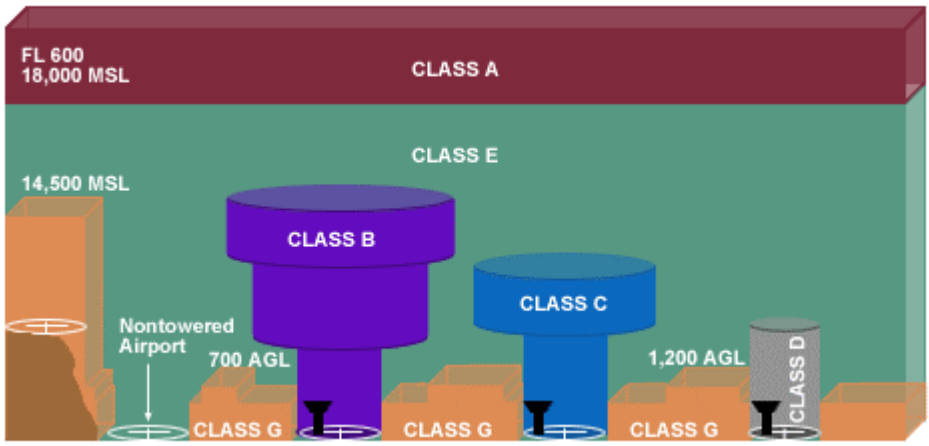
Air Traffic Management Glossary of Terms and Acronyms

Acronym / Term	Meaning
AAR	**Airport Arrival Rate or Airport Acceptance Rate**
AC or A/C	Aircraft
ADR	**Airport Departure Rate**
ADZY	Advisory
Aeronautical Chart	A map used in air navigation containing all or part of the following: topographic features, hazards and obstructions, navigation aids, navigation routes, designated airspace, and airports
Aeronautical Information System, Replacement (AISR)	Secure Internet site for the display and entry of alphanumeric text into the FAA Weather Message Switching Center (WMSC)
AF	Airways Facilities (recently changed to "FAA Technical Operations")
AFSS	Automated Flight Service Station (see **Flight Service Station**)
Airport Arrival (or Acceptance) Rate (AAR)	The number of arriving aircraft that an airport or airspace can accept from the ARTCC per hour. The AAR is used to calculate the desired interval between successive arrival aircraft. The arrival rate may change due to a number of variables, including: • Arrival demand (flow of aircraft destined for the airport) may exceed the airport capacity (number of aircraft able to land at the airport during a given time frame) • Number of runways available for arriving aircraft and whether the aircraft are making visual or instrument approaches
Airport Departure Rate (ADR)	A dynamic parameter specifying the number of aircraft per hour that can depart an airport and enter the airspace
Airport/Facility Directory	A publication designed primarily as a pilot's operational manual containing all airports, seaplane bases, and heliports open to the public and including communications data, navigational facilities, and certain special notices and procedures. This publication is issued in seven volumes according to geographical area.
Airport Surveillance Radar (ASR)	Approach control radar used to detect and display an aircraft's position in the terminal area. ASR provides range and azimuth information but does not provide elevation data. Coverage of the ASR can extend up to 60 miles.
Air Route Surveillance Radar	Air Route Traffic Control Center (ARTCC) radar used primarily to detect and display an aircraft's position while en route between terminal areas.

(ARSR)	The ARSR enables controllers to provide radar air traffic control service when aircraft are within the ARSR coverage.
Air Route Traffic Control Center (ARTCC) (also called "Center")	Provides air traffic control service to aircraft operating on IFR flight plans within controlled airspace and principally during the en route phase of flight. When equipment capabilities and controller workload permit, certain advisory/assistance services may be provided to VFR aircraft. There are 21 ARTCCs in the continental U.S.
Airspace (Classification)	Defined by physical characteristics and level of air traffic control. There are 6 basic airspace classes: A , B, C, D, E, and G. Each has its unique set of restrictions. Class A airspace is controlled by ARTCCs and is reserved for IFR flights only. All other airspaces are for both VFR and IFR flights. Class B or C airspace, centered over larger airports, is controlled by TRACONs or ATCTs. Class D airspace, centered over smaller airports, is controlled by ATCTs. Class E airspace comprises any remaining volume not controlled by TRACONs or ATCTs, including non-towered airports. Class G airspace denotes most non-controlled areas below 1,200 feet.  Courtesy of FAA
Air Traffic Control (ATC)	A service operated by an appropriate authority to promote the safe, orderly, and expeditious flow of air traffic.
Air Traffic Control Specialist (ATCS)	One who provides for the safe, orderly, and expeditious flow of air traffic. Also referred to as "Air Traffic Specialist." In the FAA, an ATCS works in one of three specialized positions: (1) Terminal (Tower) Controller, (2), En Route Center Controller, or (3) Flight Service Station Controller.
Air Traffic Control System Command Center (ATCSCC)	The air traffic tactical operations facility responsible for monitoring and managing the flow of air traffic throughout the NAS, producing a safe, orderly, and expeditious flow of traffic while minimizing delays. The following functions are located at the ATCSCC: 1. Central Altitude Reservation Function (CARF) - Responsible for coordinating, planning, and approving special user requirements under the **Altitude Reservation** (ALTRV) concept. 2. Airport Reservation Office (ARO) - Responsible for approving IFR

