

	REPUBLIC OF SOUTH AFRICA CIVIL AVIATION AUTHORITY	CAA Private Bag x08 Waterkloof 0145
Tel: (012) 346-5566 Fax: (012) 345-6059 E-Mail: mail@caa.co.za	AERONAUTICAL INFORMATION CIRCULAR	AIC 41-4 01-09-15

IATA INFLIGHT

BROADCAST PROCEDURE ON 126.9 MHz

AREA OF APPLICABILITY

Flight crews will maintain a listening watch for 10 min before entering the defined area until they exit the area.

Λ Indicates changes

Λ This AIC replaces AIC 41-4 dated 96-02-15.

Λ In addition to normal ATS reporting procedure for the routes being flown, flight crews will also broadcast position data in English as follows:

(1) 10 min before entering the area, or when taking off within the area, as soon as appropriate.

Λ(2) 5 min prior to crossing a reporting point.

Λ(3) 5 min prior to crossing or joining an ATS route.

(4) At 20 min intervals between distant reporting points.

(5) 2 to 5 min where possible, before a change in flight level.

(6) At the time of a change in flight level.

(7) At any other time considered necessary by the pilot.

Example of a broadcast

(a) "ALL STATIONS" given only once, to attract attention.

(b) "THIS IS AZ....." (call sign, for identification)

(c) FL 310

Λ(d) North-eastbound, Lagos-Rome via UB 731.

(e) Position At (UTC)

(f) Estimating position At (UTC)

(g) AZ..... (call sign)

(h) FL 310

(i) North-eastbound (direction of flight through area).

**OPERATING PROCEDURES
within area of applicability**

Changes of cruising level

Cruising level changes should not be made within the designated airspace unless considered necessary by pilots to avoid traffic conflicts, for weather avoidance, or for other valid operational reasons.

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.

Collision avoidance

1. *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, he should:*
- (a) *unless an alternative manoeuvre appears more appropriate, descend immediately 1000 ft if above FL 290, or 500 ft if at or below FL 290;*
 - (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.*

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.

OPERATION OF TRANSPONDERS

Pilots should ensure that Standard Transponder Procedures are complied with and in the absence of other directions from ATC, Squawk Mode A/C Code 2000.

Use Of Traffic – alert Collision Avoidance System (TCAS)

TCAS equipped aircraft should have TA/RA mode selected at maximum range.

Note: *Pilots are advised to ensure operation of Transponders even when outside Radar coverage in order to enable TCAS equipped aircraft to identify conflicting traffic.*

AIR TO AIR INTERPILOT FREQUENCY

In some ICAO regions a VHF Air to Air Frequency has been promulgated for pilots to exchange operational information with each other. Recent ICAO meetings have chosen the frequency 128.95 MHz for the Africa/Indian Ocean region which remains subject to formal ICAO approval.

The following must be remembered:

1. *The Interpilot Frequency is designated for use only out of range of ground VHF stations. Not just ground stations using that frequency, but using any VHF frequency. Over a large part of the land mass of Africa this puts constraints on its use although, of course, there are oceanic routes where it could be valuable.*
12. *The Interpilot frequency must **not** be confused with the IATA Inflight Broadcast Procedure Frequency of 126.9 MHz. The Inflight Broadcast Procedure applies over most of Africa and is not constrained geographically as is the inter-pilot frequency. It is distributed by IATA to all known operators and chart producers in the affected regions and is believed by IATA and IFALPA to have greatly improved safety.*
 - . *IFBP messages exclusively involve flight safety.*
 - . *Inter-pilot Air to Air Communications include lesser priority messages.*
13. *Pilots will not want to compromise the IFBP procedure and they are therefore urged to continue using the IFBP on 126.9 MHz as they have been doing. The guarding of 126.9 MHz **must** take precedence over the guarding of frequencies assigned for inter-pilot communications. Pilots will appreciate that if they start using the inter-pilot frequency as an alternative to 126.9 MHz they may severely erode the protection provided by IFBP.*

COMMISSIONER FOR CIVIL AVIATION

World Air Ops provides Airlines, Aircraft Operators, and Pilots around the World with Operational Support, Flight Planning, Ferry Flights, and Aircraft Deliveries.

You may be interested to view **other documents** in our Free Resource Library - organised by region:

North Atlantic	NAT
Africa	AFI
Europe	EUR
Pacific	PAC
South America	SAM
North America	NAM
Asia	ASI

Our Operations Room has live Airspace, Fuel, and Navigation information updates.
www.worldairops.com/opsroom.html

We provide:

- Route planning and analysis
- Computerised Flight Planning for Business Aviation, Airlines, Charter, Cargo and Military.
- Co-ordination of 3rd party Airport handling, Ground Support, Contract Fuel, Customs Delivery, Ferry, and Positioning Flights
- Charter Flights, Overflight permits, 'First Visit' kits and aerodrome reviews.
- Oceanic Flights, Organised Track Systems, International Procedures.

Visit our website for more: www.worldairops.com

Or email us your question - we're here to help : air.support@worldairops.com
15 minute response time.

