person should first contact the FSS.

REFERENCE-

AIM, Para 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, Para 4-2-4, Aircraft Call Signs.

FAA Order JO 7110.65, Para 2-3-5, Aircraft Identity, Subpara a.

FAA Order JO 7110.10, Appendix B, FAA Form 7233-1, Flight Plan

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/notamSearch/), 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.

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

a. General. The NOTAM system provides pilots with time critical aeronautical information that is temporary, or information to be published on aeronautical charts at a later date, or information from another operational publication. The NOTAM is cancelled when the information in the NOTAM is published

up to 7 days before the start of activity. Pilots can access NOTAM information online via NOTAM Search at: https://notams.aim.faa.gov/notamSearch/ or from an FSS.

b. Preflight. 14 CFR § 91.103, Preflight Action directs pilots to become familiar with all available information concerning a planned flight prior to departure, including NOTAMs. Pilots may change their flight plan based on available information. Current NOTAM information may affect:

1. Aerodromes.
2. Runways, taxiways, and ramp restrictions.
3. Obstructions.
4. Communications.
5. Airspace.
6. Status of navigational aids or radar service availability.
7. Other information essential to planned en route, terminal, or landing operations.

c. ARTCC NOTAMs. Pilots should also review NOTAMs for the ARTCC area (for example, Washington Center (ZDC), Cleveland Center (ZOB), etc.) in which the flight will be operating. You can find the 3 letter code for each ARTCC on the FAA's NOTAM webpage. These NOTAMs may affect the planned flight. Some of the operations include Central Altitude Reservation Function (CARF), Special Use Airspace (SUA), Temporary Flight Restrictions (TFR), Global Positioning System (GPS), Flight Data Center (FDC) changes to routes, wind turbine, and Unmanned Aircraft System (UAS).

NOTE-

NOTAM information is transmitted using ICAO contractions to reduce transmission time. See TBL 5-1-2 for a listing of the most commonly used contractions, or go online to the following URL: https://www.notams.faa.gov/downloads/contractions.pdf. For a complete listing of approved NOTAM Contractions, see FAA JO Order 7340.2, Contractions.

d. Destination Update. Pilots should also contact ATC or FSS while en route to obtain updated airfield information for their destination. This is particularly important when flying to the airports without an operating control tower. Snow removal, fire and rescue activities, construction, and wildlife encroachment, may pose hazards to pilots. This information may not be available to pilots prior to arrival/departure.

e. NAVAID NOTAMs. Pilots should check NOTAMs to ensure NAVAIDs required for the flight are in service. A NOTAM is published when a NAVAID is out of service or Unserviceable (U/S). Although a NAVAID is deemed U/S and planned for removal from service, it may be a long time before that NAVAID is officially decommissioned and removed from charts. A NOTAM is the primary method of alerting pilots to its unavailability. Pilots using VFR charts can also review the Aeronautical Information Services' (AIS) website concerning Safety Alerts, Charting Notices, and Digital Product Notices at https://www.faa.gov/air_traffic/flight_info/aeronav/safety_alerts/ for additional chart information.

f. GPS NOTAMs. The FAA issues information on the status of GPS through the NOTAM system. Operators may find information on GPS satellite outages, GPS testing, and GPS anomalies by specifically searching for GPS NOTAMS prior to flight.

NOT AVAILABLE (NVE) when describing the status of GPS. UNREL indicates the expected level of service of the GPS and/or WAAS may not be available. Pilots must then determine the adequacy of the signal for desired use. Aircraft should have additional navigation equipment for their intended route.

NOTE-

Unless associated with a known testing NOTAM, pilots should report GPS anomalies, including degraded operation and/or loss of service, as soon as possible via radio or telephone, and via the GPS Anomaly Reporting Form. (See 1-1-13.)

2. GPS operations may also be NOTAMed for testing. This is indicated in the NOTAM language with the name of the test in parenthesis. When GPS testing NOTAMS are published and testing is actually occurring, ATC will advise pilots requesting or cleared for a GPS or RNAV (GPS) approach, that GPS may not be available and request the pilot's intentions. TBL 5-1-1 lists an example of a GPS testing NOTAM.

g. NOTAM Classification. NOTAM information is classified as Domestic NOTAMs (NOTAM D), Flight Data Center (FDC) NOTAMs, International NOTAMs, or Military NOTAMs.

