

Appendix M – Significant Revisions

I. 2016-2019 Revisions

The table below shows material changes between the 2016 and the 2019 NROG. The table should be used to identify what changes have been made and where to find them in the guide. The descriptions of the changes in the table are paraphrased, and the reader should consult the body of the NROG for the actual policy.

Page, Chapter, Section,	Description of Changes
Cover	Changed cover photo, removed FS symbol, removed year, added language to show change to a living document
ii, Preface, Table of Contents,	Moved table of contents to front of document, other introductory items moved back
iv, Preface, National Rappel Operations Guide Approval	Added word “approval” to header, updated names, position titles and dates; removed a number of signatories
vi, Preface, USDA Forest Service – National Rappel Operations Guide Overview	Deleted reference to the National Rappel Training Subcommittee (RTS) in guide development description. Removed reference to IHRG. Deleted reference to Appendix M. Added QR code and hyperlink to Forest Service aviation document website
x, Preface, NROG Revision Summary	Added this table to notify readers of changes in NROG
1-1, Chapter 1, III. Policy	Removed policy reference to the IHRG as a policy guide.
1-1, Chapter 1, V. Standardization of Equipment and Procedures	Simplified approval description of new equipment and procedures to state, “The Washington Office will have final approval for new equipment and procedures before they are adopted for service-wide use.”
1-2, Chapter 1, VI. Review and Revision	<p>Changed review process to: user recommended changes → rappel base manager / checks spotter chair → NRWT.</p> <p>NRWT may approval proposals and minor edits that do not affect meaning or intent e.g. grammar, formatting, etc.</p> <p>Significant proposals to be reviewed by rappel base manager and check spotter chair by Nov. 1 each year. NRWT to review proposals by Dec. 15 with adoption contingent on director approval.</p> <p>Significant changes to be tracked on this form.</p>

	Document availability w/interim changes link. NROG to have complete review every three years using description in VI.
2-1, Chapter 2, I. Organization, Personnel, Staffing and Standards	Simplified opening statement
2-1, Chapter 2, I. Organization, Personnel, Staffing and Standards, B., 4, d.	Changed MTDC To NTDP
2-1, Chapter 2, I. Organization, Personnel, Staffing and Standards, C. 1.	Changed recommended crew size from 18 to 18-21.
3-1, Chapter 3, I, A. Requirements	Pilots needing initial rappel certification shall attend a consolidated training session.
3-1, Chapter 3, I, B Pilot Rappel Training Syllabus, 1.	Changed language on CRM requirements for pilots
3-1, Chapter 3, I, B Pilot Rappel Training Syllabus, 2	Added review of risk management concepts and tools and moved this higher on list
3-1, Chapter 3, I, B Pilot Rappel Training Syllabus,4	Removed language suggesting pilot briefing on inspection of personal rappeller/spotter equipment
3-3, Chapter3, II, B. Rappel Check Spotter Position Prerequisites, 2.	(Check spotter) must have demonstrated ability as a lead instructor at national rappel training sessions, of which at least one is an initial rappeller training.
3-3, Chapter3, II, B. Rappel Check Spotter Position Prerequisites, 2. D. E.	Corrected references to Section III, G and E.
3-3, Chapter3, III, B. 1. Trainee Rappel Spotter Prerequisites, b.	Meets the requirements of, and is designated as a helicopter manager
3-3, Chapter3, III, B. 1. Trainee Rappel Spotter Prerequisites, d	Removed Basic Supervision for First Line Supervisors Removed Contracting Officer Representative Level 1, Risk Awareness (A-205) and replaced with contracting officer representative training Moved ride-along to e.
3-4, Chapter 3, III, B. 1. Trainee Rappel Spotter Prerequisites, f	Added f. It will be the responsibility of the base manager with concurrence of a check spotter to designate initial spotter trainees.