	flights at designated high density traffic airports (John F. Kennedy, LaGuardia, and Ronald Reagan Washington National) during specified hours. 3. U.S. Notice to Airmen (NOTAM) Office - Responsible for collecting, maintaining, and distributing NOTAMs for the U.S. civilian, military, and international aviation communities. 4. Weather Unit - Monitors all aspects of weather for the U.S. that might affect aviation, including cloud cover, visibility, winds, precipitation, thunderstorms, icing, turbulence, and more. Provides forecasts based on observations and on discussions with meteorologists from various National Weather Service offices, FAA facilities, airlines, and private weather services. For a tour of the ATCSCC, go to their **Website**.
Airport Traffic Control Tower (ATCT)	A terminal facility that provides ATC services to aircraft landing or taking off at a towered airport, or transiting an adjoining Class D airspace. A tower may also provide approach control services (radar or nonradar) in absence of service by a TRACON.
Air Traffic Organization (ATO)	A performance-based organization within the FAA that is responsible for the direct, daily management of the nation's air traffic control system.
AISR	**Aeronautical Information System, Replacement**
Altitude Reservation (ALTRV)	System used by the military to reserve airspace (altitude and route) for a flight from one location to another. This allows flight without the need of interaction with controllers. The reservations are made by CARF (**Central Altitude Reservation Function**).
ALTRV	**Altitude Reservation**
Area	All en route facilities are divided into “areas” of specialization. Areas are defined by their geographic location; i.e., north area, south area. Each of these areas may contain an arrival gate, a departure gate, or both. Each area is further divided into "**sectors**."
ARPT	Airport
Arrival Rate	See **Airport Arrival Rate**
ARSR	**Air Route Surveillance Radar**
ARTCC	**Air Route Traffic Control Center**
ASR	**Airport Surveillance Radar**
ATC	**Air Traffic Control**
ATCS	**Air Traffic Control Specialist**
ATCSCC	**Air Traffic Control System Command Center**
ATCT	**Airport Traffic Control Tower**
ATO	**Air Traffic Organization**

Automated Flight Service Station (AFSS)	See **Flight Service Station**
B	
Braking Action (good, fair, poor, or nil)	A report of conditions on the airport movement area providing a pilot with a degree/quality of braking that he/she might expect. Braking action is reported in terms of good, fair, poor, or nil.
C	
CARF	**Central Altitude Reservation Function**
CCFP	**Collaborative Convective Forecast Product**
CCSD	**Common Constraint Situation Display**
CDM	**Collaborative Decision Making**
CDMnet	A communications data link that disseminates operational weather information between FAA and **NAS** users for traffic flow management.
CDR	**Coded Departure Routes**
Center	See **Air Route Traffic Control Center**
Central Altitude Reservation Function	Responsible for coordinating, planning, and approving special user requirements under the **Altitude Reservation** (ALTRV) concept. (See **Air Traffic Control System Command Center**.)
Choke Point	Slang term for an airspace location (volume) where user demand exceeds the capacity of the airspace system
CLSD	Closed
Coded Departure Routes (CDR)	Predefined routes used to route air traffic around areas of severe weather. CDRs pair up the departure airport with only one arrival airport. **National Playbook** routes, on the other hand, pair up multiple points of departure with multiple arrival airports, usually in the same general area.
Collaborative Convective Forecast Product (CCFP)	CCFP is a process that begins with an initial convective weather forecast for the next 2-6 hours being produced every 2 hours (except for the 05/6Z cycle) by the Aviation Weather Center in Kansas City. This forecast then evolves into a final product through collaboration by participating meteorologists at the Center Weather Service Units (CWSUs), various airlines, and the Aviation Weather Center. The CCFP is a critical input to the development of the **Strategic Plan of Operation** (SPO) teleconference.
Collaborative Decision Making (CDM)	A cooperative effort between the various components of aviation transportation, both government and industry, to exchange information for better decision making. The CCFP is an example of effective collaborative decision making.
Collaborative	A concept development prototype system that evaluates and identifies a

Routing Coordination Tools (CRCT)	limited set of critical functions, including: designating airspace with severe weather or congestion as a Flow Constrained Area (FCA), identifying all flights predicted to enter the FCA, creating and assessing the impact of rerouting strategies, and facilitating collaborative routing decisions for efficient and safe use of the NAS. Prototype CRCTs have been installed for evaluation purposes in Kansas City, Indianapolis, and the **ATCSCC**.
Command Center	**Air Traffic Control System Command Center** (ATCSCC)
Common Constraint Situation Display (CCSD)	A new traffic management capability to be provided through a Web browser that allows CDM participants to view a graphical display of information that they can use to monitor the state of the NAS and to manage their operations. Future releases will include Collaborative Convective Forecast Product (CCFP). The CCSD can be accessed via the **ATCSCC** Website and **CDMnet**.
Conflict Alert	A visual warning to the controller that aircraft will lose standard separation. Standard separation for **IFR** flights outside of TRACON areas is 1000 feet vertical and 5 miles horizontal for **RVSM** aircraft up to FL410. Non RVSM-equipped aircraft require 2000 feet vertical separation from FL290 through FL410.
Control Position	Slang term for (1) physical location where an air traffic control specialist sits to do his/her job, or (2) specific job that an air traffic control specialist performs, for example, En Route Center Controller performs either **R-side** or **D-side** controller duties in a control sector.
Control Sector	An airspace area of defined horizontal and vertical dimensions for which a controller or group of controllers has air traffic control responsibility, normally within an air route traffic control center (ARTCC) or an approach control facility. Sectors are established based on predominant traffic flows, altitude strata, and controller workload. Pilot communications during operations within a sector are normally maintained on discrete frequencies assigned to the sector.
Control Space	Term for entire volume of airspace that a particular air traffic control facility is responsible for
Corner Post	Another word for **Gate**
CRCT	**Collaborative Routing Coordination Tools**
D	
Data Controller/Radar Associate (D-Side)	The Data Controller/Radar Associate (D-side) is primarily responsible for: (1) coordinating the transfer of control of aircraft with other air traffic controllers in adjacent sectors, and (2) providing assistance to the R-side, often as an “extra pair of eyes.” The D-side provides this assistance by scanning the radar screen to ensure proper aircraft separation. Additional roles and responsibilities of radar control teams appear in FAA Order 7110.65M (FAA, 2001).

