determined at surface level.