



FEDERAL AVIATION ADMINISTRATION

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*i<sup>2</sup>OE/AAA*® Acronym List v. 1.0

<b>Acronym</b>	<b>Explanation/Meaning</b>
<b>A/FD</b>	Airport/Facility Directory
<b>AAF</b>	Airway Facilities Service
<b>AAI</b>	FAA Office of Accident Investigation
<b>AAP</b>	Advanced Automation Program
<b>AAR</b>	Airport Acceptance Rate
<b>AAS</b>	Advanced Automation System
<b>AAT</b>	Associate Administrator for Air Traffic
<b>AAWU</b>	Alaskan Aviation Weather Unit
<b>AC</b>	Advisory Circular
<b>ACAA</b>	Air Carrier Association of America
<b>ACAR</b>	Aircraft Communications Addressing and Reporting System
<b>ACDO</b>	Air Carrier District Office
<b>ACEP</b>	Airport Capacity Enhancement Plan
<b>ADAP</b>	Airport Development Aid Program
<b>ADAS</b>	Automated Weather Observing System Data Acquisition System
<b>ADC</b>	Air Defense Command
<b>ADCUS</b>	Advise Customs
<b>ADDS</b>	Aviation Digital Data Service
<b>ADF</b>	Automatic Direction Finder
<b>ADIC</b>	ATS Interfacility Data Communications
<b>ADL</b>	Aeronautical Data Link
<b>ADO</b>	Airline Dispatch Office
<b>ADO</b>	Airport District Office
<b>ADS</b>	Automatic Dependent Surveillance
<b>ADSIM</b>	Airfield Delay Simulation Model
<b>AEE</b>	FAA Office of Environment and Energy
<b>AEEC</b>	Airlines Electronic Engineering Committee
<b>AF</b>	Air Force
<b>AFB</b>	Air Force Base
<b>AFCS</b>	Automatic Flight Control System
<b>AFM</b>	Aircraft Flight Manual
<b>AFMS</b>	Automatic Flight Management System
<b>AFS</b>	Airways Facilities Sector
<b>AFSS</b>	Automated Flight Service Station
<b>AGI</b>	FAA Office of Government and Industry Affairs
<b>AHRS</b>	Attitude Heading Reference System
<b>AILS</b>	Automatic Instrument Landing System
<b>AIM</b>	Aeronautical Information Manual
<b>AIP</b>	Airport Improvement Program
<b>AIRMET</b>	Airmen's Meteorological Information
<b>AIRPAC</b>	Advisor for the Intelligent Resolution of Predicted Aircraft
<b>AIS</b>	Aeronautical Information System
<b>ALD</b>	Available Landing Distance

<b>Acronym</b>	<b>Explanation/Meaning</b>
<b>ALPA</b>	Airlines Pilots Association
<b>ALS</b>	Approach Light Systems
<b>ALSF</b>	Approach Lighting System With Sequenced Flashing Lights
<b>ALTRV</b>	Altitude Reservation
<b>AMASS</b>	Airport Movement Area Safety System
<b>AMCC</b>	Air Route Traffic Control Center Maintenance Control Center
<b>AMIC</b>	Area Manager in Charge
<b>AMIS</b>	Aircraft Management Information System
<b>AMSL</b>	Above Mean Sea Level
<b>AND</b>	Associate Administrator for NAS Development
<b>ANM</b>	Northwest Mountain Region
<b>ANP</b>	Actual Navigation Performance
<b>ANS</b>	NAS Transitions and Implementation
<b>AOA</b>	FAA Office of the Administrator
<b>AOAS</b>	Advanced Oceanic Automation System
<b>AOC</b>	Airline Operational Control Center
<b>AOCC</b>	Airline Operations Control Center
<b>AOP</b>	NAS Operations
<b>AOPA</b>	Aircraft Owners and Pilots Association
<b>AOS</b>	Operational Support Service
<b>AP</b>	Autopilot System
<b>APM</b>	Approach Path Monitor
<b>APV</b>	Approach with Vertical Guidance
<b>ARC</b>	Administrator's Review Committee
<b>ARC</b>	Airlines Reporting Corporation
<b>ARC</b>	Aviation Review Committee
<b>AREA</b>	Automated En Route Air Traffic Control
<b>ARFF IC</b>	Aircraft Rescue and Fire Fighting Incident Commander
<b>ARINC</b>	Aeronautical Radio Incorporated
<b>ARO</b>	Airport Reservations Office
<b>ARSA</b>	Airport Radar Service Area
<b>ARSR</b>	Air Route Surveillance Radar
<b>ARTCC</b>	Air Route Traffic Control Center
<b>ARTS</b>	Automated Radar Terminal System
<b>ASAS</b>	Aviation Safety Analysis System
<b>ASD</b>	Aircraft Situation Display
<b>ASDE</b>	Airport Surface Detection Equipment
<b>ASOS</b>	Automated Surface Observing System
<b>ASP</b>	Arrival Sequencing Program
<b>ASR</b>	Airport Surveillance Radar
<b>ATA</b>	Airline Transport Association
<b>ATC</b>	Air Traffic Control
<b>ATCA</b>	Air Traffic Control Association
<b>ATCAA</b>	ATC Assigned Airspace

