

## Acronyms and terminology used in this report

- Air Attack** – Light aircraft (airplane or helicopter) that carries the ATGS.
- ASM** – Aerial Supervision Module, light twin-engine airplane that combines the lead plane function and tactical supervision (pilot and air tactical group supervisor (ATGS), 2 people).
- ATMU** – Atmospheric Theodolite Meteorological Unit.
- CWN** – Call when needed, refers to aircraft that have a call when needed contract with an agency.
- DOD** – Department of Defense (DDQ is also used in some tables in this report).
- EXCL** – Exclusive use contract, refers to aircraft that have an exclusive use contact with an agency.
- FUMT** – Fire Use Management Team.
- IA** – Initial attack.
- IMT** – Incident Management Team.
- Infrared** – Aircraft outfitted with infrared sensing equipment.
- Large fire** – The NICC defines a large fire as 100 acres or greater in timber fuel models, 300 acres or greater in grass/brush fuel models, or a Type 1, Type 2 or Fire Use Incident Management Team is assigned to the fire.
- Lead Plane** – Light twin-engine airplane that guides air tankers over a fire.
- MAFFS** – Modular Airborne Fire Fighting System (National Guard C-130 aircraft).
- Pax** – Passengers.
- RAWS** – Remote Automated Weather Station.
- ROSS** – Resource Ordering and Status System.
- Starter, Repeater, and Tactical preceded by four numbers** – all refer to portable radio kits.
- SEAT** – Single engine air tanker.
- Type** – 1, 2, 2-IA, and 3 – Various resources are “typed.” Type designation refers to the capability or configuration of a particular resource.
- UTF** – Unable to fill resource request.