

ENR 1.10 FLIGHT PLANNING

1. Procedures for the submission of flight plan

1.1 The Swiss flight planning policy

1.1.1 Flight plan message flow

In order to comply with the procedures and rules of the EUROCONTROL Network Manager (NM), which require that flight plan messages for FLT's conducted fully or partially under IFR within its area of responsibility are to be made known to the Network Manager Operations Center (NMOC), the following policy is applied.

Flight plan messages related to FLT's under IFR/General Air Traffic (GAT), mixed IFR/VFR or GAT/Operational Air Traffic (OAT) are forwarded by the most direct way to the Integrated initial Flight plan Processing System (IFPS) only. The IFPS will further process, ACK and disseminate the flight plan data to the ATS units concerned within the IFPS zone and to other addresses supplied with the flight plan.

Flight plan messages related to FLT's other than those under § 1.2 shall be forwarded to AIM Operations Switzerland for dissemination in the proper format to the addressees concerned.

1.1.2 Flight plan filing

Flight plans and associated messages (DLA, CHG, CNL) for FLT's departing from Swiss ADs shall be filed with a personal user account on <http://www.skybriefing.com>. Flight plans for consecutive legs may also be filed. Flight plan messages filed on skybriefing are transmitted automatically to AIM Operations Switzerland for further distribution. Before the continuation of the FLT, the flight plan availability for the next leg has to be confirmed.

In case of skybriefing unserviceability, AIM Operations Switzerland provides a contingency service for the filing of flight plans and associated message (DLA, CHG, CNL) exchange by phone.

The flight plan filing services in contingency situations are:

Contingency service	Language	Flight plan transmission by phone	Flight plan transmission by FAX
AIM Operations Switzerland	German/English	Phone: +41 (0) 43 931 61 61	Fax: +41 (0) 43 931 62 19
	French/English	Phone: +41 (0) 43 931 62 03	Fax: +41 (0) 43 931 62 19

1.1.3 Direct filing with Integrated initial Flight plan Processing System (IFPS)

The recommended practice of EUROCONTROL to file IFR flight plan messages direct with IFPS is generally permitted.

ACFT Operators (AO) wishing to do so may use their direct connection to the AFTN if AVBL or the SITA type B network (either purely or its SITA/AFTN gateway), provided the necessary arrangements are made beforehand with EUROCONTROL / Network Operations and skyguide, COM Centre Switzerland.

Phone: +41 (0) 22 747 13 73,
Fax: +41 (0) 22 417 45 27 or
+41 (0) 22 417 45 09

AO planning to use the SITA network for flight plan submission are requested to inform the EUROCONTROL Network Operations of the back-up solutions they intend to apply in the event of a long-term outage of the SITA connections. It is recommended to ARNG a test session with IFPS to check the correct transmission of Operational Reply Messages (ORM). Direct filers take full responsibility for compliance with all relevant procedures, including the CMPL addressing of their messages.

Assistance for flight plan message addressing is provided, O/R, by AIM Operations Switzerland.

1.1.4 Adherence to Airspace Utilization Rules and Availability

No flight plans shall be filed via the airspace of Switzerland FIR/UIR deviating from the State restrictions defined within the Route Availability Document (RAD). This common European reference document contains all airspace utilisation rules and availability for Switzerland FIR/UIR and any reference to them shall be made via

URL: <https://www.nm.eurocontrol.int/RAD/index.html>

1.2 IFPS - The Integrated initial Flight plan Processing System

1.2.1 General

The IFPS is designed to improve the receipt, processing and delivery of IFR/GAT flight plan data within the area covered by the participating States, known as the IFPS zone.

The IFPS element of the EUROCONTROL Network Operations consists, for back-up reasons, of two units. IFPS Unit 1 (IFPU1) is located in the NMOC premises at Haren (Brussels), IFPU2 is located at the EUROCONTROL centre in Bretigny (Paris).

The IFPS performs message processing of IFR/GAT FLTs based on individual flight plans (FPL) and RPL. It processes the IFR part of mixed IFR/VFR flight plans and the GAT part of mixed OAT/GAT flight plans when these occur within the IFPS zone.

The IFPS responds to flight plan message submission through Operational Reply Messages (ORM) (ACK=ACKnowledge message, MAN=MANual message, REJ=REJect message), indicating to the message originator the status of the processing of a received message.

The IFPS is the sole source for the distribution of IFR/GAT flight plan data to ATS Units within the IFPS zone. In addition, the IFPS provides accurate flight plan data to the Network Operations System for ATFM purposes, a prerequisite for the ATFM operations and slot allocation.

1.2.2 IFPS zone

European States forming the IFPS zone, see:

URL: <http://www.eurocontrol.int/network-operations>

1.2.3 The Network Operations Handbook

The Network Operations Handbook, issued by EUROCONTROL describes the organisation of the Network Operations and the operating procedures to be applied in the Network Management Area of Operations.

The intended audience of the Network Operations Handbook is any person engaged in ACFT operations or in ATS who intends to make use of the services provided by the NMOC, IFPS and ATFM.

The parts of the Network Operations Handbook, as well as other documents listed in the bibliography, can be downloaded at <http://www.eurocontrol.int/network-operations> or requested free of charge from the following address:

Post: EUROCONTROL Library
Rue de la Fusée, 96
B - 1130 Brussels (Belgium)
Phone: +32 2 729 30 23
Phone: +32 2 729 36 39
Fax: +32 2 729 91 09

1.3 Applicability of NMOC procedures

Procedures specific to the combined requirements of interfacing with both the Network Operations system for ATFM purposes and IFPS for FLT planning purposes, as laid down in the Network Operations Handbook, are applicable within the area of responsibility of the Swiss ATS.

1.3.1 Requirements to file an IFR flight plan

For any commercial FLT, even if in VMC, an IFR flight plan shall be filed so far as:

- a. the ACFT concerned is certificated for commercial IFR FLT;
- b. the crew is in possession of the appropriate licences; and
- c. the nature of the FLT permits it.

Unless a valid flight plan has been received and acknowledged by IFPS, the requirement to file a FPL for an IFR FLT intending to operate within the IFPS zone is not fulfilled.

For FLTs over several legs, even if no LDG is planned at an intermediate AD (e.g. school and training FLTs), each leg is considered as a different FLT and therefore separate flight plans must be filed.

1.3.2 Filing and submission of flight plans

Flight plans and associated ATS messages shall be filed on <http://www.skybriefing.com>.

Filing of flight plans and associated messages (DLA, CHG, CNL) via fax or TEL is only accepted in case of skybriefing unserviceability. For details of the contingency service, see § 1.1.2.

Flight plans and associated messages (DLA, CHG, CNL) filed via fax have to be confirmed by TEL immediately after transmission, otherwise they will not be processed.

IFR flight plans shall be submitted at least **60 MIN** before EOBT.

For FLTs likely to be subject to ATFM measures, flight plans shall be submitted at least **three HR** before EOBT. AO departing within Switzerland shall assume their FLT is subject to ATFM measures.

