

**FLIGHT PATH**– A line, course, or track along which an aircraft is flying or intended to be flown.

(See **COURSE**.)

(See **TRACK**.)

**FLIGHT PLAN**– Specified information relating to the intended flight of an aircraft that is filed orally or in writing with an FSS or an ATC facility.

(See **FAST FILE**.)

(See **FILED**.)

(Refer to **AIM**.)

**FLIGHT PLAN AREA (FPA)**– The geographical area assigned to a flight service station (FSS) for the purpose of establishing primary responsibility for services that may include search and rescue for VFR aircraft, issuance of NOTAMS, pilot briefings, inflight services, broadcast services, emergency services, flight data processing, international operations, and aviation weather services. Large consolidated FSS facilities may combine FPAs into larger areas of responsibility (AOR).

(See **FLIGHT SERVICE STATION**.)

(See **TIE-IN FACILITY**.)

**FLIGHT RECORDER**– A general term applied to any instrument or device that records information about the performance of an aircraft in flight or about conditions encountered in flight. Flight recorders may make records of airspeed, outside air temperature, vertical acceleration, engine RPM, manifold pressure, and other pertinent variables for a given flight.

(See ICAO term **FLIGHT RECORDER**.)

**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 Airmen, broadcast aviation weather and aeronautical information, and advise Customs and Immigration of transborder flights. 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 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-BY WAYPOINT**– A fly-by waypoint requires the use of turn anticipation to avoid overshoot of the next flight segment.

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

**FLY VISUAL TO AIRPORT**–

(See **PUBLISHED INSTRUMENT APPROACH PROCEDURE VISUAL SEGMENT**.)

**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