

FINAL MONITOR CONTROLLER– Air Traffic Control Specialist assigned to radar monitor the flight path of aircraft during simultaneous parallel (approach courses spaced less than 9000 feet/9200 feet above 5000 feet) and simultaneous close parallel approach operations. Each runway is assigned a final monitor controller during simultaneous parallel and simultaneous close parallel ILS approaches.

FIR–

(See **FLIGHT INFORMATION REGION**.)

FIRST PERSON VIEW– UAS operation in which imagery is transmitted to the UAS pilot by an onboard UA camera.

FIRST TIER CENTER– An ARTCC immediately adjacent to the impacted center.

FIS-B–

(See **FLIGHT INFORMATION SERVICE-BROADCAST**.)

FIX– A geographical position determined by visual reference to the surface, by reference to one or more radio NAVAIDs, by celestial plotting, or by another navigational device.

FIX BALANCING– A process whereby aircraft are evenly distributed over several available arrival fixes reducing delays and controller workload.

FLAG– A warning device incorporated in certain airborne navigation and flight instruments indicating that:

- a. Instruments are inoperative or otherwise not operating satisfactorily, or
- b. Signal strength or quality of the received signal falls below acceptable values.

FLAG ALARM–

(See **FLAG**.)

FLAMEOUT– An emergency condition caused by a loss of engine power.

FLAMEOUT PATTERN– An approach normally conducted by a single-engine military aircraft experiencing loss or anticipating loss of engine power or control. The standard overhead approach starts at a relatively high altitude over a runway (“high key”) followed by a continuous 180 degree turn to a high, wide position (“low key”) followed by a continuous 180 degree turn final. The standard straight-in pattern starts at a point that results in a straight-in approach with a high rate of descent to the runway. Flameout approaches terminate in the type approach requested by the pilot (normally fullstop).

FLIGHT CHECK– A call sign prefix used by FAA aircraft engaged in flight inspection/certification of navigational aids and flight procedures. The word “recorded” may be added as a suffix; e.g., “Flight Check 320 recorded” to indicate that an automated flight inspection is in progress in terminal areas.

(See **FLIGHT INSPECTION**.)

(Refer to **AIM**.)

FLIGHT DATA [FSS]– The primary task of the FSS flight data position is information management. Flight data services include the development, translation, processing, and coordination of aeronautical, meteorological, and aviation information.

FLIGHT FOLLOWING–

(See **TRAFFIC ADVISORIES**.)

FLIGHT INFORMATION REGION– An airspace of defined dimensions within which Flight Information Service and Alerting Service are provided.

a. **Flight Information Service**. A service provided for the purpose of giving advice and information useful for the safe and efficient conduct of flights.

b. **Alerting Service**. A service provided to notify appropriate organizations regarding aircraft in need of search and rescue aid and to assist such organizations as required.

FLIGHT INFORMATION SERVICE– A service provided for the purpose of giving advice and information useful for the safe and efficient conduct of flights.