An IFR flight plan may be submitted more than 24 HR, **but not more than 120 HR** in advance of the EOBT (MAX 120 HR/5 days), provided the date of FLT is given in item 18 of the flight plan in the format DOF/yymmdd, e.g. DOF/960328 for 28 MAR 1996.

FPL are compulsory for all VFR FLTs entering airspace of Germany, Austria, France and Italy.

Requirements and submission of VFR flight plans and FLT notification are detailed in

REF: VFR Manual.

1.3.3 Genève airport - Submission of VFR flight plans and flight notifications

Pilots shall submit a VFR flight plan or a FLT notification when departing from Genève, including for local FLTs **at least 30 MIN** before ETD.

Pilots whose DEST is Genève shall submit a VFR flight plan before DEP or ENR so that it will reach the appropriate Geneva ATS unit at least 10 MIN prior to the estimated time of entry in the TMA or CTR.

The VFR flight plan shall be filed on <http://www.skybriefing.com> or on FIC FREQ 126.35 MHz.

1.3.4 Instructions for the completion of the flight plan form

1.3.4.1 General

The automated message processing by IFPS is based strictly on the rules for compilation of flight plans in accordance with ICAO document 4444-ATM/501 and the NM Handbook, part of the IFPS Users Manual. Particular attention should be paid to the correct description of the route portion in [ITEM 7](#)¹⁾ and to the correct format of information given in [ITEM 18](#).

¹⁾ **DCT shall not be used for any route description within FIR Switzerland, Exceptions are detailed in the Route Availability Document (RAD), REF [Route Availability Document \(RAD\)](#)**

1.3.4.2 Instructions for insertion of ATS data

CMPL items 7 to 19 as indicated hereunder.

ITEM 7:	AIRCRAFT IDENTIFICATION (MAX 7 characters)
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INSERT one of the following ACFT IDENT, not exceeding 7 **alphanumeric** characters **and without hyphens or symbols**:

- a. the ICAO designator for the ACFT operating agency followed by the FLT IDENT (e.g. KLM511, NGA213, JTR259).
When in radiotelephony, the call sign to be used by the ACFT will consist of the ICAO telephony designator for the operating agency followed by the FLT IDENT (e.g. KLM511, NIGERIA 213, JESTER 25);

or

- b. the nationality or common mark and REG mark of the ACFT (e.g. EIAKO, 4XBCE, N2567GA), when:

- (1) in radiotelephony the callsign to be used by the ACFT will consist of this IDENT alone (e.g. CGAJS), or preceded by the ICAO telephony designator for the ACFT operating agency (e.g. BLIZZARD CGAJS);
- (2) the ACFT is not equipped with radio;

NOTE 1: Standards for nationality, common and REG marks to be used are contained in ICAO Annex 7, Chapter 2.

NOTE 2: Provisions for the use of radiotelephony call signs are contained in ICAO Annex 10, Volume II, Chapter 5. ICAO designators and telephony designators for ACFT operating agencies are contained in ICAO Document 8585 (Designators for Aircraft Operating Agencies, Aeronautical Authorities and Services).

ITEM 8: FLIGHT RULES AND TYPE OF FLIGHT (1 or 2 characters) FLIGHT RULES

INSERT: one of the following letters to denote the category of FLT rules with which the pilot intends to comply:

- | | |
|---|--|
| I | if it is intended that the entire FLT will be operated under IFR |
| V | if it is intended that the entire FLT will be operated under VFR |
| Y | if the FLT will initially be operated under IFR, followed by one or more subsequent changes of FLT rules, or |
| Z | if the FLT will initially be operated under VFR, followed by one or more subsequent changes of FLT rules |

Specify in Item 15 the point or points at which a change of FLT rules is planned.

TYPE OF FLIGHT

INSERT: one of the following letters to denote the type of FLT:

Commercial air transport

- | | |
|---|--|
| S | if scheduled air service |
| N | if non-scheduled air transport operation |

Non-commercial air transport

- | | |
|---|---|
| G | if general aviation (including aerial work) |
| M | if MIL, CUST or police |
| X | if any other category not defined above (e.g. IFR training FLT) |

(ICAO FPL 2012): ***the status of the FLT is to be denoted in Item 18 following the STS indicator, using one of the defined descriptors, or that other reasons for specific handling by ATS are to be denoted in Item 18 following the RMK indicator.***

ITEM 9: NUMBER AND TYPE OF AIRCRAFT AND WAKE TURBULENCE CATEGORY NUMBER OF AIRCRAFT (1 or 2 characters)
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INSERT: the number of ACFT, if more than one.

TYPE OF AIRCRAFT (2 to 4 characters)

INSERT: the appropriate designator, as specified in ICAO document 8643, "Aircraft Type Designators". If no such designator has been assigned, or in case of formation FLTs comprising more than one type,

OR

INSERT ZZZZ and SPECIFY in item 18 the (numbers and) type(s) of ACFT preceded by TYP/.

WAKE TURBULENCE CATEGORY (1 character)

INSERT: an oblique stroke followed by one of the following letters to indicate the wake turbulence category of the ACFT:

- | | |
|-----|--|
| J - | SUPER, to indicate the ACFT type of an A380-800; |
| H - | HEAVY, to indicate an ACFT type with a MAX certified TKOF mass of 136 000 kg or more; |
| M - | MEDIUM, to indicate an ACFT type with a MAX certified TKOF mass of less than 136 000 kg but more than 7000 kg; |
| L - | LIGHT, to indicate an ACFT type with a MAX certified TKOF mass of 7000 kg or less. |

ITEM 10: EQUIPMENT AND CAPABILITIES
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The following provisions are applicable to Item 10a (Radio communication, navigation and APCH aid equipment and capabilities):

INSERT one letter as follows:

N if no COM/NAV/APCH aid equipment for the route to be flown is carried, or the equipment is U/S,

OR S if standard COM/NAV/APCH aid equipment for the route to be flown is carried and SVCBL (see Note 1)

AND/OR

INSERT one or more of the following letters to indicate the SVCBL COM/NAV/APCH aid equipment and capabilities AVBL:

A	GBAS landing system	K	MLS
B	LPV (APV with SBAS)	L	ILS
C	LORAN C	M1	ATC SATVOICE (INMARSAT)
D	DME	M2	ATC SATVOICE (MTSAT)
E1	FMC WPR ACARS	M3	ATC SATVOICE (Iridium)
E2	D-FIS ACARS	O	VOR
E3	PDC ACARS	P1	CPDLC RCP 400 (see Note 7)
F	ADF	P2	CPDLC RCP 240 (see Note 7)
G	GNSS (See Note 2)	P3	SATVOICE RCP 400 (see Note 7)
H	HF RTF	P4 - P9	Reserved for RCP
I	Inertial Navigation	R	PBN approved (see Note 4)
J1	CPDLC ATN VDL Mode 2 (See Note 3)	T	TACAN
J2	CPDLC FANS 1/A HFDL	U	UHF RTF
J3	CPDLC FANS 1/A VDL Mode 4	V	VHF RTF
J4	CPDLC FANS 1/A VDL Mode 2	W	RVSM approved
J5	CPDLC FANS 1/A SATCOM (INMARSAT)	X	MNPS approved
J6	CPDLC FANS 1/A SATCOM (MTSAT)	Y	VHF with 8.33 kHz CH spacing capability
J7	CPDLC FANS 1/A SATCOM (Iridium)	Z	Other equipment carried or other capabilities (see Note 5)

Any alphanumeric characters not indicated above are reserved.