<b>Acronym</b>	<b>Explanation/Meaning</b>
<b>ATCRBS</b>	Air Traffic Control Radar Beacon System
<b>ATCSCC</b>	Air Traffic Control Systems Command Center
<b>ATCT</b>	Airport Traffic Control Tower
<b>ATD</b>	Along Track (Straight-line) Distance
<b>ATIDS</b>	Airport Surface Target Identification System
<b>ATIS</b>	Automatic Terminal Information Service
<b>ATM</b>	Air Traffic Manager
<b>ATMS</b>	Automated Training Management System
<b>ATN</b>	Aeronautical Telecommunications Network
<b>ATO</b>	Air Traffic Organization
<b>ATO</b>	Air Traffic Operations
<b>ATOMS</b>	Air Traffic Management Operations Management Systems
<b>ATS</b>	Air Traffic Services
<b>ATT</b>	Attitude Retention System
<b>AVN</b>	Aviation System Standards
<b>AWC</b>	Aviation Weather Center
<b>AWOS</b>	Automated Weather Observing System
<b>AWP</b>	Aviation Weather Processor
<b>AWP</b>	Western Pacific Region
<b>AWW</b>	Severe Weather Forecast Alert
<b>BBS</b>	Bulletin Board System
<b>BC</b>	Back Course
<b>BRITE</b>	Bright Radar Indicator Tower Equipment
<b>BUEC</b>	Backup Emergency Communications
<b>C/A</b>	Coarse Acquisition
<b>CA</b>	Conflict Alert
<b>CAASD</b>	Center for Advanced Aviation System Development
<b>CAD</b>	Computer Aided Drawing
<b>CAEG</b>	Computer Aided Engineering Graphics
<b>CAMI</b>	Civil Aeronautical Medical Institute
<b>CAP</b>	Civil Air Patrol
<b>CARF</b>	Central Altitude Reservation Function
<b>CASA</b>	Controller Automated Spacing Aid
<b>CAT</b>	Clear Air Turbulence
<b>CATTS</b>	Computerized Air Traffic Training System
<b>CBI</b>	Computer Based Instruction
<b>CD</b>	Common Digitizer
<b>CD</b>	Controller Display
<b>CDC</b>	Computer Display Channel
<b>CDI</b>	Course Deviation Indicator
<b>CDM</b>	Collaborative Decision Making
<b>CDS</b>	Central Dispatch System
<b>CDT</b>	Controlled Departure Time
<b>CDTI</b>	Cockpit Display of Traffic

<b>Acronym</b>	<b>Explanation/Meaning</b>
<b>CDV</b>	Compressed Digital Video
<b>CENRAP</b>	Center Radar Arts Presentation
<b>CERAP</b>	Center Radar Approach Control
<b>CERAP</b>	Combined Center/RAPCON
<b>CFA</b>	Controlled Firing Area
<b>CFR</b>	Code of Federal Regulations
<b>CHI</b>	Computer Human Interface
<b>CIP</b>	Capital Investment Plan
<b>CNS</b>	Communications, Navigation, and Surveillance
<b>COTR</b>	Contracting Officer's Technical Representative
<b>COTS</b>	Commercial-Off-The-Shelf
<b>CP</b>	Conflict Probe
<b>CPDLC</b>	Controller Pilot Data Link Communications
<b>CRA</b>	Conflict Resolution Advisory
<b>CRDA</b>	Converging Runway Display Aid
<b>CTAF</b>	Common Traffic Advisory Frequency
<b>CTAS</b>	Center TRACON Automation System
<b>CVFP</b>	Charted Visual Flight Procedure
<b>CVRS</b>	Computerized Voice Reservation System
<b>CWA</b>	Center Weather Advisory
<b>CWP</b>	Central Weather Processor
<b>CWSU</b>	Center Weather Service Unit
<b>DA</b>	Decision Altitude
<b>DARC</b>	Direct Access Radar Channel
<b>DARP</b>	Dynamic Aircraft Route Planning
<b>DASI</b>	Direct Altimeter Setting Indicator
<b>DB</b>	Decibel
<b>DBRITE</b>	Digital Bright Radar Indicator Tower Equipment
<b>DCC</b>	Direct Channel Complex
<b>DCP</b>	Data Collection Package
<b>DF</b>	Direction Finder
<b>DGNSS</b>	Differential Global Navigation Satellite System
<b>DGPS</b>	Differential Global Positioning System
<b>DH</b>	Decision Height
<b>DLAP</b>	Data Link Applications Processor
<b>DME</b>	Distance Measuring Equipment
<b>DME/N</b>	Standard DME
<b>DME/P</b>	Precision DME
<b>DOD</b>	Department of Defense
<b>DOT</b>	Department of Transportation
<b>DOTS</b>	Dynamic Ocean Track System
<b>DOVE</b>	DSR Oceanic VSCS En Route Implementation Working Group
<b>DP</b>	Instrument Departure Procedure
<b>DPU</b>	Data Processor Unit

