

RULES OF THE AIR AND AIR TRAFFIC SERVICES PROCEDURES
DIFFERENCES BETWEEN NATIONAL AND INTERNATIONAL
RULES AND PROCEDURES

1. GENERAL

The air traffic rules and procedures applicable to air traffic in Lesotho territory conform with Annex 2 and 11 to the Convention on International Civil Aviation and to those portions, applicable to aircraft, of the Procedures for Air Navigation Services - Rules of the Air and Air Traffic Services, and the Regional Supplementary Procedures applicable to the AFI Region except in the cases indicated hereunder.

2. ANNEX 2 - RULES OF THE AIR (7TH EDITION)

<u>ANNEX 2</u>	<u>DIFFERENCE</u>
3.6	No special VFR in Lesotho
4.6	No special VFR in Lesotho

3. ANNEX 11 - AIR TRAFFIC SERVICES (7TH EDITION)

<u>ANNEX 11</u>	<u>DIFFERENCE</u>
	NIL

4. PROCEDURES FOR AIR NAVIGATION SERVICES - RULES OF THE AIR AND AIR TRAFFIC SERVICES (DOC 4444 - RAC/501/12)

<u>ANNEX 11</u>	<u>DIFFERENCE</u>
	NIL

5. REGIONAL SUPPLEMENTARY PROCEDURES (DOC 7030/3)

The applicable Supplementary Procedures in force are given in their entirety. Differences are printed in capital letters. References given are those of Doc 7030/3.

1.0 FLIGHT RULES

1.1 Visual Flight Rules (VFR)
 (A2 - 4.6)

1.1.1 At selected aerodromes only, VFR flights to be operated within a control zone established at an aerodrome serving international flights and, in specified portions of associated terminal control area, they shall:

- 1) have two-way radio communication;
- 2) obtain clearance from the appropriate ATC Unit; and
- 3) report positions as required.

Note: NO SPECIAL VFR IN LESOTHO.

1.2 Instrument flight rules (IFR)
(A2 - 2.2 and Chapter 5)

1.2.1 Special application of instrument flight rules

1.2.1.1 Flights shall be conducted in accordance with the instrument flight rules (even when not operating in instrument meteorological conditions) when operated above FLIGHT LEVEL 200.

1.4 Air Traffic Advisory Service
(P-RAC, Part VI - 1.4)

1.4.1 THERE IS NO ADVISORY AIRSPACE WITHIN THE BLOEMFONTEIN AND DURBAN FIRs ABOVE LESOTHO TERRITORY.

2.0 FLIGHT PLANS

2.1 Contents of flight plans
(A2 - 3.3; P-RAC, Part 11 - 8.1 and Appendix 2)

2.1.1 A flight plan for a flight to be provided with Air Traffic Control service or Air Traffic Advisory Service shall be submitted at least 30 minutes before departure.

2.1.2 Route

2.1.2.1 Whenever possible flights are authorised to fly direct between any two intermediate or terminal points of the AFI ATS route network. In this case flight progress reports should be made in relation to the significant points defining the basic route.

3.0 AIR GROUND COMMUNICATION AND IN-FLIGHT REPORTING
(A2 - 3.6.3, 3.6.5.1, 5.3.3 and P-RAC, Part 11 - 13)

3.1 Application
(A2 - 3.6.3, 3.6.5.1, 5.3.3; P-RAC Part 11 - 13)

3.1.1 All aircraft flying within Lesotho Territorial borders at 12,500 feet and below AMSL outside controlled airspace shall maintain a listening watch and make traffic information broadcasts on radio frequency 122.8 MHZ. Aircraft flying into/out of aerodromes where Aerodrome Flight Information Service or Aerodrome Control Service is established shall keep a listening watch and make necessary transmissions on radio frequencies allocated to such aerodromes.

3.2 Time or place of position reports
(A2 - 3.6.3, 3.6.5, 5.3.3, P-RAC, Part 11 - 13)

3.2.1 Position reports additional to those required by the general position reporting procedures shall be made when entering or leaving controlled or advisory airspace.

3.3 Transmission of position reports
(P-RAC, Part 11 - 13.1)

3.3.1 The last position report before passing from one FIR to an adjacent FIR shall also be made to the ATS Unit serving the airspace about to be entered.