Note 1 - If the letter S is used, standard equipment is considered to be VHF RTF, VOR and ILS, unless another combination is prescribed by the appropriate ATS authority.

Note 2 - If the letter G is used, the types of external GNSS augmentation, if any, are specified in [ITEM 18](#); following the indicator NAV/ and separated by a space.

Note 3 - See RTCA/EUROCAE Interoperability Requirements Standard For ATN Baseline 1 (ATN B1 INTEROP Standard - DO-280B/ED-110B) for data link services ATC clearance and information/ATC communications management/ATC microphone check.

Note 4 - If the letter R is used, the PBN levels that can be met shall be specified in [ITEM 18](#); following the indicator PBN/. Guidance material on the application of PBN to a specific route segment, route or area is contained in the Performance-based Navigation (PBN) Manual (ICAO Doc 9613).

Note 5 - If the letter Z is used, specify in [ITEM 18](#); the other equipment carried or other capabilities, preceded by COM/, NAV/ and/or DAT, as appropriate. Exemptions for RNAV, CPDLC and 8.33 kHz are to be indicated by inserting the letter Z in Item 10a and then inserting the appropriate descriptors in the following indicators in [ITEM 18](#):

- a. insert EXM833 following COM/;
- b. insert RNAVX or RNAVINOP as appropriate following NAV/; and/or
- c. insert CPDLCX following DAT/.

Note 6 - Information on navigation capability is provided to ATC for clearance and routing purposes.

Note 7- Guidance material on the application of performance-based communication, which prescribes RCP to an air traffic service in a specific area, is contained in the Performance-based Communication and Surveillance (PBCS) Manual (Doc 9869).

INSERT N if no surveillance equipment for the route to be flown is carried, or the equipment is U/S,

OR

INSERT one or more of the following descriptors, to a MAX of 20 characters, to describe the SVCBL surveillance equipment and/or capabilities on board:

SSR Modes A and C

- A Transponder - Mode A (4 digits - 4 096 codes)
- C Transponder - Mode A (4 digits - 4 096 codes) and Mode C

SSR Mode S

- E Transponder - Mode S, including ACFT IDENT, pressure-altitude and EXTD squitter (ADS-B) capability
- H Transponder - Mode S, including ACFT IDENT, pressure-altitude and enhanced surveillance capability
- I Transponder - Mode S, including ACFT IDENT, but no pressure-altitude capability
- L Transponder - Mode S, including ACFT IDENT, pressure-altitude, EXTD squitter (ADS-B) and enhanced surveillance capability
- P Transponder - Mode S, including pressure-altitude, but no ACFT IDENT capability
- S Transponder - Mode S, including both pressure altitude and ACFT IDENT capability
- X Transponder - Mode S with neither ACFT IDENT nor pressure-altitude capability

Note - Enhanced surveillance capability is the ability of the ACFT to down-link ACFT-derived data via a Mode S transponder.

ADS-B

- B1 ADS-B with dedicated 1090 MHz ADS-B "out" capability
- B2 ADS-B with dedicated 1090 MHz ADS-B "out" and "in" capability
- U1 ADS-B "out" capability using Universal Access Transceiver (UAT)
- U2 ADS-B "out" and "in" capability using UAT
- V1 ADS-B "out" capability using VDL Mode 4
- V2 ADS-B "out" and "in" capability using VDL Mode 4

ADS-C

- D1 ADS-C with FANS 1/A capabilities
- G1 ADS-C with ATN capabilities

Alphanumeric characters not indicated above are reserved.

Example: ADE3RV/HB2U2V2G1

Note 1 - The RSP specification(s), if applicable, will be listed in [ITEM 18](#); following the indicator SUR/. Guidance material on the application of performance-based surveillance, which prescribes RSP to an air traffic service in a specific area, is contained in the Performance-based Communication and Surveillance (PBCS) Manual (Doc 9869).

Note 2 - Additional surveillance equipment or capabilities will be listed in [ITEM 18](#); following the indicator SUR/, as required by the appropriate ATS authority.

ITEM 13:	DEPARTURE AERODROME AND TIME (8 characters)
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The following provisions are applicable to ITEM 13:

- INSERT* the ICAO four-letter location indicator of the DEP AD as specified in ICAO Doc 7910, Location Indicators,
 - OR*, if no location indicator has been assigned,
 - INSERT* ZZZZ and *SPECIFY*, in [ITEM 18](#); the name and location of the AD preceded by DEP/,
 - OR*, the first point of the route or the MKR preceded by DEP/..., if the ACFT has not taken off from the AD,
 - OR*, if the flight plan is received from an ACFT in FLT,
 - INSERT* AFIL, and *SPECIFY*, in [ITEM 18](#); the ICAO four-letter location indicator of the location of the ATS unit from which SPL data can be obtained, preceded by DEP/.
- THEN, WITHOUT A SPACE,*
- INSERT* for a flight plan submitted before DEP, the EOBT,
 - OR*, for a flight plan received from an ACFT in FLT, the actual or estimated time over the first point of the route described in flight plan applies.