3-4, Chapter 3, III, B. 2. Rappel Spotter Certification Prerequisites, a-d	Simplified wording of a. Eliminated d. For a new program initiated within the agency, it will be the responsibility of the base manager with concurrence of a check spotter to designate initial spotter trainees.
3-4, Chapter 3, III, C. Rappel Spotter Training	Changed notification process for evaluating a spotter. As currently written, "Check spotters shall notify candidate's base manager prior to evaluation and RTS post evaluation."
3-4, Chapter 3, III, D. Rappel Spotter Initial Certification	Eliminated the national rappel specialist as a reviewer, and stated that he/she must instead be notified upon spotter certification.
3-4, Chapter 3, III, E. 1.	Removed "Meet fitness standards and desired fitness goals as outlined for rappeller candidates."
3-4, Chapter 3, III, E. 1, b.	Changed CRM currency requirements to read, "Attend a Forest Service-certified CRM refresher course related to rappel operations annually (1.5 hours)
3-5, Chapter 3, III, F Spotter Trainee Annual Certification	Added Spotter Trainee Annual Certification Requirements, requiring spotter trainees to obtain annual certification as a rappeller, and depending on if the spotter is allowed to spot live, then different requirements
3-5, Chapter 3, III, G. Rappel Spotter Currency	Clarifies simulator/mockup/spotting requirements for maintain or regaining currency.
3-6, Chapter 3, IV, C. Rappeller Annual Certification	Removed "Attend an agency or geographic area basic helicopter safety refresher."
3-6, Chapter 3, IV, D. Rappeller Performance-Based Requirements, 1., b.	Changed re-entry requirement from three to one simulator re-entry from each side/
3-6, Chapter 3, IV, D. Rappeller Performance-Based Requirements, 1., g.	Added description of veteran rappeller being removed from consolidated training based on major during live rappel, and potential for second opportunity at next training based on spotter/check spotter discretion. A second major at that training would cause the veteran rappeller not to be certified for the season.
3-6, Chapter 3, IV, E. Rappeller Currency	Clarified language for maintaining or regaining currency.
4-1, Chapter 4, I Equipment Standards	Clarified language on removing a component from service
4-1, Chapter 4, I Equipment Standards	Removed reference to MTDC in equipment website box.

4-1, Chapter 4, II Rappel Platform Training Simulator	Moved NTDP tech tip box on tower design and construction and replaced MTDC.
4-1, Chapter 4, II Rappel Platform Training Simulator	Removed language “and maintain proficiency in exit and emergency procedures.”
4-1, Chapter 4, III, B Helmets.	Removed minimum flight helmet standards and replaced with flight helmet standards
4-4, Chapter 4, III, F. Required Minimum Personal Rappeller Equipment, 2.	Each stick of rappellers must carry a. radio, b. compass, c. map of the area or GPS with appropriate maps installed
4-4, Chapter 4, III, F. Required Minimum Personal Rappeller Equipment, 1	Bastard file, flagging requirement minimums changed
4-4, Chapter 4, III, G. Required Minimum Rappeller Initial Attack Cargo Equipment List, 2.	Removed “depending on the need and discretion of firefighters and the spotter”, -redundant after using the language “may be packaged in approved cargo containers and delivered...”
4-3, Chapter 4, III, G. Required Minimum Rappeller Initial Attack Cargo Equipment List, 3.	Added MTDC harness drawing number and removed extraneous language.
4-5, Chapter 4, III, H. Spotter Harness	In note box: Added NTDP drawing number for extendable spotter harness tether Added Yate’s Rappeller Tether, HR4 harness, cargo letdown lines w/ MTDC number to items with 10-year life cycle. Removed gunner strap and safety snub strap from items.
4-5, Chapter 4, III, H. Spotter Harness, 1. a., b.	Changed harness item numbers to accurately reflect items
4-5, Chapter 4, III, H. Spotter Harness, 2. e., f.	Added e. and f. that describe spotter harness life cycle and spotter harness Rappel Equipment Inspection Form respectively.
4-5, Chapter 4, III, I. Extendable Spotter Harness Tether	Updated item numbers and NTDP drawing numbers.
4-5, Chapter 4, III, I. Extendable Spotter Harness Tether, 1.	Allows the tag end of the webbing that locks the adjuster to be tacked to the webbing loop with a ¾” bar tack in addition to the ‘super-tac’ cord.
4-6, Chapter 4, III, I. Extendable Spotter Harness Tether, 3.	Reference to the ejector-snap version of the tether has been removed

