

Acronym Cheat Sheet for CDM

New in RED

3T – TBFM/TFDM/TFMS	ASDE-X - Airport Surface Detection Equipment (Model X)
A4A – Airlines for America	ASDI – Aircraft Situation Display to Industry
AADC - Airport Arrival Demand Chart	ASECTR – Arrival Sector
AAR - Airport Acceptance Rate	ASIAS – Aviation System Information and Sharing
AARDS – Airport Acceptance Rate Decision Support	ASLOT – Arrival Slot
ABRG - Adaptive Compression Bridging	ASPIRE – Asia and Pacific Initiative to Reduce Emissions
ABRR – Airborne Rerouting	ASOS – Automated Surface Observation System
AC - Adaptive Compression	ASPM – Aviation System Performance Metrics
ACDM – Airport Collaborative Decision Making	ASR – Airport Surveillance Radar
ACE – Airspace Capacity Estimator	ASSC – Airport Surface Surveillance Capability
ACID – Aircraft Identification	ATCAA – Air Traffic Control Assigned Area
ACM - Adjacent Center Metering	ATCSCC - Air Traffic Control System Command Center
ACSI – Airport Certification Safety Inspector	ATCT - Air Traffic Control Tower
ADAPT – ADS-B Deviation Authorization Tool	ATD – Actual Time of Departure
ADC - Airport Demand Chart	ATD2 – Airspace Technology Demonstration 2
ADL - Aggregated Demand List	ATFM - Air Traffic Flow Management
ADOC – Aircraft Direct Operating Cost	ATM - Air Traffic Management
ADR – Airport Departure Rate	ATMS – Advanced Traffic Management System
ADS – Automatic Dependent Surveillance	ATN – Aeronautical Telecommunications Network
ADS-B - Automatic Dependence Surveillance-Broadcast	ATO - Air Traffic Organization
ADT – Actual Departure Time	ATOP – Advanced Technologies and Oceanic Procedures
AEFS – Advanced Electronic Flight Strip System	ATOT – Actual Takeoff Time
AETE – Actual Estimated Time Enroute	ATSAP – Air Traffic Safety Action Plan
AFIX – Arrival Fix	AWC – Aviation Weather Center
AFM – Airspace Flow Management	AWWD – Aviation Winter Weather Dashboard
AFP - Airspace Flow Program	AZ – Arrival Message
AGT – Actual Ground Time	BE – Bridge Event
AGTD – Actual Gate Time of Arrival	CACR – Collaborative Airspace Constraint Resolution
AHA – Aircraft Hazard Areas	CAAFI – Commercial Aviation Alternative Fuels Initiative
AIM – Aviation Impact Map	CACR – Collaborative Airspace Constraint Resolution
AIRMET – Airmen’s Meteorological Information	CANSO – Civil Air Navigation Services Organization
AIRE – Atlantic Interoperability Initiative to Reduce Emissions	CAP - Collaborative Arrival Planning
AIXM – Aeronautical Information Exchange Model	CARF – Central Altitude Reservation Function
AMA – Airport Movement Area	CARTS – Common Automation Radar Terminal System
AMASS – Airport Movement Area Safety System	CAS – Collision Avoidance System
AMAT – Actual Movement Area Entry Time	CAT – Category
AMOC – Alternative Methods of Compliance	CAT – CDM Automation Team (CDM workgroup)
ANSP - Air Navigation Service Providers	CATM - Collaborative Air Traffic Management
AOBT – Actual Off Block Time	CATMT – Collaborative ATM Technologies
AOC - Airline Operations Control	CBI – Computer Based Instruction
AOC Net -Airline Operations Center Network	CbTA - Controlled by Time of Arrival
AOP – Aircraft Operations Planner	CCAN – Controlled Times Cancelled
APREQ - Approval Request	CCSD - Common Constraint Situation Display
ARMT – Airport Resource Management Tool	CDM - Collaborative Decision Making
ARMS – Airspace Resource Management System	CDMNet – CDM Network
ARSI – Arrival Route Status Impact	CDMSS - CDM Strategy System
ARSR – Air Route Surveillance Radar	CDR - Coded Departure Route
