

landing. The route of flight and altitude are shown on instrument approach procedure charts. A pilot executing a missed approach prior to the Missed Approach Point (MAP) must continue along the final approach to the MAP.

**b.** A term used by the pilot to inform ATC that he/she is executing the missed approach.

**c.** At locations where ATC radar service is provided, the pilot should conform to radar vectors when provided by ATC in lieu of the published missed approach procedure.

(See MISSED APPROACH POINT.)

(Refer to AIM.)

**MISSED APPROACH POINT (MAP)**– A point prescribed in each instrument approach procedure at which a missed approach procedure shall be executed if the required visual reference does not exist.

(See MISSED APPROACH.)

(See SEGMENTS OF AN INSTRUMENT APPROACH PROCEDURE.)

**MISSED APPROACH PROCEDURE [ICAO]**– The procedure to be followed if the approach cannot be continued.

**MISSED APPROACH SEGMENT**–

(See SEGMENTS OF AN INSTRUMENT APPROACH PROCEDURE.)

**MLDI**–

(See METER LIST DISPLAY INTERVAL.)

**MM**–

(See MIDDLE MARKER.)

**MOA**–

(See MILITARY OPERATIONS AREA.)

**MOCA**–

(See MINIMUM OBSTRUCTION CLEARANCE ALTITUDE.)

**MODE**– The letter or number assigned to a specific pulse spacing of radio signals transmitted or received by ground interrogator or airborne transponder components of the Air Traffic Control Radar Beacon System (ATCRBS). Mode A (military Mode 3) and

Mode C (altitude reporting) are used in air traffic control.

(See INTERROGATOR.)

(See RADAR.)

(See TRANSPONDER.)

(See ICAO term MODE.)

(Refer to AIM.)

**MODE (SSR MODE) [ICAO]**– The letter or number assigned to a specific pulse spacing of the interrogation signals transmitted by an interrogator. There are 4 modes, A, B, C and D specified in Annex 10, corresponding to four different interrogation pulse spacings.

**MODE C INTRUDER ALERT**– A function of certain air traffic control automated systems designed to alert radar controllers to existing or pending situations between a tracked target (known IFR or VFR aircraft) and an untracked target (unknown IFR or VFR aircraft) that requires immediate attention/action.

(See CONFLICT ALERT.)

**MODEL AIRCRAFT**– An unmanned aircraft that is: (1) capable of sustained flight in the atmosphere; (2) flown within visual line of sight of the person operating the aircraft; and (3) flown for hobby or recreational purposes.

**MONITOR**– (When used with communication transfer) listen on a specific frequency and stand by for instructions. Under normal circumstances do not establish communications.

**MONITOR ALERT (MA)**– A function of the TFMS that provides traffic management personnel with a tool for predicting potential capacity problems in individual operational sectors. The MA is an indication that traffic management personnel need to analyze a particular sector for actual activity and to determine the required action(s), if any, needed to control the demand.

**MONITOR ALERT PARAMETER (MAP)**– The number designated for use in monitor alert processing by the TFMS. The MAP is designated for each operational sector for increments of 15 minutes.

**MOSAIC/MULTI-SENSOR MODE**– Accepts positional data from multiple radar or ADS-B sites. Targets are displayed from a single source within a radar sort box according to the hierarchy of the sources assigned.

**MOUNTAIN WAVE**– Mountain waves occur when air is being blown over a mountain range or even the