4-6, Chapter 4, III, I. Extendable Spotter Harness Tether, 4.	Changed SAFECOM to SAFERAP
4-6, Chapter 4, III, I. Extendable Spotter Harness Tether, 6., a.	Added Rappel Equipment Inspection Form criteria
4-6, Chapter 4, III, J. Rappel Spotter Anchor	Changed Rappel Spotter Tether Attachment to Rappel Spotter Anchor.
4-6, Chapter 4, III, J. Rappel Spotter Anchor, 3.	Added requirement for base identifier on Rappel Spotter Anchor and corresponding Rappel Equipment Inspection Form.
4-6, Chapter 4, III, J. Rappel Spotter Anchor, 4., c.	Added to c, "When installed, the oval links shall be wrench tightened."
4-7, Chapter 4, III, J. Rappel Spotter Anchor, 4., e.	Added requirement for Rappel Equipment Inspection Form and minimum annual pre-use inspection.
4-(5-7), Chapter 4, III, K (all).	Removed all reference to the HR-2 Harness and replaced it with information relating to the HR-4 Harness.
4-8, Chapter 4, III, L. (all)	Removed all references to the gunner strap and replaced it with information relating to the Yates Rappel Tether.
4-(8-12), Chapter 4, IV Rappel Ropes (all)	Removed all references to the Descent Control Rope and replaced it with information relating to the 11mm Bluewater Armortec Rope.
4-(12-14), Chapter 4, V Descender (all)	Removed all references to the Sky Genie Descent Device and replaced it with information relating to the ISC D4 Work/Rescue Descender.
4-14, Chapter 4, VI Ancillary Equipment, A. Carabiners, 1. b.	Currently states, "Carabiners shall be inspected prior to each use." Removed "by spotter".
4-14, Chapter 4, VI Ancillary Equipment, A Carabiners, 2. b.	Replaced the word safety with reliability.
4-14, Chapter 4, VI Ancillary Equipment, A. Carabiners, 2. c.	Removed "etc" for criteria requiring retirement from service.
4-15, Chapter 4, VI Ancillary Equipment, B. Knife/Knife Sheath	The only approved emergency knife is the Raptor knife (dual blade).
4-15, Chapter 4, VI Ancillary Equipment, B. Knife/Knife Sheath	Note box: Changed inspection form to Rappel Equipment Inspection Form.
4-15, Chapter 4, VI Ancillary Equipment, B. Knife/Knife Sheath, 1, 2.	Changed MTDC to NTDP where applicable

4-15, Chapter 4, VI Ancillary Equipment, B. Knife/Knife Sheath, 3., a.	Added inspection criteria
4-15, Chapter 4, VI Ancillary Equipment, B. Knife/Knife Sheath, 3., b.	Referenced Rappel Equipment Inspection Form for documentation.
4-15, Chapter 4, VI Ancillary Equipment, B. Knife/Knife Sheath, 3., c.	Combined c. and d. from old NROG into c. in current NROG. Describes process for installing knives and replacement criteria. Removes “closely supervised by spotter – text box states spotter will independently verify work performed.
4-15, Chapter 4, VI Ancillary Equipment	Removed all reference to safety snub strap.
4-16, Chapter 4, VI Ancillary Equipment, C. Cargo Restraints, 2.	Added NTDP 11-56 Helicopter Cargo Restraint as approved equipment.
4-16, Chapter 4, VI Ancillary Equipment, F. Rappel Anchors	Corrected erroneous statement in note box in regards to static load limitations. Removed “and other equipment such as rappel harnesses”.
4-16, Chapter 4, VII Cargo Deployment Equipment, A Figure 8 with Ears, 1	“Take care to” replaced with “In order to extend service life”
4-16, Chapter 4, VII Cargo Deployment Equipment, A Figure 8 with Ears, 2, a.	Removed flaking in inspection criteria from a. and moved it to its own subheading, b.
4-17, Chapter 4, VII Cargo Deployment Equipment, C., 1.	Specified ¾” inch webbing per spec. Added requirement for unique base identifier. Uses to be tracked in RapRec
4-17, Chapter 4, VII Cargo Deployment Equipment, C., 4.	Specified black as the color of Rit Dye to use for section marking on letdown lines.
4-17, Chapter 4, VII Cargo Deployment Equipment, C., 7., b.	Use RapRec to track use history
4-18, Chapter 4, VII Cargo Deployment Equipment, C., 7., d., i., ii.	Clarified life cycle and Rappel Equipment Inspection Form requirements.

