

**APPENDIX:
ACRONYM GUIDE**

The following acronyms are used throughout the Nation Mobilization Guide:

AD	Administratively Determined
AFF	Automated Flight Following
AMRS	All-Hazards Meteorological Response System
ARA	Aircraft Rental Agreement
ASAT	Aviation Safety Assistance Team
ASM1	Aerial Supervision Module
ATD	Actual Time of Departure
BAER	Burned Area Emergency Response
BIA	Bureau of Indian Affairs
BLM	Bureau of Land Management
BNML	Battalion Military Liaison
BPA	Blanket Purchase Agreement
BUYT	Buying Team
CDO	Communications Duty Officer
COMC	Communications Coordinator
COML	Incident Communication Unit Leader
COP	Chief-of-Party
COR	Contracting Officer Representative
CRWB	Crew Boss
CREP	Crew Representative
CRM	Crew Resource Management
CWN	Call When Needed
DASP	Disaster Assistance Support Program
DCO	Defense Coordinating Officer
DMS	Dispatch Messaging System

DOI	Department of Interior
EERA	Emergency Equipment Rental Agreement
EFTR	Emergency Firefighter Time Report
ESF	Emergency Support Function
EST	Emergency Support Team
ETA	Estimated Time of Arrival
ETD	Estimated Time of Departure
ETE	Estimated Time Enroute
FAA	Federal Aviation Administration
FAR	Federal Aviation Regulations
FAST	Wildland Fire and Aviation Safety Team
FBO	Fixed Base Operator
FEMA	Federal Emergency Management Agency
FMO	Fire Management Officer
FOG	Field Operations Guide
FOR	Fixed Operating Rate
FRS	Family Radio Service
FS	Forest Service
FWS	Fish and Wildlife Service
GACC	Geographic Area Coordination Center
GMAC	Geographic Multi-Agency Coordinating Group
GPU	Ground Power Unit
GSA	General Services Administration
HMGB	Helicopter Manager Single Resource
HSPD	Homeland Security Presidential Directive
HUDC	Host Unit Dispatch Center
IA	Initial Attack
IARR	Interagency Resource Representative

IBA	Incident Business Advisor
ICS	Incident Command System
ICS 209	Incident Status Summary
IHC	Interagency Hotshot Crew
IMET	Incident Meteorologist
IMSR	Incident Management Situation Report
IMT	Incident Management Team
IQCS	Incident Qualification Certification System
IR	Infrared
IRAWS	Incident Remote Automatic Weather Station
IRIN	Infrared Interpreter
IROC	Interagency Resource Ordering Capability
ISO	Incident Support Organization
ISOG	Interagency SEAT Operations Guide
JFO	Joint Field Office
MAC	Multi-Agency Coordinating Group
MAFFS	Modular Airborne Firefighting Systems
MOU	Memorandum of Understanding
NASF	National Association of State Foresters
NCO	National Contracting Officer
NFES	National Fire Equipment System
NFPET	National Fire Prevention Education Team
NICC	National Interagency Coordination Center
NIFC	National Interagency Fire Center
NIMO	National Incident Management Organization Teams
NIICD	National Interagency Incident Communications Division
NISCC	National Interagency Supply Cache Coordinator
NMAC	National Multi-Agency Coordination Group

NPS	National Park Service
NRCC	National Response Coordination Center
NRF	National Response Framework
NWCG	National Wildfire Coordinating Group
NWS	National Weather Service
OAS	Office of Aviation Services
OFDA	Office of Foreign Disaster Assistance
OSHA	Occupational Safety and Health Administration
PAX	Passengers
POE	Point of Entry
PPE	Personal Protective Equipment
RAO	Regional Aviation Officer
RAP	Review, Audit, Process Team
RRCC	Regional Response Coordination Center
SEAT	Single Engine Airtanker
STCR	Strike Team Leader Crew
TFR	Temporary Flight Restriction
THSP	Technical Specialist
UAS	Unmanned Aerial Systems
USA	United States of America
USDA	United States Department of Agriculture
USFA	United States Fire Administration
UTF	Unable to Fill
VOR	VHF Omnidirectional Range
VLAT	Very Large Airtanker
WUI	Wildland Urban Interface

EXECUTIVE SUMMARY OF CHANGES FOR 2022

Global Changes

- Updated web addresses
- Grammatical fixes

Chapter 10 Objectives, Policy, and Scope of Operation

Local and Geographic Area Drawdown Levels

- Updated language: Although drawdown resources are considered unavailable outside the local or geographic area for which they have been identified, National Resources may still be reallocated by the Geographic Area or NICC in coordination with the National Multi-Agency Coordinating Group (NMAC) to meet higher priority obligations.