<b>Acronym</b>	<b>Explanation/Meaning</b>
<b>DRT</b>	Diversion Recovery Tool
<b>DSP</b>	Departure Sequencing Program
<b>DSR</b>	Display System Replacement
<b>DSS</b>	Decision Support System
<b>DUATS</b>	Direct User Access Terminal System
<b>DVA</b>	Diverse Vector Area
<b>DVFR</b>	Defense Visual Flight Rules
<b>DVOR</b>	Doppler Very High Frequency Omni Directional Range
<b>DVRS</b>	Digital Voice Recorder System
<b>DVRSN</b>	Diversion
<b>EARS</b>	En Route Analysis and Reporting System
<b>EARTS</b>	En Route Automated Radar Tracking System
<b>EDC</b>	Early Display Configuration
<b>EDCT</b>	Estimated Departure Control Time
<b>EDCT</b>	Expect Departure Clearance Time
<b>EDI</b>	Electronic Data Interchange
<b>EDMS</b>	Electronic Document Management Systems
<b>EFAS</b>	En Route Flight Advisory Service
<b>ELT</b>	Emergency Locator Transmitter
<b>EPA</b>	Environmental Protection Agency
<b>EPE</b>	Estimate of Position Error
<b>ERM</b>	En Route Spacing Program
<b>ESP</b>	Enroute Sequencing Program
<b>ESV</b>	Expanded Service Volume
<b>ETA</b>	Estimated Time of Arrival
<b>ETD</b>	Estimated Time of Departure
<b>ETE</b>	Estimated Time En Route
<b>ETMS</b>	Enhanced Traffic Management Systems
<b>EVCS</b>	Emergency Voice Communications Systems
<b>EVFR</b>	Electronic Visual Flight Rules
<b>EWINS</b>	Enhanced Weather Information System
<b>FA</b>	Area Forecast
<b>FAA</b>	Federal Aviation Administration
<b>FAATC</b>	Federal Aviation Administration Technical Center
<b>FAATSAT</b>	Federal Aviation Administration Telecommunications Satellite
<b>FADE</b>	FAA/Airline Data Exchange
<b>FAF</b>	Final Approach Fix
<b>FANS</b>	Future Air Navigation System
<b>FARM</b>	Fielded Automation Requirements Management
<b>FAST</b>	Final Approach Spacing Tool
<b>FAWP</b>	Final Approach Waypoint
<b>FB</b>	Fly-by
<b>FCC</b>	Federal Communications Commission
<b>FCM</b>	Flight Schedule Monitor

<b>Acronym</b>	<b>Explanation/Meaning</b>
<b>FCT</b>	Federal Contract Tower
<b>FD</b>	Flight Director System
<b>FDC</b>	Flight Data Center
<b>FDE</b>	Fault Detection and Exclusion
<b>FDP/RDP</b>	Flight Data Processing/Radar Data Processing
<b>FIAO</b>	Flight Inspection Area Office
<b>FIR</b>	Flight Information Region
<b>FIS</b>	Flight Information Services
<b>FISDL</b>	Flight Information Services Data Link
<b>FLIP</b>	Flight Information Publication
<b>FLTCK</b>	Flight Check
<b>FMA</b>	Final Monitor Aid
<b>FMS</b>	Flight Management System
<b>FMSP</b>	Flight Management System Procedure
<b>FO</b>	Fly-over
<b>FONSI</b>	Finding of No Significant Impact
<b>FPL</b>	Full Performance Level
<b>FPNM</b>	Feet Per Nautical Mile
<b>FPS</b>	Military Primary Radar
<b>FSDO</b>	Flight Standards District Office
<b>FSDPS</b>	Flight Service Data Processing System
<b>FSM</b>	Flight Schedule Monitor
<b>FSS</b>	Flight Service Station
<b>FTS</b>	Federal Telecommunications System
<b>GA</b>	General Aviation
<b>GAO</b>	General Accounting Office
<b>GBAS</b>	Ground Based Augmentation System
<b>GDE</b>	Ground Delay Enhancements
<b>GDP</b>	Ground Delay Program
<b>GENOT</b>	General Notice
<b>GEO</b>	Geostationary Satellite
<b>GETS</b>	Government Emergency Telecommunications Service
<b>GLONASS</b>	Global Orbiting Navigational Satellite System
<b>GLS</b>	GNSS Landing System
<b>GMCC</b>	General National Airspace System Maintenance Control Center
<b>GNAS</b>	General National Airspace System
<b>GNSS</b>	Global Navigation Satellite System
<b>GNSSP</b>	Global Navigation Satellite System Panel
<b>GOMP</b>	Gulf of Mexico Program
<b>GPS</b>	Global Positioning System
<b>GRI</b>	Group Repetition Interval
<b>GSA</b>	General Services Administration
<b>GSD</b>	Geographical Situation Display
<b>GUI</b>	Graphic User Interface