Deal	Slang for **Operational Error (OE)**
Deicing	FAA regulations prohibit takeoff when contaminants such as frost, ice, or snow adhere to airplane wings, propellers, or control surfaces. These contaminants can change an airplane's performance characteristics. Deicing fluids are used to remove frost, ice, or snow. Anti-icing agents can be used to prevent accumulations for a certain period of time, called the "holdover time."
Direct	Straight-line flight between two navigational aids, fixes, points, or any combination thereof. When used by pilots in describing off-airway routes, points defining direct route segments become compulsory reporting points unless the aircraft is under radar contact.
Direct User Access Terminal System (DUATS)	DUATS can be accessed by pilots with a current medical certificate toll-free in the 48 contiguous states via personal computer. Pilots can receive alpha-numeric preflight weather data and file domestic VFR and IFR flight plans.
Display System Replacement (DSR)	The DSR replaced the 20-30 year-old controller workstations and other equipment at the nation's en route centers.
Domestic Reduced Vertical Separation Minima (DRSVM)	A reduction in the required vertical separation between aircraft from 2000 ft to 1000 ft in order to increase capacity. RVSM went into effect in the U.S. in January of 2005.
Down The Tube	Expression for when the ATC or TM situation is rapidly getting out-of-hand
D-side	**Data Controller/Radar Associate**
DSR	**Display System Replacement**
DRVSM	**Domestic Reduced Vertical Separation Minima**
DUATS	**Direct User Access Terminal System**
E	
EDCT	**Expected Departure Clearance Time**
EFAS	**En Route Flight Advisory Service**
EMERG	Emergency
Enhanced Status Information System (ESIS)	An FAA system that provides restriction and **EDCT** information as well as approach/departure runways in use at hub airports along with the associated **AAR**/**ADR**. A nice feature is that you can also view ESIS data for other ARTCCs (good for backup operations). The web site for ESIS can only be viewed from computers connected to the FAA's LAN at **http://10.112.23.101/aeaorcl1/**.
Enhanced Traffic Management System (ETMS)	System developed by the FAA that helps **traffic management coordinators** (TMCs) respond strategically to situations across the **NAS**, rather than focusing on local solutions based on incomplete data. Specifically, this system allows TMCs to track, predict, and plan air traffic

	flow, analyze ground delay effects, and evaluate alternative routing strategies.
En Route Flight Advisory Service (EFAS)	A service specifically designed to provide en route aircraft with timely and meaningful weather advisories pertinent to the type of flight intended, route of flight, and altitude. It is also a central collection and distribution point for pilot-reported weather information (PIREP). EFAS provides communications capabilities for aircraft flying at 5,000 feet above ground level to 17,500 feet MSL on a common frequency of 122.0 MHz. Discrete EFAS frequencies in each specific ARTCC area have been established to ensure communications coverage from 18,000 through 45,000 feet MSL. These discrete frequencies may be used below 18,000 feet MSL when coverage permits reliable communication.
En Route Sector Capacity	Each sector has a predetermined capacity of aircraft called a MAP (**Monitor Alert Parameter**) number. This number is a function of the average flight time through the sector. Each sector has a radar controller and radar associate position and may have a coordinator position as well.
En Route Spacing Position (ESP)	ESP is responsible for smoothing inter-intrafacility traffic flows. TMC's assigned to this position monitor aircraft destined for specific airports, identify potential problem areas and sectors, and ensure smooth traffic flows by initiating appropriate traffic management strategies.
EQUIP	Equipment
ESIS	**Enhanced Status Information System**
ESP	**En Route Spacing Position**
ETMS	**Enhanced Traffic Management System**
Expected Departure Clearance Time (EDCT)	Time issued to a flight to indicate when it can expect to receive departure clearance. EDCTs are issued as part of Traffic Management Programs, such as a Ground Delay Program (GDP).
F	
FAA	**Federal Aviation Administration** (formerly Federal Aviation Authority)
FAA Technical Operations	Formerly "Airways Facilities" (AF)
FDCS	**Flight Data Control Specialist**
Federal Aviation Administration (FAA)	Originally established by U.S. Congress as the Civil Aeronautics Authority, it was reorganized into the Administrator for Civil Aeronautics and the Civil Aeronautics Board before becoming the FAA
Final	Commonly used to mean that an aircraft is on the final approach course or is aligned with a landing area
FL	**Flight Level**
Flight Data Control Specialist (FDCS)	Responsible for obtaining, checking, and transmitting operational data for an ARTCC.

