

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)
 FF-ICE – Flight Flow Information for a Collaborative
 Environment
 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	IRIS - Integrated Reporting Information System
FLEX – Flexibility in the Terminal Area	IROPS - Irregular Operations
FM – Flight Plan Modification Message	iTBO – Initial Trajectory Based Operations
FMC - Flight Management Computer	ITP – In-Trail Procedures
FMS - Flight Management System	ITWF – Integrated Tactical Weather Forecast
FO – Flight Operator	ITWS - Integrated Terminal Weather System
FOB - Fuel on Board	JATOC – Joint Air Traffic Operation Command
FOC - Flight Operations Center	JPDO - Joint Planning and Development Office
FOS – Flight Operator System	JRC – Joint Resource Council
FOSA – Flight Operator Surface Application	KSN – Knowledge Services Network
FP – Flight Plan Message	LAADR - Low Altitude Arrival/Departure Route
FPL – Filed Flight Plan Modification	LAHSO – Land and Hold Short Operations
FR – Flight Route Message	LAMP - Localized Aviation MOS Program
FRC – Full Route Clearance	LADP – Local Airport Deicing Plan
FS – Flight Schedule Message	LCH - LAMP/CCSD Hybrid
FSA - Flight Schedule Analyzer	LED – Light Emitting Diodes
FSM - Flight Schedule Monitor	LGTA - Airline Gate Time of Arrival
FSS - Flight Service Station	LGTD - Airline Gate Time of Departure
FTFW – Future Traffic – Future Weather	LNAV – Lateral Navigation
FTI – FAA Telecommunication Infrastructure	LOA - Letter of Agreement
FU – Using Historical Route	LP – Localizer Performance
FYI - For Your Information	LPVG – Localizer Performance with Vertical Guidance
GA - General Aviation	LRTA – Airline Runway Time of Arrival
GAAP – General Aviation Airport Program	LRTD – Airline Runway Time of Departure
GBAS – Ground-Based Augmentation System	LTA – Letters to Airmen
GC – Ground Control	MAP – Monitor Alert Parameters
GDP - Ground Delay Program	MEA – Minimum Enroute Altitude
GIS – Geographical Information System	METAR - Aviation Routine Weather Report
GLS – GNSS Landing System	MIFR – Marginal IFR
GNSS – Global Navigation Satellite System	MIL - Military
GOMEX – Gulf of Mexico	MINIT – Minutes–in-Trail
GPS - Global Positioning System	MIT - Miles-in-Trail
GS – Ground Stop	MOA - Military Operating Area
GUI - Graphical User Interface	MOS - Model Output Statistics
HAATS – Houston Area Airspace Transition System	MOU - Memorandum of Understanding
HCS – Host Computer System	MRA – Metrics Reporting and Analysis
HDTA – High-Density Traffic Airports	MTT – Minimum Turnaround Time
HITL - Human In The Loop (testing)	NADIN – National Airspace Data Interchange Network
IATA - International Air Transport System	NAM – North American Mesoscale
I-ATM - Integrated ATM	NAR - National Airspace Redesign
IAW – In Accordance With	NARP – North American Route Program
ICAO - International Civil Aviation Organization	NAS - National Airspace System
ICR - Integrated Collaborative Rerouting	NASA – National Aeronautics and Space Administration
ICR – Impact – Constraint Resolution	NASSI – National Airspace System Status Information
IDAC – Integrated Departure Arrival Capability	NATS - North Atlantic Track System
IDFL – Interactive Dynamic Flight List	NBAA - National Business Aviation Association
IDRP – Integrated Departure Route Planning	NCF – National Customer Forum
IDS – Information Display System	NCWF – National Convective Weather Forecast
IENTRY – Initial Element Entry Time	NEAN – North European ADS-B Network
IFL – Integrated Dynamic Flight List	NEC – North East Corridor
IFR – Instrument Flight Rules	NEO – Network Enabled Operations
IGTA – Initial Gate Time of Arrival	NEMS – NAS Enterprise Messaging Service
IGTD – Initial Gate Time of Departure	NEPA – National Environmental Policy Act
ILS – Instrument Landing System	NESP - National Enroute Spacing Position
ILSP – Integrated Logistical Support Team	NextGen – Next Generation Air Transportation System
IMC – Instrument Meteorological Conditions	NEXRAD – NextGen Weather Radar
IOBT – Initial Off-Block Time	NGIP – Next Generation Implementation Plan
IOC – Initial Operating Capability	NGRVR – Next Generation Runway Visual Range
IP - Internet Protocol	NIDS – NAS Information Display System
IPM - Integrated Program Modeling	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