ARTA – Actual Runway Time of Arrival	CDT- Controlled Departure Time
ARTCC - Air Route Traffic Control Center	CDTI – Cockpit Display of Traffic Information
ARTD – Actual Runway Time of Departure	CEP – Central East Pacific
ARTS - Automated Radar Terminal System	CETE – Control Estimate Time Enroute

CFMU – Central Flow Management Unit (EuroControl)
CFR – Call For Release
CGDE – Controlled Gate Time of Departure
CGTE – Controlled Gate Time of Arrival
CIWS - Corridor Integrated Weather System
CIX – Collaborative Information Exchange
CLEEN – Continuous Lower Energy Emissions and Noise
COCESNA – Central American Cooperation for Air Navigation Services
CONOPs - Concept of Operations
CONUS – Continental US
CONUSE – Concept of Use
CoSPA – Consolidated Storm Prediction for Aviation
CP - Collaborative Planning
CPDLC - Controller Pilot Data Link Communication
CRCT - Collaborative Routing Coordination Tool
CRDA – Converging Runway Display Aid
CRO - Converging Runway Operations
CSIT – Collaborative Site Implementation Team
CSS-Wx – Common Support Services - Weather
CSPO – Closely Spaced Parallel Operation
CSPR – Closely Spaced Parallel Runways
CTA - Controlled Time of Arrival
CTAS - Center TRACON Automation System
CTD - Controlled Time of Departure
CTFM – Collaborative TFM
CTOP – Collaborative Trajectory Options Program
CTT - CDM Training Team (CDM workgroup)
CVRS – Computerized Voice Reservation System
CWA – Center Weather Advisory
CWAM – Convective Weather Avoidance Model
CWP – Controller Work Position
CWSU - Center Weather Service Unit
DARC – Direct Access Radar Control
DAS - Delay Assignment
D-ATIS - Digital Automated Terminal Information System
DCENTR – Departure Center
DCNS – Data Comm Network Services
DFIX – Departure Fix
DIM – Delay Initiative Meeting
DLY – Delay
DME – Distance Measuring Equipment
DMP – Departure Metering Procedure
DOD – Department of Defense
DOT - Department of Transportation
DP - Departure Procedure
DR - Discrepancy Report
DRC – Departure Reservoir Coordinator
DRM – Departure Reservoir Management
DRVSM – Domestic Reduced Vertical Separation Minimums
DRWP – Diversion Recovery Web Page
DSECTR – Departure Sector
DSP - Departure Spacing Program
DSR – Display System Replacement
DSS – Decision Support Services
DST – Decision Support Tool
DTO – Director of Technical Operations
DUCT - Depart Under Center Traffic
DVRSN – Diversion
DZ – Departure Message
EAFT – Estimated Arrival Fix Time
ECFP – Extended Convective Forecast Product
ECR – EDCT Change Request
e-CVRS – Computerized Voice Reservation System
EDC – Enroute Departure Capability
EDCT - Expect Departure Clearance Time
EDDS – Enroute Data Distribution Service
EDFT – Estimated Departure Fix Time
EDT – Estimated departure Time
EFD – Electronic Flight Data
EFPT – Enroute Flow Planning Tool
EFS – Electronic Flight Strips
EFSTS – Electronic Flight Strip Transfer System
EFTA – Estimated Fix Time of Arrival
EFVS – Enhanced Flight Vision System
EGT – Estimated Ground Time
EI - Early Intent
EIS – Environmental Impact Statement
EMS – Environmental Management System
EOBT – Earliest Off Block Time
ERAM – Enroute Automation Modernization
ERIDS - Enroute Information Display System
ERTA – Earliest Runway Time of Arrival
ERTD – Earliest Runway Time of Departure
ESIS – Enhanced Status Information System
ESM - Enhanced Substitution Module
ESP - Enroute Sequencing Program
ETA – Estimated Time of Arrival
eTCF – Extended TFMS Convective Forecast
ETD – Estimated Time of Departure
ETE – Estimated Time Enroute
ETMS - Enhanced Traffic Management System