4.0 SEPARATION OF AIRCRAFT

- 4.2 Longitudinal separation
(P-RAC, Part 111 - 8 and 9)
- 4.2.1 LIMITED LONGITUDINAL AND LATERAL SEPARATION IS APPLIED DUE TO THE SIZE OF THE TMA AND MOUNTAINOUS TERRAIN.
- 7.0 FLIGHT INFORMATION SERVICE
- 7.1 Information on runway conditions
(All - 4.2.1; P-RAC, Part IV - 13.1)
- 7.1.1 Unless otherwise provided, Maseru Tower shall have available for transmission to aircraft on request, immediately prior to descent, information on the prevailing runway conditions at the aerodrome of intended landing.
- 7.2 Transmission of SIGMET information
(P-RAC, Part V1 - 1.3.2)
- 7.2.1 Transmission of SIGMET information to aircraft shall be at the initiative of Maseru Tower, by the preferred method of directed transmission followed by acknowledgement, or by a general call when the number of aircraft would render preferred method impracticable.
- 7.2.2 SIGMET information passed to aircraft shall cover a portion of the route up to two hours flying time ahead of the aircraft. FOR AIRCRAFT FLYING OVER LESOTHO TERRITORY THIS RESPONSIBILITY RESTS WITH BLOEMFONTEIN FIC.
- 7.3 Transmission of amended aerodrome forecasts
(P-RAC, Part V1 - 1.3.3.2)
- 7.3.1 Amended aerodrome forecasts shall be passed to aircraft within 60 minutes from the aerodrome of destination, unless the information would have been made available by other means.
- 7.4 Transmission of trend forecasts
(All - 4.2.2)
- 7.4.1 The latest trend forecasts available to the ATS Unit, provided it is not more than one hour old, shall always be transmitted to an aircraft together with the latest report of routine or special observation when the aircraft request with the latest information.
- 10.0 ALERTING AND SEARCH AND RESCUE SERVICES
- 10.1 Routes and equipment of private aircraft
(A6, Part 11 - 6.3 and 6.4)
- 10.1.1 General aviation aircraft operating over Lesotho territory where search and rescue operations would be difficult, should:
- (1) carry appropriate survival equipment.
 - (2) follow the routes or specified procedures if not equipped

with two-way radio, except that under special circumstances, the appropriate authority may grant specific exemptions from this requirement.

10.2 Alerting service
(P-RAC, Part V1 - 2)

- 10.2.1 The procedures for "Alerting Service" detailed in the PANS-RAC, Part V1, 2, are applicable to all flights except those conducted wholly in the vicinity of an aerodrome when exempted by the appropriate air traffic control unit.

ALTIMETER SETTING PROCEDURESNOTIFICATION

The transition altitude listed below is notified for the purposes of Rule 26 of Schedule 14, Rules of the Air and Air Traffic Control of the Air Navigation Regulations 1980.

INTRODUCTION

The altimeter setting procedures in use generally conform to those contained in ICAO DOC 8168-OPS/611 and are given in full below.

The purpose of these procedures is to provide pilots with suitable pressure information which will assist them in maintaining adequate terrain clearance and also ensure a safe standard of flight separation by the general use of altimeters set at 1013.2 mbs.

QNH and temperature information for use in determining adequate terrain clearance is available on request from Maseru Twr. QNH values are given in whole milibars.

1. BASIC PROCEDURES1.1 General

1.1.1 The transition altitude at Maseru/Moshoeshoe I International Airport is given in AGA 2. The transition altitude specified will never be lower than 3000 feet above aerodrome level.

1.1.2 Vertical positioning of aircraft when at or below the transition altitude is expressed in terms of altitude, whereas such positioning above the transition altitude is expressed in terms of flight levels. The table in Appendix A of DOC 7030 should be used to determine minimum FL above transition altitude.

1.1.3 Flight level zero is located at atmospheric pressure level of 1013.2 mbs (29.92 ins). Consecutive flight levels are separated by a pressure interval corresponding to 500 feet (152.4m) in the standard atmosphere. Examples of the relationship between flight levels and altimeter indications are given in the following table, the metric equivalents being approximate:

<u>Flight Level</u>	<u>Altimeter Indication</u>	
	<u>Feet</u>	<u>Metres</u>
<u>Number</u>		
0	0	0
5	500	150
10	1000	300
15	1500	450
20	2000	600
50	5000	1500
100	10000	3050
200	20000	6100