

4. Departure Airport.
5. Route of flight.
6. Destination.
7. Flight altitude(s).
8. ETD and ETE.

f. Prior to conducting a briefing, briefers are required to have the background information listed above so that they may tailor the briefing to the needs of the proposed flight. The objective is to communicate a “picture” of meteorological and aeronautical information necessary for the conduct of a safe and efficient flight. Briefers use all available weather and aeronautical information to summarize data applicable to the proposed flight. Pilots who have briefed themselves before calling Flight Service should advise the briefer what information has been obtained from other sources.

**REFERENCE-**

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

g. 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*

h. 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*

i. 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 briefing and check NOTAMs. Prior to every flight, pilots should gather all information vital to the nature of the flight. Pilots can receive a regulatory compliant briefing without contacting Flight Service. Pilots are encouraged to use automated resources and review AC 91-92, Pilot’s Guide to a Preflight Briefing, for more information. NOTAMs are available online from the Federal NOTAM System (FNS) NOTAM Search website (<https://notams.aim.faa.gov/notam-search/>), private vendors, or on request from Flight Service.

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. Pilots can file flight plans either by using a website or by calling Flight Service. Flight planning applications are also available to file, activate, and close VFR flight plans.

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.