ETOPS – Extended Twin Engine Operation
FAA - Federal Aviation Administration
FAAAC - FAA Academy, Oklahoma City, OK
FACE – FCA Airspace Capacity Estimator
FACET - Future ATM Concepts Evaluation Tool
FACT – Future Airport Capacity Task
FAD – Fuel Advisory Delay
FADE – FAA/Airline Data Exchange
FANS – Future Air Navigation System
FAO – FAA Order
FAST - Field Automation Support Team
FC – Flight Plan Create Message
FCA - Flow Constrained Area
FCT - Future Concepts of TFM (CDM workgroup)
FDC – Flight Data Center
FDIO – Flight Data Input/Output
FEA - Flow Evaluation Area
FET - Flow Evaluation Team (CDM workgroup)
FFP – Free Flight Phase Program
FH – Historical Flight Route Message
FICON – Field Condition
FIDS – Flight Information Display System
FIXM – Flight Information Exchange Model
FIR – Flight Information Region
FIS-B – Flight Information Service-Broadcast
FIXL – Fix Loading
FLEX – Flexibility in the Terminal Area

FM – Flight Plan Modification Message
 FMC - Flight Management Computer
 FMS - Flight Management System
 FO – Flight Operator
 FOB - Fuel on Board
 FOC - Flight Operations Center
 FOS – Flight Operator System
 FOSA – Flight Operator Surface Application
 FP – Flight Plan Message
 FPL – Filed Flight Plan Modification
 FR – Flight Route Message
 FRC – Full Route Clearance
 FS – Flight Schedule Message
 FSA - Flight Schedule Analyzer
 FSM - Flight Schedule Monitor
 FSS - Flight Service Station
 FTFW – Future Traffic – Future Weather
 FTI – FAA Telecommunication Infrastructure
 FU – Using Historical Route
 FYI - For Your Information
 GA - General Aviation
 GAAP – General Aviation Airport Program
 GBAS – Ground-Based Augmentation System
 GC – Ground Control
 GDP - Ground Delay Program
 GIS – Geographical Information System
 GLS – GNSS Landing System
 GNSS – Global Navigation Satellite System
GOMEX – Gulf of Mexico
 GPS - Global Positioning System
 GS – Ground Stop
 GUI - Graphical User Interface
 HAATS – Houston Area Airspace Transition System
 HCS – Host Computer System
 HDTA – High-Density Traffic Airports
 HITL - Human In The Loop (testing)
 HOST – ARTCC Computers
 IATA - International Air Transport System
 I-ATM - Integrated ATM
 IAW – In Accordance With
 ICAO - International Civil Aviation Organization
 ICR - Integrated Collaborative Rerouting
 ICR – Impact – Constraint Resolution
 IDAC – Integrated Departure Arrival Capability
 IDFL – Interactive Dynamic Flight List
 IDRP – Integrated Departure Route Planning
 IDS – Information Display System
 IENTRY – Initial Element Entry Time
 IFL – Integrated Dynamic Flight List
 IFR – Instrument Flight Rules
 IGTA – Initial Gate Time of Arrival
 IGTD – Initial Gate Time of Departure
 ILS – Instrument Landing System
 ILSP – Integrated Logistical Support Team
 IMC – Instrument Meteorological Conditions
IOBT – Initial Off-Block Time
 IOC – Initial Operating Capability
 IP - Internet Protocol
 IPM - Integrated Program Modeling
 IRIS - Integrated Reporting Information System
 IROPS - Irregular Operations
 iTBO – Initial Trajectory Based Operations
 ITP – In-Trail Procedures
 ITWF – Integrated Tactical Weather Forecast
 ITWS - Integrated Terminal Weather System
 JATOC – Joint Air Traffic Operation Command
 JPDO - Joint Planning and Development Office
 JRC – Joint Resource Council
 KSN – Knowledge Services Network
 LAADR - Low Altitude Arrival/Departure Route
 LAHSO – Land and Hold Short Operations
 LAMP - Localized Aviation MOS Program
 LADP – Local Airport Deicing Plan
 LCH - LAMP/CCSD Hybrid
 LED – Light Emitting Diodes
 LGTA - Airline Gate Time of Arrival