National Surge Packages

- Added: National Surge Package section.

National Surge Package (NSP) resources are intended to assist Geographic Area Coordinating Groups (GACGs) with a means to accomplish critical tactical missions. Prioritization and use of NSP resources should be based on probability of success, values at risk, and a strategy that will likely result in completing key incident objectives that may maintain or reduce incident complexity and/or resource needs.

NMAC may assemble a variety of resources into NSP response packages. Geographic Area Coordination Centers will be notified by the NICC of the availability of NSP packages. Interested GACGs will provide a written request for NSP packages to NMAC through their NMAC liaison within 24 hours of notification. At any time, GACGs may also request specific resources for consideration and assembly by NMAC as NSP resources/packages.

Requests for NSP resource packages must include information about the strategy for use of the NSP package. This strategy should be specific and outline how the resources will be utilized to prevent specific incidents from increasing in complexity, and/or to accomplish key incident objectives that decrease long-term resource needs on the incident(s).

The intent of NSP resource allocation is to assign the group of resources to a series of specific incidents to accomplish critical tactical objectives over the course of a three to seven-day span, and then move the resources to the next priority incident to accomplish key incident objectives. NSP resources should not be spread to multiple incidents where key incident objectives cannot be attained with a single NSP resource.

NSP resources may also be composed of support function personnel intended to assist GACGs with a means to reinforce key support functions during high tempo periods. Requests

for support NSP resources should be based on current support function gaps and long-term outlook of support resource needs.

It is the responsibility of the GACGs to ensure NSP resources/packages are utilized in alignment with the original request.

Office of Foreign Disaster Assistance

- Update language: U.S. Agency for International Development Bureau for Humanitarian Assistance Requests for support from foreign countries other than those countries with which the Departments of Agriculture and Interior have agreements (Canada and Mexico) and arrangements (Australia and New Zealand) will come to NIFC from the Forest Service International Programs' Disaster Assistance Support Program (DASP) through the USAID's Bureau for Humanitarian Assistance (USAID/BHA). BHA is the U.S. Government's lead coordinator for international humanitarian assistance. Refer to the International Emergency Assistance Response Process, Operating Plan for USDA Forest Service. Ch 10, page 28, 3rd paragraph DASP responds to requests from USAID's Bureau for Humanitarian Assistance (USAID/BHA). BHA works closely with U.S. Embassy's to determine if several criteria have been met for the U.S. Ambassador to declare a disaster. There needs to be evidence of significant unmet humanitarian needs, U.S. humanitarian assistance will save lives, reduce suffering, and mitigate impact of emergencies, the affected country requests or will accept U.S. government assistance, and response aligns with U.S. government interests and objectives. If that support will include available resources through the land management agencies, BHA would go to DASP, DASP will place requests through NICC, which also be coordinated through the DASP liaison located at NIFC. Small scale requests for disaster assistance or technical assistance are coordinated directly by DASP through the home units of the requested individuals. More information about the mission of BHA and how it organizes and responds can be found at following web site: <https://www.usaid.gov/who-we-are/organization/bureaus/bureau-humanitarian-assistance> More information about DASP can be found at the following website: <https://www.fs.usda.gov/about-agency/international-programs/program-topic>

Length of Assignment

- Add: All length of assignment rules apply to aviation resources personnel, including aircraft pilots (notwithstanding the FAA and agency day off regulations). Contracted aircraft are not restricted by length of assignment. In order to limit disruption to operations, reduce strain on the ordering system and reduce unnecessary mobilization and demobilization of these high-cost resources, Exclusive Use personnel are expected to utilize a personnel rotation schedule that meets staffing criteria required of the resource.

Initial Attack Definition

- Add: Initial Attack will take priority over extended attack incidents.

National Resources

- Combine smokejumpers and smokejumper aircraft.
- Add: Exclusive Use Air Tactical Aircraft and personnel.
- Add: helitack (including rappel) and associated contract personnel to National Contract Type 1 and Type 2 Helicopters.
- Add: (Agency and Contract) to National Infrared Aircraft.
- Change: National Contract Unmanned Aircraft Systems to National Contract and agency owned Unmanned Aircraft Systems and modules.