1. NOTAM (D) information is disseminated for all navigational facilities that are part of the National Airspace System (NAS), all public use aerodromes, seaplane bases, and heliports listed in the Chart Supplement. NOTAM (D) information includes taxiway closures, personnel and equipment near or crossing runways, and airport lighting aids that do not affect instrument approach criteria (i.e., VGSI). All NOTAM Ds must have one of the keywords listed in TBL 5-1-1, as the first part of the text after the location identifier. These keywords categorize NOTAM Ds by subject, for example, APRON (ramp), RWY (runway), SVC (Services), etc. There are several types of NOTAM Ds:

(a) Aerodrome activity and conditions, to include field conditions.

(b) Airspace to include CARF, SUA, and general airspace activity like UAS or pyrotechnics.

(c) Visual and radio navigational aids.

(d) Communication and services.

(e) Pointer NOTAMs. NOTAMs issued to point to additional aeronautical information. When pointing to another NOTAM, the keyword in the pointer NOTAM must match the keyword in the original NOTAM. Pointer NOTAMs should be issued for, but are not limited to, TFRs, Airshows, Temporary SUA, major NAS system interruptions, etc.

2. FDC NOTAMs are issued when it is necessary to disseminate regulatory information. FDC NOTAMs include:

(a) Amendments to published IAPs and other current aeronautical charts.

(b) Temporary Flight Restrictions (TFR) restrict entrance to a certain airspace at a certain time, however, some TFRs provide relief if ATC permission is given to enter the area when

interpretations.

(c) High barometric pressure warning.

(d) Laser light activity.

(e) ADS-B, TIS-B, and FIS-B service availability.

(f) Satellite-based systems such as WAAS or GPS.

(g) Special Notices.

3. International NOTAMs are published in ICAO format per Annex 15 and distributed to multiple countries.

(a) International NOTAMs issued by the U.S. NOTAM Office use Series A followed by 4 sequential numbers, a slant "/" and a 2-digit number representing the year the NOTAM was issued. International NOTAMs basically duplicate data found in a U.S. Domestic NOTAM.

(b) Not every topic of a U.S. Domestic NOTAM is issued as an International NOTAM by the U.S. The U.S. International NOTAM will be linked to the appropriate U.S. Domestic NOTAM when possible.

(c) International NOTAMs received by the FAA from other countries are stored in the U.S. NOTAM System.

(d) The International NOTAM format includes a "Q" Line that can be easily read/parsed by a computer and allows the NOTAM to be displayed digitally.

(1) Field A: ICAO location identifier or FIR affected by the NOTAM.

(2) Field B: Start of Validity.

(3) Field C: End of Validity (both in [Year][Month][Day][Hour][Minute] format).

(4) Field D: (when present) Schedule.

(5) Field E: Full NOTAM description.

(6) Field F: (when present) Lowest altitude, or "SFC."

(7) Field G: (when present) Highest altitude, or "UNL."

(e) For more on International format, please see Annex 15.

4. Military NOTAMs are NOTAMs originated by the U.S. Air Force, Army, Marine, or Navy, and pertaining to military or joint-use navigational aids/airports that are part of the NAS. Military NOTAMs are published in the International NOTAM format and should be reviewed by users of a military or joint-use facility.

h. Security NOTAMS:

1. U.S. Domestic Security NOTAMS are FDC NOTAMS that inform pilots of certain U.S. security activities or requirements, such as Special Security Instructions for aircraft operations to, from, within, or transitioning U.S. territorial airspace. These NOTAMS are found on the Federal NOTAM System (FNS) NOTAM Search website under the location designator KZZZ.

are issued by the FAA and are found on the Federal NOTAM System (FNS) NOTAM Search website under the location designator KICZ.