 LGTD - Airline Gate Time of Departure
 LNAV – Lateral Navigation
 LOA - Letter of Agreement
 LP – Localizer Performance
 LPVG – Localizer Performance with Vertical Guidance
 LRTA – Airline Runway Time of Arrival
 LRTD – Airline Runway Time of Departure
 LTA – Letters to Airmen
 MAP – Monitor Alert Parameters
 MEA – Minimum Enroute Altitude
 METAR - Aviation Routine Weather Report
 MIFR – Marginal IFR
 MIL - Military
 MINIT – Minutes–in-Trail
 MIT - Miles-in-Trail
 MOA - Military Operating Area
 MOS - Model Output Statistics
 MOU - Memorandum of Understanding
 MRA – Metrics Reporting and Analysis
 MTT – Minimum Turnaround Time
 NADIN – National Airspace Data Interchange Network
 NAM – North American Mesoscale
 NAR - National Airspace Redesign
 NARP – North American Route Program
 NAS - National Airspace System
 NASA – National Aeronautics and Space Administration
 NASSI – National Airspace System Status Information
 NATS - North Atlantic Track System
 NBAA - National Business Aviation Association
 NCF – National Customer Forum
 NCWF – National Convective Weather Forecast
 NEAN – North European ADS-B Network
 NEC – North East Corridor
 NEO – Network Enabled Operations
 NEMS – NAS Enterprise Messaging Service
 NEPA – National Environmental Policy Act
 NESP - National Enroute Spacing Position
 NextGen – Next Generation Air Transportation System
 NEXRAD – NextGen Weather Radar
 NGIP – Next Generation Implementation Plan
 NGRVR – Next Generation Runway Visual Range
 NIDS – NAS Information Display System
 NIEC – NextGen Integration and Evaluation Capability
 NIST - National Institute of Standards and Technology

NIWG – Next Generation Working Group
 NNEW – NextGen Network Enabled Weather
 NOAA – National Oceanic and Atmospheric Association
 NOC - National Operations Control Center (Nav Canada)
 NOCC – National Operations Control Center
 NOD – NAS Operations Dashboard
 NOM - National Operations Manager
 NOPAC – Northern Pacific
 NOTAM – Notice to Air Mission
 NOR - Notice of Revision
 NOS – National Oceanic Service
 NRA – Non-Radar Airspace
 NRP - North American Route Program
 NRS - Navigation Reference System
 NSAAP - National Special Activity Airspace Project
 NSST - National System Strategic Team
 NTML - National Traffic Management Log
 NTMO - National Traffic Management Officer
 NWS – National Weather Service
 OAG – Official Airline Guide
 OAPM – Optimization of Airspace and Procedures in Metroplex
 OARS – Operational Analysis and Reporting System
 OB – Operational Bridging
 OCTA – Original Control Time of Arrival
 OCTD – Original Control Time of Departure
 ODT - Optimum Descent Level
 OE - Operational Evaluation
 OEP - Operational Evolution Plan
 OETA – Original Estimated Time of Arrival
 OETD – Original Estimated Time of Departure
 OETE – Original Estimated Time Enroute
 OGTA – Original Gate Time of Arrival
 OGTD – Original Gate Time of Departure
 OIS - Operational Information System
 OM - Operations Manager
 OMS - Operations Management System
 OOOI – Out, Off, On, and In Times
 OP – Operations Plan
 OPD – Optimized Profile Descent
 OPSNET Operations Network
 OT - Operational Test
 OTS – Out of Service
PACOTS – Pacific Organized Track System
 PAM – Path Arrangement Management
 PANS – Procedures for Air Navigation Services
 PAPI – Precision Approach Path Indicator
 PAR – Precision Approach Radar
 PBN – Performance Based Navigation
 PCA – Potentially Congested Area
 PCAN- Post-departure Coordination and Airborne Negotiation
 PDAR - Preferential Arrival and Departure Route.