Standard Cubes, Weight, and Gear Policy for all Personnel.

- Change: Maximum allowable crew weight, including equipment, is 5,300 pounds to include (6,625 pounds for 25 person crews.)

National Fire Preparedness Plan

- Add: ... and non-fire activity in five locations where fire activity is referenced.

Unit Identifiers

- Change: Each GACC Center Manager shall designate a Unit Identifier Data Custodian (GACC Data Custodian) and an alternate for their Geographic Area. GACC Data Custodians are responsible to ensure the documented agency internal process has been completed and have authority to ensure appropriate NWCG Organizational Unit Codes are created. GACC Data Custodians are responsible for timely entry of proposed additions, modifications, and deactivations of Unit Identifiers and associated information in the system of record (SOR) upon receipt of written requests. The Unit Identifier Board Chair/Co-Chair is responsible for monthly publication of changes to (NWCG) Unit Identifiers PMS 931.2 after approval by the NWCG Unit Identifier Board (UIB).

Chapter 20 Overhead and Teams**Overhead Mobilization and Demobilization**

- Delete: NICC will not accept requests for clerical, driver, or laborer positions. It is not cost effective to hire and transport such personnel when they are normally available from local sources.

Smokejumpers

- Change: All Initial Attack Orders will be honored when smokejumpers are available.

Air Resource Advisors

- Add section: Air Resource Advisors will be ordered as THSP-ARA. Air Resource Advisors should be assigned on Type 1 fires to the extent practicable and should be considered for Type 2 fires.

When a THSP-ARA is needed for a wildfire incident to address public and fire personnel smoke impacts, the request will be placed up to the GACC. The GACC will contact the Interagency Wildland Fire Air Quality Response Program (IWFAQRP) by calling the IWFAQRP Coordinator at 661-GET-1ARA or (661)438-1272.

The IWFAQRP Coordinator will identify the name, agency, and location of the available ARA to fill the THSP-ARA request. The THSP-ARA will be ordered by name request and mobilized using established procedures. A THSP-ARA order for a prescribed fire will be coordinated on a case-by-case with direct discussion with the IWFAQRP Coordinator.

The ARA is a single resource covered under a reimbursable agreement between the Wildland Fire Agencies and the USFS. Standard ARA equipment (sampling equipment, computers, appropriate size vehicle, etc.) that is essential to on-site air quality support is mobilized with each ARA. Reimbursement of costs associated with utilization of Standard ARA equipment is authorized. Damages, failure, and daily wear incurred to standard equipment during an assignment are also eligible for reimbursement.

Interagency Incident Management Teams

- Add: NMAC Management of IMTs. The National Multi-Agency Coordinating Group (NMAC) retains the authority to manage all team assignments for Type 1, Type 2, Complex, NIMO and Area Command Incident Management Teams as necessary to achieve team experience objectives, ensure proficiency, manage fatigue, or for other reasons.
- Add: regional ESF #4 Coordinator to coordination process for 30-day FEMA extensions.

Review, Audit, Process Team (RAP) Change to: Payment Teams

- Change: The National Park Service Payment Teams will no longer be ordered on a rotational basis. Instead, before a Payment Team is ordered to audit and process DOI incident invoices, the ordering unit should contact:

Danica Colley, 208.387.5296, danica_colley@nps.gov

Once the configuration of the team is determined, requests for Payment Teams will be placed through established ordering channels using an Overhead Group Request. Payment team leaders and members will be ordered by the jurisdictional unit as THSPs.

Chapter 30 Crews

Type 1 Interagency Hotshot Crews

- Change to: Interagency Hotshot Crews (IHC) meet or exceed all standards found in the Standards for Interagency Hotshot Crew Operations (SIHCO).

Type 2IA and Type 2 Hand Crews

- Change to: Type 2 IA and Type 2 crews attempting to transport chain saws on other than NIFC contract jets should be prepared to ship their chain saws via an alternative method should loading be refused. Organized Type 2 IA and Type 2 Crews may come equipped with hand tools and chain saws.