Flight Level (FL)	A level of constant atmospheric pressure related to a reference datum of 29.92 inches of mercury starting at or above 18,000 feet (FL180). Each is stated in three digits that represent hundreds of feet. For example, flight level (FL) 250 represents a barometric altimeter indication of 25,000 feet; FL 255 is used for an altitude of 25,500 feet.
Flight Plan	Specified information relating to the intended flight of an aircraft that is filed orally or in writing with an FSS or an ATC facility
Flight Schedule Monitor (FSM)	A tool used by Air Traffic Management Specialists to monitor air traffic demand at airports
Flight Service Station (FSS)	Air traffic facilities that provide pilot briefings, en route communications, VFR search and rescue services, assist lost aircraft and aircraft in emergency situations, relay ATC clearances, originate **Notices to Airmen** (NOTAMs), broadcast aviation weather and NAS information, receive and process IFR flight plans, and monitor NAVAIDs. In addition, at selected locations, FSSs provide **En Route Flight Advisory Service** (Flight Watch), take weather observations, issue airport advisories, and advise Customs and Immigration of transborder flights.
Flight Watch	Another name for **En Route Flight Advisory Service** (EFAS)
Free Flight	Part of the FAA's modernization, which introduces new technologies and procedures to institute a more flexible system for conducting flight operations. Based on a collaborative approach between FAA and the users, the program would give pilots more flexibility to change their route, speed, and altitude (under certain conditions).
FSM	**Flight Schedule Monitor**
FSS	**Flight Service Station**
G	
GA	**General Aviation**
Gate	Exchange point of air traffic between **TRACON** and **ARTCC** control space. Major airports usually have a set of arrival and departure gates.
GDP	**Ground Delay Program**
General Aviation (GA)	That portion of civil aviation that encompasses all facets of aviation except air carriers holding a certificate of public convenience and necessity from the Civil Aeronautics Board and large aircraft commercial operators
Go Around	Instructions for a pilot to abandon his/her approach to landing. Additional instructions may follow. Unless otherwise advised by ATC, a VFR aircraft or an aircraft conducting visual approach should overfly the runway while climbing to traffic pattern altitude and enter the traffic pattern via the crosswind leg. A pilot on an IFR flight plan making an instrument approach should execute the published missed approach procedure or proceed as instructed by ATC; e.g., "Go around" (additional instructions if

	required).
Ground Delay Program (GDP)	A GDP is a **TM** process administered by the **ATCSCC**. GDPs are implemented to control air traffic volume to airports where the projected traffic demand is expected to exceed the airport's acceptance rate for a lengthy period of time. These periods are normally a result of the airport's acceptance rate being reduced for some reason (most commonly because of adverse weather such as low ceilings and visibility). Aircraft are held on the ground and assigned arrival slots in order to manage capacity and demand at a specific location and to limit airborne holding. How it works: Flights that are destined to the affected airport are issued Expected Departure Clearance Times (EDCTs) at their point of departure and are not permitted to leave until their EDCT. These EDCTs are calculated in such a way as to meter (see **Metering Position**) the rate that traffic arrives at the affected airport; ensuring that demand is equal to acceptance rate. The length of delays that result from the implementation of a GDP depends on two factors: how much greater than the acceptance rate the original demand was, and for what length of time the original demand was expected to exceed the acceptance rate.
Ground Stop (GS)	Ground Stops require aircraft that meet a specific criteria to remain on the ground. The criteria may be airport-specific, airspace-specific, or equipment-specific(e.g., all departures to San Francisco, or all departures entering Yorktown sector, or all Category I and II aircraft going to Charlotte). GSs normally occur with little or no warning and are implemented for a number of reasons, the most common of which are: • To control air traffic volume to airports when the projected traffic demand is expected to exceed the airport's acceptance rate for a short period of time • To temporarily stop traffic allowing for the implementation of a longer-term solution, such as a Ground Delay Program • The affected airport's acceptance rate has been reduced to zero • Routings are unavailable due to severe weather or catastrophic events How it works: Flights that are destined to the affected airport are held at their departure point for the duration of the Ground Stop. The local facility may initiate a local GS when conditions are not expected to last more than 30 minutes, but cannot extend that time without prior approval of the **ATCSCC**.
GS	**Ground Stop**
H	
Hold	Official term for a procedure that delays the arrival of an aircraft short of its destination in an effort to manage the sequencing of aircraft in the air

	or on the ground. Also called "spinning" or "parking," airborne holding of an aircraft is typically done by having the plane fly an elliptical pattern in a holding area until it is released for subsequent flight maneuvers. Aircraft can also be held on the ground at the terminal gate, any other part of the ramp area, or on a taxiway. Aircraft are often told to hold short of a taxiway or runway at a busy airport prior to takeoff. **Land And Hold Short Operations** (LAHSO) are generally the rule for landing aircraft at busy airports with multiple, crossing runways and taxiways.
Hub Airport	Many airlines operate on a "hub and spoke" concept, where flights generally start and end at a hub airport that acts as an operations base. This has been the traditional way to best manage equipment and human resources. Some airlines only have one hub airport, while others have three or four. For this reason, airports that are hubs tend to be busier than those that are not. Weather impacts at a hub airport can have significant effects on operations elsewhere in the **NAS**. There are 30 hub airports across the NAS, with the majority in the eastern half of the country. In the FAA, "hub" is commonly used to refer to a **pacing airport**.
I	
ICAO	International Civil Aviation Organization
IFR	**Instrument Flight Rules**
ILS	**Instrument Landing System**
ILS Categories	The following categories are **ILS** approach procedures that provide for an approach: • **Category I**: To a height above touchdown of not less than 200 feet and with runway visual range of not less than 1,800 feet • **Category II**: To a height above touchdown of not less than 100 feet and with runway visual range of not less than 1,200 feet • **Category III:** IIIA: Without a decision height minimum and with runway visual range of not less than 700 feet • IIIB: Without a decision height minimum and with runway visual range of not less than 150 feet • IIIC: Without a decision height minimum and without runway visual range minimum
IMC	**Instrument Meteorological Conditions**
Instrument Flight Rules (IFR)	Allow pilots to operate in all weather conditions. To fly in IFR conditions, pilots must have an instrument rating, the aircraft must have the appropriate equipment, a flight plan must be filed, **ATC** clearance must