 PDARS - Performance Data Analysis and Reporting System
 PDC - Pre Departure Clearance
 PDARS – Performance Data Analysis Reporting System
 PDRR - Pre Departure Rerouting
 PGUI – Plainview Graphical User Interface
 PERTI – Plan Execute Review Train Improve
 PETE – Proposed Estimated Time Enroute
 PGTA – Proposed Gate Time of Arrival
 PGTD – Proposed Gate Time of Departure
 PGUI – Plainview Graphical User Interface
 PIN - Personal Identification Number
 PLN - Planned
 POC - Point of Contact
 PRM – Precision Runway Monitor
 PRR – Proactive Reroute
 PSR – Primary Surveillance Radar
 P-time – Proposed Wheels Up Time
 PT - Planning Telcon
 QA - Quality Assurance
 QAR – Quality Assurance Review
 R & D – Research and Development
 RAA - Regional Airline Association
 RAD – Route Amendment Dialog
 RAPT - Route Availability Planning Tool
 RBS - Ration by Schedule
 RBS++ - Enhanced RBS
 RCTL - Re-controlled
 RF – Radius to Fix
 RFD - Request for Deviation
 RMD - Recommended
 RMNT – Route Minimum Notification Time
 RMT - Route Management Tool
 RNAV - Area Navigation
 RNP - Required Navigation Performance
 ROG - Route Options Generation
 RPI - Relative Position Indicator
 RQD - Required
 RRIA - Reroute Impact Assessment
 RRIAR – Reroute Impact Assessment and Resolution
 RS-CDR - Route Segment CDRs
 RT – Route Message
 RT-FSA – Real-Time Flight Schedule Analyzer
 RTA - Required Time of Arrival
 RTC – Relative Trajectory Cost
 RTS - Request for Telecommunication Service
 RUC – Rapid Update Cycle
 RVR - Runway Visual Range
 RVSM - Reduced Vertical Separation Minimums
 RWI – Reduced Weather Impact
 RZ – Cancellation Message
 SAA – Special Activity Airspace
 SAAAR – Special Aircraft and Aircrew Authorization Required
 SAIDS – System Atlanta Information Display System
 SAMS – Special Use Airspace Management System
 SAR – Search and Rescue
 SAS - Single Authoritative Source
 SATNAV – Satellite Navigation
 SBAS – Satellite Based Augmentation System
 SBRG - SCS Bridging
 SC – Slot Create
 SCM – Single Center Metering
 SCS - Slot Credit Substitution
 SCT - Surface CDM Team (CDM workgroup)
 SERMN - SWAP Escape Routes Metro NY
 SET – Stakeholder Engagement Team (CDM workgroup)

SFDPS – SWIM Flight Data Publication Service
 SID – Standard Instrument Departure
SLOP – Strategic Lateral Offset Procedure
 SMA – Surface Management Advisor
 SME - Subject Matter Expert
 SMGCS – Surface Movement Guidance System
SMP – Surface Metering Program
 SMS – Safety Management System
 SOIA - Simultaneous Offset Instrument Approach
 SOP – Standard Operating Procedures
 SPC – Storm Prediction Center
 SPR – Safety and Performance Requirements
 SPT – Strategic Planning Team
 SSA - Special Activity Airspace
 SSA – Surface Situational Awareness
 SSR – Secondary Surveillance Radar
 STA - Scheduled Time of Arrival
 STAR – Standard Terminal Arrival Route
 STARS - Standard Terminal Automation Replacement System
 STDDS – SWIM Terminal Data Distribution System
 STMC - Supervisory Traffic Management Coordinator
 STMP – Special Traffic Management Program
 STRSN – Standard Terminal Arrival Route Transition
 SUA - Special Use Airspace
 SVT – Surface Visual Tool
