



IATA In-flight Broadcast Procedure (IFBP)

AFI Region

1. Listening Watch

A listening watch should be maintained on the designated frequency (126.9MHz in AFI), 10 minutes before entering the designated airspace until leaving this airspace. For an aircraft taking off from an aerodrome located within the lateral limits of the designated airspace, listening watch should start as soon as appropriate and be maintained until leaving the airspace.

2. Time of Broadcast

A broadcast should be clearly pronounced in English:

- a) 10 minutes before entering the designated airspace or, for a pilot taking off from an aerodrome located within the lateral limits of the designated airspace, as soon as appropriate;
- b) 10 minutes prior to crossing a reporting point;
- c) 10 minutes prior to crossing or joining an ATS route;
- d) at 20 minute intervals between distant reporting points;
- e) 2 to 5 minutes, where possible, before a change in flight level;
- f) at the time of a change in flight level;
- g) at any other time considered necessary by the pilot; and
- h) In the interest of reducing congestion on the IFBP frequency, pilots may exercise discretion to omit closely spaced repetitive IFBP reports.

3. Operating Procedures

3.1. Changes of Cruising Level

- 3.1.1. Changes of Cruising Level are considered necessary by pilots to avoid traffic conflicts, for weather avoidance, or for other valid operational reasons;
- 3.1.2. When cruising level changes are unavoidable, all available aircraft lighting, which would improve the visual detection of the aircraft, should be displayed while changing levels.



3.2. Collision Avoidance

If, on receipt of a traffic information broadcast from another aircraft, a pilot decides that immediate action is necessary to avoid an imminent collision risk to his aircraft, and this cannot be achieved in accordance with the right-of-way provisions of Annex 2, he should:

- a) unless an alternative maneuver appears more appropriate descend immediately 500 ft;
- b) display all available aircraft lighting which would improve the visual detection of the aircraft;
- c) as soon as possible reply to the broadcast advising action being taken;
- d) notify the action taken on the appropriate ATS frequency; and
- e) as soon as situation has been rectified, resume normal flight level, notifying the action on the appropriate ATS frequency.

3.3. Normal Position Reporting Procedures

Normal position reporting procedures should be continued at all times, regardless of any action taken to initiate or acknowledge a traffic information broadcast.

3.4. Operation of Transponders

Pilots shall ensure that transponder procedures as contained in ICAO PANS OPS Doc 8168 are complied with and in the absence of other directions from ATC, operate the transponder on Mode A and C Code 2000¹.

3.5. Use of TCAS

In accordance with ICAO Regional Supplementary Procedures (Doc 7030), ACAS II shall be carried and operated in the AFI Region by all civil fixed-wing turbine-engined aircraft having a maximum take-off mass exceeding 5 700 kg or maximum approved passenger seating configuration of more than 19.

IATA therefore promotes the use of a working TCAS for aircraft when operating within the AFI Region; and pilots shall select TA/RA mode at maximum range.

4. The IFBP in AFI

In many FIRs in the AFI Region communications both fixed and mobile have either not been implemented or operate well below the required reliability. This has an impact on the proper provision of Air Traffic Services, especially flight information service. Consequently, the AFI Regional Technical Conference has decided that the IATA In-Flight Broadcast Procedure (IFBP) should be used within designated FIRs in the Region as an interim measure until such time as communications facilities affecting the FIRs in question have been improved.

¹ Pilots shall ensure operation of transponders even when outside radar coverage in order to enable TCAS equipped aircraft to identify conflicting traffic.



5. Designated frequency in AFI

In the AFI Region the designated frequency for the IFBP is 126.9 MHz.

6. Area of Application

6.1. In the AFI Region the IFBP should be applied in the following FIRs and airspaces:

- a) Accra*****
- b) Addis Ababa*****
- c) Alger*
- d) Asmara
- e) Brazzaville
- f) Dakar*****
- g) Dakar Oceanic**
- h) Johannesburg Oceanic*** & ****
- i) Kano
- j) Khartoum
- k) Kinshasa
- l) Luanda
- m) Lusaka
- n) Mogadishu
- o) N'Djamena
- p) Niamey
- q) Roberts*****
- r) Seychelles
- s) Tripoli*
- t) Windhoek****

* Not applicable in Alger and Tripoli FIRs North of latitude 30° N.

