

instrument approach procedures unless specifically asked. Pilots authorized by the FAA to use special instrument approach procedures must specifically request FDC NOTAM information for these procedures. Pilots who receive the information electronically will receive NOTAMs for special IAPs automatically.

**REFERENCE-**

*AIM, Paragraph 7-1-5, Preflight Briefings, contains those items of a weather briefing that should be expected or requested.*

**h.** FAA by 14 CFR Part 93, Subpart K, has designated High Density Traffic Airports (HDTA) and has prescribed air traffic rules and requirements for operating aircraft (excluding helicopter operations) to and from these airports.

**REFERENCE-**

*Chart Supplement U.S., Special Notices Section  
AIM, Paragraph 4-1-21, Airport Reservation Operations and Special Traffic Management Programs*

**i.** In addition to the filing of a flight plan, if the flight will traverse or land in one or more foreign countries, it is particularly important that pilots leave a complete itinerary with someone directly concerned and keep that person advised of the flight's progress. If serious doubt arises as to the safety of the flight, that person should first contact the FSS.

**REFERENCE-**

*AIM, Paragraph 5-1-11, Flights Outside the U.S. and U.S. Territories*

**j.** Pilots operating under provisions of 14 CFR Part 135 on a domestic flight without having an FAA assigned 3-letter designator, must prefix the normal registration (N) number with the letter "T" on flight plan filing; for example, TN1234B.

**REFERENCE-**

*AIM, Paragraph 4-2-4, Aircraft Call Signs  
FAA Order JO 7110.65, Paragraph 2-3-5a, Aircraft Identity  
FAA Order JO 7110.10, Paragraph 6-2-1b1, Flight Plan Recording*

### 5-1-2. Follow IFR Procedures Even When Operating VFR

**a.** To maintain IFR proficiency, pilots are urged to practice IFR procedures whenever possible, even when operating VFR. Some suggested practices include:

**1.** Obtain a complete preflight and weather briefing. Check the NOTAMs.

**2.** File a flight plan. This is an excellent low cost insurance policy. The cost is the time it takes to fill it out. The insurance includes the knowledge that

someone will be looking for you if you become overdue at your destination.

**3.** Use current charts.

**4.** Use the navigation aids. Practice maintaining a good course—keep the needle centered.

**5.** Maintain a constant altitude which is appropriate for the direction of flight.

**6.** Estimate en route position times.

**7.** Make accurate and frequent position reports to the FSSs along your route of flight.

**b.** Simulated IFR flight is recommended (under the hood); however, pilots are cautioned to review and adhere to the requirements specified in 14 CFR Section 91.109 before and during such flight.

**c.** When flying VFR at night, in addition to the altitude appropriate for the direction of flight, pilots should maintain an altitude which is at or above the minimum en route altitude as shown on charts. This is especially true in mountainous terrain, where there is usually very little ground reference. Do not depend on your eyes alone to avoid rising unlighted terrain, or even lighted obstructions such as TV towers.

### 5-1-3. Notice to Airmen (NOTAM) System

**a.** Time-critical aeronautical information which is of either a temporary nature or not sufficiently known in advance to permit publication on aeronautical charts or in other operational publications receives immediate dissemination via the National NOTAM System.

**NOTE-**

**1.** NOTAM information is that aeronautical information that could affect a pilot's decision to make a flight. It includes such information as airport or aerodrome primary runway closures, taxiways, ramps, obstructions, communications, airspace, changes in the status of navigational aids, ILSs, radar service availability, and other information essential to planned en route, terminal, or landing operations.

**2.** NOTAM information is transmitted using standard contractions to reduce transmission time. See TBL 5-1-2 for a listing of the most commonly used contractions. For a complete listing, see FAA JO Order 7340.2, Contractions.

**b.** NOTAM information is classified into five categories. These are NOTAM (D) or distant, Flight Data Center (FDC) NOTAMs, Pointer NOTAMs,