<b>Acronym</b>	<b>Explanation/Meaning</b>
<b>GUS</b>	Ground Uplink Station
<b>GWDS</b>	Graphic Weather Display System
<b>HAT</b>	Height Above Touchdown
<b>HCS</b>	Host Computer System
<b>HDTA</b>	High Density Traffic Airports
<b>HID</b>	Host Interface Display
<b>HID/NAS/LAN</b>	Host Interface Device/National Airspace System/Local Area Network
<b>HIRL</b>	High Intensity Runway Lights
<b>HIWAS</b>	Hazardous Inflight Weather Advisory Service
<b>HRR</b>	Helicopter Rapid Refueling Procedures
<b>HUD</b>	Heads Up Display
<b>Hz</b>	Hertz
<b>I&amp;I</b>	Impact and Implementation
<b>IAF</b>	Initial Approach Fix
<b>IAP</b>	Instrument Approach Procedure
<b>IAPA</b>	Instrument Approach Procedures Automation
<b>IAS</b>	Indicated Air Speed
<b>IATA</b>	International Air Transport Association
<b>IAWP</b>	Initial Approach Waypoint
<b>ICAO</b>	International Civil Aviation Organization
<b>ICSS</b>	Integrated Communications Switching System
<b>IF</b>	Intermediate Fix
<b>IFIM</b>	International Flight Information Manual
<b>IFR</b>	Instrument Flight Rules
<b>ILS</b>	Instrument Landing System
<b>IM</b>	Inner Marker
<b>IMC</b>	Instrument Meteorological Conditions
<b>INM</b>	Integrated Noise Model
<b>INS</b>	Inertial Navigation System
<b>IOC</b>	Initial Operating Capability
<b>IOC</b>	Initial Operational Capability
<b>IOT&amp;E</b>	Independent Operational Test and Evaluation
<b>IPT</b>	Integrated Product Team
<b>IR</b>	IFR Military Training Route
<b>IRU</b>	Inertial Reference Unit
<b>ISC</b>	Initial System Capability
<b>ITC</b>	In-Trail Climb
<b>ITD</b>	In-Trail Descent
<b>ITWS</b>	Integrated Terminal Weather System
<b>IVT</b>	Interactive Video Teletraining
<b>IWGDS</b>	Interim Weather Graphic-Display System
<b>JAI</b>	Joint Acceptance Inspection
<b>JSS</b>	Joint Surveillance System
<b>kHz</b>	Kilohertz



<b>Acronym</b>	<b>Explanation/Meaning</b>
<b>LAA</b>	Local Airport Advisory
<b>LAAS</b>	Local Area Augmentation System
<b>LABS</b>	Los Angeles Basin Study
<b>LAGPS</b>	Local Area Global Positioning System
<b>LAHSO</b>	Land and Hold Short Operations
<b>LAN</b>	Local Area Network
<b>LAWRS</b>	Limited Aviation Weather Reporting Service
<b>LAWRS</b>	Limited Aviation Weather Reporting Station
<b>LCC</b>	Life Cycle Cost
<b>LDA</b>	Localizer Type Directional Aid
<b>LFME</b>	Local Flow Management Enhancements
<b>LINCS</b>	Leased Interfacility National Airspace System Communications System
<b>LIRL</b>	Low Intensity Runway Lights
<b>LLWAS</b>	Low-Level Windshear Alert System
<b>LLWAS NE</b>	Low Level Wind Shear Alert System Network Expansion
<b>LLWAS-RS</b>	Low Level Wind Shear Alert System Relocation/Sustainment
<b>LNAV</b>	Lateral Navigation
<b>LOA</b>	Letter of Agreement
<b>LOB</b>	Line Of Business
<b>LOC</b>	Localizer
<b>LOM</b>	Locator Outer Marker
<b>LOP</b>	Line-of-position
<b>LORAN</b>	Long-Range Navigation
<b>LORAN</b>	Long Range Navigation System
<b>LRR</b>	Long Range Radar
<b>M1FC</b>	Model 1 Full Capacity
<b>MAHWP</b>	Missed Approach Holding Waypoint
<b>MALSR</b>	Medium-Intensity Approach Lighting System With Runway Alignment Indicator
<b>MAP</b>	Missed Approach Procedure
<b>MAP</b>	Missed Approach Point
<b>MARSA</b>	Military Assumes Responsibility for Separation
<b>MAWP</b>	Missed Approach Waypoint
<b>MCI</b>	Mode C Intruder
<b>MDA</b>	Minimum Descent Altitude
<b>MEA</b>	Minimum En Route Altitude
<b>METAR</b>	Aviation Routine Weather Report
<b>mGz</b>	Megahertz
<b>MHz</b>	Megahertz
<b>MIRL</b>	Medium Intensity Runway Lights
<b>MLS</b>	Microwave Landing System
<b>MM</b>	Middle Marker
<b>MNPS</b>	Minimum Navigation Performance Specification
<b>MNS</b>	Mission Needs Statement
<b>MOA</b>	Military Operations Area

