INTERNATIONAL CIVIL AVIATION ORGANIZATION
ASIA AND PACIFIC OFFICE

AIR TRAFFIC FLOW MANAGEMENT (ATFM) COMMUNICATIONS HANDBOOK FOR THE ASIA PACIFIC REGION

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FOREWORD

Centralized air traffic flow management (ATFM) providers are best able to communicate the capacity of their national airspace systems to accept traffic from adjacent international air traffic service (ATS) providers. As coordination and collaboration efforts to balance traffic demand and airspace/airport capacity intensify between affected States, common ATFM procedures and communication are essential. Once procedures are defined, a key element in removing language barriers is establishing common terms and phrases. Terminology and phraseology differences in the operational application of ATFM procedures could be a potential source of confusion during communications, both written and verbal, between international ATFM units.

Common terminology is an essential element in exchanging definitive, clear, and concise communication between international ATFM units. Likewise, the phraseology should follow a technical pattern for the exchange of standardized and harmonized messages. This Asia/Pacific guidance material is intended to support States in meeting these objectives and has been adopted by APANPIRG/20, under the terms of Conclusion 20/12, for this purpose. As this is the first document of its kind for the region, APANPIRG noted that further development and amendment was likely. However, it is expected that the guidance herein will be equally applicable to both verbal ATFM coordination exchanges and as the basis for written ATFM messages. Although the terminologies and phraseologies presented herein are not intended to be a requirement for ATFM communications, they are recommended to States as guidelines for the exchange of ATFM messages.

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1. Introduction

1.1 ATFM is a function of air traffic management (ATM) established with the objective of contributing to a safe, orderly, and expeditious flow of traffic while minimizing delays. This is accomplished through the dynamic use of operational traffic management initiatives supported by continuous coordination and analysis.

1.2 The purpose of ATFM is to balance air traffic demand with airspace and/or airport capacity to ensure the most efficient use of the airspace system. This is achieved by ensuring that capacity is utilized to the maximum extent possible and that air traffic volumes are compatible with the capacities declared by the appropriate air navigation service providers.

1.3 ATFM implementation should provide for the organization and handling of the flow of air traffic in such a way that, while ensuring the safe, orderly and expeditious flight of individual aircraft, the totality of the traffic handled at any given point or in any given area is compatible with the capacity of the air traffic control system.

1.4 The operation of ATFM service includes the application of ATFM measures that are designed to achieve the optimum flow of traffic. These measures include, but are not limited to:

a) Allocating and updating departure slots;
b) Allocating and updating arrival slots;
c) Allocating and updating en-route slots;
d) Re-routing of traffic;
e) Alternate flight profiles;
f) Minutes-in-trail assignments;
g) Mile-in-trail assignments;
h) Airborne holding; and
i) Ground holding.

1.5 Inherent in the provision of an ATFM service is the necessity to coordinate arrangements clearly and accurately between ATC units. In most instances this is achieved via voice coordination between operatives in the respective units, however many occasions also require written messaging to support implementation of ATFM operational initiatives. Accordingly, efficient and effective written and verbal communication using standardized and documented terminologies and phraseologies is essential.

2. General

2.1 The primary goal of this guidance material is to promulgate appropriate terminologies and phraseologies for the exchange of written and verbal ATFM messages between units providing ATFM services, both within States and between States. The terminologies and phraseologies contained herein are intended to reflect the current use of plain language and provide a basis for regional standardization and harmonization.

2.2 Although there are various plain language words and phrases in use today by ATFM service providers, these words and phrases are all capable of being organized into a modular and structured method of delivery to ensure the harmonization of communications and reduce the incidence of misunderstanding between units providing ATFM services.

2.3 It is not the intent of these guidelines to provide detailed information on ATFM concepts, procedures, and initiatives; however, since not all readers may be familiar with ATFM terms used in the examples, a brief description of ATFM operational initiatives is provided at **Appendix 1**. The list is not all-inclusive and does not preclude the innovation and application of other procedures that will result in improved ATFM services.