	be received, and two-way communications with ATC must be maintained. Any time an aircraft can not maintain **VMC** or is above 18,000 ft MSL, it must be flown under IFR. IFR is also a term used by pilots and controllers to indicate the type of flight plan. An IFR flight is a structured flight route consisting of a prescribed Departure Procedure (DP) or **SID**, various en route **Victor Airways** (below 18,000 ft MSL) or **jet routes** (above 18,000 ft MSL), a **STAR**, and an Instrument Approach Procedure. A pilot can be flying IFR and be either **IMC** or **VMC**. Pilot must operate under IFR above FL180, whether or not they are in the clouds or in the clear. This ensures that the pilot will always be guided by air traffic control and follow specified routes.
Instrument Landing System (ILS)	A ground-based precision approach system that provides course and vertical guidance to landing aircraft according to **three ILS categories**.
Instrument Meteorological Conditions (IMC)	Anytime a pilot is not in **Visual Meteorological Conditions** (VMC) he or she is in Instrument Meteorological Conditions. FAA regulations require pilots to follow and operate by **Instrument Flight Rules** (IFR) when they are IMC, and/or above 18,000 ft MSL. A pilot can be flying IFR and be either IMC or VMC.
Integrated Terminal Weather System (ITWS)	Provides automated weather information and forecasts to air traffic controllers and supervisors. Its products require no meteorological interpretation to air traffic controllers, air traffic management systems, pilots, and airlines.
ITWS	**Integrated Terminal Weather System**
J	
Jet Routes	Frequently used routes between FL 180 and FL 450, inclusive.
K	
KVDT	Keyboard Video Display Terminal
L	
LAADR	Low Altitude Airway Departure Route
LAHSO	**Land And Hold Short Operations**
Land and Hold Short Operations (LAHSO)	Operations which include simultaneous takeoffs and landings and/or simultaneous landings when a landing aircraft is able and is instructed by the controller to hold short of the intersecting runway/taxiway or designated hold-short point. Pilots are expected to promptly inform the controller if the hold short clearance cannot be accepted.
LIFR	**Low Instrument Flight Rules**
LLWAS	**Low Level Windshear Alert System**
LO CIGS	**Low Ceilings**

LOC	Localizer; the component of an ILS that provides course guidance to the runway
Low Ceilings (LO CIGS)	Low clouds can create traffic delays as aircraft separation increases.
Low Instrument Flight Rules (LIFR)	Ceiling below 500 feet AGL and/or visibility less than 1 mile
Low Level Windshear Alert System (LLWAS)	System that measures wind speed and direction at sites around an airport terminal and then forecasts aviation impact parameters including windshear and microbursts.
LOW VIS	**Low Visibility**
Low Visibility (LOW VIS)	Low visibility can cause arrival and departure delays when aircraft separation increases for spacing and increased safety.
M	
MAP	**Monitor Alert Parameter**
Marginal Visual Flight Rules (MVFR)	A subcategory of **VFR**; ceilings 1,000 to 3,000 feet AGL and/or visibility 3 to 5 miles
Medium Intensity Airport Weather System (MIAWS)	A scaled-down version of the **ITWS** intended for use in **ATCTs** and **TRACONs** at airports of medium intensity.
Metering Position	A Traffic Management Position for monitoring and control of air traffic arrival and/or departure to/from a "**Hub**" or "**Pacing**" so that the arrival and/or departure of traffic doesn't exceed the capacity
MIAWS	**Medium Intensity Airport Weather System**
Microwave Landing System (MLS)	A precision approach system designed to replace ILS. MLS provides precision navigation guidance for alignment and descent of aircraft on approach to a landing by providing azimuth, elevation, and distance
Miles-in-Trail (MIT)	A specified interval between aircraft expressed in nautical miles (NM)
Minutes-in-Trail (MINIT)	A specified time interval between aircraft
MINIT	**Minutes-in-Trail**
MIT	**Miles-in-Trail**
MLS	**Microwave Landing System**
MOA	Military Operations Area
Monitor Alert Parameter (MAP)	A predetermined capacity of aircraft
Multi-taxi	Many aircraft trying to taxi at once, creating congestion
MVFR	**Marginal Visual Flight Rules**

N	
NATCA	National Air Traffic Controllers Association
NAS	**National Airspace System**
National Airspace System (NAS)	The common network of U.S. airspace; air navigation facilities, equipment and services, airports or landing areas
National Playbook	A traffic management tool developed to give the **ATCSCC**, other FAA facilities, and system users a common product for various route scenarios. The purpose of the National Playbook is to aid in expediting route coordination during those periods of constraint in the **NAS**. The National Playbook contains the most common scenarios that occur during each thunderstorm season and each includes the resource or flow impacted, facilities included, and specific routes for each facility involved. Each scenario in the National Playbook includes a graphical presentation and has been validated by the individual facilities involved in that scenario. The National Playbook is available on the ATCSCC Website. National Playbook routes are only used after collaboration and coordination between the **ATCSCC** Severe Weather Unit and the **Traffic Management Unit(s)** of affected air traffic facilities.
National Route Plan (NRP)	A set of rules and procedures designed to increase the flexibility of user flight planning within published guidelines. The NRP is issued by the **ATCSCC**, via collaboration with **ARTCCs**.
National Transportation Safety Board	An independent Federal agency charged by Congress with investigating every civil aviation accident in the U.S. and significant accidents in the other modes of transportation and issuing safety recommendations aimed at preventing future accidents
NAVAID	**Navigational Aid**
Navigational Aid (NAVAID)	Any visual or electronic device, airborne or on the surface, that provides point-to-point guidance information or position data to aircraft in flight
NM	Nautical Mile. International unit equal to 6076.115 feet (1852 meters). Unless specified otherwise, nautical mile is the default unit for distance in air traffic control.
NOTAM	**Notice to Airmen**
Notice to Airmen (NOTAM)	A notice containing information (not known sufficiently in advance to publicize by other means) concerning the establishment, condition, or change in any component (facility, service, or procedure of, or hazard in the National Airspace System) the timely knowledge of which is essential to personnel concerned with flight operations
NRP	**National Route Plan**
NTSB	**National Transportation Safety Board**
O	

