REFERENCE–
14 CFR Part 99, Security Control for Air Traffic.

a. DVFR flight plans must be filed using FAA Form 7233–4 or DD Form 1801.

b. Enter the letter "D" in Item 8, Type of Flight, of FAA Form 7233–4 or DD Form 1801.

c. DVFR flights where pilots decline search and rescue coverage must clearly indicate "NORIV" in Item 18 following the indicator "RMK/." This flight plan must still be activated in order to properly notify NORAD, however no flight plan cancellation will be expected.

EXAMPLE–
RMK/NORIV

5–1–9. Single Flights Conducted With Both VFR and IFR Flight Plans

a. Flight plans which combine VFR operation on an active VFR flight plan for one portion of a flight, and IFR for another portion, sometimes known as a composite flight plan, cannot be accepted or processed by current en route automation systems.

b. Pilots are free to operate VFR in VFR conditions prior to accepting an IFR clearance from the appropriate control facility, or may cancel an IFR clearance and proceed VFR as desired. However, if a pilot desires to be on an active VFR flight plan, with search and rescue provisions, for the portion of flight not conducted under an IFR clearance, a separate VFR flight plan must be filed, activated, and closed.

c. If a pilot desires to be on an active VFR flight plan prior to or following the IFR portion of the flight, that flight plan must be filed and processed as a distinct and separate flight plan. The VFR flight plan must be opened and closed with either a Flight Service Station or other service provider having the capability to open and close VFR flight plans. Air Traffic Control does not have the ability to determine if an aircraft is operating on an active VFR flight plan and cannot process the activation or cancellation of a VFR flight plan.

d. Pilots may propose to commence the IFR portion of flight at a defined airborne point. This airborne point, or fix, is entered as the departure point in Item 13 of FAA Form 7233–4 or DD Form 1801.

e. Pilots may indicate in the IFR flight plan the intention to terminate the IFR portion of flight at any defined airborne point. The airborne point, or fix, is entered as the destination point in Item 16 of FAA Form 7233–4 or DD Form 1801.

f. Prior to beginning the IFR portion of flight, a pilot must receive an IFR clearance from the appropriate control facility.

g. If the pilot does not desire further clearance after reaching the clearance limit, he or she must advise ATC to cancel the IFR clearance.

5–1–10. IFR Operations to High Altitude Destinations

a. Pilots planning IFR flights to airports located in mountainous terrain are cautioned to consider the necessity for an alternate airport even when the forecast weather conditions would technically relieve them from the requirement to file one.

REFERENCE–
14 CFR Section 91.167.
AIM, Para 4–1–19, Tower En Route Control (TEC).

b. The FAA has identified three possible situations where the failure to plan for an alternate airport when flying IFR to such a destination airport could result in a critical situation if the weather is less than forecast and sufficient fuel is not available to proceed to a suitable airport.

1. An IFR flight to an airport where the Minimum Descent Altitudes (MDAs) or landing visibility minimums for *all instrument approaches* are higher than the forecast weather minimums specified in 14 CFR