3. Modular and Structured ATFM messages

3.1 The use of a modular and structured ATFM message provides for consistent ATFM message design and delivery. Each component of the ATFM message can contain plain language elements that, when combined, provide a complete ATFM message. Harmonization is achieved by the delivery of an ATFM message that has all of the required components in a structured format while making allowances for different plain language elements. This is of particular benefit for ATFM service providers that use different ATFM terminology or for non-native English speaking ATFM service providers.

3.2 This guidance material promulgates the concept of modular and structured ATFM messages as the basis for written and verbal ATFM coordination and defines an ATFM message in terms of five modules – the "Who", "What", "Where", "When" and "Why" of the ATFM communication. These five modules are described as follows:

a) **Who:** The ATFM service unit being contacted followed by the ATFM service unit that is initiating the contact;

b) **What:** The ATFM objective to be achieved;

c) **Where:** The location of the ATFM objective to be achieved;

d) **When:** The time and/or duration of the ATFM objective to be achieved; and

e) **Why:** The reason for the ATFM objective.

3.3 There is no module regarding "How" the ATFM restrictions should be achieved by the counterpart ATFM service provider. This is because it is clearly the counterpart's responsibility "how" they fulfill the ATFM restrictions within their airspace. However, the ATC unit being asked

to implement ATFM restrictions may collaborate with the originating ATC unit on the type and method of ATFM measure to be applied.

3.4 Generally speaking, ATFM service providers should resolve demand-capacity related constraints by initiating local and/or national ATFM initiatives first. Hence, ATFM operational initiatives will be requested by an adjacent international ATFM facility only when national measures are exhausted and therefore compliance should be considered highly necessary. Accordingly, once information is exchanged regarding an ATFM initiative and an action is agreed, application of the ATFM operational initiative is considered MANDATORY. Importantly, it should be noted that a critical situation at the receiving ATC unit could require imposition of an ATFM restriction without any option of non compliance by the transferring ATC unit.

3.5 Below are the examples of possible ATFM messages:

- "FAA COMMAND CENTER, THIS IS FUKUOKA ATMC … REQUIRE 100 MILES IN TRAIL REGARDLESS OF FLIGHT LEVEL ON R220, R580 AND ALL PACOTS TRACKS FOR TRAFFIC LANDING NARITA ESTIMATING FIR BOUNDARY FROM 0100 UTC UNTIL 0500 UTC DUE TO SEVERE WEATHER".

- "FUKUOKA ATMC, THIS IS FAA COMMAND CENTER… CAPACITY RESTRICTION: LOS ANGELES HAS STARTED FLOW RESTRICTIONS FOR ALL AIRCRAFT LANDING LOS ANGELES DUE TO EARTHQUAKE. LOS ANGELES APPROACH IS UNABLE TO ACCEPT INBOUND TRAFFIC UNTIL FURTHER NOTICE".

4. ATFM Message Components

4.1 As the modular and structured ATFM message may contain several different elements of plain language, this section will examine each of the five components and detail some of the possible plain language words and phrases that are in use today.

The WHO Component

4.2 The 'WHO' component identifies the ATFM service unit being contacted followed by the ATFM service unit that is initiating the contact. ATFM units will be addressed by name until ICAO Annex 10 – *Aeronautical Telecommunications* is amended to incorporate appropriate ATFM unit identifiers. Examples of the 'WHO' component include:

- "FUKUOKA ATMC, THIS IS FAA COMMAND CENTER…"
- "FAA COMMAND CENTER, THIS IS FUKUOKA ATMC…"

The WHAT Component

4.3 The 'WHAT' component identifies the ATFM objective to be achieved. The 'WHAT' component may also be used to provide ATFM information. Objectives include, but are not limited to:

- "REQUIRE (number) MILES (or MINUTES) IN TRAIL AT THE SAME FLIGHT LEVEL";

- "REQUEST (number) MILES (or MINUTES) IN TRAIL REGARDLESS OF FLIGHT LEVEL";
- "REQUEST A RATE OF LESS THAN (number) AIRCRAFT PER HOUR";
- "FLIGHT LEVELS (number) AND (number) NOT AVAILABLE";
- "ONLY FLIGHT LEVELS (number), (number) AND (number) ARE AVAILABLE";
- "(route/airport/airspace) NOT AVAILABLE DUE (reason) ALTERNATIVE[S] IS/ARE (routes/airports)".