TBL 5-1-1

NOTAM Keywords

Keyword	Definition
RWY *Example*	**Runway** !BNA BNA RWY 18/36 CLSD YYMMDDHHMM-YYMMDDHHMM
TWY *Example*	**Taxiway** !BTV BTV TWY C EDGE LGT OBSC YYMMDDHHMM-YYMMDDHHMM
APRON *Example*	**Apron/Ramp** !BNA BNA APRON NORTH APN E 100FT CLSD YYMMDDHHMM-YYMMDDHHMM
AD *Example*	**Aerodrome** !BET BET AD AP ELK NEAR MOVEMENT AREAS YYMMDDHHMM-YYMMDDHHMM
OBST *Example*	**Obstruction** !SJT SJT OBST MOORED BALLOON WI AN AREA DEFINED AS 1NM RADIUS OF SJT 2430FT (510FT AGL) FLAGGED YYMMDDHHMM-YYMMDDHHMM
NAV *Example*	**Navigation Aids** !SHV SHV NAV ILS RWY 32 110.3 COMMISSIONED YYMMDDHHMM-PERM
COM *Example*	**Communications** !INW INW COM REMOTE COM OUTLET 122.6 U/S YYMMDDHHMM-YYMMDDHHMM EST (Note* EST will auto cancel)
SVC *Example*	**Services** !ROA ROA SVC TWR COMMISSIONED YYMMDDHHMM-PERM
AIRSPACE *Example*	**Airspace** !MHV MHV AIRSPACE AEROBATIC ACFT WI AN AREA DEFINED AS 4.3NM RADIUS OF MHV 5500FT-10500FT AVOIDANCE ADZ CTC JOSHUA APP DLY YYMMDDHHMM-YYMMDDHHMM
ODP *Example*	**Obstacle Departure Procedure** !FDC 2/9700 DIK ODP DICKINSON - THEODORE ROOSEVELT RGNL, DICKINSON, ND. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 1... DEPARTURE PROCEDURE: RWY 25, CLIMB HEADING 250 TO 3500 BEFORE TURNING LEFT. ALL OTHER DATA REMAINS AS PUBLISHED. THIS IS TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES, AMDT 1A. YYMMDDHHMM-PERM
SID *Example*	**Standard Instrument Departure** !FDC x/xxxx DFW SID DALLAS/FORT WORTH INTL, DALLAS, TX. PODDE THREE DEPARTURE... CHANGE NOTES TO READ: RWYS 17C/R, 18L/R: DO NOT EXCEED 240KT UNTIL LARRN. RWYS 35L/C, 36L/R: DO NOT EXCEED 240KT UNTIL KMART YYMMDDHHMM-YYMMDDHHMM
STAR *Example*	**Standard Terminal Arrival** !FDC x/xxxx DCA STAR RONALD REAGAN WASHINGTON NATIONAL, WASHINGTON, DC. WZRRD TWO ARRIVAL... SHAAR TRANSITION: ROUTE