<b>Acronym</b>	<b>Explanation/Meaning</b>
<b>MOCA</b>	Minimum Obstruction Clearance Altitude
<b>MODE C</b>	Altitude Reporting Mode of Secondary Radar
<b>MODE S</b>	Mode Select; Discrete Addressable Secondary Radar System With Data Link
<b>MODEM</b>	Modulator-Demodulator
<b>MOU</b>	Memorandum of Understanding
<b>MRA</b>	Minimum Reception Altitude
<b>MRB</b>	Magnetic Reference Bearing
<b>MSA</b>	Minimum Safe Altitude
<b>MSAW</b>	Minimum Safe Altitude Warning
<b>MSL</b>	Mean Sea Level
<b>MTD</b>	Moving Target Detection
<b>MTI</b>	Moving Target Indicator
<b>MTOS</b>	Mountain Obscuration
<b>MTR</b>	Military Training Route
<b>MVA</b>	Minimum Vectoring Altitude
<b>MWO</b>	Meteorological Watch Office
<b>MWP</b>	Meteorological Weather Processor
<b>NACO</b>	National Aeronautical Charting Office (Part of the FAA's Office of Aviation System Standards. It is comprised of employees who are involved in the compilation, reproduction, and distribution of aeronautical navigation products and digital databases for the U.S., its territories and possessions. NACO continuously collects topographic and aeronautical data from a large number of sources and uses this source data to compile and maintain the charts and products provided to the aviation community.
<b>NADIN</b>	National Airspace Data Interchange Network
<b>NAILS</b>	National Airspace Integrated Logistics Support
<b>NAPRS</b>	National Airspace Performance Reporting System
<b>NAR</b>	National Airspace Redesign
<b>NAR</b>	National Airspace Review
<b>NARACS</b>	National Radio Communications System
<b>NAS</b>	National Airspace System
<b>NASA</b>	National Aeronautics and Space Administration
<b>NASDAC</b>	National Aviation Safety Data Analysis Center
<b>NASR</b>	National Airspace System Resource
<b>NATCA</b>	National Air Traffic Controllers Association
<b>NATS</b>	National Air Traffic Service
<b>NAVAID</b>	Navigational Aid
<b>NAVAIDS</b>	Navigational Aids
<b>NAVCEN</b>	Coast Guard Navigation Center
<b>NBAA</b>	National Business Aircraft Association
<b>NBCAP</b>	National Beacon Code Allocation Plan
<b>NCP</b>	NAS Change Proposal
<b>NCWF</b>	National Convective Weather Forecast
<b>NDB</b>	Nondirectional Radio Beacon
<b>NEXRAD</b>	Next Generation Weather Radar

