

# 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 made 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) 5 minutes prior to crossing a reporting point;
- c) 5 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; and
- g) at any other time considered necessary by the pilot.

### 3. Operating Procedures

#### 3.1. Changes of Cruising Level

3.1.1. Cruising level change 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;

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 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 manoeuvre appears more appropriate descend immediately 1000 ft if above FL290 or 500 ft if at or below FL290;

- 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 should 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 2000.<sup>1</sup>

3.5. **Use of TCAS**

TCAS equipped aircraft should have TA/RA mode selected 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 FIR in question have been improved.

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:

Accra	Brazzaville	Jo'burg Oceanic***	Luanda	Niamey
Addis Ababa	Bujumbura	Kano	Lusaka	Roberts
Alger*	Dakar	Khartoum	Mauritius	Tripoli*
Antananarivo	Dakar Oceanic**	Kigali	Mogadishu	Windhoek
Asmara	Dar es Salaam	Kinshasa	N'Djamena	
Beira	Entebbe	Lilongwe	Nairobi	

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

\*\* Not applicable in RVSM/RNP airspace of Dakar Oceanic FIR

\*\*\* Not applicable in Johannesburg Oceanic airspace South of a line joining 27° 30' South 10° East to 20° South 10° West.

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<sup>1</sup> Pilots are advised to ensure operation of transponders even when outside radar coverage in order to enable TCAS equipped aircraft to identify conflicting traffic.

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

Bloemfontein	Casablanca	Harare	Port Elizabeth	Tunis
Canaries	Dakar Oceanic	Johannesburg	Sal Oceanic	
Cape Town	Durban			

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 AFI Regional Coordination Group from time to time and FIRs in which the procedure is to be applied may be added 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:

ATLAS; IAOPA	KSS (Chart department)	IBAA IACA	Jeppesen NATO	FAA
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