	YYMMDDHHMM
CHART *Example*	**Chart** !FDC 2/9997 DAL IAP DALLAS LOVE FIELD, DALLAS, TX. ILS OR LOC RWY 31R, AMDT 5... CHART NOTE: SIMULTANEOUS APPROACH AUTHORIZED WITH RWY 31L. MISSED APPROACH: CLIMB TO 1000 THEN CLIMBING RIGHT TURN TO 5000 ON HEADING 330 AND CVE R-046 TO FINGR INT/CVE 36.4 DME AND HOLD. CHART LOC RWY 31L. THIS IS ILS OR LOC RWY 31R, AMDT 5A. YYMMDDHHMM-PERM
DATA *Example*	**Data** !FDC 2/9700 DIK ODP DICKINSON - THEODORE ROOSEVELT RGNL, DICKINSON, ND. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 1... DEPARTURE PROCEDURE: RWY 25, CLIMB HEADING 250 TO 3500 BEFORE TURNING LEFT. ALL OTHER DATA REMAINS AS PUBLISHED. THIS IS TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES, AMDT 1A. YYMMDDHHMM-PERM
IAP *Example*	**Instrument Approach Procedure** !FDC 2/9997 DAL IAP DALLAS LOVE FIELD, DALLAS, TX. ILS OR LOC RWY 31R, AMDT 5... CHART NOTE: SIMULTANEOUS APPROACH AUTHORIZED WITH RWY 31L. MISSED APPROACH: CLIMB TO 1000 THEN CLIMBING RIGHT TURN TO 5000 ON HEADING 330 AND CVE R-046 TO FINGR INT/CVE 36.4 DME AND HOLD. CHART LOC RWY 31L. THIS IS ILS OR LOC RWY 31R, AMDT 5A. YYMMDDHHMM-PERM
VFP *Example*	**Visual Flight Procedures** !FDC X/XXXX JFK VFP JOHN F KENNEDY INTL, NEW YORK, NY. PARKWAY VISUAL RWY 13L/R, ORIG...WEATHER MINIMUMS 3000 FOOT CEILING AND 3 MILES VISIBILITY. YYMMDDHHMM-YYMMDDHHMM
ROUTE *Example*	**Route** !FDC x/xxxx ZFW ROUTE ZFW ZKC. V140 SAYRE (SYO) VORTAC, OK TO TULSA (TUL) VORTAC, OK MEA 4300. YYMMDDHHMM-YYMMDDHHMM EST
SPECIAL *Example*	**Special** !FDC x/xxxx JNU SPECIAL JUNEAU INTERNATIONAL, JUNEAU, AK. LDA-2 RWY 8 AMDT 9 PROCEDURE TURN NA. YYMMDDHHMM-YYMMDDHHMM
SECURITY *Example*	**Security** !FDC x/xxxx FDC ...SPECIAL NOTICE... THIS IS A RESTATEMENT OF A PREVIOUSLY ISSUED ADVISORY NOTICE. IN THE INTEREST OF NATIONAL SECURITY AND TO THE EXTENT PRACTICABLE, PILOTS ARE STRONGLY ADVISED TO AVOID THE AIRSPACE ABOVE, OR IN PROXIMITY TO SUCH SITES AS POWER PLANTS (NUCLEAR, HYDRO-ELECTRIC, OR COAL), DAMS, REFINERIES, INDUSTRIAL COMPLEXES, MILITARY FACILITIES AND OTHER SIMILAR FACILITIES. PILOTS SHOULD NOT CIRCLE AS TO LOITER IN THE VICINITY OVER THESE TYPES OF FACILITIES.
GPS TESTING *Example*	**Global Positioning System Testing** !GPS 01/028 ZAB NAV GPS (YPG_AZ GPS 21-06)(INCLUDING WAAS, GBAS, AND ADS-B) MAYNOT BE AVBL WI A276NM RADIUS CENTERED AT 332347N1142221W (BLH108023) FL400-UNL,

	160NM RADIUS AT 4000FT AGL 126NM RADIUS AT 50FT AGL DLY 1830-2230 2101281830-2101292230
PRN (GPS) *Example*	Pseudo-random noise code used to differentiate GPS satellites. This code allows any receiver to identify exactly which satellite(s) it is receiving. !GPS GPS NAV PRN 16 U/S 2109231600-2109242300EST

TBL 5-1-2

Contractions Commonly Found in NOTAMs

	A
ABN	Aerodrome Beacon
ACFT	Aircraft
ACT	Active
ADJ	Adjacent
AGL	Above Ground Level
ALS	Approach Light System
AP	Airport
APN	Apron
APP	Approach control office *or* approach control *or* approach control service
ARST	Arresting *(specify (part of) aircraft arresting equipment)*
ASDA	Accelerate Stop Distance Available
ASPH	Asphalt
AUTH	Authorized *or* authorization
AVBL	Available *or* availability
AVGAS	Aviation gasoline
AWOS	Automatic Weather Observing System
AZM	Azimuth
	B
BA	Braking action
BCN	Beacon *(aeronautical ground light)*
BCST	Broadcast
BDRY	Boundary
BLDG	Building
BLW	Below
BTN	Between
	C
C	Center *(preceded by runway designator number to identify a parallel runway)*
CD	Clearance delivery
CIV	Civil
CL	Centerline
CLSD	Close *or* closed *or* closing
COM	Communication
CONC	Concrete

CONST	Construction *or* constructed
CPDLC	Controller Pilot Data Link Communications
CTC	Contact
CUST	Customs
	D
DA	Decision altitude
DEG	Degrees
DEP	Depart *or* Departure
DER	Departure end of the runway
DH	Decision Height
DIST	Distance
DLY	Daily
DP	Dew Point Temperature
DPT	Depth
DTHR	Displaced Runway Threshold
	E
E	East *or* eastern longititude
EB	Eastbound
EMERG	Emergency
ENE	East-northeast
EQPT	Equipment
ESE	East-southeast
EST	Estimate *or* estimated *or* estimation *(message type designator)*
EXC	Except
	F
FL	Flight level
FREQ	Frequency
FRI	Friday
FSS	Flight Service Station
FST	First
FT	Feet *(dimensional unit)*
	G
G	Green
GA	General aviation
GLD	Glider
GND	Ground
GP	Glide Path
GRVL	Gravel
	H
HEL	Helicopter
HGT	Height *or* height above
HLDG	Holding
HLP	Heliport
HVY	Heavy