<b>Acronym</b>	<b>Explanation/Meaning</b>
<b>NFDC</b>	National Flight Data Center
<b>NFP</b>	NIMS Premier Facility
<b>NICS</b>	National Airspace System Interfacility Communications System
<b>NIDS</b>	National Institute for Discovery Sciences
<b>NIMA</b>	National Imagery and Mapping Agency
<b>NIMS</b>	NAS Infrastructure Management System
<b>NIST</b>	National Institute of Standards and Technologies
<b>NM</b>	Nautical Mile
<b>NMAC</b>	Near Midair Collision
<b>NMCC</b>	National Maintenance Control Center
<b>NOAA</b>	National Oceanic and Atmospheric Administration
<b>NOM</b>	NAS Operations Manager
<b>NOPAC</b>	North Pacific
<b>NoPT</b>	No Procedure Turn Required
<b>NOREP</b>	National Oceanic Review and Enhancement Program
<b>NOTAM</b>	Notice to Airmen
<b>NPA</b>	Nonprecision Approach
<b>NPIAS</b>	National Plan for Integrated Airport Systems
<b>NPM</b>	NAS Program Manager/Management
<b>NPR</b>	National Performance Review
<b>NPRM</b>	Notice of Proposed Rule Making
<b>NRA</b>	Non-Rulemaking Airport
<b>NRP</b>	National Route Program
<b>NSA</b>	National Security Area
<b>NSW</b>	No Significant Weather
<b>NTAP</b>	Notices to Airmen Publication
<b>NTSB</b>	National Transportation Safety Board
<b>NTZ</b>	No Transgression Zone
<b>NWS</b>	National Weather Service
<b>OAMP</b>	Off-Line Aircraft Management Program
<b>OAP</b>	Oceanic Automation Program
<b>OASIS</b>	Operational and Supportability Implementation System
<b>OAT</b>	Outside Air Temperature
<b>OATS</b>	Office Automation Technology Services
<b>OBS</b>	Omni-bearing Selector
<b>OCA</b>	Oceanic Control Area
<b>OCC</b>	Operations Control Center
<b>ODALS</b>	Omnidirectional Approach Lighting Systems
<b>ODAPS</b>	Oceanic Display and Planning System
<b>ODL</b>	Oceanic Data Link
<b>ODP</b>	Obstacle Departure Procedure
<b>OE/AAA</b>	Obstruction Evaluation/Airport Airspace Analysis
<b>OM</b>	Outer Marker
<b>OMB</b>	Office of Management and Budget

<b>Acronym</b>	<b>Explanation/Meaning</b>
<b>OMEGA</b>	Very Low Radio Navigation System
<b>OPI</b>	Office of Primary Interest
<b>OPSNET</b>	Operations Network
<b>ORD</b>	Operational Readiness Demonstration
<b>ORD</b>	Chicago O'Hare International Airport
<b>OS</b>	Operating System
<b>OS</b>	Operational Shakedown & Cutover
<b>OSDS</b>	Oceanic System Development and Support
<b>OSHA</b>	Occupational Safety and Health Administration
<b>OSRWG</b>	Oceanic Separation Reduction Working Group
<b>OT&amp;E</b>	Operational Test and Evaluation
<b>OTPS</b>	Oceanic Traffic Planning System
<b>P/CG</b>	Pilot/Controller Glossary
<b>P2R2</b>	Preferred Route Reduction Program
<b>PA</b>	Precision Approach
<b>PAMRI</b>	Peripheral Adapter Module Replacement Item
<b>PAPI</b>	Precision Approach Path Indicator
<b>PAR</b>	Precision Approach Radar
<b>PAR</b>	Preferred Arrival Route
<b>PASS</b>	Professional Airway Systems Specialists
<b>PATS</b>	Precision Approach Tracking System
<b>PCS</b>	Power Conditioning System
<b>PDC</b>	Pre-Departure Clearance
<b>PFAST</b>	Passive Final Approach Spacing Tool
<b>PFD</b>	Personal Flotation Device
<b>PinS</b>	Point-in-Space
<b>PIP</b>	Program Implementation Plan
<b>PIREP</b>	Pilot Weather Report
<b>PM</b>	Preventive Maintenance
<b>POB</b>	Persons on Board
<b>POI</b>	Principal Operations Inspector
<b>PPS</b>	Precise Positioning Service
<b>PRM</b>	Precision Runway Monitor
<b>PSL</b>	Projected Service Life
<b>PT</b>	Procedure Turn
<b>PTR</b>	Program Technical/Trouble Report
<b>PVD</b>	Plan View Display
<b>PWI</b>	Proximity Warning Indicator
<b>RA</b>	Resolution Advisory
<b>RAA</b>	Remote Advisory Airport
<b>RAIM</b>	Receiver Autonomous Integrity Monitoring
<b>RAIS</b>	Remote Airport Information Service
<b>RAPCON</b>	Radar Approach Control
<b>RAT</b>	Risk Assessment Team