RAIM – Receiver Autonomous Integrity Monitoring
 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
SAPT – Service Availability Prediction Tool
 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)	TMA - Traffic Management Advisor
SERMN - SWAP Escape Routes Metro NY	TMA – Time-Based approach to Metering Arrivals
SET – Stakeholder Engagement Team (CDM workgroup)	TMA-RT – Traffic Management Advisor Release Time
SFDPS – SWIM Flight Data Publication Service	TMC – Traffic Management Coordinator
SID – Standard Instrument Departure	TMAC – Target Movement Area entry Count
SLOP – Strategic Lateral Offset Procedure	TMAT – Target Movement Area Entry Time
SMA – Surface Management Advisor	TMC - Traffic Management Coordinator
SME - Subject Matter Expert	TMI - Traffic Management Initiative
SMGCS – Surface Movement Guidance System	TMO - Traffic Management Officer
SMP – Surface Metering Program	TMS – Traffic Management Specialist
SMS – Safety Management System	TMU - Traffic Management Unit
SOIA - Simultaneous Offset Instrument Approach	TechOps - Technical Operations
SOP – Standard Operating Procedures	TO – Time Out
SPC – Storm Prediction Center	TOBT – Target Off Block Time
SPR – Safety and Performance Requirements	TOC – Time Out Cancel
SPT – Strategic Planning Team	TOS - Trajectory Options Set
SSA - Special Activity Airspace	TPC – TFMS Processing Center
SSA – Surface Situational Awareness	TRACON - Terminal Radar Approach Control
SSR – Secondary Surveillance Radar	TRC - Tactical Reroute Coordinator (N90)
STA - Scheduled Time of Arrival	TSAS – Terminal Sequencing & Spacing
STAR – Standard Terminal Arrival Route	TSD - Traffic Situation Display
STARS - Standard Terminal Automation Replacement System	TSD-C – Traffic Situation Display for CDM Members
STDDS – SWIM Terminal Data Distribution System	TSDI – TFM Surface Data Integration
STMC - Supervisory Traffic Management Coordinator	TTP – TFDM Terminal Publication
STMP – Special Traffic Management Program	TTOT - Targeted Takeoff Time
STRSN – Standard Terminal Arrival Route Transition	TVET – Trajectory Valid End Time
SUA - Special Use Airspace	TVST – Trajectory Valid Start Time
SVT – Surface Visual Tool	TWM – TFM Weather Matrix
SWAP - Severe Weather Avoidance Procedures	TZ – Position Update Message
SWIM - System Wide Information Management	UAS – Unmanned Aircraft Systems
T&E - Test & Evaluation	UDP – Unified Delay Program
TAC – Technical Assistance Contract	UPD – Update
TAER – Terminal Arrival Efficiency Rate	UPD - Updated EDCT
TAF - Terminal Aerodrome Forecast	UPT - User Preferred Trajectory
TALON - Training and Learning Online (FAA website)	URET - User Request and Evaluation Tool
TALPA – Takeoff and Landing Performance Assessment	USO – United Services Organization
TAMR – Terminal Automation Modernization and Replacement	VAPS – Visual Approaches
TARP - Traffic Analysis and Review Program	VASI – Visual Approach Slope Indicator
TBFM - Time Based Flow Management	VDL – VHF Data Link
TBLP – Time Based Launch Procedures	VFR – Visual Flight Rules
TBM - Time Based Metering	VHF – Very High Frequency
TBO - Trajectory Based Operations	VIL – Vertically Integrated Liquid
TCA - Tactical Customer Advocate	VNAV – Vertical Navigation
TCA – Terminal Control Area	VTT - Variable Taxi Time
TCAS – Traffic Alert and Collision Avoidance System	WAAS – Wide Area Augmentation System
TCF – TFM Convective Forecast	WAF – Weather Avoidance Field
TDLS – Tower Data Link Service	WARP – Weather and Radar Processor
TDP - Training Development Plan	WAT - West Atlantic
TDWR – Terminal Doppler Weather Radar	WET - Weather Evaluation Team (CDM workgroup)
TEC – Tower Enroute Control	WITI – Weather Impacted Traffic Index
TERA – Terminal Enhancements for RNAV ATC	WSD – Web-based Situation Display
TFCS – TFDM Flight Collaboration Service	WTMA – Wake Turbulence Mitigation for Arrivals
TFDM – Terminal Flight Data Management	WTMD – Wake Turbulence Mitigation for Departures
TFM - Traffic Flow Management	XFS – Evaluation of Flow Strategies
TFM-M - Traffic Flow Management Modernization	XML – Extensible Markup Language
TFMS - Traffic Flow Management System	
TFR – Temporary Flight Restriction	
TGUI - Timeline Graphical User Interface	
TIS-B – Traffic Information Service-Broadcast	