ITEM 15:	ROUTE
<i>INSERT</i>	the first cruising speed as in (a) and the first cruising level as in (b),
<i>THEN</i> ,	following the arrow, INSERT the route description as in (c).
(a) CRUISING SPEED	
(MAX 5 characters)	
<i>INSERT</i>	the true air speed for the first or the whole cruising portion of the FLT in terms of: KT , expressed as N followed by 4 figures (e.g. N0485), used in Switzerland,
<i>OR</i> ,	KM per HR , expressed as K followed by 4 figures (e.g. K0830),
<i>OR</i> ,	Mach number , when so prescribed by the appropriate ATS authority (e.g. for FLTs over the NAT), to the nearest hundredth of unit Mach, expressed as M followed by 3 figures (e.g. M082).
(b) CRUISING LEVEL	
(MAX 5 characters)	
<i>INSERT</i>	the planned cruising level for the first or the whole portion of the route to be flown, in terms of: * FL , expressed as F followed by 3 figures (e.g. F085, F330);
<i>OR</i> ,	Standard metric level in tens of m , expressed as S followed by 4 figures (e.g. S1130);
<i>OR</i> ,	* Altitude in hundreds of ft , expressed as A followed by 3 figures (e.g. A045, A100);
<i>OR</i> ,	Altitude in tens of m , expressed as M followed by 4 figures (e.g. M0840);
<i>OR</i> ,	* for uncontrolled VFR FLTs, the letters VFR.
* Only these shall be used in Switzerland	
(c) ROUTE (INCLUDING CHANGES OF SPEED, LEVEL AND/OR FLIGHT RULES)	
<i>BRG and DIST from a reference point:</i> <i>The IDENT of the reference point, followed by the QDR from the point in the form of 3 figures representing DEG, followed by the DIST from the point in the form of 3 figures representing NM. In areas of high LAT where it is determined by the appropriate authority that REF a QDR is impractical, a QTE may be used. Make up the correct number of figures, where necessary, by the insertion of zeros - e.g. a point 180° MAG at a DIST of 40 NM from VOR "DUB" should be expressed as DUB180040.</i>	
Flights along designated ATS routes	
<i>INSERT</i>	if the DEP AD is located on, or connected to the ATS route, the designator of the first ATS route,
<i>OR</i> ,	if the DEP AD is not on, or connected to the ATS route, the letters DCT followed by the point at which the first ATS route is joined, followed by the designator of the ATS route
<i>NOTE. - Do not insert SID and STAR names. Insert the last point of the SID as the first - and the first point of the STAR (or the IAF, where no STAR is AVBL) as the last designator of the route.</i>	
<i>THEN</i>	
<i>INSERT</i>	each point at which either a change of speed or level, a change of ATS route, and/or change of FLT rules is planned,
<i>Note. - When a transition is planned between a lower and upper ATS route and the routes are oriented in the same direction, the point of transition need not be inserted.</i>	
FOLLOWED IN EACH CASE	
<i>OR</i> ,	by the designator of the next ATS route segment, even if the same as the previous one, by DCT, if the FLT to the next point will be outside a designated route, unless both points are defined by geographical COORD.
Flights outside designated ATS routes	
<i>INSERT</i>	points normally not more than 30 MIN flying time or 200 NM apart, including each point at which a change of speed or level, a change of track, or a change of FLT rules is planned.
<i>OR</i> ,	when required by appropriate ATS authority(ies),
<i>DEFINE</i>	the track of FLTs operating predominantly in an east-west direction between 70° N and 70° S by REF significant points formed by the INT of half or whole DEG of LAT with meridians spaced at intervals of 10 DEG of LONG. For FLTs operating in areas outside those LATs the tracks shall be defined by significant points formed by the INT of parallels of LAT with meridians normally spaced at 20 DEG of LONG. The DIST between significant points shall, as far as possible, not exceed one HR's FLT time. Additional significant points shall be established as deemed necessary.
For FLTs operating predominantly in a north-south direction, define tracks by REF significant points formed by the INT of whole DEG of LONG with specified parallels of LAT which are spaced at five DEG.	
<i>INSERT</i>	DCT between successive points unless both points are defined by geographical COORD or by BRG and DIST.
<i>USE ONLY</i>	the conventions in (1) to (5) below and SEPARATE each sub-item by a space.

(1)	ATS ROUTE (2 to 7 characters)
	The coded designator assigned to the route or route segment including, where appropriate, the coded designator assigned to the standard DEP or ARR route (e.g. BCN1, B1, R14, UB10, KODAP2A).
(2)	SIGNIFICANT POINT (2 to 11 characters)
	The coded designator (2 to 5 characters) assigned to the point (e.g. HR, SPR, ALBIX). If no coded designator has been assigned, one of the following ways:
-	DEG only (7 characters): 2 figures describing LAT in DEG followed by "N" (North) or "S" (South), followed by 3 figures describing LONG in DEG, followed by "E" (East) or "W" (West). Make up the correct number of figures, where necessary, by the insertion of zeros, e.g. 46N078W.
-	DEG and minutes (11 characters): 4 figures describing LAT in DEG and tens and units of minutes followed by "N" (North) or "S" (South), followed by 5 figures describing LONG in DEG and tens and units of minutes, followed by "E" (East) or "W" (West). Make up the correct number of figures, where necessary, by insertion of zeros, e.g. 4620N07805W.
-	BRG and DIST from a significant point: The IDENT of the significant point, followed by the QDR from the point in the form of 3 figures giving DEG, followed by the DIST from the point in the form of 3 figures expressing NM. In areas of high LAT where it is determined by the appropriate authority that REF a QDR is impractical, a QTE may be used. Make up the correct number of figures, where necessary, by the insertion of zeros - e.g. a point 180° MAG at a DIST of 40 NM from VOR "DUB" should be expressed as DUB180040.
-	Geographical location names Geographical location names as given on the aeronautical chart ICAO 1:500 000 2253-B Switzerland are, contrary to ICAO prescriptions, accepted by Swiss ATS units in VFR flight plans.
(3)	CHANGE OF SPEED OR LEVEL (MAX 22 characters)
	The point at which a change of speed (5% TAS or 0.01 Mach or more) or a change of level is planned to commence, expressed exactly as in (2) above, followed by an oblique stroke and both the cruising speed and the cruising level , expressed exactly as in (a) and (b) above, without a space between them, even when only one of these quantities will be changed.
Examples:	HR/N0184A045 SPR/N0330F180 ALBIX/N0420F330 4602N07830E/K0830S1130 46N078W/M082F330 DUB180040/N0350M0840
(4)	CHANGE OF FLIGHT RULES (MAX 3 characters)
	The point at which the change of FLT rules is planned, expressed exactly as in (2) or (3) above, as appropriate, followed by a space and one of the following:
	VFR if from IFR to VFR
	IFR if from VFR to IFR
Examples:	WIL VFR WIL/N0180F100 IFR