<b>Acronym</b>	<b>Explanation/Meaning</b>
<b>RBDT</b>	Ribbon Display Terminals
<b>RCAG</b>	Remote Communications Air/Ground
<b>RCAG</b>	Remote Center Air/Ground
<b>RCC</b>	Rescue Coordination Center
<b>RCE</b>	Radio Control Equipment
<b>RCF</b>	Remote Communications Facility
<b>RCLS</b>	Runway Centerline Lighting System
<b>RCO</b>	Remote Communications Outlet
<b>RD</b>	Rotor Diameter
<b>REGIS</b>	Regional Information System
<b>REIL</b>	Runway End Identification Lights
<b>REIL</b>	Runway End Identifier Lights
<b>RFI</b>	Radio Frequency Interference
<b>RFI</b>	Return on Future Investment
<b>RFM</b>	Rotorcraft Flight Manual
<b>RIAP</b>	Runway Incursion Action Plan
<b>RIAT</b>	Runway Incursion Action Team
<b>RIP</b>	Runway Incursion Program
<b>RLIM</b>	Runway Light Intensity Monitor
<b>RMI</b>	Radio Magnetic Indicator
<b>RML</b>	Radar Microwave Link
<b>RMM</b>	Remote Maintenance Monitoring
<b>RMMS</b>	Remote Maintenance Monitoring Systems
<b>RNAV</b>	Area Navigation
<b>RNP</b>	Required Navigation Performance
<b>RNP-10</b>	Required Navigation Performance
<b>RPV</b>	Remotely Piloted Vehicle
<b>RSL</b>	Runway Status Light
<b>RTCA</b>	Radio Technical Commission for Aeronautics
<b>RTE</b>	Route
<b>RTR</b>	Remote Transmitter/Receiver
<b>RTS</b>	Return to Service
<b>RVR</b>	Runway Visual Range
<b>RVSM</b>	Reduced Vertical Separation Minima
<b>RX</b>	Receiver
<b>SAM</b>	System Area Monitor
<b>SAMS</b>	Special Use Airspace Management System
<b>SAR</b>	Search and Rescue
<b>SAS</b>	Stability Augmentation System
<b>SAWRS</b>	Supplemental Aviation Weather Reporting Service
<b>SBAS</b>	Satellite-based Augmentation System
<b>SCAT</b>	Southern California Area TRACON ( Metroplex)
<b>SCAT-1 DGPS</b>	Special Category I Differential GPS

<b>Acronym</b>	<b>Explanation/Meaning</b>
<b>SDF</b>	Simplified Directional Facility
<b>SECRA</b>	Secondary Radar
<b>SETA</b>	System Engineering and Technical Assistance
<b>SFL</b>	Sequenced Flashing Lights
<b>SFR</b>	Special Flight Rules
<b>SIAP</b>	Standard Instrument Approach Procedure
<b>SID</b>	Standard Instrument Departure
<b>SIGMET</b>	Significant Meteorological Information
<b>SIMMOD</b>	Airspace and Airport Simulation Model
<b>SM</b>	Statute Mile
<b>SMA</b>	Surface Monitor Aid
<b>SMA</b>	Surface Movement Advisor
<b>SMGCS</b>	Surface Movement Guidance Control System
<b>SMMC</b>	System Maintenance Monitor Console
<b>SNR</b>	Signal-to-noise Ratio
<b>SOC</b>	Service Operations Center
<b>SOP</b>	Standard Operating Procedure
<b>SPC</b>	Storm Prediction Center
<b>SPIFR</b>	Single Pilot IFR
<b>SPS</b>	Standard Positioning Service
<b>SSC</b>	System Support Center
<b>SST</b>	System Shakedown Testing
<b>STAR</b>	Standard Terminal Arrival Route
<b>STAR</b>	Standard Terminal Arrival
<b>STARS</b>	Standard Terminal Area Radar System
<b>STARS</b>	Standard Terminal Automation Replacement System
<b>STMP</b>	Special Traffic Management Program
<b>STOL</b>	Short Take - Off and Landing
<b>STT</b>	Staffing to Traffic
<b>STVS</b>	Small Tower Voice Switch
<b>SUA</b>	Special Use Airspace: Airspace of a defined dimension wherein activities must be confined because of their nature, or wherein limitations may be imposed upon aircraft activities because of their nature.
<b>SUPCOM</b>	Supervisors Committee (AAT AND AAF)
<b>SUPS</b>	Suspected Unapproved Parts System
<b>SVFR</b>	Special Visual Flight Rules
<b>SWAP</b>	Severe Weather Avoidance Procedure/Program
<b>SWSL</b>	Supplemental Weather Service Locations
<b>TA</b>	Traffic Advisory
<b>TAA</b>	Terminal Arrival Area
<b>TAC</b>	Tactical Air Command (USAF)
<b>TAC</b>	Terminal Area Chart
<b>TACAN</b>	Tactical Air Navigation
<b>TAF</b>	Aerodrome Forecast

