Acronym Cheat Sheet for CDM
New in RED

3T – TBFM/TFDM/TFMS
A4A – Airlines for America
AADC - Airport Arrival Demand Chart
AAR - Airport Acceptance Rate
AARDS – Airport Acceptance Rate Decision Support
ABRG - Adaptive Compression Bridging
ABRR – Airborne Rerouting
AC - Adaptive Compression
ACDM – Airport Collaborative Decision Making
ACE – Airspace Capacity Estimator
ACID – Aircraft Identification
ACM - Adjacent Center Metering
ACSI – Airport Certification Safety Inspector
ADC - Airport Demand Chart
ADL - Aggregated Demand List
ADOC – Aircraft Direct Operating Cost
ADR – Airport Departure Rate
ADS – Automatic Dependent Surveillance
ADS-B - Automatic Dependence Surveillance-Broadcast
ADT – Actual Departure Time
AEFS – Advanced Electronic Flight Strip System
AETE – Actual Estimated Time Enroute
AFIX – Arrival Fix
AFM – Airspace Flow Management
AFP - Airspace Flow Program
AGT – Actual Ground Time
AGTD – Actual Gate Time of Arrival
AHA – Aircraft Hazard Areas
AIM – Aviation Impact Map
AIRMET – Airmen's Meteorological Information
AIRE – Atlantic Interoperability Initiative to Reduce Emissions
AIXM – Aeronautical Information Exchange Model
AMA – Airport Movement Area
AMASS – Airport Movement Area Safety System
AMAT – Actual Movement Area entry Time
AMOC – Alternative methods of Compliance
ANSP - Air Navigation Service Providers
AOBT – Actual Off Block Time
AOC - Airline Operations Control
AOC Net -Airline Operations Center Network
AOP – Aircraft Operations Planner
APREQ - Approval Request
ARMT – Airport Resource Management Tool
ARMS – Airspace Resource Management System
ARSI – Arrival Route Status Impact
ARSR – Air Route Surveillance Radar
ARTA – Actual Runway Time of Arrival
ARTCC - Air Route Traffic Control Center
ARTD – Actual Runway Time of Departure
ARTS - Automated Radar Terminal System
ASDE-X - Airport Surface Detection Equipment (Model X)

ASDI – Aircraft Situation Display to Industry
ASECTR – Arrival Sector
ASIAS – Aviation System Information and Sharing
ASLOT – Arrival Slot
ASPIRE – Asia and Pacific Initiative to Reduce Emissions
ASOS – Automated Surface Observation System
ASPM – Aviation System Performance Metrics
ASR – Airport Surveillance Radar
ASSC – Airport Surface Surveillance Capability
ATCAA – Air Traffic Control Assigned Area
ATCSCC - Air Traffic Control System Command Center
ATCT - Air Traffic Control Tower
ATD – Actual Time of Departure
ATD2 – Airspace Technology Demonstration 2
ATFM - Air Traffic Flow Management
ATM - Air Traffic Management
ATMS – Advanced Traffic Management System
ATN – Aeronautical Telecommunications Network
ATO - Air Traffic Organization
ATOP – Advanced Technologies and Oceanic Procedures
ATOT – Actual Takeoff Time
ATSAP – Air Traffic Safety Action Plan
AWC – Aviation Weather Center
AWWD – Aviation Winter Weather Dashboard
AZ – Arrival Message
BE – Bridge Event
CACR –Collaborative Airspace Constraint Resolution
CAAFI – Commercial Aviation Alternative Fuels Initiative
CACR – Collaborative Airspace Constraint Resolution
CANSO – Civil Air Navigation Services Organization
CAP - Collaborative Arrival Planning
CARF – Central Altitude Reservation Function
CARTS – Common Automation Radar Terminal System
CAS – Collision Avoidance System
CAT – Category
CAT – CDM Automation Team (CDM workgroup)
CATM - Collaborative Air Traffic Management
CATMT – Collaborative ATM Technologies
CBI – Computer Based Instruction
CbTA - Controlled by Time of Arrival
CCAN – Controlled Times Cancelled
CCSD - Common Constraint Situation Display
CDM - Collaborative Decision Making
CDMNet – CDM Network
CDMSS - CDM Strategy System
CDR - Coded Departure Route
CDT- Controlled Departure Time
CDTI – Cockpit Display of Traffic Information
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
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 – Estimated Off Block Time
ERAM – Enroute Automation Modernization
ERIDS - Enroute information Display System
ESIS – Enhanced Status Information System
ERTA – Earliest Runway Time of Arrival
ERTD – Earliest Runway Time of Departure
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
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 Fight 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
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
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 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 Southern Tracks
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
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
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
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
SMA – Surface Management Advisor
SME - Subject Matter Expert
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
TERA – Terminal Enhancements for RNAV ATC
TF5 - Task Force 5
TFDM – Tower 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
TOPS - Trajectory Based Operations
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
TTOT - Targeted Takeoff Time
TVET – Trajectory Valid End Time
TVST – Trajectory Valid Start Time
TWM – TFM Weather Matrix
TZ – Position Update Message
UAS – Unmanned a\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
WATRS - West Atlantic Route System
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