Odyssey	**WARP**-like system used at Anchorage Center
OE	**Operational Error**, also called a "deal"
OEDP	**Operational Error Detection Program**
OIS	**Operational Information System**
OMIC	**Operations Manager-In-Charge**
Operational Error (OE)	Whenever standard separation is lost between two aircraft, an operational error has occurred. During the ensuing investigation the error may be overturned and be ruled as a pilot deviation.
Operational Error Detection Program (OEDP)	A program that activates when standard separation is lost. Action must be taken when the OEDP activates.
Operational Information System (OIS)	A web-based application that displays up to the minute **Ground Delay**, **Ground Stop**, deicing, and general airport delay information.
Operations Manager-In-Charge (OMIC)	FAA manager currently in charge of all operations in the ARTCC control room.
OTS	Out of service
P	
Pacing Airport	Due to their location and service as a **hub** to more than one airline, some airports (termed "pacing airports") can have a detrimental impact throughout the NAS when their operations are impacted by weather or non-weather events. The FAA has determined that the following are pacing airports: New Your LaGuardia (LGA), Newark International (EWR), Chicago O'Hare International (ORD), San Francisco International (SFO), Boston Logan International (BOS), Philadelphia International (PHL), New York John F. Kennedy International (JFK), and Atlanta Hartsfield International (ATL).
Park	See **Hold**
Parallel Runways	Two or more runways at the same airport whose centerlines are parallel. In addition to runway number, parallel runways are designated as L (left) and R (right) or, if three parallel runways exist, L (left), C (center), and R (right).
Pilot's Discretion	When used in conjunction with altitude assignments, this means that **ATC** has offered the pilot the option of starting climb or descent whenever he/she wishes and conducting the climb or descent at any rate he/she wishes. The pilot may temporarily level off at any intermediate altitude. However, once he/she has vacated an altitude, the pilot may not return to that altitude.
Playbook Routes	See **National Playbook**

Push	(Slang term) Actual or expected increase in air traffic volume along a route, entering or within a sector, or departing/arriving a terminal area
R	
Radar Contact	1. Used by **ATC** to inform an aircraft that it is identified on the radar display and radar flight following will be provided until radar identification is terminated. Radar service may also be provided within the limits of necessity and capability. When a pilot is informed of "radar contact," he/she automatically discontinues reporting over compulsory reporting points. For more information, see the **Aeronautical Information Manual** on the FAA's Website. 2. The term used to inform the controller that the aircraft is identified and approval is granted for the aircraft to enter the receiving controller's airspace. 3. Radar Contact (ICAO): The situation that exists when the radar blip or radar position symbol of a particular aircraft is seen and identified on a radar display.
Radar Contact Lost	Used by **ATC** to inform a pilot that radar data used to determine the aircraft's position is no longer being received or is no longer reliable, and radar service is no longer being provided. The loss may be attributed to several factors including the aircraft merging with weather or ground clutter, the aircraft operating below radar line of sight coverage, the aircraft entering an area of poor radar return, failure of the aircraft transponder, or failure of the ground radar equipment.
Radar Controller (R-Side)	The primary responsibility of the Radar Controller (R-side) is to ensure aircraft separation. This is accomplished this through issuing **ATC** instructions to aircraft pilots.
Radar Flight Following	The observation of the progress of radar-identified aircraft, whose primary navigation is being provided by the pilot, wherein the controller retains and correlates the aircraft identity with the appropriate target or target symbol displayed on the radar scope
Radar Service	A term encompassing one or more of the following services (based on the use of radar) that can be provided by a controller to a pilot of a radar identified aircraft: **Radar Monitoring**: The radar flight-following of aircraft, whose primary navigation is being performed by the pilot, to observe and note deviations from its authorized flight path, airway, or route. When being applied specifically to radar monitoring of instrument approaches (i.e., with precision approach radar (PAR) or radar monitoring of simultaneous **ILS**/**MLS** approaches), it includes advice and instructions whenever an aircraft nears or exceeds the prescribed PAR safety limit or simultaneous ILS/MLS no-transgression zone; **Radar Navigational Guidance**: Vectoring aircraft to provide course guidance; **Radar Separation**: Radar spacing of aircraft in accordance with established

	minima
Radar Service Terminated	Used by **ATC** to inform a pilot that he/she will no longer be provided any of the services that could be received while in radar contact. Radar service is automatically terminated, and the pilot is not advised, in the following cases: • An aircraft cancels its **IFR** flight plan, except within Class B airspace, Class C airspace, a **TRSA**, or where basic radar service is provided • An aircraft conducting an instrument, visual, or contact approach has landed or has been instructed to change to advisory frequency • An arriving VFR aircraft, receiving radar service to a tower-controlled airport within Class B airspace, Class C airspace, a TRSA, or where sequencing service is provided, has landed; or to all other airports, is instructed to change to tower or advisory frequency • An aircraft completes a radar approach
Reduced Vertical Separation Minima (RVSM)	See **Domestic Reduced Vertical Separation Minima**
RLSD	Released
RMT	**Route Management Tool**
Route Management Tool (RMT)	Offers a national routes database updated in 56-day intervals that facilitates the timely dissemination and implementation of reroutes. RMT manages the Coded Departure Route (CDR) database (severe weather routes). CDRs are used to reduce coordination time during severe weather or departure congestion events and to standardize route coordination for users.
RRTES	Reroutes
R-side	**Radar Controller**
Runway (RWY, RY)	A defined rectangular area prepared for the landing and takeoff run of aircraft along its length. Runways are normally numbered in relation to their magnetic direction rounded off to the nearest 10 degrees; e.g., Runway 1, Runway 25.
Runway Incursion	An incident in the airport runway environment involving an aircraft, vehicle, person, or object on the ground that creates a collision hazard or results in a loss of required aircraft separation during landing or takeoff operations
Runway Visual Range (RVR)	The range over which a pilot of an aircraft on the center line of a runway can see the runway surface markings or the lights delineating the runway or identifying its center line.

