

# F

**FAA-RECOGNIZED IDENTIFICATION AREA (FRIA)**– A defined geographic area where persons can operate UAS without remote identification, provided they maintain visual line of sight.

**FAF**–

(See FINAL APPROACH FIX.)

**FALLEN HERO**– Remains of fallen members of the United States military are often returned home by aircraft. These flights may be identified with the phrase “FALLEN HERO” added to the remarks section of the flight plan, or they may be transmitted via air/ground communications. If able, these flights will receive priority handling.

**FAST FILE**– An FSS system whereby a pilot files a flight plan via telephone that is recorded and later transcribed for transmission to the appropriate air traffic facility. (Alaska only.)

**FAWP**– Final Approach Waypoint

**FEATHERED PROPELLER**– A propeller whose blades have been rotated so that the leading and trailing edges are nearly parallel with the aircraft flight path to stop or minimize drag and engine rotation. Normally used to indicate shutdown of a reciprocating or turboprop engine due to malfunction.

**FEDERAL AIRWAYS**–

(See LOW ALTITUDE AIRWAY STRUCTURE.)

**FEEDER FIX**– The fix depicted on Instrument Approach Procedure Charts which establishes the starting point of the feeder route.

**FEEDER ROUTE**– A route depicted on instrument approach procedure charts to designate routes for aircraft to proceed from the en route structure to the initial approach fix (IAF).

(See INSTRUMENT APPROACH PROCEDURE.)

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

- a. Returning an aircraft to base.
- b. Delivering an aircraft from one location to another.
- c. Moving an aircraft to and from a maintenance base. Ferry flights, under certain conditions, may be conducted under terms of a special flight permit.

**FIELD ELEVATION**–

(See AIRPORT ELEVATION.)

**FILED**– Normally used in conjunction with flight plans, meaning a flight plan has been submitted to ATC.

**FILED EN ROUTE DELAY**– Any of the following preplanned delays at points/areas along the route of flight which require special flight plan filing and handling techniques.

- a. Terminal Area Delay. A delay within a terminal area for touch-and-go, low approach, or other terminal area activity.
- b. Special Use Airspace Delay. A delay within a Military Operations Area, Restricted Area, Warning Area, or ATC Assigned Airspace.
- c. Aerial Refueling Delay. A delay within an Aerial Refueling Track or Anchor.

**FILED FLIGHT PLAN**– The flight plan as filed with an ATIS unit by the pilot or his/her designated representative without any subsequent changes or clearances.

**FINAL**– Commonly used to mean that an aircraft is on the final approach course or is aligned with a landing area.

(See FINAL APPROACH COURSE.)

(See FINAL APPROACH-IFR.)

(See SEGMENTS OF AN INSTRUMENT APPROACH PROCEDURE.)