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Safety Bulletin

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IATA In-Flight Broadcast Procedure (IFBP) AFI Region

INTRODUCTION

The attached IATA Operations Notice replaces 14SAB004- IATA In-flight Broadcast Procedure (IFBP) Revision 7, in total.

ATTACHMENTS

Five (5) page Bulletin,
IATA In-flight Broadcast Procedure (IFBP) AFI Region, Revision 8
Effective Date: 15 August 2019
Expiry: 15 February 2021

Operations Notice Number: 001/2019

Title:	**IATA In-flight Broadcast Procedure (IFBP) AFI Region**
Applicable to:	**Operations in AFI region**
Effective Date:	**15 August 2019**
Expiry:	**15 February 2021**
Authorized by:	**Senior Vice President Safety & Flight Operations (SFO) IATA**
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IATA In-flight Broadcast Procedure (IFBP) AFI Region

This Operations Notice replaces ON 001/2014 in total.

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

Designated frequency in AFI

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

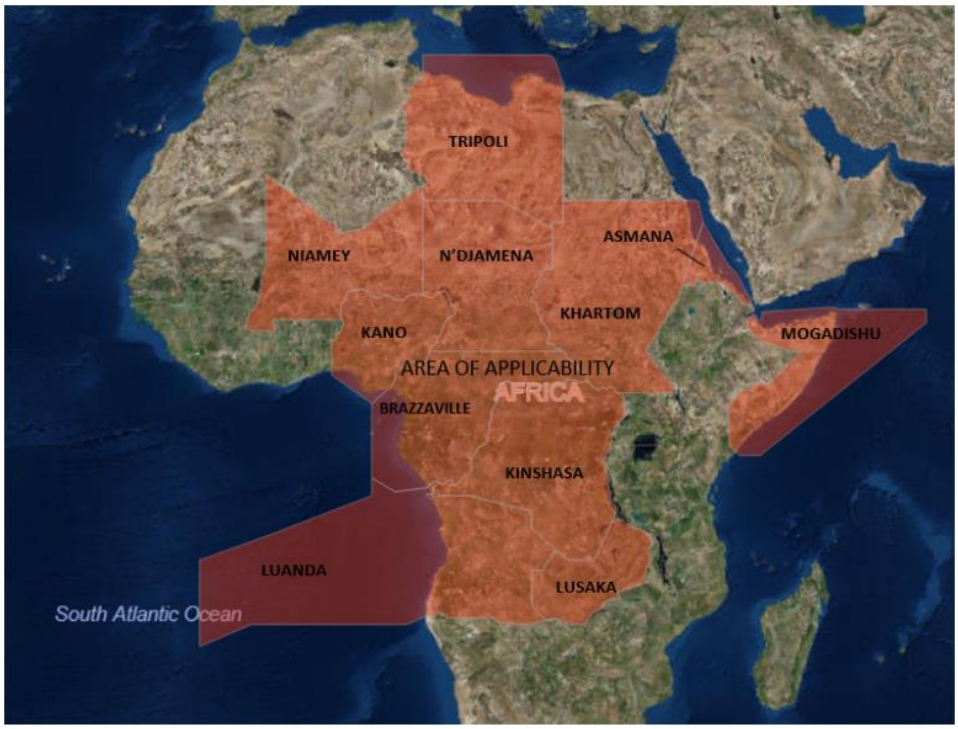
Area of Application

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

- Asmara
- Brazzaville *[1]
- Kano
- Khartoum
- Kinshasa
- Luanda
- *Lusaka*
- Mogadishu
- Niamey *
- N'Djamena *
- Tripoli **[2]

- Dakar[3]

Map



[1] * *Brazzaville, Niamey and N'djamena FIR provide CPDLC service, however these FIRs are maintained in IFBP area of applicability to accommodate users' requirement for linear boundaries to the extent feasible.*

[2] ** *Tripoli FIR mandated IFBP within their entire FIR, hence IFBP region extended from North of latitude 30 N to cover entire Tripoli FIR*

3 Dakar Terrestrial and Dakar Oceanic FIR's apply IFBP only in the case of the activation of their contingency plans

Listening Watch

A listening watch should be maintained on the designated frequency (126.9MHz), 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.

Broadcasts Intervals

A broadcast should be clearly pronounced in English:

- 10 minutes before, entering an FIR within the IFBP region;
- upon entering and FIR within the IFBP region;
- as soon as practicable when departing from an aerodrome located within the IFBP region;
- 10 minutes prior to crossing or joining an ATS route or crossing an airway or waypoint;
- every 20 minutes;
- before a change in flight level;
- upon reaching the intended flight level;
- at any other time considered necessary by the pilot.

Note 1: In the interest of reducing congestion on the IFBP frequency, pilots may exercise discretion to omit closely spaced repetitive IFBP reports, however broadcast intervals should not exceed 20 minutes

Note 2: The IFBP frequency must be closely monitored at all times when in the region; i.e. do not turn off or reduce volume levels on the transmitting/receiving frequency

Broadcast Procedure

A broadcast message should be structured as follows:
'ALL STATIONS'
'THIS IS *ABC123*... *(flight number)* IN THE *XXXX* *(FIR name)* FIR

Position *AAAAA* *(current position)*	at ... : ... UTC	FL ...(*Altitude maintaining*)
'*DIRECTION* Bound' *(direction)*	on *XX987* *(airway)*	
Estimating *BBBBB* *(next position; waypoint or crossing airway if no waypoint)*	at ... : ... UTC	
CCCCC NEXT *(subsequent position; waypoint or crossing airway if no waypoint)*		

ABC123... (*flight number*) AT FL ... (*altitude maintaining*) *DIRECTION* BOUND (*direction*) IN THE *XXXX* (FIR name) FIR

Additional Operating Procedures

Changes of Cruising Level

Changes of Cruising Level are 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

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:

- unless an alternative manoeuvre appears more appropriate, climb or descend 500ft;
- display all available aircraft lighting which would improve the visual detection of the aircraft;
- as soon as possible reply to the broadcast advising action being taken, and specify altitude maintaining;
- notify the action taken on the appropriate ATS frequency;
- as soon as the situation has been rectified, resume allocated 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 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 2000. [4]

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-engine 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.

Use of SLOP

SLOP is promoted in AFI region.

[4] *Pilots shall ensure operation of transponders even when outside surveillance coverage in order to enable TCAS equipped aircraft to identify conflicting traffic.*

Enforcement

All airlines operating in the AFI region are requested to:

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

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

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 adopting the In-Flight Broadcast Procedure.

Review

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

Distribution

To assist in ensuring the 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 and YMQ;
- ATLAS;
- Jeppesen;
- Lido;
- FAA;
- IAOPA;
- IACA;
- WFP;
- IFALPA

END