RVR	**Runway Visual Range**
RVSM	Reduced Vertical Separation Minima (see **Domestic Reduced Vertical Separation Minima**)
RWY	**Runway**
RWY CONFIG	Runway Configuration
RY	**Runway**
RY Maintenance	Runway maintenance can occur at anytime due to debris on runway, planned maintenance, or other runway related events.
S	
SAIDS4	**Systems Atlanta Information Display System**
Sector	A defined area of airspace usually designed around airways and/or jet routes. The sectors are irregular in shape and normally are sized to accommodate the general direction of traffic flow into the **ARTCC**.
Sector Management Tool (SMT)	A prototype **ETMS** feature that helps traffic managers develop “what-if” solutions to predict sector traffic-loading problems by assigning ground delays. It calculates the minute-by-minute traffic load in a sector and then applies a smoothing method to reduce projected traffic to the capacity threshold.
Severe Weather Avoidance Plan (SWAP)	An approved plan to minimize the effect of severe weather on traffic flows in impacted terminal and/or ARTCC areas. SWAP is normally implemented to provide the least disruption to the **ATC** system when flight through portions of airspace is difficult or impossible due to severe weather.
SID	**Standard Instrument Departure**
Side-by	Slang for parallel runway operations
SMT	**Sector Management Tool**
Snitch	See **Operational Error Detection Program**
Special Traffic Management Program (STMP)	Reservation program implemented to regulate arrivals and/or departures at airports that are in areas hosting special events such as the Masters Golf Tournament and Indianapolis 500 or when there is a significant reduction in airport capacity for an extended period (airport runway/taxiway closures for airport construction). Special **TM** programs shall be managed by the **ATCSCC** or the affected **ARTCC**, which monitors the special TM program to ensure that the demand to the center/terminal facilities is equal to the capacity.
Special Visual Flight Rules (SVFR)	Non-IFR rated fixed wing aircraft and helicopter flights may obtain special visual flight rule clearance to fly in less than **VFR** conditions, based on airspace-specific SVFR criteria. For example, helicopters may fly under SVFR in **Class "G"** airspace if they remain clear of clouds and fly at a speed that will allow them to see any traffic or obstructions in time to avoid a collision. **IFR** aircraft have priority over SVFR aircraft.

Spin	(Slang) See **Hold**
SPO	**Strategic Plan of Operation**
SPTs	**Strategic Planning Team** or Strategic Planning Telecon (commonly used by **ARTCCs**)
Standard Instrument Departure (SID)	A preplanned **IFR** air traffic control departure procedure. SIDs provide transition from the terminal to enroute environments.
Standard Terminal Arrival Route (STAR)	A preplanned instrument flight rule (IFR) air traffic control arrival procedure published for pilot use in graphic and/or textual form. STARs provide transition from the en route structure to an outer fix or an instrument approach fix/arrival waypoint in the terminal area. STAR charts are available for both VFR and IFR approaches to major airports.
STAR	**Standard Terminal Arrival Route**
STMC	**Supervisory Traffic Management Coordinator**
STMP	**Special Traffic Management Program**
Strategic Planning Team (SPT)	The SPT acts as a focal point for the development of collaborative **Strategic Plans of Operation** (SPO). Their goal is to provide advanced planning information for system users and air traffic facilities in order to maximize use of the NAS in an organized and equitable manner.
Strategic Plan of Operation (SPO)	Also referred to a Plan of Operation (PO). A collaboratively developed plan for short-term and long-term management of the **NAS**. Developed by the **Strategic Planning Team** after collaboration with the FAA, **ARTCC** Operations Manager, **ATCSCC** personnel, other FAA personnel, airline planners, international facilities, military, and general aviation system users.
Supervisory Traffic Management Coordinator (STMC)	The shift supervisor at the **TMU** who oversees the work of the **TMCs**
SVFR	**Special Visual Flight Rules**
SWAP	**Severe Weather Avoidance Plan**
Systems Atlanta Information Display System (SAIDS4)	Often referred to as "IDS4", SAIDS4 is an integrated, data collection, distribution, and display system that supplies updates of rapidly-changing, critical information to air traffic controllers, their supervisors, and related personnel. It also displays reference data, such as maps, charts, diagrams, and procedures. The system is used at air traffic control towers, radar approach control facilities, enroute centers, automated flight service stations, maintenance control complexes, training facilities, airlines, and many other support facilities.
T	
TDWR	**Terminal Doppler Weather Radar**