(5)	CRUISE CLIMB (MAX 28 characters)
Examples:	<p>The letter C followed by an oblique stroke; THEN the point at which the CRZ climb is planned to start, expressed exactly as in (2) above, followed by an oblique stroke; THEN the speed to be maintained during the CRZ climb, expressed exactly as in (a) above, followed by the two levels defining the layer to be occupied during CRZ climb, each level expressed exactly as in (b) above, or the level above which CRZ climb is planned, followed by the letters PLUS, without a space between them.</p> <p>C/48N050W/M082F290F350 C/48N050W/M082F290PLUS C/52N050W/M220F580F620</p>
(6)	STAY INDICATOR
Examples:	<p>Where a flight plans to carry out special activities in an area, the STAY indicator may be used in the route between the point of entry and the point of exit of the STAY area (point of entry and exit may be the same points). Insert STAY followed by the number of STAY (1 - 9) and DUR of the STAY (4-figure group in HR and MIN). A change of FLT rules is possible (IFR/VFR and/or GAT/OAT). The STAY indicator shall only be used for ENR special activities.</p> <p>WIL STAY1/0100 WIL WIL STAY1/0030 FRI G5 SPR STAY2/0030 SPR WIL VFR STAY1/0030 WIL/N0420F330 IFR WIL OAT STAY1/0030 WIL/N0420F330 GAT</p>
THEN:	Specify in item 18: the reason for special activities within the STAY area, preceded by STAYINFO and the number of STAY (e.g. STAYINFO1/CALIBRATION OF WIL VOR)
ITEM 16:	DESTINATION AERODROME AND TOTAL ESTIMATED ELAPSED TIME, DESTINATION ALTERNATE AERODROME(S) (8 characters)
DEST AD and total EET (8 characters)	
INSERT	the ICAO four-letter location indicator of the DEST AD as specified in ICAO Doc 7910, Location Indicators,
OR,	if no location indicator has been assigned
INSERT	ZZZZ and SPECIFY, in item 18 the name and location of the AD preceded by DEST/ .
THEN, WITHOUT A SPACE,	
INSERT	the total EET.
<p>Note 1 - For a flight plan received from an ACFT in FLT, the total EET is the estimated time from the first point of the route to which the flight plan applies to the termination point of the flight plan.</p> <p>Note 2. - The total EET for IFR FLTs is the estimated time required from TKOF to ARR over that designated point, defined by REF navigation aids, from which it is intended that an instrument APCH procedure will be commenced, or, if no navigation aid is associated with the DEST AD, to ARR over the DEST AD. For VFR FLTs, it is the estimated time required from TKOF to ARR over the DEST AD. The designated point(s) for IFR FLTs to</p>	
-	
Bern-Belp AP	is BIRKI
-	
Genève AP	is SPR
-	
Lugano AD	is PINIK
-	
Zurich AP	is AMIKI, GIPOL or RILAX
ALTERNATE AERODROME(S) (4 characters)	
INSERT	the ICAO four-letter location indicator(s) of not more than two ALTN DEST ADs, as specified in ICAO Doc 7910, Location Indicators, separated by a space,
OR,	if no location indicator has been assigned to the ALTN AD,
INSERT	ZZZZ and SPECIFY in item 18: the name and location of the ALTN DEST AD(s), preceded by ALTN/.

ITEM 18:	OTHER INFORMATION
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The indicators defined are as follows, and are listed in the order in which they are to be inserted, if used:

STS/	Reason for special handling by ATS, e.g. a SAR mission, as follows:
ALTRV:	for a FLT operated in accordance with an ALT reservation;
ATFMX:	for a FLT APV for exemption from ATFM measures by the appropriate ATS authority;
FFR:	fire fighting;
FLTCK:	FLT check for calibration of nav aids;
HAZMAT:	for a FLT carrying hazardous material;
HEAD:	a FLT with Head of State status;
HOSP:	for a medical FLT declared by medical authorities;
HUM:	for a FLT operating on a humanitarian mission;
MARSA:	for a FLT for which a MIL entity assumes responsibility for separation of MIL ACFT;
MEDEVAC:	for a life critical medical EMERG evacuation;
NONRVSM:	for a non-RVSM capable FLT intending to operate in RVSM airspace;
SAR:	for a FLT engaged in a SAR mission; and
STATE:	for a FLT engaged in MIL, CUST or police services.

Other reasons for special handling by ATS shall be denoted under the designator RMK/.

These designators shall only be used with the proper authority of the State or the medical authorities concerned. Wrongful use of these designators to avoid flow restrictions is regarded as a serious breach of procedure and will be dealt with accordingly.

If more than one designator is to be used, they should be inserted into separate STS/fields.

For example, a FLT which is Head of State and which is also security sensitive should be filed as: STS/HEAD STS/PROTECTED

PBN/ Indication of RNAV and/or RNP capabilities. Include as many of the descriptors below, as apply to the FLT, up to a MAX of 8 entries, i.e. a total of not more than 16 characters.

	RNAV SPECIFICATIONS
A1	RNAV 10 (RNP 10)
B1	RNAV 5 all permitted sensors
B2	RNAV 5 GNSS
B3	RNAV 5 DME/DME
B4	RNAV 5 VOR/DME
B5	RNAV 5 INS or IRS
B6	RNAV 5 LORANC
C1	RNAV 2 all permitted sensors
C2	RNAV 2 GNSS
C3	RNAV 2 DME/DME
C4	RNAV 2 DME/DME/IRU
D1	RNAV 1 all permitted sensors
D2	RNAV 1 GNSS

D3	RNAV 1 DME/DME
D4	RNAV 1 DME/DME/IRU
	RNP SPECIFICATIONS
L1	RNP 4
O1	Basic RNP 1 all permitted sensors
O2	Basic RNP 1 GNSS
O3	Basic RNP 1 DME/DME
O4	Basic RNP 1 DME/DME/IRU
S1	RNP APCH
S2	RNP APCH with BARO-VNAV
T1	RNP AR APCH with RF (special authorization required)
T2	RNP AR APCH without RF (special authorization required)

Combinations of alphanumeric characters not indicated above are reserved for future use.

INSERT 0 (zero) if no other information

OR, any other necessary information in the preferred sequence shown hereunder, in the form of the appropriate indicator followed by an oblique stroke and the information to be recorded:

NAV/ Significant data related to navigation equipment, other than specified in PBN/, as required by the appropriate ATS authority. Indicate GNSS augmentation under this indicator, with a space between two or more methods of augmentation, e.g. NAV/GBAS SBAS. If appropriate, insert RNAVX or RNAVINOP, as described in the *European Regional Supplementary Procedures* (EUR SUPPs, ICAO Doc 7030), Chapter 2.

COM/ Indicate communication equipment and capabilities not specified in [ITEM 10:a](#).

DAT/ Indicate data communication equipment and capabilities not specified [ITEM 10:a](#).

SUR/ Indicate surveillance equipment and capabilities not specified in [ITEM 10:b](#).
Indicate as many RSP specification(s) as apply to the flight, using designator(s) with no space. Multiple RSP specifications are separated by a space. Example: RSP180 RSP400.

DEP/ Name and location of DEP AD, if ZZZZ is inserted in [ITEM 13](#); or the ATS unit from which SPL data can be obtained, if AFIL is inserted in [ITEM 13](#). For ADs not listed in the relevant AIP, indicate location as follows:

With 4 figures describing LAT in DEG and tens and units of minutes followed by "N" (North) or "S" (South), followed by 5 figures describing LONG in DEG and tens and units of minutes, followed by "E" (East) or "W" (West). Make up the correct number of figures, where necessary, by the insertion of zeros, e.g. 4620N07805W (11 characters).

OR, Bearing and DIST from the nearest significant point, as follows:

The IDENT of the significant point followed by the QDR from the point in the form of 3 figures giving DEG, followed by the DIST from the point in the form of 3 figures expressing NM. In areas of high LAT where it is determined by the appropriate authority that REF a QDR is impractical, a QTE may be used. Make up the correct number of figures, where necessary, by the insertion of zeros, e.g. a point of 180° MAG at a DIST of 40 NM from VOR "DUB" should be expressed as DUB180040.

OR, The first point of the route (name or LAT/LONG) or the MKR, if the ACFT has not taken off from an AD.