Chapter 40 Equipment and Supplies

Mobile Retardant Bases

- Change: Move Mobile Retardant Bases to Chapter 50

Chapter 50 Aircraft

Opening Language

- Language updates to match Red Book

Cooperator contracted aircraft also on an existing federal contract with federal aircraft and pilot cards may be utilized on federally protected lands when cooperative agreements are in place and the aircraft have been approved by USDA Forest Service/Department of the Interior letter.

Cooperator exclusive use contracted aircraft not on an existing federal contract may be considered for approval on a case-by-case basis when cooperative agreements are in place. Approval will be by USDA Forest Service/Department of the Interior letter.

Cooperator-owned or -operated aircraft may be utilized on federally managed fires when cooperative agreements are in place and the aircraft have been approved by USDA Forest Service/Department of the Interior letter. Cooperator-owned or -operated aircraft meeting requirements of the NWCG Standards for Interagency Cooperator Type 2 and Type 3 Helicopters or other applicable NWCG standards may be utilized on federally protected lands

when cooperative agreements are in place and the aircraft have been approved by USDA Forest Service/Department of the Interior letter.

The pilot and aircraft have been approved in writing for the mission by either the FS or the Office of Aviation Services (OAS).

There exists a written MOU (Memorandum of Understanding), Interagency Agreement, or other document that authorizes use and payment for the mission.

The cooperator aircraft will be operated within limitations specified in the written approval.

The cooperator aircraft will be used only in situations where federal aircraft are not reasonably available.

The cooperator aircraft will be released when federal aircraft become reasonably available.

The use of Cooperator aircraft must involve a “significant and imminent threat to life or property” documented daily on the Cooperator Aircraft Use Validation Worksheet (National Interagency Mobilization Guide, chapter 80 Forms) to document the justification for aircraft utilization. https://www.nifc.gov/nicc/logistics/coord_forms.htm

Aircraft Mobilization

- Change: Aircraft assigned will remain in the Geographic Area until released or reallocated by the NICC.
- Change: The following selection factors will be used considered when ordering aircraft:
 - Airtanker: Types 1 & 2 LATs, VLAT, or SEA (closest resource, regardless of geographic area boundary).
 - Special flights/capabilities, to include, short-haul, STEP, aerial ignition, rappel, hoist, etc.
 - Special equipment, bucket vs. tank, tundra pads, floats, etc.

Mission Flights

- Change: Mission flights (also known as FS Special Use Mission flights) are defined as flights not meeting the definition of point-to-point flight. A mission flight requires work to be performed in the air (retardant or water delivery, fire reconnaissance, smokejumper delivery), or through a combination of ground and aerial work (delivery of personnel and/or cargo from helibases to helispots or unimproved landing sites, rappelling or cargo let-down, horse herding). Special Use Mission Flights may require special pilot endorsements, flight evaluations, training, and/or specialized aircraft equipment.

FAA Flight Plans and Flight Following

- Add: Verbal and AFF flight following is not required enroute when an FAA flight plan has been filed.

Agency Flight Plans and Flight Following

- Add: ... but is not required when an FAA flight plan has been filed for a point-to-point flight.

Airtankers

- Add: All airtanker movement, regardless of existing border agreements, will be communicated to the NICC.

Airtanker Use in Optional and Post Season Periods

- Change to: The NFWC or designated representative will notify the NAPM, who will determine the availability of airtankers. Airtanker/vendor selection will be communicated back to the NICC.

Water Scoopers

- Add: Water Scoopers will be ordered as a Airtanker, Type 3 (Multi Engine) with Scooper capability feature in IROC. The capability should also be defined in the “Special Needs” block of the Resource Order as scooper capability.

Leadplanes and Aerial Supervision Modules

- Changes to entire section Aerial Supervision Aircraft Leadplanes (LP) and Aerial Supervision Modules (ASM).

Leadplanes, Exclusive Use Air Tactical Aircraft, and ASMs are National Resources. Areas administering these aircraft will make them available for wildland fire assignments when ordered requested by NICC and approved by the parent agency. Requests for Leadplanes may be filled with an ASM.

The ASM is a fixed wing platform that utilizes two (2) crew members to perform the functions of traditional air attack and low-level lead operations. The ASM requires both crew members to be trained to work as a team, utilizing Crew Resource Management (CRM) skills and techniques to enhance safety, efficiency, and effectiveness.