Terminal Doppler Weather Radar (TDWR)	A 5-cm wavelength Doppler weather radar available at all large and most medium size airports. This information is included in the **ITWS**.
Terminal Radar Approach Control Facility (TRACON)	A terminal ATC facility that uses radar and non-radar capabilities to provide approach control services to aircraft arriving, departing, or transiting airspace controlled by the facility
TFC	Traffic
TM	Traffic Management, also an abbreviation for "time"
TMC	**Traffic Management Coordinator**
TMI	**Traffic Management Initiative**
TMO	**Traffic Management Officer**
TMP	**Traffic Management Program**
TMS	**Traffic Management System**
TMU	**Traffic Management Unit**
TRACON	**Terminal Radar Control Facility**
Traffic Management Coordinator (TMC)	The person or persons who work in the **TMU** and manage the flow of air traffic in the **Center's** airspace
Traffic Management Initiative (TMI)	When **TMCs** coordinate with other facilities and implement some kind of traffic management program, it is called a TMI. This initiative could include **MIT** (miles-in-trail) restrictions on aircraft bound for specific airports or to help alleviate a sector being overloaded with aircraft.
Traffic Management Officer (TMO)	The person in charge of the **TMU**
Traffic Management Program (TMP)	A special program implemented at airports that are expected to become busy enough that demand will exceed the capacity of the airport. Events such as the Indy 500 or the Super Bowl , or even unusually large amounts of traffic into some of the resorts like Aspen , Sun Valley, and Jackson during holiday periods, will prompt the need for a TMP. These programs are also called **STMPs** (Special Traffic Management Programs). They are initiated nationwide by the **ATCSCC**. Pilots are notified of these programs and are required to get special reservation times for arriving at the airport.
Traffic Management System (TMS)	The team of units working together to manage air traffic in the **NAS**. This is led by the **ATCSCC**.
Traffic Management Unit (TMU)	Unit responsible for the management and balance of air traffic within the the **ARTCC's** control area in order to optimize air traffic flow through the **NAS**. The actions of the TMU are coordinated by the Command Center (**ATCSCC**).
Traffic Management	The Traffic Management Unit Monitor Alert position maintains a log of all

Unit Monitor Alert Position	sector **MAP** alerts. Through **CDM** with the area supervisor or others, a plan is formulated to deal with the alert. This plan may include climbing, descending, or even rerouting aircraft prior to entering the alerted sector. In order to analyze the alert, the Monitor Alert position can show all the aircraft that will be in the sector during the alerted period. From this, the **TMC** will decide which aircraft, if any, will climb, descend, or be rerouted. Sector complexity may be affected by: equipment (radios or radar), staffing, weather, etc.
Traffic Situation Display (TSD)	A tool used by Traffic Management Specialists to monitor the position of air traffic and to determine the traffic demand on airports and sectors. The TSD graphically displays current aircraft positions on a national scale superimposed on maps of geographical boundaries or **NAS** facilities.
TRSA	Terminal Radar Service Area
TSD	**Traffic Situation Display**
Turn the Airport Around, Turn the Boat Around	Term used when tower personnel have to change runways for landing and takeoff operations due to changes in weather or wind. Large, busy airports can require up to 40 minutes to be "turned around."
Tunneling	Having arrival traffic descend prior to the normal descent point to remain clear of an airspace situation (such as rerouted departing traffic) on the normal route of flight.
U	
URET	**User Request Evaluation Tool**
User Request Evaluation Tool (URET)	An automated tool provided at each Radar Associate position in selected En Route facilities. This tool uses flight and radar data to determine present and future trajectories for all active and proposed aircraft and provides enhanced, automated flight data management.
V	
VAPS	**Visual Approaches**
VFR	**Visual Flight Rules**
Victor Airways	Aerial "highways" that connect electronic naviation aids. These routes have a high volume of VFR and IFR traffic.
Visual Approaches (VAPS)	An approach conducted under **Instrument Flight Rules** that authorizes the pilot to proceed visually and clear of clouds to the airport. Usually this will be used in conjunction with **Visual Separation**.
Visual Flight Rules (VFR)	Rules that govern the procedures for conducting flight under visual conditions. The term "VFR" is also used to indicate weather conditions that are equal to or greater than minimum VFR requirements. In addition, it is used by pilots and controllers to indicate the type of flight plan (i.e., VFR or **IFR**). VFR flights are not allowed above 18,000 ft MSL. An airport is "VFR" if the

	ceiling is at least 1,000 ft, and the visibility at least 3 SM. VFR weather also applies to flight, but the references to visibilities and clouds differ depending on altitude and the airspace. For most of the airspace below 10,000 ft, pilots must maintain the following cloud clearances to legally fly VFR: 1,000 ft above, 500 ft below, and 2,000 ft horizontal, and 3 SM miles flight visibility. These cloud and visibility clearances increase above 10,000 ft, are different at major airports, and can vary in some areas at night.
Visual Meteorological Conditions	Meteorological conditions meeting or exceeding FAA regulations for **VFR** cloud clearance and visibility requirements. A pilot flying VFR must be in VMC. Most general aviation (GA) weather-related accidents are a result of VFR pilots inadvertently flying into **IMC**.
Visual Separation	When using visual separation, a pilot sees the other aircraft involved, and upon instructions from the controller, provides his own separation by maneuvering his aircraft as necessary to avoid it. Visual Separation requires less spacing between aircraft than radar separation, allowing more aircraft to land in a given period of time.
VMC	**Visual Meteorological Conditions**
Voice Switching and Control System (VSCS)	The Voice Switching and Control System (VSCS) is an integrated Air-to-Ground (A/G) and Ground-to-Ground (G/G) voice and control communication switching system for **ARTCCs**. The VSCS permits selection, interconnection, activation, and reconfiguration of communication paths between en route aircraft and other air traffic controllers.
VOL	Volume. Usually used to indicate that the volume of aircraft exceeds the airport's capacity.
VOR	Very High Frequency Omnidirectional Range. A ground-based electronic navigation aid transmitting very high frequency navigation signals, 360 degrees in azimuth, oriented from magnetic north. Used as the basis for navigation in the National Airspace System.
VSCS	**Voice Switching and Control System**
W	
WARP	Weather and Radar Processor
Weather and Radar Processor (WARP)	An FAA computer network that puts NEXRAD radar weather data on the controllers' displays in **Air Route Traffic Control Centers** ("Centers"). WARP also collects, formats, and distributes weather information to supervisors and weather professionals to help them advise pilots of bad weather. WARP provides the meteorologists in the Centers the data and communications to help predict areas, routes, or single airports where bad weather will slow traffic. WARP shares raw data, forecasts, and weather displays with other FAA programs.
WX DEV	Weather Deviation

Produced by the COMET® Program