DEST/ Name and location of DEST AD, if ZZZZ is inserted in [ITEM 16](#). For ADs not listed in the relevant AIP, indicate location in LAT/LONG or BRG and DIST from the nearest significant point, as described under DEP/ above.

DOF/ The date of FLT DEP in a six figure format (YYMMDD, where YY equals the year, MM equals the month and DD equals the day).

REG/ The nationality or common mark and REG mark of the ACFT, if different from the ACFT IDENT in [ITEM 7](#).

EET/ Significant points or FIR BDRY designators and accumulated EETs from TKOF to such points or FIR boundaries, when so prescribed on the basis of regional air navigation agreements, or by the appropriate ATS authority.

Note 1. - Switzerland requires the accumulated EET for a point over which a change of FLT rules from VFR to IFR is intended.

Note 2. - As an FIR BDRY designator, the ICAO four-letter location indicator of the FIR to be entered shall be used.

Examples: EET/CAP0745 XYZ0830

EET/EINN0204

SEL/	SELCAL code, for ACFT so equipped.
TYP/	Type(s) of ACFT, preceded, if necessary, without a space by number(s) of ACFT and separated by one space, if ZZZZ is inserted in ITEM 9 . Example: TYP/2F15 5F5 3B2
CODE/	ACFT address (expressed in the form of an alphanumerical code of six hexadecimal characters) when required by the appropriate ATS authority. Example: "F00001" is the lowest ACFT address contained in the specific block administered by ICAO.
RVR/	The MNM RVR requirement of the FLT. <i>Note - This provision is detailed in the European Regional Supplementary Procedures (EUR SUPPs, ICAO Doc 7030), Chapter 2.</i>
DLE/	For en route delay or HLDG, insert the significant point(s) on the route where a delay is planned to occur, followed by the LEN of delay using four figures to represent time in HR and MIN (hhmm). Example: DLE/MDG0030
OPR/	ICAO designator or name of the ACFT operating agency, if different from the ACFT IDENT in ITEM 7 .
ORGN/	The originator's 8 letter AFTN address or other appropriate contact details, in cases where the originator of the flight plan may not be readily identified, as required by the appropriate ATS authority. <i>Note - In some areas, flight plan reception centres may insert the ORGN/ ID and originator's AFTN address automatically.</i>
PER/	ACFT PER data, indicated by a single letter as specified in the Procedures for Air Navigation Services - Aircraft Operations (PANS-OPS, Doc 8168), Volume I - Flight Procedures, if so prescribed by the appropriate ATS authority.
ALTN/	Name of ALTN DEST AD(s), if ZZZZ is inserted in ITEM 16 . For ADs not listed in the relevant AIP, indicate location in LAT/ LONG or BRG and DIST from the nearest significant point, as described in DEP/ above.
RALT/	ICAO four letter indicator(s) for en route ALTN(s), as specified in ICAO Doc 7910, Location Indicators, or name(s) of ALTN en route AD(s), if no indicator is allocated. For ADs not listed in the relevant AIP, indicate location in LAT/LONG or BRG and DIST from the nearest significant point, as described in DEP/ above.
TALT/	ICAO four letter indicator(s) for ALTN TKOF, as specified in ICAO Doc 7910, Location Indicators, or name of ALTN TKOF AD, if no indicator is allocated. For ADs not listed in the relevant AIP, indicate location in LAT/LONG or BRG and DIST from the nearest significant point, as described in DEP/ above.
RIF/	The route details to the revised DEST AD, following by the ICAO four-letter location indicator of the AD. The revised route is subject to RIF. Examples: RIF/DTA HEC KLAX RIF/ESP G94 CLA YPPH
RMK/	Any other plain language remarks when required by the appropriate ATS authority or deemed necessary. Switzerland requires the insertion for training FLTs and VFR FLTs by night. For IFR FLT training, the number and types of APCHs shall be indicated.
Examples:	RMK/TRAINING FLT RMK/NVFR RMK/REQ 1 ILS and 1 VOR APCH WITHOUT LDG
RFP/	Q followed by a digit to indicate the sequence of the replacement flight plan being submitted.
Note -	<i>This provision is detailed in the European Regional Supplementary Procedures (EUR SUPPs, ICAO Doc 7030), Chapter 2.</i>

ITEM 19: SUPPLEMENTARY INFORMATION	
ENDURANCE	
After E/,	INSERT a 4-figure group giving the fuel endurance in HR and MIN.
PERSONS ON BOARD	
After P/,	INSERT the total number of persons (passengers and crew) on board, when required by the appropriate ATS authority. Switzerland requires this insertion. INSERT TBN (To Be Notified) if the total number of persons is not known at the time of filing. When using TBN, AOs without an operating agency at the DEP AD have to notify this number to the local AIS.
EMERGENCY AND SURVIVAL EQUIPMENT	
R/	CROSS OUT U if UHF on FREQ 243.0 MHz on portable radio equipment is not AVBL.
(RADIO)	CROSS OUT V if VHF on FREQ 121.500 MHz on portable radio equipment is not AVBL. CROSS OUT E if ELBA is not AVBL.
S/	CROSS OUT all indicators if survival equipment is not carried.
(SURVIVAL	CROSS OUT P if polar survival equipment is not carried.
EQUIPMENT)	CROSS OUT D if desert survival equipment is not carried. CROSS OUT M if maritime survival equipment is not carried. CROSS OUT J if jungle survival equipment is not carried.
J/(JACKETS)	CROSS OUT all indicators if life jackets are not carried. CROSS OUT L if life jackets are not equipped with lights. CROSS OUT F if life jackets are not equipped with fluorescein. CROSS OUT U or V or both as in R/ above to indicate radio capability of jackets, if any.
D/(DINGHIES)	CROSS OUT indicators D and C if no dinghies are carried, or
(NUMBER)	INSERT number of dinghies carried; and
(CAPACITY)	INSERT total capacity, in persons, of all dinghies carried; and
(COVER)	CROSS OUT indicator C if dinghies are not covered; and
(COLOUR)	INSERT colour of dinghies if carried.
A/(AIRCRAFT COLOUR AND MARKINGS)	INSERT colour of ACFT and significant markings
N/	CROSS OUT indicator N if no remarks, or INDICATE any other survival equipment carried or mobile phone number incl.
(REMARKS)	country code and any other remarks regarding survival equipment.
C/(PILOT)	INSERT name of pilot-in-command, (capital letters).
Filed by	
INSERT	the name of the unit, agency or person filing the flight plan.

1.3.4.3 Acknowledgement of receipt of the flight plan.

The reception of the flight plan in Switzerland will be indicated by the initials of the operator of the ARO, in case of personal submission:

through verbal confirmation on the occasion of submission by TEL or after submission by fax;

through the transmission procedure in case of submission by TX; or

through receipt of a printout in case of submission through skybriefing.

1.3.5 IFPS flight plan validation

The responsibility for the validation and acceptance of flight plan messages sent to the IFPS is delegated to the EUROCONTROL NMOC.