The WHERE Component

4.4 The 'WHERE' component represents the location of the ATFM objective to be achieved. It is often preceded by a modifying clause, indicating which aircraft or group of aircraft the restriction will apply to. The modifying clause and the location combination are used to construct the 'WHERE' component. Examples of which aircraft or group of aircraft are to be restricted include:

- "FOR ALL AIRCRAFT…"
- "FOR TRAFFIC FASTER THAN 300 KNOTS…"
- "FOR HEAVY AIRCRAFT…"
- "FOR TRAFFIC LANDING…"
- "FOR AIRCRAFT DEPARTING…"
- "FOR TRAFFIC OVERFLYING…"
- "FOR AIRCRAFT PASSING…"

4.5 Examples of location include:

- "AT NIPPI…"
- "ON A337…"
- "WESTBOUND ON PACOTS TRACK CHARLIE…"
- "INBOUND ON G344…"
- "ON PACOTS TRACK 2 LANDING SAN FRANCISCO AIRPORT…"
- "ABOVE FLIGHT LEVEL 300…"

4.6 In practice the modifying clause and the location are combined into one ATFM message, for example*:*

- "FOR ALL AIRCRAFT WESTBOUND ON PACOTS TRACK CHARLIE…"

The WHEN Component

4.7 The 'WHEN' component represents the time and/or duration of the ATFM objective to be achieved:

- "[FROM (time)] UNTIL (time)".

4.8 Examples of time/duration include:

- "FROM 0300 UTC UNTIL 0600 UTC…"
- "FROM NOW UNTIL 0600 UTC…"

- "FROM 2300 UTC UNTIL FURTHER NOTICE…"
- "UNTIL FURTHER NOTICE…"

The WHY Component

4.9 The 'WHY' component represents the reason for the ATFM objective:

- "DUE TO (reason)";
- "FOR (reason)".

4.10 Examples of reasons include:

- "DUE TO RUNWAY CLOSURE"
- "FOR (SEVERE) WEATHER"
- "DUE TO COMMUNICATION FAILURE"
- "DUE TO (significant event/natural disturbance such as FIRE or VOLCANIC ASH)"
- "FOR STATE AIRCRAFT ACTIVITY"
- "DUE TO EQUIPMENT OUTAGE"
- "FOR EMERGENCY"
- "DUE TO ATFM INITIATIVES IN (location)"

5. ATFM Message Types

5.1 ATFM messages can be readily categorized by identifying the primary objective to be achieved by each type of message. This section describes a number of ATFM message types and their application in achieving particular objectives.

Messages containing information to be shared prior to commencing ATFM restrictions

5.2 ATFM related information-sharing should be facilitated not only during the actual flow control but also (and more importantly) well prior to invoking the ATFM restrictions when the possibility of flow control arises. The following phrases will make clear the distinction between the ATFM messages and the information provided for situational awareness:

- "POSSIBLE TRAFFIC FLOW RESTRICTIONS";
- "CAPACITY RELATED INFORMATION".

5.3 Examples of messages sent prior to invoking ATFM restrictions follow:

- "FAA COMMAND CENTER, THIS IS FUKUOKA ATMC… **POSSIBLE TRAFFIC FLOW RESTRICTIONS**… NARITA AIRPORT HAS CLOSED ONE RUNWAY AND STARTED SNOW REMOVAL".

- "FAA COMMAND CENTER, THIS IS FUKUOKA ATMC… **CAPACITY RELATED INFORMATION**…NARITA AIRPORT HAS ENTERED THE STORM ZONE OF THE TYPHOON".

ATFM Operational Initiative Messages

5.4 ATFM operational initiatives communicate air traffic flow restrictions/objectives from one air navigation service provider to another. They follow the five module structure described earlier:

a) Who: The ATFM service unit being contacted followed by the ATFM service unit that is initiating the contact.

b) What: The ATFM objective to be achieved.

c) Where: The location of the ATFM objective to be achieved.

d) When: The time and/or duration of the ATFM objective to be achieved.

e) Why: The reason for the ATFM objective.

