IFALPA
The Global Voice of Pilots

Briefing Leaflet

17ATSBL07 **07 July 2017**

Recommended Procedures in the AFI Region

This Briefing Leaflet has been developed as a general reminder of the procedures highly recommended for operating in the AFI Region. These procedures are not necessarily applicable for every FIR in the AFI Region.

1. EXCERPT FROM THE IATA IN-FLIGHT BROADCAST PROCEDURE (IFBP):

1.1 LISTENING WATCH ON 126.9 MHZ

A listening watch should be maintained on the designated frequency, 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.

1.2 TIME OF BROADCAST

A broadcast should be clearly pronounced in English:

- 10 minutes before entering or crossing an FIR within IFBP region;
- for a pilot taking off from an aerodrome located within the IFBP region as soon as appropriate;
- 10 minutes prior to crossing or joining an ATS route, report crossing airway or waypoint. In the interest of reducing congestion on the IFBP frequency, pilots may exercise discretion to omit closely spaced repetitive IFBP reports;
- at not less than 20 minute intervals;
- before a change in flight level;
- at any other time considered necessary by the pilot.

1.3 BROADCAST PROCEDURE

A broadcast message should be structured as follows:
“All Stations”
“This is…(flight number) in the … FIR”
“Flight Level …”
“North-eastbound on … (airway)”
“Estimate …(waypoint) at ...
“Flight number”
“Flight level…”
“In the … FIR”

1.4 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, they should:

- unless an alternative manoeuvre appears more appropriate climb or descent 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;
- notify the action taken on the appropriate ATS frequency, and
- 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 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.

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 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 5700kg 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.

1.5 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.

1.6 DESIGNATED FREQUENCY IN AFI

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

1.7 AREA OF APPLICATION

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

Asmara	HHAA FIR
Brazzaville	FCCC FIR
Kano	DNKK FIR
Khartoum	HSSS FIR
Kinshasa	FZZA FIR
Luanda	FNAN FIR
Mogadishu	HCSM FIR
Niamey	DRRR FIR
N'Djamena	FTTT FIR
Tripoli	HLLL FIR

Even though some FIRs are removed from area of applicability, some FIRs will continue applying IFBP in case of contingency (Dakar Terrestrial, Dakar Oceanic...).