A Leadplane is a fixed-wing platform that provides low-level lead operations for airtankers. Leadplanes are required for non-IA rated airtankers, such as VLATs and MAFFs. Leadplanes may also be requested for congested airspace situations, by any airtanker pilot, or to determine adequate visibility for airtanker operations on an incident. Leadplanes are limited and specialized resources, therefore missions may need to be prioritized for non-IA

rated airtanker missions. Please contact the USFS National Fixed-Wing Coordinator, or appropriate agency program manager for any lead plane needs or for planning purposes.

- For a list of all Leadplanes/Aerial Supervision Modules, refer to the following web site: <https://www.nifc.gov/nicc/logistics/aviation/aviation.htm>
- Air Tactical Aircraft are on agency Exclusive Use Contracts and/or Call When Needed (CWN) Agreements. They are available for interagency use and will be requested through established ordering channels. Federal agencies have developed Air Tactical specific contracts and agreements that add performance capabilities and radio configurations specific to the role of aerial supervision.
- To ensure consistent utilization, rotation, and management of the exclusive use Air Tactical Aircraft fleet, please refer to Interagency Standards for Fire and Aviation Operations Chapter 16, Aviation Operations and Resources located at https://www.nifc.gov/policies/pol_ref_redbook.html.

Air Tactical Aircraft

- Delete: Air Tactical aircraft are on agency Exclusive Use Contracts and/or Call When Needed (CWN) Agreements. They are available for interagency use and will be requested through established ordering channels. Federal agencies have developed Air Tactical specific contracts and agreements that add performance capabilities and radio configurations specific to the role of aerial supervision.

To ensure consistent utilization, rotation, and management of the exclusive use ATGS fleet, please refer to Interagency Standards for Fire and Aviation Operations Chapter 16, Aviation Operations and Resources located at.

Helicopters

- Add: ..., in alignment with the NWCG Standards for Helicopter Operations, Exhibit 2.1. <https://www.nwcg.gov/publications/510>.
- Delete: Type 3 helicopters are ordered through normal ordering channels and are dispatched either locally, or through Geographic Area Coordination Centers.

Exclusive Use

- Language changes throughout:

All FS Exclusive Use Type 1 and 2 Helicopters are contracted by the Forest Service Procurement and Property Services, Incident Procurement Operations (IPO ISB) located at in Boise at the NIFC. Incident Support Branch (ISB) located at NIFC.

All Exclusive Use Contract Helicopters for DOI Agencies are solicited, inspected, and contracted by DOI AQD and OAS.

Exclusive Use Contract Helicopters are dispatched locally by the Administrative Unit. When requested by NICC, National Resources will be dispatched by the dispatch center hosting the resource at the time of request.

When ordering helicopters specifically for their rappel capability, these resources will be ordered as IA Load, Rappellers, in IROC.

Helicopters ordered specifically with short haul capability, will be ordered as either Type 2 Standard or Type 3 Standard, Helicopter, with the Short-Haul capability feature in IROC. The capability should also be defined in the “Special Needs” block of the Resource Order as short haul capability.

Periodically, Forest Service Type 1 and Type 2 Exclusive Use Helicopters not within their Mandatory Availability Period (MAP) are hired under their Exclusive Use Contract for optional use periods for incidents or projects. A modification to the Exclusive Use Contract is required for the duration of the incident assignment. The Exclusive Use Contract designates the COR and the Exclusive Use Helicopter Manager. If the designated FS Exclusive Use Helicopter Manager is not immediately available, the requesting Geographic Area will assign an available Exclusive Use Helicopter Manager to the helicopter until the designated Exclusive Use Helicopter Manager arrives at the incident. The designated Helicopter Manager will then manage the helicopter thereafter. The COR will be notified that the Exclusive Use Helicopter is being dispatched.

USFS Type 1 and 2 Helicopters

- Add section: for USFS T1/T2 Helicopters

All USFS CWN and EU T1/T2 Helicopters & modules (helitack/rappellers), are National Resources, prepositioned and allocated by the NICC/National Aircraft Coordinator, in alignment with the NMAC and Agency prioritization and direction.

FS EU helicopter utilization is closely monitored. In some cases, underutilized resources will be reallocated nationally, to higher priority incidents or geographic areas. When requested by the NICC, GACCs will make these aircraft available to the NICC.