5.5 Examples of ATFM operational initiatives include:

- "FUKUOKA ATMC, THIS IS FAA COMMAND CENTER … REQUIRE 30 MINUTES IN TRAIL AT THE SAME FLIGHT LEVEL FOR ALL AIRCRAFT LANDING CHICAGO FROM 0800 UTC UNTIL FURTHER NOTICE DUE TO STATE AIRCRAFT ACTIVITIES".

- "FAA COMMAND CENTER, THIS IS FUKUOKA ATMC… FL350 AND BELOW NOT AVAILABLE FOR AIRCRAFT OVERFLYING JAPANESE DOMESTIC AIRSPACE UNTIL 0900 UTC DUE TO EMERGENCY".

Reply to ATFM Operational Initiative Messages

5.6 The following phrases will be used for replying to ATFM initiative messages:

- "ACCEPT (operational initiative)";
- "AGREED TO (operational initiative)";
- "(operational initiative) IS ACCEPTABLE [DEPENDS ON THE DEMAND] (other pertinent information, if any)";
- "UNABLE (operational initiative) [DUE (reason)] (alternative proposed)".

5.7 Examples of replying to ATFM operational initiatives follow:

- "**AGREE TO** 30 MINUTES IN TRAIL AT THE SAME FLIGHT LEVEL ON PACOTS TRACKS 2 AND 3 FROM 1000 UTC UNTIL 1500 UTC".

- "**UNABLE TO** ACCEPT THE RESTRICTION FROM 1430 UTC DUE TO TRAFFIC VOLUME ON A590 UNTIL 1530 UTC, **PROPOSE** COMMENCE RESTRICTION FROM 1530".

Messages for the coordination of aircraft exempted from ATFM operational initiatives:

5.8 The following types of aircraft may be exempted from ATFM restrictions:

a) Aircraft in a state of emergency
b) Aircraft engaged in search and rescue missions
c) Aircraft operating for humanitarian reasons
d) Aircraft carrying the head of State or distinguished visitors of State
e) Aircraft carrying a patient who needs urgent medical treatment

5.9 The following phrases will be used for the coordination of aircraft which are exempt from ATFM restrictions:

- "REQUEST EXEMPTION FROM ATFM FOR (aircraft identification) [DUE (reason)]";
- "COORDINATION OF ATFM EXEMPTION FOR (aircraft identification) [DUE (reason)]".

5.10 Examples of messages requesting ATFM exemption follow:

- "FUKUOKA ATMC, THIS IS FAA COMMAND CENTER… **REQUEST EXEMPTION FROM ATFM**…UAL123 DUE PATIENT WHO NEEDS URGENT MEDICAL TREATMENT".

- "UAL123…EXEMPTION APPROVED".

- "FAA COMMAND CENTER, THIS IS FUKUOKA ATMC… **COORDINATION OF ATFM EXEMPTION**… JA501A DUE OPERATING SEARCH AND RESCUE MISSIONS".

Messages providing information for the next coordination

5.11 If it is possible and appropriate, the expected time of next coordination should be forwarded with the ATFM messages:

- "I WILL CALL YOU AT (time) FOR FURTHER COORDINATION".

5.12 An example of a message with information for the next coordination follows:

- "FUKUOKA ATMC, THIS IS FAA COMMAND CENTER… REQUIRE 30 MINUTES IN TRAIL REGARDLESS OF FLIGHT LEVEL FOR ALL AIRCRAFT ON PACOTS TRACK 8 FROM 1000 UTC UNTIL FURTHER NOTICE DUE TO MILITARY ACTIVITY. **I WILL CALL YOU AGAIN AT 1100 UTC FOR FURTHER COORDINATION".**

Amendment Messages

5.13 The amendment of an ATFM message should be structured in a similar way to the initial message and include similar elements but with additional modifiers. These modifiers may include:

a) CHANGE
b) AMEND
c) REDUCE
d) INCREASE
e) DECREASE

5.14 Amendment messages should also identify which message is being amended, as several restrictions could be in place at one time. Examples of ATFM amendment messages include:

- "FAA COMMAND CENTER, THIS IS FUKUOKA ATMC… WE HAVE **CHANGED** THE RESTRICTION ON TRAFFIC FLYING PACOTS TRACKS CHARLIE, ECHO AND FOXTROT FOR NARITA AIRPORT. WE NOW NEED 20 MINUTES IN TRAIL AT THE SAME FLIGHT LEVEL ON PACOTS TRACKS CHARLIE, ECHO AND FOXTROT FOR TRAFFIC LANDING NARITA FROM NOW UNTIL 0900 UTC".

- "FUKUOKA ATMC, THIS IS FAA COMMAND CENTER…WE HAVE **INCREASED** THE INBOUND RATE FROM 5 AIRCRAFT PER HOUR TO 10 AIRCRAFT PER HOUR FOR TRAFFIC BEYOND OAKLAND FIR UNTIL FURTHER NOTICE".

Cancellation Messages

5.15 The cancellation of an ATFM message should be structured in a similar way to the initial message and include similar elements but also contain a canceling word or phrase. It is normally not necessary to state the reason for the cancellation. A canceling word or phrase may include:

a) CANCEL
b) RESUME
c) RESUME NORMAL
d) RELEASE

5.16 Cancellation messages should also identify which message is being cancelled, as several restrictions could be in place at one time. An example of an ATFM cancellation message follows:

- "FAA COMMAND CENTER, THIS IS FUKUOKA ATMC… **CANCEL** THE RESTRICTION ON TRAFFIC BEYOND THE FUKUOKA FIR AT THIS TIME. **RESUME NORMAL** TRAFFIC FLOW".

6. Active Listening

6.1 Although written ATFM messaging is able to be read and re-read to ensure understanding, because of the variety of ATFM information that may be exchanged verbally and the inability to prescribe phraseologies for every situation that will be encountered, **active listening** is encouraged. Active listening is a structured form of listening and responding that focuses the attention on the speaker. The listener must take care to attend to the speaker fully, and then repeats, in the listener's own words, what he or she thinks the speaker has said. The listener does not have to agree with the speaker; he or she must simply state what they think the speaker said. This enables the speaker to find out whether the listener really understood. If the listener did not understand, the speaker can explain further. Once the speaker and listener are clear as to the message, the listener should respond with agreement, acceptance or disagreement.

6.2 Active listening has several benefits. First, it forces people to listen attentively to others. Second, it avoids misunderstandings, as people have to confirm that they do really understand what another person has said.

7. Abbreviations

7.1 **Appendix 2** provides a sample list of abbreviations used that are not defined in the ICAO Doc. 8400 (PANS-ABC). Neighboring ATFM facilities may wish to develop a similar list of abbreviations which are frequently used in ATFM communications, and include them in a letter of agreement.

Appendix 1

EXAMPLES OF AIR TRAFFIC FLOW MANAGEMENT OPERATIONAL INITIATIVES

The following list contains the ATFM operational initiatives presently utilized by the United States Federal Aviation Administration. The list is provided for example purposes, it is not all-inclusive and does not preclude the innovation and application of other procedures that will result in improved ATFM service delivery.

Name	Description
Airborne holding	Planned holding of aircraft may be utilized. This is normally done when the operating environment supports holding and the weather conditions are expected to improve shortly; this ensures aircraft are available to fill the capacity at the airport.
Altitude	Utilized to segregate different flows of traffic, or to distribute the number of aircraft requesting access to a specified geographic region. ***a) Capping:*** Term used to indicate aircraft will be cleared to an altitude lower than their requested altitude until they are clear of a particular airspace. Capping may apply to the initial segment of the flight or for the entire flight. ***b) Tunneling:*** Term used to indicate traffic will be descended prior to the normal descent point at the arrival airport to remain clear of an airspace situation; e.g., holding.
Fix balancing	Assigning an aircraft a fix other than that in the filed flight plan in the arrival or departure phase of flight to equitably distribute demand.
Ground delay programs (GDP)	Aircraft are held on the ground in order prior to departure to manage capacity and demand at a specific downstream location. The purpose of the program is to limit airborne holding.
Ground stops (GS)	GS is a process that requires aircraft that meet specific criteria to remain on the ground. Since this is one of the most restrictive methods of traffic management, alternative initiatives should be explored and implemented if appropriate. GSs should be used: a) In severely reduced capacity situations (below most user arrival minimums, airport/runway closed for snow removal, or aircraft accidents/incidents); b) To preclude extended periods of airborne holding; c) To preclude sector/center reaching near saturation levels or airport grid lock; d) In the event a facility is unable or partially unable to provide ATC services due to unforeseen circumstances; and e) When routings are unavailable due to severe weather or catastrophic events.