ILS	Instrument Landing System
IM	Inner Marker
INOP	Inoperative
INT	Intersection
	K
KT	Knots
	L
L	Left *(preceded by runway designator number to identify a parallel runway)*
LAT	Latitude
LDA	Landing Distance Available
LDG	Landing
LEN	Length
LGT	Light *or* lighting
LGTD	Lighted
LOC	Localizer
LONG	Longitude
	M
MAINT	Maintenance
MBST	Microburst
MIL	Military
MIN	Minutes
MNT	Monitor *or* monitoring *or* monitored
MON	Monday
MOV	Move *or* moving *or* movement
	N
N	North
NAVAID	Navigational aid
NB	Northbound
NDB	Nondirectional Radio Beacon
NE	Northeast
NEB	Northeast bound
NM	Nautical Mile/s
NNE	North-northeast
NNW	North-northwest
NOV	November
NW	Northwest
NWB	Northwest bound
	O
OBSC	Obscure *or* obscured *or* obscuring
OBST	Obstacle
OPN	Open *or* opening *or* opened
OPS	Operations
	P
PAPI	Precision Approach Path Indicator

PCL	Pilot Controlled Lighting
PCT	Percent
PERM	Permanent
PJE	Parachute Jumping Activities
PLA	Practice Low Approach
PPR	Prior Permission Required
PRN	Pseudo-random Navigation
PT	Procedure Turn
	R
R	Red
R	Right *(preceded by runway designator number to identify a parallel runway)*
RAI	Runway Alignment Indicator
RCL	Runway Centerline
RCLL	Runway Centerline Light
REDL	Runway Edge Light
RLLS	Runway Lead-in Light System
RMK	Remark
RTS	Return to Service
RTZL	Runway Touchdown Zone Light(s)
RVR	Runway Visual Range
RWY	Runway
RX	Receive/Receiver
	S
S	South *or* southern latitude
SA	Sand
SAT	Saturday
SB	Southbound
SE	Southeast
SEC	Seconds
SFC	Surface
SN	Snow
SR	Sunrise
SS	Sunset
SSR	Secondary surveillance radar
SSW	South-southwest
STD	Standard
SUN	Sunday
SW	Southwest
SWB	Southwest bound
	T
TAR	Terminal area surveillance radar
TAX	Taxing *or* taxiing
TDZ	Touchdown Zone
TEMPO	Temporary *or* temporarily

THU	Thursday
TKOF	Takeoff
TODA	Take-off Distance Available
TORA	Take-off Run Available
TRG	Training
TUE	Tuesday
TWR	Aerodrome Control Tower
TWY	Taxiway
TX	Taxilane
	U
U/S	Unserviceable
UAS	Unmanned Aircraft System
UNL	Unlimited
UNREL	Unreliable
	V
VIS	Visibility
VOR	VHF Omni-Directional Radio Range
VORTAC	VOR and TACAN (collocated)
VOT	VOR Test Facility
	W
W	West *or* western longitude
WB	Westbound
WDI	Wind Direction Indicator
WED	Wednesday
WI	Within
WID	Width *or* wide
WIP	Work in progress
WNW	West-northwest
WS	Wind shear
WSW	West-southwest

5-1-4. Operational Information System (OIS)

a. The FAA's Air Traffic Control System Command Center (ATCSCC) maintains a website with near real-time National Airspace System (NAS) status information. NAS operators are encouraged to access the website at http://www.fly.faa.gov prior to filing their flight plan.

b. The website consolidates information from advisories. An advisory is a message that is disseminated electronically by the ATCSCC that contains information pertinent to the NAS.

1. Advisories are normally issued for the following items:

(a) Ground Stops.

(b) Ground Delay Programs.

(c) Route Information.

(d) Plan of Operations.