Operational Reply Messages (ORM) are used by IFPS to indicate to the message originator the reception and status of processing of a message. They are sent back to the originator of the original message.

Where the IFPS is able to determine from the flight plan the AO concerned (i.e. ICAO three letter designator in [ITEM 18](#): OPR/ or [ITEM 7](#): aircraft identification), and the address is present in the corresponding NM data base, the same ORM is sent to the AO as well, except if the AO was the originator of the message in question.

There are three types of ORM in the so called ADEXP format.

ACK	ACKnowledge message,	indicates that processing was successful.
MAN	MANual message,	indicates that errors have been detected and the submitted message is the name of the unit, agency or person filing the flight plan.
REJ	REJect message,	indicates unsuccessful automatic and manual processing. Corrections by IFPS operator cannot be made. The message has to be re-filed in corrected form.

Examples of operational replies can be found in the NM Handbook, IFPS Users Manual.

It is essential that AO take note and react, where necessary, to the ORM received from the IFPS. In particular, it should be noted that unless an ACK is received with respect to a particular flight plan filed within the IFPS zone, then that plan will not exist within IFPS and will therefore not be distributed to the relevant ATS units. Furthermore, the flight plan data will not be AVBL in the NM TACT system and will not be considered for AFTM purposes. This could result in a long delay to the FLT concerned.

Any ORM received at an Airspace Allocation Unit (AAU) are made AVBL for AO, however, they are responsible for collecting any such messages as their operations require.

If a MAN message is received followed by an ACK message containing the validated flight plan, an examination of the text will reveal any corrections made by the IFPS operator in order to make it acceptable. The pilot-in-command shall be aware of such modification and take into account that all ATS units concerned with that FLT will have received the same modified data.

2. Repetitive flight plan system

2.1 Submission of RPL

RPL may be filed in accordance with ICAO document 4444-ATM/501 for IFR FLTs conducted within Swiss airspace and operated in accordance with the provisions of § 1.3.1.

The RPL are suspended on Christmas Day, 25 DEC. On this day, individual flight plans shall be filed.

RPL for FLTs operated within, into or out of the **FIR/UIR Switzerland** shall be addressed to **EUROCONTROL** via the following email address:

Email: rpl@eurocontrol.int

2.2 Lead times

Initial submission of RPL listings must be received by the NMOC not later than **14 days** before the intended first FLT.

PERM amendments of RPL must be received not later than **7 working days** prior to the first affected FLT.

Where late submission is unavoidable, the period until reaching the required lead times shall be covered by filing individual flight plans.

2.3 Format and media

RPL listings and amendments should be submitted to the NMOC in the preferred IFPS RPL format on magnetic diskette or using hardcopy forms in the ICAO format.

More details and other formats accepted by the NMOC can be found in the IFPS Users Manual.

3. Changes to the submitted flight plan

3.1 Replacement flight plan procedure

The replacement flight plan procedure is applicable for FLTs subject to ATFM.

When a RPL or an individual FPL has been filed and, in the pre-FLT stage (i.e. within four HR of EOBT, but not later than 30 MIN before EOBT), an alternative routing is selected between the same ADs of DEP and DEST, the operator or pilot shall:

- submit a CNL which shall be transmitted with the priority "DD" to all recipients addressed by the previous flight plan; and
- file a replacement flight plan in the form of a FPL which shall be transmitted not less than 5 MIN after the CNL and NBFR the ACK to the message is received from IFPS.

The replacement flight plan shall contain inter alia the original IDENT (call sign), the CMPL new route in [ITEM 15](#); and, as the first element in [ITEM 18](#); the indication "RFP/Qn", whereas:

- RFP signifies "Replacement Flight Plan",
- n corresponds to the sequence number relating to the replacement flight plan for that particular flight; e.g. 1st replacement flight plan: "RFP/Q1", 2nd replacement flight plan: "RFP/Q2" etc.

In RTF communication, the pilot may inform an ATC unit that the ACFT is operating on a replacement flight plan if any doubt exists regarding the route to be flown.

3.2 Modification message CHG

Certain key fields within a flight plan cannot be modified by a CHG within IFPS as they are used for message association. These non-changeable fields are:

- ACFT IDENT,
- AD of DEP,
- AD of DEST,
- EOBT,
- Estimated off-block date (when present in the message).

To change one of the above fields (except by means of a DLA to the EOBT), it is necessary to CNL the original flight plan and to refile a flight plan containing the corrected data. The RFP procedure shall not be used for such changes.

Although a flight plan may be filed up to 48 HR in advance, RPL data is AVBL in the IFPS 20 HR before EOBT only. This has to be taken into account when a modification relating to a RPL is filed. Non-observance could lead to failed or mismatched association.

3.3 Delay message DLA

Any delay of up to 20 HR can be indicated with a DLA, but for a "negative delay", i.e. a new EOBT which is earlier than the original EOBT given in the flight plan, a DLA shall not be used.

DLAs should not be sent to IFPS to indicate a delay caused by the reception of a slot allocation message.

For FLT's **subjected to ATFM** measures, the following rules shall apply:

- a. If no RPL has been submitted, a FPL shall be filed a MNM of three HR before EOBT.
- b. Any delay of more than 15 MIN shall be subjected to a DLA. Negative DLAs (anticipation of the EOBT) are not permitted. The correct procedure for bringing an EOBT forward is to issue a CNL, and then re-file a new FPL.

For FLT's already allocated a slot, the relevant ATFM procedures apply. Detailed information can be found in the NM Handbook.

3.4 Departure message DEP

The Swiss air navigation services will not TRANS DEP for controlled IFR FLT's except when requested. Relevant requests should be submitted to the competent ATS unit or notified on the flight plan messages.

3.5 Changes to Repetitive flight Plans (RPL)

Changes of a PERM nature involving the inclusion of new FLT's and the deletion or modification of currently listed FLT's shall be submitted to the NMOC in the form of amendment listings in accordance with the provisions of § 2.

Incidental changes concerning ACFT type, EOBT, speed and/or cruising level shall be notified for each individual FLT not later than 30 MIN before EOBT in accordance with § 3.2 and 3.3.

Incidental changes concerning the route only may be notified through the replacement flight plan procedure (§ 3.1), provided the relevant conditions are met.

In all other cases of an incidental change, the RPL shall be CNL for the day concerned and an individual FPL shall be filed.

3.6 IFPS validation

The validation of the flight plan associated messages by the IFPS is the same as for flight plans (§ 1.3.5).

4. Closing of a flight plan

An ARR report shall be made by the pilot in person, by radiotelephony or via data link at the earliest possible moment after LDG, to the ATS Reporting Office (ARO) 0800 437 837 (0800 IFR VFR, free of charge), by any FLT for which a FLT plan has been submitted covering the entire FLT or the remaining portion of a FLT to the DEST AD.

Submission of an ARR report is not required after LDG on an AD where ATS are provided (i.e. Bern-Belp, Buochs, Les Eplatures, Geneva, Grenchen, Locarno, Lugano, St. Gallen-Altenrhein, Sion, Zurich and Samedan during OPR HRS) on condition that radio communication or visual signals indicate that the LDG has been observed.