Miles-in-trail (MIT)

The number of miles required between aircraft that meet a specific criteria. The criteria may be separation, airport, fix, altitude, sector, or route specific. MIT are used to apportion traffic into manageable flows, as well as to provide space for additional traffic (merging or departing) to enter the flow of traffic.

Minutes-in-trail (MINIT)

The number of minutes required between successive aircraft. It is normally used in a non-radar environment, or when transitioning to a non-radar environment, or when additional spacing is required due to aircraft deviating around weather.

Reroutes

Reroutes are ATC routings other than the filed flight plan. They are issued to:

a) Ensure aircraft operate with the "flow" of traffic.
b) Remain clear of special use airspace.
c) Avoid congested airspace.
d) Avoid areas of known weather where aircraft are deviating or refusing to fly.

Sequencing programs

These programs are designed to achieve a specified interval between aircraft; they may be software generated or determined by ATFM personnel. Different types of programs accommodate different phases of flight.

a) Departure Sequencing Program (DSP):
Assigns a departure time to achieve a constant flow of traffic over a common point. Normally, this involves departures from multiple airports.

b) En route Sequencing Program (ESP):
Assigns a departure time that will facilitate integration in the en route stream.

c) Arrival Sequencing Program (ASP):
Assigns fix crossing times to aircraft destined to the same airport.

Appendix 2

SAMPLE TABLE OF ABBREVIATIONS

The abbreviations listed here are those used by the FAA Command Centre (ATCSCC) and Fukuoka ATMC respectively that are not defined in the ICAO Doc. 8400 (PANS-ABC), and are provided only as examples. The shaded abbreviations are considered to be the common terms between the two centers.

ABBREVIATION	ATCSCC MEANING	ATMC MEANING
AAR	Airport Acceptance Rate	
ACID	Aircraft Identification	
ADL	Aggregate Demand List	
ADR	Airport Departure Rate	
ADZY	Advisory	
AIM	Aeronautical Information Manual	
ALTRV	Altitude Reservation	Altitude Reservation
ANP	Air Navigation Plan	
AOA	Office of the Administrator	
AOC	Airline Operations Center	
AP	Air Patrol	
APREQ	Approval Request	Approval Request
APVL	Approval	Approval
ARO	Airport Reservation Office	
ARTCC	Air Route Traffic Control Center	Air Route Traffic Control Center
ASM		Airspace Management
AT	Air Traffic	
ATCSCC	Air Traffic Control System Command Center	Air Traffic Control System Command Center
ATMC	Air Traffic Management Center	Air Traffic Management Center
ATMetC		Air Traffic Meteorological Center
ATO	Air Traffic Operations Program	
AUTODIN	Automatic Digital Network	
CARF	Central Altitude Reservation Function	
CCFP	Collaborative Convective Forecast Product	
CCWSU	Command Center Weather Service Unit	
CDM	Collaborative Decision Making	Collaborative Decision Making
CDR	Coded Departure Route(s)	Conditional Route
CDR	Continuous Data Recording	
CDT	Controlled Departure Time	

