

**FLIGHT RECORDER [ICAO]**– Any type of recorder installed in the aircraft for the purpose of complementing accident/incident investigation.

**Note:** See Annex 6 Part I, for specifications relating to flight recorders.

**FLIGHT SERVICE STATION (FSS)**– An air traffic facility which provides pilot briefings, flight plan processing, en route flight advisories, search and rescue services, and assistance to lost aircraft and aircraft in emergency situations. FSS also relay ATC clearances, process Notices to Air Missions, and broadcast aviation weather and aeronautical information. In Alaska, FSS provide Airport Advisory Services.

(See FLIGHT PLAN AREA.)

(See TIE-IN FACILITY.)

**FLIGHT STANDARDS DISTRICT OFFICE**– An FAA field office serving an assigned geographical area and staffed with Flight Standards personnel who serve the aviation industry and the general public on matters relating to the certification and operation of air carrier and general aviation aircraft. Activities include general surveillance of operational safety, certification of airmen and aircraft, accident prevention, investigation, enforcement, etc.

**FLIGHT TERMINATION**– The intentional and deliberate process of terminating the flight of a UA in the event of an unrecoverable lost link, loss of control, or other failure that compromises the safety of flight.

**FLIGHT TEST**– A flight for the purpose of:

- a. Investigating the operation/flight characteristics of an aircraft or aircraft component.
- b. Evaluating an applicant for a pilot certificate or rating.

**FLIGHT VISIBILITY**–

(See VISIBILITY.)

**FLIP**–

(See DoD FLIP.)

**FLY-BY WAYPOINT**– A fly-by waypoint requires the use of turn anticipation to avoid overshoot of the next flight segment.

**FLY HEADING (DEGREES)**– Informs the pilot of the heading he/she should fly. The pilot may have to turn to, or continue on, a specific compass direction in order to comply with the instructions. The pilot is expected to turn in the shorter direction to the heading unless otherwise instructed by ATC.

**FLY-OVER WAYPOINT**– A fly-over waypoint precludes any turn until the waypoint is overflowed and is followed by an intercept maneuver of the next flight segment.

**FLY VISUAL TO AIRPORT**–

(See PUBLISHED INSTRUMENT APPROACH PROCEDURE VISUAL SEGMENT.)

**FLYAWAY**– When the pilot is unable to effect control of the aircraft and, as a result, the UA is not operating in a predictable or planned manner.

**FMA**–

(See FINAL MONITOR AID.)

**FMS**–

(See FLIGHT MANAGEMENT SYSTEM.)

**FORMATION FLIGHT**– More than one aircraft which, by prior arrangement between the pilots, operate as a single aircraft with regard to navigation and position reporting. Separation between aircraft within the formation is the responsibility of the flight leader and the pilots of the other aircraft in the flight. This includes transition periods when aircraft within the formation are maneuvering to attain separation from each other to effect individual control and during join-up and breakaway.

a. A standard formation is one in which a proximity of no more than 1 mile laterally or longitudinally and within 100 feet vertically from the flight leader is maintained by each wingman.