** Not applicable in RVSM/RNP10 (EUR/SAM Corridor) airspace of Dakar Oceanic FIR.

*** Not applicable in Johannesburg Oceanic FIR

South of a line joining $27^{\circ} 30'$ South 10° East to 20° South 10° West

**** Not applicable in Johannesburg Oceanic FIR South of latitude 20° S

**** Not applicable in Windhoek FIR South of latitude 20° S

***** Mobile communications have been improved in Accra, Addis Ababa, Dakar and Roberts FIRs. However these FIRs are maintained in IFBP area of applicability to accommodate users' requirement for linear boundaries to the extent feasible.



6.2. The In-Flight Broadcast Procedure need not be applied in the following FIRs:

- a) Alger*
- b) Antananarivo
- c) Beira
- d) Bujumbura*****
- e) Cairo
- f) Canaries
- g) Cape Town
- h) Casablanca
- i) Dakar Oceanic (RVSM/RNP10 Airspace / EUR/SAM Corridor) **
- j) Dar es Salaam
- k) Entebbe
- l) Gaborone
- m) Harare
- n) Johannesburg
- o) Johannesburg Oceanic*** and ****
- p) Kigali*****
- q) Mauritius
- r) Nairobi
- s) Sal Oceanic
- t) Tripoli*
- u) Tunis
- v) Windhoek****

- * *Not applicable in Alger and Tripoli FIRs North of latitude 30° N*
- ** *Not applicable in RVSM/RNP10 (EUR/SAM corridor) airspace of Dakar Oceanic FIR*
- *** *Not applicable in Johannesburg Oceanic FIR*
South of a line joining 27° 30' South 10° East to 20° South 10° West
- **** *Not applicable in Johannesburg Oceanic FIR South of latitude 20° S*
- **** *Not applicable in Windhoek FIR South of latitude 20° S*
- ***** *Kigali and Bujumbura delegated airspace to Dar es Salaam FIR*

7. **Enforcement**

7.1. All airlines operating in the AFI region are requested to:

- a) ensure that their air crews are fully briefed on the procedure and area of application described.
- b) ensure that their charts and flight documentation are fully amended to reflect the foregoing;

7.2. Any operator reported to IATA as not applying the procedure shall be contacted immediately, informed of the procedure, and requested to apply it.

7.3. Attention is drawn to the fact that during the Haj Pilgrimage period the number of east-west flights in the North-Central part of the AFI Region increases dramatically and with it the risk of ATS incidents and the importance of the In-Flight Broadcast Procedure.



8. Review

The procedure and its area of applicability shall be reviewed by the IATA AFI Regional Coordination Group from time to time and the list of FIRs in which the procedure is to be applied may be included or excluded as necessary.

