

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 (MARS)**– 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.

**MILITARY OPERATIONS AREA**–

(See SPECIAL USE AIRSPACE.)

**MILITARY TRAINING ROUTES**– Airspace of defined vertical and lateral dimensions established for the conduct of military flight training at airspeeds in excess of 250 knots IAS.

(See IFR MILITARY TRAINING ROUTES.)

(See VFR MILITARY TRAINING ROUTES.)

**MINIMA**–

(See MINIMUMS.)

**MINIMUM CROSSING ALTITUDE (MCA)**– The lowest altitude at certain fixes at which an aircraft must cross when proceeding in the direction of a higher minimum en route IFR altitude (MEA).

(See MINIMUM EN ROUTE IFR ALTITUDE.)

**MINIMUM DESCENT ALTITUDE (MDA)**– The lowest altitude, expressed in feet above mean sea level, to which descent is authorized on final approach or during circle-to-land maneuvering in execution of a standard instrument approach procedure where no electronic glideslope is provided.

(See NONPRECISION APPROACH PROCEDURE.)

**MINIMUM EN ROUTE IFR ALTITUDE (MEA)**– The lowest published altitude between radio fixes

which assures acceptable navigational signal coverage and meets obstacle clearance requirements between those fixes. The MEA prescribed for a Federal airway or segment thereof, area navigation low or high route, or other direct route applies to the entire width of the airway, segment, or route between the radio fixes defining the airway, segment, or route.

(Refer to 14 CFR Part 91.)

(Refer to 14 CFR Part 95.)

(Refer to AIM.)

**MINIMUM FRICTION LEVEL**– The friction level specified in AC 150/5320-12, Measurement, Construction, and Maintenance of Skid Resistant Airport Pavement Surfaces, that represents the minimum recommended wet pavement surface friction value for any turbojet aircraft engaged in LAHSO. This value will vary with the particular friction measurement equipment used.

**MINIMUM FUEL**– Indicates that an aircraft's fuel supply has reached a state where, upon reaching the destination, it can accept little or no delay. This is not an emergency situation but merely indicates an emergency situation is possible should any undue delay occur.

(Refer to AIM.)

**MINIMUM HOLDING ALTITUDE**– The lowest altitude prescribed for a holding pattern which assures navigational signal coverage, communications, and meets obstacle clearance requirements.

**MINIMUM IFR ALTITUDES (MIA)**– Minimum altitudes for IFR operations as prescribed in 14 CFR Part 91. These altitudes are published on aeronautical charts and prescribed in 14 CFR Part 95 for airways and routes, and in 14 CFR Part 97 for standard instrument approach procedures. If no applicable minimum altitude is prescribed in 14 CFR Part 95 or 14 CFR Part 97, the following minimum IFR altitude applies:

**a.** In designated mountainous areas, 2,000 feet above the highest obstacle within a horizontal distance of 4 nautical miles from the course to be flown; or

**b.** Other than mountainous areas, 1,000 feet above the highest obstacle within a horizontal distance of 4 nautical miles from the course to be flown; or