

**MISSED APPROACH SEGMENT–**

(See SEGMENTS OF AN INSTRUMENT APPROACH PROCEDURE.)

**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 approved surveillance sources. Targets are displayed from a single source according to the hierarchy of the sources assigned in a given geographic area.

**MOUNTAIN WAVE–** Mountain waves occur when air is being blown over a mountain range or even the ridge of a sharp bluff area. As the air hits the upwind side of the range, it starts to climb, thus creating what is generally a smooth updraft which turns into a turbulent downdraft as the air passes the crest of the ridge. Mountain waves can cause significant fluctuations in airspeed and altitude with or without associated turbulence.

(Refer to AIM.)

**MOVEMENT AREA–** The runways, taxiways, and other areas of an airport/heliport which are utilized for taxiing/hover taxiing, air taxiing, takeoff, and landing of aircraft, exclusive of loading ramps and parking areas. At those airports/heliports with a tower, specific approval for entry onto the movement area must be obtained from ATC.

(See ICAO term MOVEMENT AREA.)