Effective Date 02 OCT 2024

- **Subject :**

   The purpose of this AIC is to provide information on changes to the IATA In-flight Broadcast Procedure (IFBP) within Tripoli FIR , which is part of the AFI Region.

IATA In-flight Broadcast Procedure (IFBP) – AFI Region

1. **Listening Watch**

   It is recommended that a listening watch should be maintained on the designated frequency (126.9MHz), 10 minutes before entering the designated airspace until leaving the 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. **Broadcasts Intervals**

   It is recommended that a broadcast should be clearly pronounced in English as follows:

   • 10 minutes before, entering an FIR within the IFBP region;

   • upon entering an 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:

It is recommended that the IFBP frequency 126.9 is closely monitored at all times when in the region; for example, not to turn off or reduce volume levels on the transmitting/receiving frequency .

3. Broadcast procedure

It is recommended 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

4. Operating Procedures

4.1. Changes of Cruising Level

4.1.1. Changes of Cruising Level are considered necessary by pilots to avoid traffic conflicts, for weather avoidance, or for other valid operational reasons. **;**

4.1.2. 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.

4.2. Collision Avoidance

If, on receipt of a traffic information broadcast from another aircraft, a pilot takes a decision 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 maneuver 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.

4.3. 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.

4.4. 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 2000'.

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

Use of TCAS
In accordance with ICAO Annex 6 all turbine-engine airplanes of a maximum certificated take off mass in excess of 5700 kg or authorized to carry more than 19 passengers shall be equipped with ACAS II.

IATA recommends the use of an operable TCAS when operating within the continent of Africa; and recommends selection of TA/RA mode at maximum range.

4.5. Use of SLOP
SLOP is promoted in AFI region.

5. 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.
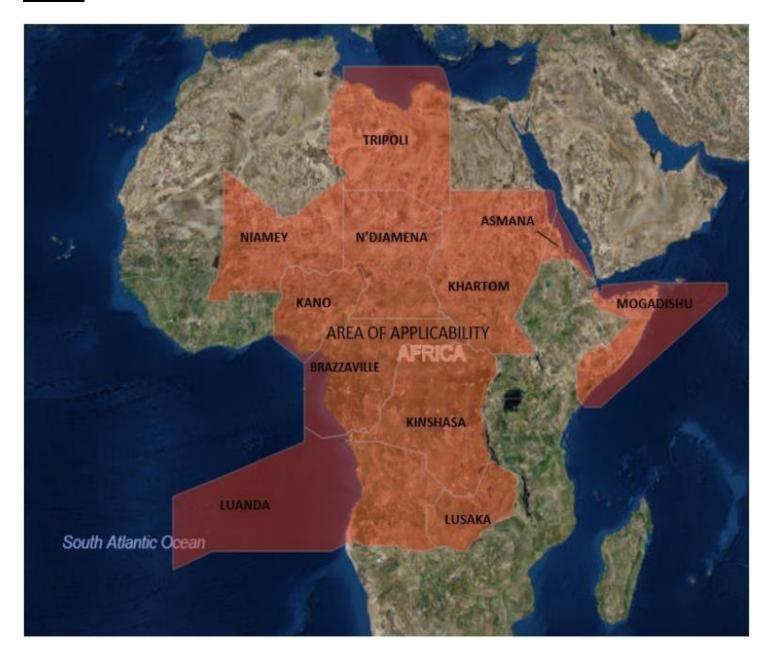
6. Designated frequency in AFI
In the AFI Region the designated frequency for the IFBP is 126.9 MHz.

7. Area of Application
7.1. In the AFI Region the IFBP should be applied in the following FIRs and airspaces:

Asmara	Lusaka
Brazzaville	Tripoli
Kano	Mogadishu
Khartoum	Niamey
Kinshasa	N'Djamena
Luanda	Dakar

7.2 Map

8. Enforcement

8.1. 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:

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

8.3. 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.

9. 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.

- **This AIC replaces AIC A 002/20.**
- **This AIC contains 5 pages.**

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Dr. Mohammed Shlibek
President of Libyan Civil Aviation Authority