 SWAP - Severe Weather Avoidance Procedures
 SWIM - System Wide Information Management
 T&E - Test & Evaluation
 TAC – Technical Assistance Contract
 TAER – Terminal Arrival Efficiency Rate
 TAF - Terminal Aerodrome Forecast
 TALON - Training and Learning Online (FAA website)
 TALPA – Takeoff and Landing Performance Assessment
 TAMR – Terminal Automation Modernization and Replacement
 TARP - Traffic Analysis and Review Program
 TBFM - Time Based Flow Management
 TBLP – Time Based Launch Procedures
 TBM - Time Based Metering
 TBO - Trajectory Based Operations
 TCA - Tactical Customer Advocate
 TCA – Terminal Control Area
 TCAS – Traffic Alert and Collision Avoidance System
 TCF – TFM Convective Forecast
 TDLS – Tower Data Link Service
 TDP - Training Development Plan
 TDWR – Terminal Doppler Weather Radar
 TEC – Tower Enroute Control
 TERA – Terminal Enhancements for RNAV ATC
 TF5 - Task Force 5
TFCS – TFDM Flight Collaboration Service
 TFDM – Terminal Flight Data Management
 TFM - Traffic Flow Management
 TFM-M - Traffic Flow Management Modernization
 TFMS - Traffic Flow Management System
 TFR – Temporary Flight Restriction
 TGUI - Timeline Graphical User Interface
 TIS-B – Traffic Information Service-Broadcast
 TMA - Traffic Management Advisor
 TMA – Time-Based approach to Metering Arrivals
 TMA-RT – Traffic Management Advisor Release Time
 TMC – Traffic Management Coordinator
 TMAC – Target Movement Area entry Count
 TMAT – Target Movement Area Entry Time
 TMC - Traffic Management Coordinator
 TMI - Traffic Management Initiative
 TMO - Traffic Management Officer
 TMS – Traffic Management Specialist
 TMU - Traffic Management Unit
 TechOps - Technical Operations
 TO – Time Out
 TOBT – Target Off Block Time
 TOC – Time Out Cancel
 TOS - Trajectory Options Set
 TPC – TFMS Processing Center
 TRACON - Terminal Radar Approach Control
 TRC - Tactical Reroute Coordinator (N90)
 TSAS – Terminal Sequencing & Spacing
 TSD - Traffic Situation Display
 TSD-C – Traffic Situation Display for CDM Members
 TSDI – TFM Surface Data Integration
TTP – TFDM Terminal Publication
 TTOT - Targeted Takeoff Time
 TVET – Trajectory Valid End Time
 TVST – Trajectory Valid Start Time
 TWM – TFM Weather Matrix
 TZ – Position Update Message
 UAS – Unmanned Aircraft Systems
 UDP – Unified Delay Program
 UPD – Update
 UPD - Updated EDCT
 UPT - User Preferred Trajectory
 URET - User Request and Evaluation Tool
 USO – United Services Organization
 VAPS – Visual Approaches
 VASI – Visual Approach Slope Indicator
 VDL – VHF Data Link
 VFR – Visual Flight Rules
 VHF – Very High Frequency
 VIL – Vertically Integrated Liquid
 VNAV – Vertical Navigation
 VTT - Variable Taxi Time
 WAAS – Wide Area Augmentation System
 WAF – Weather Avoidance Field
 WARP – Weather and Radar Processor
WAT - West Atlantic
 WET - Weather Evaluation Team (CDM workgroup)
 WITI – Weather Impacted Traffic Index
 WJHTC - William J. Hughes Technical Center
 WSD – Web-based Situation Display
 WTMA – Wake Turbulence Mitigation for Arrivals
 WTMD – Wake Turbulence Mitigation for Departures
 XFS – Evaluation of Flow Strategies
 XML – Extensible Markup Language