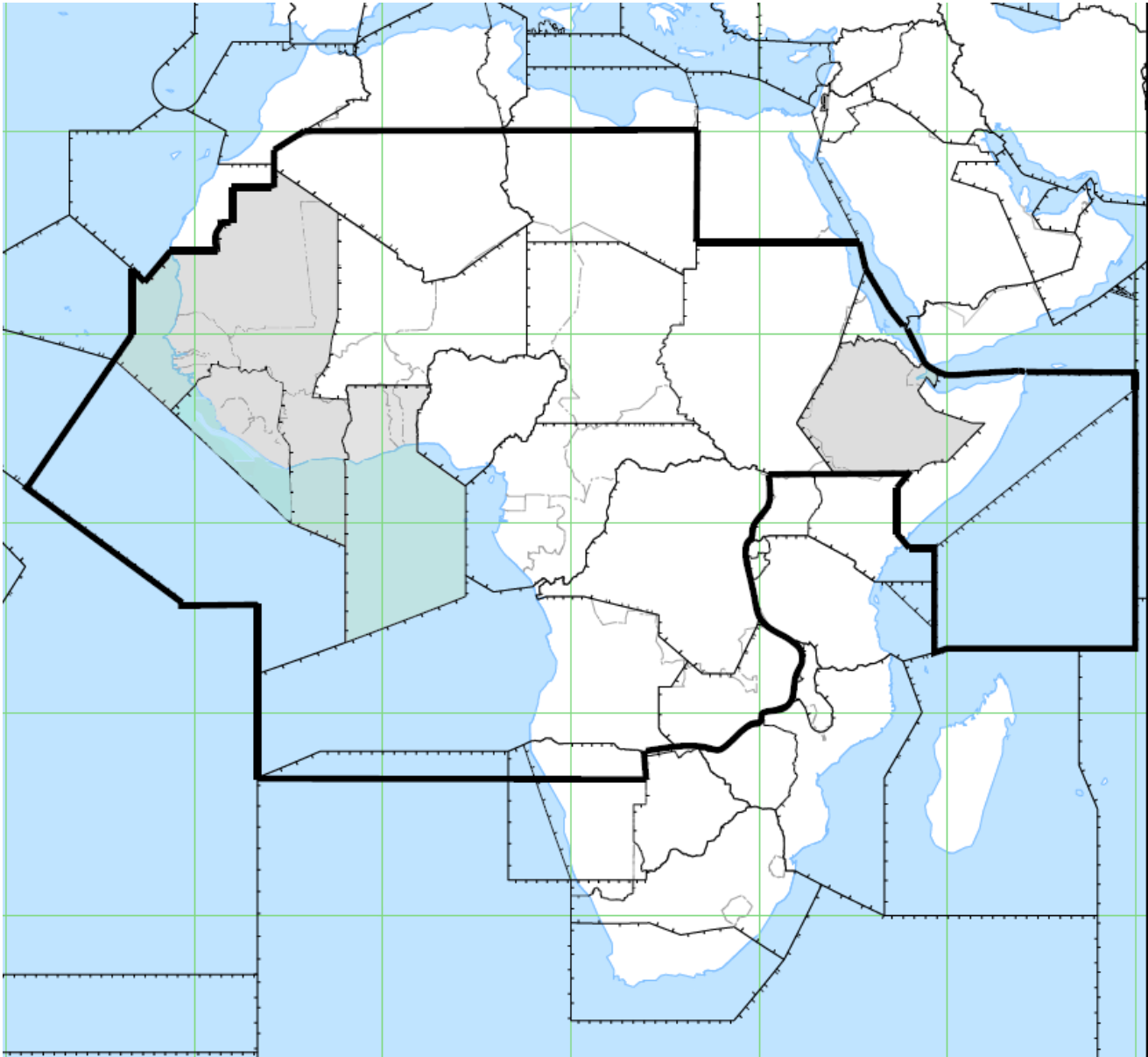
9. Distribution

To assist in ensuring its widest possible applicability the procedure is distributed to all known operators in the AFI Region, as well as to the following agencies/organizations:

ICAO Offices NBO, DKR, CAI, YMQ, PAR; ATLAS; IBAA; Jeppesen; FAA; IAOPA; IACA; NATO; LIDO, WFP, UN.



10. Map



Source: IATA SO&I AFI

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Note: Mobile communications have been improved in Accra, Addis Ababa, Dakar and Roberts FIRs. However these FIRs are maintained in IFBP area of applicability to accommodate users' requirement for linear boundaries to the extent feasible.

EXAMPLE OF A BROADCAST

- a. "ALL STATIONS" given only once to attract attention;
- b. "THIS IS AZ....." (callsign);
- c. "FL.....";
- d. "NORTHEAST BOUND LAGOS-ROME VIA UA400";
- e. "POSITION AT (UTC)";
- f. "ESTIMATING POSITION AT (UTC)";
- g. "AZ"(callsign);
- h. "FL"
- i. "NORTHEAST BOUND" (direction of flight through the area).

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