CFR	Code of Federal Regulations (formerly FAR)	
CIWS	Corridor Integrated Weather System	
COMSEC	Communications Security System	
CR	Collaborative Routing	
CT	Select Flights Ground Delay Program	
CTA	Controlled Time of Arrival	
CTAS-TMA	Center TRACON Automation System Traffic Management Advisor	
CVRS	Computerized Voice Reservation System	
CWA	Central Weather Advisory	
CWSU	Center Weather Service Unit	
DARC	Direct Access Radar Channel	
DCCWU	ATCSCC Weather Unit	
DOTS	Dynamic Ocean Track System	Dynamic Ocean Track System
DP	Departure Procedure	
DSP	Departure Sequencing Program	
EDCT	Expected Departure Clearance Time	Expected Departure Clearance Time
EFAS	Enroute Flight Advisory Service	
EFTO	Encrypt For Transmission Only	
EOF	Emergency Operations Facility	
EOR	Emergency Operations Room	
EPS	Engineered Performance Standards	
ESCAT	Emergency Security Control of Air Traffic	
ETE	Estimated Time Enroute	Estimated Time Enroute
ETMS	Enhanced Traffic Management System	
EUCARF	European Central Altitude Reservation Facility	
FA	General Ground Delay Program	
FAA	Federal Aviation Administration	Federal Aviation Administration
FADT	Fuel Advisory Delay Time	
FCA	Flow Constrained Area	
FDMS		Flight Data Management System
FDPS		Flight Data Processing Section
FEA	Flow Evaluation Area	
FP	Flight Plan	
FPL	Full Performance Level	
GA	General Aviation	
GAAP	General Aviation Airport Program	

GDP	Ground Delay Program	
GS	Ground Stop	
HARS	High Altitude Route System	
HDTA	High Density Traffic Airport	
IFCN	Interfacility Communication Network	
IFPFP	Individual Flight Plan From this Point	Individual Flight Plan From this Point
IFSS	International Flight Service Station	
INATS	Interruption of Air Traffic Service	
JCAB	Japan Civil Aviation Bureau	Japan Civil Aviation Bureau
LAA	Local Airport Advisory	
LADP	Local Airport Deicing Plan	
LOA	Letter of Agreement	Letter of Agreement
MAP	Monitor Alert Parameter	
MARSA	Military Assumes Responsibility for Separation of Aircraft	Military Assumes Responsibility for Separation of Aircraft
MEL	Minimum Equipment List	
MINIT	Minutes in Trail	
MIT	Miles in Trail	
MOS	Military Operations Specialist	
MTSAT	Multi-functional Transport Satellite	Multi-functional Transport Satellite
MVFR	Marginal Visual Flight Rules	
NADIN	National Airspace Data Interchange Network	
NAS	National Airspace System	
NAVAID	Navigational Aid	Navigation Aid
NFDC	National Flight Data Center	
NMCC	National Maintenance Coordination Center	
NOAA	National Oceanic and Atmospheric Administration	
NOM	National Operations Manager	
NOPAC	North Pacific	North Pacific
NOS	National Oceanographic Service	
NRP	National Route Program	
NTMO	National Traffic Management Officer	
NWS	National Weather Service	
OAG	Official Airline Guide	
ODP		Oceanic Air Traffic Control Data Processing System
OPSNET	Operations Network	

OTG		Oceanic Track Generator
OTR		Oceanic Transition Route
PACMARF	Pacific Military Altitude Reservation Facility	Pacific Military Altitude Reservation Function
PACOTS	Pacific Organized Track System	Pacific Organized Track System
PMTC	Pacific Missile Test Center	
PO	Plan of Operation	
Pref Route	Preferential Route	
PT	Planning Team	
RA	Route Advisory	
RAA	Remote Airport Advisory	
ROT	Runway Occupancy Time	
SAA	Special Activity Airspace	
SOP	Standard Operating Procedure	
STMP	Special Traffic Management Program	
SUA	Special Use Airspace	
SVRW	Severe Weather	
SWAP	Severe Weather Avoidance Program	
TEC	Tower-Enroute Control	
TELCON	Telephone Conference	
TFM	Traffic Flow Management	
TIS	Traffic Information System	
TMC	Traffic Management Coordinator	Traffic Management Coordinator
TMCIC	Traffic Management Coordinator in Charge	
TMI	Traffic Management Initiative	
TMU	Traffic Management Unit	Traffic Management Unit
TSTM	Thunderstorm	
WSO	Weather Service Office	