The pilot shall:

- advise FPL delays of more than 30 minutes, FPL changes (e.g. destination, route, EET, etc.) or CNL of the FPL;
- ensure that the filed FPL is activated, when departing from an AD where ATS are not provided;
- close each submitted FPL.

Search and Rescue (SAR) action is initiated for ACFT considered overdue and, as a rule, the costs for SAR activities will be charged to the pilot.

ACFT become status overdue whenever:

- a FPL (or AFIL) has been filed, and
- a DEP message has been transmitted, and
- the FPL has not been closed within 30 MIN of the estimated time of ARR last notified.

Figure 1. Flight Plan

<div style="display: flex; justify-content: space-between; align-items: center;"> FLIGHT PLAN PLAN DE VOL </div>	
PRIORITY Priorité << ≡ FF →	ADDRESSEE(S) Destinataire(s) <div style="border: 1px solid black; height: 20px; margin-top: 5px;"></div> <div style="border: 1px solid black; height: 20px; margin-top: 5px;"></div> <div style="border: 1px solid black; height: 20px; margin-top: 5px;"></div>
FILING TIME Heure de dépôt <div style="border: 1px solid black; width: 40px; height: 20px; margin-top: 5px;"></div>	ORIGINATOR Expéditeur <div style="border: 1px solid black; width: 150px; height: 20px; margin-top: 5px;"></div>
SPECIFIC IDENTIFICATION OF ADDRESSEE(S) AND/OR ORIGINATOR Identification précise du(des) destinataire(s) et/ou de l'expéditeur <div style="border: 1px solid black; height: 20px; margin-top: 5px;"></div>	
3 MESSAGE TYPE Type de message << ≡ (FPL	7 AIRCRAFT IDENTIFICATION Identification de l'aéronef <div style="border: 1px solid black; width: 100px; height: 20px; margin-top: 5px;"></div>
9 NUMBER Nombre <div style="border: 1px solid black; width: 40px; height: 20px; margin-top: 5px;"></div>	TYPE OF AIRCRAFT Type d'aéronef <div style="border: 1px solid black; width: 80px; height: 20px; margin-top: 5px;"></div>
13 DEPARTURE AERODROME Aérodrome de départ <div style="border: 1px solid black; width: 80px; height: 20px; margin-top: 5px;"></div>	TIME (EOBT/ETO) Heure <div style="border: 1px solid black; width: 60px; height: 20px; margin-top: 5px;"></div>
15 CRUISING SPEED Vitesse croisière <div style="border: 1px solid black; width: 80px; height: 20px; margin-top: 5px;"></div>	LEVEL Niveau <div style="border: 1px solid black; width: 80px; height: 20px; margin-top: 5px;"></div>
ROUTE Route <div style="border: 1px solid black; height: 20px; margin-top: 5px;"></div>	
8 FLIGHT RULES Règles de vol <div style="border: 1px solid black; width: 40px; height: 20px; margin-top: 5px;"></div>	
TYPE OF FLIGHT Type de vol <div style="border: 1px solid black; width: 40px; height: 20px; margin-top: 5px;"></div>	
10 EQUIPMENT AND CAPABILITIES Équipement et capacités <div style="border: 1px solid black; width: 100px; height: 20px; margin-top: 5px;"></div>	
16 DESTINATION AERODROME Aérodrome de destination <div style="border: 1px solid black; width: 80px; height: 20px; margin-top: 5px;"></div>	
TOTAL EET Durée totale estimée <div style="display: flex; justify-content: space-around;"> <div style="border: 1px solid black; width: 40px; height: 20px; margin-top: 5px;"></div> <div style="border: 1px solid black; width: 40px; height: 20px; margin-top: 5px;"></div> </div>	
18 OTHER INFORMATION Renseignements divers <div style="border: 1px solid black; height: 20px; margin-top: 5px;"></div>	
DEST ALTN AERODROME Aérodrome de dégagement à destination <div style="border: 1px solid black; width: 80px; height: 20px; margin-top: 5px;"></div>	
2ND. DEST ALTN AERODROME 2ème aérodrome de dégagement à destination <div style="border: 1px solid black; width: 80px; height: 20px; margin-top: 5px;"></div>	
SUPPLEMENTARY INFORMATION (NOT TO BE TRANSMITTED IN FPL MESSAGES) Renseignements complémentaires (À NE PAS TRANSMETTRE DANS LES MESSAGES DE PLAN DE VOL DÉPOSÉ)	
19 ENDURANCE Autonomie <div style="display: flex; justify-content: space-around;"> <div style="border: 1px solid black; width: 40px; height: 20px; margin-top: 5px;"></div> <div style="border: 1px solid black; width: 40px; height: 20px; margin-top: 5px;"></div> </div>	PERSONS ON BOARD Personnes à bord <div style="border: 1px solid black; width: 60px; height: 20px; margin-top: 5px;"></div>
SURVIVAL EQUIPMENT / Équipement de survie <div style="display: flex; justify-content: space-around; align-items: center;"> <div style="border: 1px solid black; padding: 2px;">S</div> <div style="border: 1px solid black; padding: 2px;">P</div> <div style="border: 1px solid black; padding: 2px;">D</div> <div style="border: 1px solid black; padding: 2px;">M</div> <div style="border: 1px solid black; padding: 2px;">J</div> </div>	
JACKETS / Gilets de sauvetage <div style="display: flex; justify-content: space-around; align-items: center;"> <div style="border: 1px solid black; padding: 2px;">J</div> <div style="border: 1px solid black; padding: 2px;">L</div> <div style="border: 1px solid black; padding: 2px;">F</div> <div style="border: 1px solid black; padding: 2px;">U</div> <div style="border: 1px solid black; padding: 2px;">V</div> </div>	
DINGHIES / Canots <div style="display: flex; justify-content: space-around; align-items: center;"> <div style="border: 1px solid black; padding: 2px;">D</div> <div style="border: 1px solid black; padding: 2px;">C</div> </div>	
AIRCRAFT COLOUR AND MARKINGS Couleur et marques de l'aéronef <div style="border: 1px solid black; width: 150px; height: 20px; margin-top: 5px;"></div>	
REMARKS Remarques <div style="border: 1px solid black; height: 20px; margin-top: 5px;"></div>	
PILOT-IN-COMMAND Pilote commandant de bord <div style="border: 1px solid black; width: 150px; height: 20px; margin-top: 5px;"></div>	
FILED BY / Déposé par <div style="border: 1px solid black; width: 150px; height: 20px; margin-top: 5px;"></div>	
SPACE RESERVED FOR ADDITIONAL REQUIREMENTS Espace réservé à des fins supplémentaires <div style="border: 1px solid black; height: 20px; margin-top: 5px;"></div>	
CHECKED / Contrôlé <div style="border: 1px solid black; width: 100px; height: 20px; margin-top: 5px;"></div>	

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