In-Flight Broadcast Procedure (IFBP) AFI Region

Applicable to:	**Operations in the Continent of Africa**
Effective Date:	**01 JANUARY 2026**
Next Revision Date:	**31 DECEMBER 2026**
Owner:	**OSS Division**
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In-Flight Broadcast Procedure (IFBP) - Africa

Background:

A number of Flight information Regions (FIRs) in the continent of Africa, experience deficiencies with both fixed and mobile aviation communication systems, especially with regard to Flight Information Service (FIS) The In-Flight Broadcast Procedure (IFBP) developed by the IATA Regional Coordination Group (RCG) for Africa, is recommended to be applied where deficiencies in communications exist.

Designated Frequency in AFI

The designated frequency for IFBP is 126.9 MHz

Area of Application

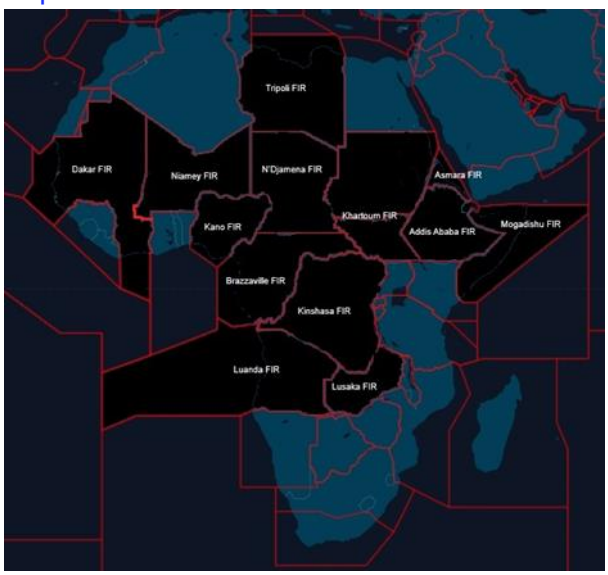
It is recommended that IFBP be applied in the following FIRs and airspace:

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

Note:

- Brazzaville, Niamey and N'djamena FIRs provide CPDLC service, however these FIRs are maintained in the IFBP at the present time in order to maintain seamless application of IFBP in adjacent FIRs to the extent feasible.
- The use of IFBP is mandated by Tripoli CAA as published in the Libyan AIC

Map



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.

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

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

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 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 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 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. [1]

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

Use of Traffic Alert and Collision Avoidance System (TCAS)

In accordance with ICAO Annex 6 all turbine-engined aeroplanes 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.

Use of Strategic Lateral Offset Procedure (SLOP)

SLOP is promoted in AFI region.

Haj Operations

During the Haj Pilgrimage period the number of east-west flights in the North-Central part of the AFI Region increases significantly 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) under the governance of the Operations Advisory Council, and the associated risk monitored by the IATA Safety Review Board.

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