As such, if a GACC has a need to backfill behind a FS EU helicopter, that GACC will show the need by placing a request to the NICC. In no situation, will a GACC remove a FS EU helicopter from another geographic area, without coordination with the NICC and/or the National Aircraft Coordinator. The standard 14-day assignment applies to the crew and not the helicopter platform. Modules leaders are expected to rotate their crew in order to maintain helicopter availability. Extenuating circumstances will be honored and coordinated

with the USFS National Aircraft Coordinator. For additional direction please reference the NWCG Standards for Helicopter Operations and the FSM 5700.

BLM Helicopters

- Delete: The BLM Type 1 Helicopter Program is currently a pilot project under evaluation and direction of the BLM National Office. This aircraft comes with a compliment of crewmembers and flight mission capabilities that are unique to this category of aircraft.

Initial Attack Load – Rappellers

- Add section for Initial Attack load – rappellers

When rappellers are needed for initial attack with aircraft, they are to be requested in IROC as “Load, Rappeller, Initial Attack” on an Aircraft request. All Initial Attack Orders will be honored when rappellers are available.

The sending unit will fill the request with a roster in IROC by ordering the aircraft with subordinates, with name and agency identification, through the established ordering channels. This information can be acquired after the aircraft is airborne. Any intent to retain rappellers which have not been utilized as an IA load, will be negotiated between the sending and receiving rappel base in concurrence with the NICC and the GACCs. GACCs pre-positioning rappellers when multiple starts are occurring or predicted will specify the anticipated duration. If not deployed during this period, rappellers will be made available for higher priorities, unless longer duration is negotiated between the sending and receiving rappel bases in concurrence with the NICC and the GACCs.

Rappellers held as boosters after release from the first IA assignment will be placed on an Overhead order using individual “O” requests. Rappellers recovered and mobilized to another assignment, internally or across Geographic Area boundaries, will also be placed on an Overhead order.

Aircraft delivering Initial Attack Rappellers will return to the sending base or a designated location before the end of the pilot’s daily flight or duty limitations. Any intent or necessity to retain the aircraft will be negotiated between NICC and the GACCs. If the aircraft is retained past the first operational period, it will be placed on an Aircraft request through established ordering channels.

Large Fire Support – Rappellers

- Add section for Large Fire Support Rappellers

The U.S. Forest Service National Helicopter Rappel Program’s primary mission is initial attack. Rappel crews may be utilized for large fire support, all-hazard incident operations,

and resource management objectives. Rappel crews are well equipped to respond to extended attack incidents and critical need missions on large fires. Extended attack incidents that utilize rappel crews to fill critical positions, should order replacement personnel for those positions in case the aircraft and crew are reassigned.

Unmanned Aircraft Systems

- Change entire section

Incident UAS missions may be conducted on a small scale by agency owned UAS and an agency crew or on a larger scale by vendor owned and operated UAS with agency support.

For specifics on how to order UAS, please see <https://uas.nifc.gov/uas-ordering>. There are three federal UAS ordering scenarios:

1. Agency UAS for situational awareness (SA)/ Infrared (IR)/mapping
2. Agency UAS for aerial ignition (also capable for SA/IR/mapping)
3. CWN contract UAS for large fire

Notes:

- UAS personnel are in high demand. Please order trainees when approved/possible.
- For RX Fire UAS Operations (including Aerial Ignition) please call the UAS Coordinator.
- Cooperators wishing to fly UAS on federally managed incidents must have a Cooperator letter issued by DOI or USFS.

There is an on-call UAS Coordinator available to answer questions regarding UAS capabilities and to help determine the type of UAS (1-4) and overhead (UASP, UASD, UASM, or UASL) to order. The ordering unit can contact the UAS Fire Coordinator at 208-387-5335 with ordering questions.

Airspace conflicts

- Update: Aviation personnel have a responsibility to identify and notify the FAA and report conflicts and incidents through the Interagency SAFECOM (Safety Communication) System to assist in the resolution of airspace conflicts. Notification to the FAA should be timely. When a conflict or incident occurs, it may indicate a significant aviation safety hazard. Conflicts may include Near Mid Air Collisions (NMAC), TFR intrusions, and FTA communication non-compliance. Further guidance is available in the NWCG Standards for Airspace Coordination.

Chapter 60 Predictive Services

- Removal of all Famweb language with the SIT-209 program.

Chapter 70 Fire Organization Directory

- Contact information updated for 2022

Chapter 80 Forms

- No Changes