

imminent and grave danger and that immediate assistance is requested.

(See PAN-PAN.)

(Refer to AIM.)

MCA–

(See MINIMUM CROSSING ALTITUDE.)

MDA–

(See MINIMUM DESCENT ALTITUDE.)

MEA–

(See MINIMUM EN ROUTE IFR ALTITUDE.)

MEARTS–

(See MICRO-EN ROUTE AUTOMATED RADAR TRACKING SYSTEM.)

METEOROLOGICAL IMPACT STATEMENT–

An unscheduled planning forecast describing conditions expected to begin within 4 to 12 hours which may impact the flow of air traffic in a specific center's (ARTCC) area.

METER FIX ARC– A semicircle, equidistant from a meter fix, usually in low altitude relatively close to the meter fix, used to help TBFM/ERAM calculate a meter time, and determine appropriate sector meter list assignments for aircraft not on an established arrival route or assigned a meter fix.

METER REFERENCE ELEMENT (MRE)– A constraint point through which traffic flows are managed. An MRE can be the runway threshold, a meter fix, or a meter arc.

METER REFERENCE POINT LIST (MRP)– A list of TBFM delay information conveyed to the controller on the situation display via the Meter Reference Point View, commonly known as the "Meter List."

METERING–A method of time-regulating traffic flows in the en route and terminal environments.

METERING AIRPORTS– Airports adapted for metering and for which optimum flight paths are defined. A maximum of 15 airports may be adapted.

METERING FIX– A fix along an established route from over which aircraft will be metered prior to entering terminal airspace. Normally, this fix should be established at a distance from the airport which will facilitate a profile descent 10,000 feet above airport elevation (AAE) or above.

MHA–

(See MINIMUM HOLDING ALTITUDE.)

MIA–

(See MINIMUM IFR ALTITUDES.)

MICROBURST– A small downburst with outbursts of damaging winds extending 2.5 miles or less. In spite of its small horizontal scale, an intense microburst could induce wind speeds as high as 150 knots

(Refer to AIM.)

MICRO-EN ROUTE AUTOMATED RADAR TRACKING SYSTEM (MEARTS)– An automated radar and radar beacon tracking system capable of employing both short-range (ASR) and long-range (ARSR) radars. This microcomputer driven system provides improved tracking, continuous data recording, and use of full digital radar displays.

MID RVR–

(See VISIBILITY.)

MIDDLE COMPASS LOCATOR–

(See COMPASS LOCATOR.)

MIDDLE MARKER– A marker beacon that defines a point along the glideslope of an ILS normally located at or near the point of decision height (ILS Category I). It is keyed to transmit alternate dots and dashes, with the alternate dots and dashes keyed at the rate of 95 dot/dash combinations per minute on a 1300 Hz tone, which is received aurally and visually by compatible airborne equipment.

(See INSTRUMENT LANDING SYSTEM.)

(See MARKER BEACON.)

(Refer to AIM.)

MILES-IN-TRAIL– A specified distance between aircraft, normally, in the same stratum associated with the same destination or route of flight.

MILITARY AUTHORITY ASSUMES RESPONSIBILITY FOR SEPARATION OF AIRCRAFT (MARSAs)– A condition whereby the military services involved assume responsibility for separation between participating military aircraft in the ATC system. It is used only for required IFR operations which are specified in letters of agreement or other appropriate FAA or military documents.

MILITARY LANDING ZONE– A landing strip used exclusively by the military for training. A military landing zone does not carry a runway designation.