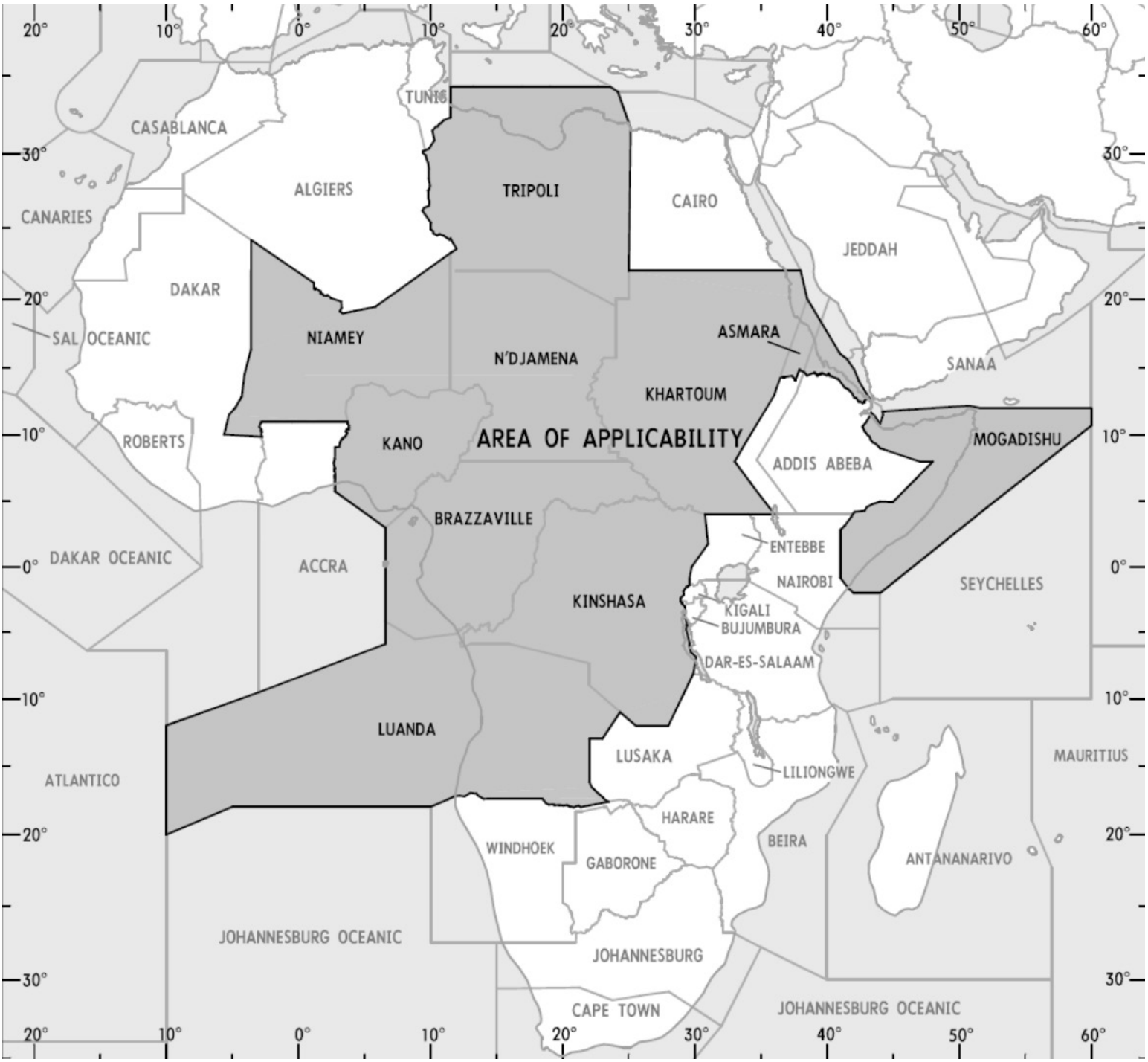
1.8 ENFORCEMENT

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 their charts and flight documentation are fully amended to reflect the foregoing.

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.

1.9 MAP


TUNIS
CASABLANCA
ALGIERS
TRIPOLI
CAIRO
CANARIES
JEDDAH
DAKAR
SAL OCEANIC
NIAMEY
N'DJAMENA
ASMARA
SANAA
KHARTOUM
ROBERTS
KANO
AREA OF APPLICABILITY
MOGADISHU
ADDIS ABEBA
BRAZZAVILLE
ENTEBBE
DAKAR OCEANIC
ACCRA
NAIROBI
SEYCHELLES
KINSHASA
KIGALI
BUJUMBURA
DAR-ES-SALAAM
LUANDA
LUSAKA
LILIONGWE
MAURITIUS
ATLANTICO
HARARE
WINDHOEK
BEIRA
GABORONE
ANTANANARIVO
JOHANNESBURG OCEANIC
JOHANNESBURG
CAPE TOWN
JOHANNESBURG OCEANIC

2. POSITION REPORTING PROCEDURES

There are several documents that provide advisory information concerning position reporting procedures, the following are from the Jeppesen Africa Airway Manual:

2.1 ANGOLA

On routes defined by designated significant points, position reports shall be made when over, as soon as possible after passing each compulsory reporting point. On routes not defined by designated significant points, position reports shall be made as soon as possible after the first half hour of flight and hourly intervals thereafter.

2.2 GUINEA, LIBERIA, SIERRA LEONE

In addition to general position reporting procedures position reports shall be made when entering or leaving the Roberts FIR. The last position report before leaving the Roberts FIR shall also be made to the ATS unit serving the airspace about to be entered.

2.3 BENIN, BURKINA FASO, CAMEROON, CENTRAL AFRICAN REPUBLIC, CHAD, COMOROS, COTE D'IVOIRE, EQUATORIAL GUINEA, GABON, GUINEA BISSAU, MADAGASCAR, MALAWI, MALI, MAURITANIA, NIGER, REPUBLIC OF CONGO SENEGAL, SWAZILAND, TANZANIA, AND TOGO

Position reports additional to those required by the general position reporting procedures shall be made when entering or leaving controlled airspace.

The last position report before passing from one FIR to an adjacent FIR shall also be made to the ATS unit serving the airspace about to be entered.

2.4 MOGADISHU

Aircraft unable to make position reports direct to Mogadishu FIC are to request ground stations or other aircraft to relay the information.

3. COMMUNICATION

The Jeppesen Africa Airway Manual provides advisory information concerning communications:

3.1 SEYCHELLES

All flights intending to operate within Seychelles FIR shall contact Seychelles ACC on HF at least 20 minutes prior to entering FIR and maintain two-way radio communication and report positions as instructed.

3.2 JOHANNESBURG

Johannesburg Flight Information Region (FAJA) requires all flights operating above FL245, other than those originating within the confines of the Cape Town or Johannesburg FIRs, including flights in the Johannesburg Oceanic area of responsibility not utilizing ADS/CPDLC to report on the appropriate Johannesburg R/T frequency at least ten minutes before arriving at the FIR boundary, providing; Call sign, Point of Departure, Destination, Flight level and Estimate for the FIR boundary together with any active transponder code, should one have been issued by the adjacent FIR through which the flight is transiting.

3.3 HARARE

All aircraft flying within the Harare FIR are required to establish two-way communication on the appropriate frequency.

All aircraft about to enter Harare FIR are required to establish two-way communication with Harare ACC or FIS not later than 5 minutes before entering the FIR.

3.4 MOGADISHU

All aircraft are required to contact Mogadishu FIC at least ten (10) minutes prior to the estimated time over the entry point of the Mogadishu FIR.

