

SAR Information Leaflet



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Station calling - Pass your message

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Schweizerische Eidgenossenschaft
Confédération suisse
Confederazione Svizzera
Confederaziun svizra
Swiss Confederation

Bundesamt für Zivilluftfahrt BAZL
Office fédéral de l'aviation civile OFAC
Ufficio federale dell'aviazione civile UFAC
Federal Office of Civil Aviation FOCA

Flight information centres (FICs) provide services to VFR traffic (in accordance with Annex 11 ICAO) in the Geneva and Zurich area control centres (ACCs) within the relevant flight information region (FIR). These are shown on the ICAO aeronautical charts, which include the corresponding frequencies.

Geneva frequency – 126.350

Languages: French and English

Zurich frequency – 124.7

Languages: German and English

FIC services are available to all aviation users during operating hours (AIP).

WHAT SERVICES DOES AN FIC PROVIDE?

As both frequencies are heavily used on a CAVOK day, it is useful to have some **background information** and know some **rules of conduct**.

The FIC offers a basic service and **no flight following**.

The FIC has information on active zones as published in the **DABS** and **NOTAM** and any changes to them, as well as parachute jumping and anti-hail rocket activities.

The FIC can also provide **coordination** for entry into **airspace C** before handing over release to the pilot, or will inform them if their request has not been approved.

Up-to-date **weather information** is also available or can be obtained from the FIC.

Messages relevant to the flight plan, such as **transmitting the take-off time** or **adjusting flight plan information** in the event of **changes**, are transmitted to the responsible AIS by the FIC.

Please note that SERA.4020 stipulates a closing of the flight plan **by the pilot immediately after landing**.

If the flight plan is closed by the FIC (**close my flight plan**), it is closed at the time of transmission. **Flight monitoring by means of a flight plan ends at this point**.

Radio and transponder testing can also be carried out by the FIC on request.

VFR **flight plan data** can be retrieved **but is not actively available**. This is **different from IFR flights**.

Whenever you call the FIC for a flight plan topic, please report to the initial call **with the phrase "Flight Plan Request"**. "*Zurich/Geneva Information HB-ABC Flight Plan Request*".

AFIL, i.e. air-filed flight plans, are only accepted when the workload is low.

All **data is recorded** during the radio call. Please adjust your **speaking speed** accordingly. **Specifying information in a certain order** is faster for the FIC than an FPL search in the system.

Please note: 'stand-by' means waiting on the frequency until further notice. You will be called back by the FIC.

After the initial call, the relevant information should be specified in this order:

- **Complete call sign**
- **Aircraft type**
- **Place of departure and destination**
- **Current position and altitude**
- **Intended flight path**

VFR routes are dynamic. It is therefore crucial that the FIC knows your **current planned route**.

Report route changes to the FIC including adjusted, new EET.

VFR flights transmit the **Squawk 7000**, so the FIC does not immediately know where your aircraft is. Position and altitude data are therefore important for verifying information.

For flight paths, one to three distinctive points are sufficient to the destination or to an FIR boundary.

The FIC assigns you the next reporting point (**next report**), which serves as a checkpoint (e.g. before air spaces) as well as for monitoring the flight (SAR).

For a better overview and in zones with mixed IFR/VFR traffic, a transponder code (**squawk**) can be assigned by the FIC.

Important: if a reporting point is not reported or if you leave the FIC frequency without reporting it, **uncertainty exists about the flight status**. Due to our radio coverage, it is possible that the FIC can no longer be reached. In such cases, it is **important** that you send an 'OPS Normal' message **via another air traffic control unit**. Please instruct the ATC unit to inform the relevant FIC. If this feedback is not received, the FIC triggers the **INCERFA** phase, which is the first phase of a search and rescue.

The FIC **does not work exclusively with radar**.

For a better overview, an individual code can be assigned by the FIC. However, there is **no continuous monitoring**, even with an individual code.

Happy landings!