<b>Acronym</b>	<b>Explanation/Meaning</b>
TAS	True Air Speed
TATCA	Terminal Air Traffic Control Automation
TCAP	Traffic Count Automation Program
TCAS	Traffic Alert and Collision Avoidance System
TCCC	Tower Control Computer Complex
TCH	Threshold Crossing Height
TCVR	Transceiver
TD	Time Difference
TDLS	Tower Data-Link Services
TDWR	Terminal Doppler Weather Radar
TDZL	Touchdown Zone Lights
TEC	Tower En Route Control
TERP	Terminal Instrument Procedures
TFM	Traffic Flow Management
TFR	Temporary Flight Restriction
TIBS	Telephone Information Briefing Service
TIS	Traffic Information Service
TLS	Transponder Landing System
TMA	Traffic Management Advisor
TMI	Traffic Management Initiatives
TMS	Traffic Management System
TMU	Traffic Management Unit
TOC	Technical Operations Center
TP	Telecommunication Processor
TPP	Terminal Procedures Publications
TRACON	Terminal Radar Approach Control
TRSA	Terminal Radar Service Area
TSARTS	
TSO	Technical Standard Order
TSSC	Terminal Support Services Contract
TVSR	Terminal Voice Switch Replacement
TWEB	Transcribed Weather Broadcast
TWIB	Terminal Weather Information for Pilots System
TWIP	Terminal Weather Information for Pilots
TX	Transmitter
UBA	User Benefits Applications
UBI	User Benefits Infrastructure
UFO	Unidentified Flying Object
UHF	Ultrahigh Frequency
UPR	User Preferred Route
UPT	User Preferred Trajectory
URET	User Request Evaluation Tool
USAF	United States Air Force
USCG	United States Coast Guard

<b>Acronym</b>	<b>Explanation/Meaning</b>
<b>USNS</b>	United States Notices to Airmen System
<b>UTC</b>	Coordinated Universal Time (ZULU)
<b>UWS</b>	Urgent Weather SIGMET
<b>VAR</b>	Volcanic Activity Reporting
<b>VASI</b>	Visual Approach Slope Indicator
<b>VDA</b>	Vertical Descent Angle
<b>VDL</b>	Very High Frequency Data Link
<b>VDP</b>	Visual Descent Point
<b>VEARS</b>	VSCS Emergency Access Radio System
<b>VFR</b>	Visual Flight Rules
<b>VGSI</b>	Visual Glide Slope Indicator
<b>VHF</b>	Very High Frequency
<b>VIP</b>	Video Integrator Processor
<b>VMC</b>	Visual Meteorological Conditions
<b><sup>V</sup>MINI</b>	Instrument flight minimum speed, utilized in complying with minimum limit speed requirements for instrument flight
<b>VNAV</b>	Vertical Navigation
<b><sup>V</sup>NE</b>	Never exceed speed
<b><sup>V</sup>NEI</b>	Instrument flight never exceed speed, utilized instead of VNE for compliance with maximum limit speed requirements for instrument flight
<b>VOR</b>	Very High Frequency Omni-directional Range
<b>VOR/DME</b>	Very High Frequency Omnidirectional Range Colocated with Distance Measuring Equipment
<b>VORTAC</b>	VHF Omnidirectional Range Colocated Tactical Air Navigation
<b>VORTAC</b>	VHF Omni-directional Range/Tactical Air Navigation
<b>VOT</b>	VOR Test Facility
<b>VR</b>	VFR Military Training Route
<b><sup>V</sup>REF</b>	The reference landing approach speed, usually about 1.3 times V <sub>so</sub> plus 50 percent of the wind gust speed in excess of the mean wind speed.
<b>VRRP</b>	Voice Recorder Replacement Program
<b>VSCS</b>	Voice Switching Communications System
<b><sup>V</sup>SO</b>	The stalling speed or the minimum steady flight speed in the landing configuration at maximum weight.
<b>VTF</b>	Vector to Final
<b>VTOL</b>	Vertical Take-Off and Landing
<b>VV</b>	Vertical Visibility
<b><sup>V</sup>Y</b>	Speed for best rate of climb
<b><sup>V</sup>YI</b>	Instrument climb speed, utilized instead of VY for compliance with the climb requirements for instrument flight
<b>WA</b>	AIRMET
<b>WAAS</b>	Wide Area Augmentation System
<b>WAC</b>	World Aeronautical Chart
<b>WADGPS</b>	Wide Area Differential Global Positioning System
<b>WAN</b>	Wide Area Network
<b>WARP</b>	Weather and Radar Processor



<b>Acronym</b>	<b>Explanation/Meaning</b>
<b>WFO</b>	Weather Forecast Office
<b>WGS-84</b>	World Geodetic System of 1984
<b>WMO</b>	World Meteorological Organization
<b>WMS</b>	Wide-Area Master Station
<b>WMSC</b>	Weather Message Switching Center
<b>WMSCR</b>	Weather Message Switching Center Replacement
<b>WP</b>	Waypoint
<b>WRS</b>	Wide Area Augmentation System Reference Station
<b>WRS</b>	Wide-Area Ground Reference Station
<b>WS</b>	SIGMET
<b>WSO</b>	Weather Service Office
<b>WSP</b>	Weather System Processor
<b>WSR</b>	Weather Surveillance Radar
<b>WST</b>	Convective Significant Meteorological Information
<b>WW</b>	Severe Weather Watch Bulletin
<b>WX</b>	Weather