Aircraft landing at airfields within Mogadishu FIR where AFIS is not provided are to make a position report to FIC before changing to the unmanned aerodrome frequency 132.5MHz.

IFALPA has been made aware of safety reports highlighting problems specifically in the Mogadishu (Somalia) FIR. This airspace is Class G or commonly known as “uncontrolled airspace” which means that only a Flight Information Service is provided. In this case, aircraft are not separated from each other and Pilots in Command are responsible for conflict detection and collision prevention.

Therefore, the operations in this airspace need careful attention:

- It is highly recommended that all operators use the IATA In Flight Broadcast Procedure (IFBP) on 126.9 and ensure that the TCAS Resolution Advisory mode is functional and selected ON.
- In addition, it is important to understand that Mogadishu Radio cannot issue clearances but they may relay clearances from an adjacent FIR.

4. COORDINATION

Due to poor coordination between certain FIRs, crews should comply with recommended procedure of no flight level change within 10 minutes before entering a new FIR.
Crews should not expect or request a level change within 10 minutes of a FIR boundary.

5. APPLICATION OF STRATEGIC LATERAL OFFSET PROCEDURE (SLOP)

Although not fully implemented in the AFI Region, it is recommended to apply SLOP as much as possible. The Jeppesen Africa Airway Manual also provides advisory information on the application of SLOP:

5.1 ASECNA REMOTE CONTINENTAL AIRSPACE

ASECNA has implemented SLOP in its upper airspace between FL280 and FL460 in its entire continental Brazzaville, Ndjamena, Dakar and Niamey FIRs.

Pilot must report to the controller when normal navigation is resumed after a lateral deviation of 1 or 2NM right of the axis of the nominal route.

In Brazzaville and Ndjamena FIR pilots may contact other aircraft on the “interpilot” frequency 126.9MHz to coordinate offset. In Dakar and Niamey FIR use frequency 123.45MHz.

5.2 CANARY ISLANDS

Pilots should use the Strategic Lateral Offset Procedure as standard operating practice in the course of normal operations to mitigate collision risk and wake turbulence.

- SLOP shall be applied only by aircraft with automatic offset tracking capability.
- There are three positions that an aircraft may fly: centerline, 1 or 2 NM RIGHT.
- Offsets shall not exceed 2 NM right of centerline.
- There is no ATC clearance required and pilots are not required to inform ATC.

5.3 CAPE VERDE AND DAKAR OCEANIC

Pilots should use SLOP as standard operating practice in the course of normal operations to mitigate collision risk and wake turbulence.

- SLOP shall be applied only by aircraft with automatic offset tracking capability.
- There are three positions that an aircraft may fly: centerline, 1 or 2 NM RIGHT of the centerline relative to the direction of flight.
- Offsets are not to exceed 2NM right of centerline.
- There is no ATC clearance required for this procedure and it is not necessary that ATC be advised.
- Aircraft transiting radar-controlled airspace shall remain on their established offset position unless otherwise instructed.

5.4 CONGO D.R.

Congo has implemented in its upper airspace the strategic lateral offset procedures. Pilot must report to the controller when normal navigation is resumed after a lateral deviation of 1 or 2 NM right of the axis of the nominal route. Pilots may contact other aircraft on the interpilot frequency 126.9 MHz to coordinate offset.

5.5 JOHANNESBURG OCEANIC

Lateral offset procedure will be in force in Johannesburg Oceanic FIR on fixed routes.

- There are three positions that an aircraft may fly: centerline, 1 NM or 2 NM RIGHT.
- Offsets are not to exceed 2 NM RIGHT of route centerline.
- Aircraft operating on the fixed route structure over the Atlantic Ocean inbound or outbound to/from either Namibian or South African continental airspace, should ensure a return to centerline immediately after passing the following significant points:

UBVER (S2755.4 E01417.7)
OKDOG (S3305.0 E01500.0)
ITMEK (S3412.0 E01500.0)
ITLIK (S3516.0 E01500.0)

- There is no ATC clearance required for this procedure and it is not necessary that ATC is advised.
- Position reports should be based on the current ATC route clearance and not the exact coordinates of the offset position.

5.6 MADAGASCAR

Madagascar has implemented SLOP in its upper airspace between FL280 and FL460 in its entire continental Antananarivo FIR. Pilots must report to the controller when normal navigation is resumed after a lateral deviation of 1 or 2 NM RIGHT of the axis of the nominal route. Pilots may contact other aircraft on the interpilot frequency 123.45 MHz to coordinate offset.

6. RATE OF CLIMB/DESCENT

Crews should restrict their rate of climb/descend to maximum 1500 ft/min in the last 1000 ft to level off.

7. MISSING FLIGHT PLANS

Many of the FIRs in the AFI Region will request the aircraft registration on first contact. Use this opportunity to find out whether they have received a flight plan or not. If not, please forward a report to the IFALPA Senior Technical Officer at carolecouchman@ifalpa.org and RVP AFI South at carlbollweg@gmail.com for the matter to be investigated. The report should contain the following information:

Date
Flight Number
Route
Particular FIR