

**FINAL APPROACH FIX**– The fix from which the final approach (IFR) to an airport is executed and which identifies the beginning of the final approach segment. It is designated on Government charts by the Maltese Cross symbol for nonprecision approaches and the lightning bolt symbol, designating the PFAF, for precision approaches; or when ATC directs a lower-than-published glideslope/path or vertical path intercept altitude, it is the resultant actual point of the glideslope/path or vertical path intercept.

(See FINAL APPROACH POINT.)

(See GLIDESLOPE INTERCEPT ALTITUDE.)

(See SEGMENTS OF AN INSTRUMENT APPROACH PROCEDURE.)

**FINAL APPROACH-IFR**– The flight path of an aircraft which is inbound to an airport on a final instrument approach course, beginning at the final approach fix or point and extending to the airport or the point where a circle-to-land maneuver or a missed approach is executed.

(See FINAL APPROACH COURSE.)

(See FINAL APPROACH FIX.)

(See FINAL APPROACH POINT.)

(See SEGMENTS OF AN INSTRUMENT APPROACH PROCEDURE.)

(See ICAO term FINAL APPROACH.)

**FINAL APPROACH POINT**– The point, applicable only to a nonprecision approach with no depicted FAF (such as an on airport VOR), where the aircraft is established inbound on the final approach course from the procedure turn and where the final approach descent may be commenced. The FAP serves as the FAF and identifies the beginning of the final approach segment.

(See FINAL APPROACH FIX.)

(See SEGMENTS OF AN INSTRUMENT APPROACH PROCEDURE.)

**FINAL APPROACH SEGMENT**–

(See SEGMENTS OF AN INSTRUMENT APPROACH PROCEDURE.)

**FINAL APPROACH SEGMENT [ICAO]**– That segment of an instrument approach procedure in which alignment and descent for landing are accomplished.

**FINAL CONTROLLER**– The controller providing information and final approach guidance during PAR and ASR approaches utilizing radar equipment.

(See RADAR APPROACH.)

**FINAL GUARD SERVICE**– A value added service provided in conjunction with LAA/RAA only during periods of significant and fast changing weather conditions that may affect landing and takeoff operations.

**FINAL MONITOR AID**– A high resolution color display that is equipped with the controller alert system hardware/software used to monitor the no transgression zone (NTZ) during simultaneous parallel approach operations. The display includes alert algorithms providing the target predictors, a color change alert when a target penetrates or is predicted to penetrate the no transgression zone (NTZ), synthesized voice alerts, and digital mapping.

(See RADAR APPROACH.)

**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 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