4-18, Chapter 4, VII Cargo Deployment Equipment, D. Cargo Containers and Harness 1.	Replaced “approved for Initial Attack (IA) operations” and replaced with “approved for letdown operations.” Removed text box stating such.
4-18, Chapter 4, VII Cargo Deployment Equipment, D. Cargo Containers and Box Harness 1., c., d.	Removed descriptions for unique situations where Metolius and Klamath bag are permitted
4-18, Chapter 4, VII Cargo Deployment Equipment, D. Cargo Containers and Box Harness, 1.	Added procurement sources referencing NTDP website.
4-19, Chapter 4, VII Cargo Deployment Equipment, D. Cargo Containers and Box Harness, 2.	Removed tensile strength description and refers to box harness drawing
4-19, Chapter 4, VII Cargo Deployment Equipment, D. Cargo Containers and Box Harness, 3, d.	Deleted d.-reference to MTDC website for in-depth inspection standards specific to the cargo box.
4-19, Chapter 4, VII Cargo Deployment Equipment, D. Cargo Containers and Box Harness, 4, h.	Deleted h.-reference to MTDC website for in-depth inspection standards specific to the cargo box.
5-1, Chapter 5, I Aircraft Model	Added 212S as an approved rappel platform.
5-1, Chapter 5, II Operational Responsibilities	<p>Removed requirement for spotters to have proficiency rappels on the ICS-220. Language reflects notifying overhead in general and leaves the ICS 220 at overhead discretion, based on situation.</p> <p>Gives timeline for notification of planned proficiencies.</p> <p>Removes reference to providing SME to IMTs (implied) and spotter’s role in including information on Incident Action Safety Plan Analysis (ICS-215a).</p> <p>Removed reference to July 30, 2012 NMAC letter stipulating charges for rappel proficiencies and replaced with language, “Cost for proficiencies will be assigned to incident management code that the aircraft is assigned to.”</p>
5-3, Chapter 5, IV. Pre-Flight Procedures, A Configure Helicopter, 1, e.	<p>Removed reference to gunner strap; replaced with rappeller tether.</p> <p>Changed photos to reflect new equipment.</p>
5-3, Chapter 5, IV Pre-Flight Procedures, B. Cargo Loading	Note box changed to allow cargo deployment from either side of the aircraft, regardless of whether the mission is initial attack or another type of letdown operation.

5-3, Chapter 5, IV Pre-Flight Procedures, B. Cargo Loading, 1.	<p>Changed cargo loading supervision requirements to a qualified rappeller instead of spotter.</p> <p>Combined b. and c. (cargo restraints and cargo barrier)</p>
5-4, Chapter 5, Pre-Flight Procedures, C. Spotter Tether Attachment Point	<p>Updated photo to reflect new equipment.</p>
5-5, Chapter 5, IV Pre-Flight Procedures, D. Rigging Rappel Anchor, 1. (all)	<p>Removed references to safety snub strap, single-rope operation, swages, rope protector and descent devices.</p> <p>Updated photos to reflect new equipment.</p>
5-7, Chapter 5, IV Pre-Flight Procedures, F. Buddy Checks, 4. Harness to 7. Carabiner and Descender	<p>Removed all references to HR-2 Harness and associated equipment (soft loops, tri link, snaphook, detent pin, metal-to-metal).</p> <p>Added information pertaining to HR-4 Harness</p> <p>Added information pertaining to carabiner and descender</p>
5-(6-8) Chapter 5, IV Pre-Flight Procedures, F. Buddy Checks (all)	<p>Changed items needing tactile checks.</p>
5-8 Chapter 5, IV Pre-Flight Procedures, G. Boarding Sequence, 1-7	<p>Removed references to old equipment in boarding sequence, e.g. descent devices, snub straps, swages, gunner strap</p> <p>Added criteria for rappeller tether.</p>
5-9 Chapter 5, IV Pre-Flight Procedures, G. Boarding Sequence, 8.	<p>Changed spotter sequence during boarding process to reflect new equipment.</p> <p>Spotter ensures doors are secure prior to performer equipment checks inside helicopter.</p> <p>Spotter taps BD bags instead of knees to indicate inspections have been performed.</p>
5-10, Chapter 5, IV Pre-Flight Procedures, I. Rope Security	<p>Changed rope control from “throughout the duration of the flight or until ropes are deployed from the aircraft” to “Spotter will ensure outboard rappellers have rope control prior to opening aircraft doors.”</p>
5-11, Chapter 5, V. In Flight Procedures, A. Pre-Rappel Sequence	<p>Eliminated all references to old equipment and procedures unique to it</p>
5-12, Chapter 5, V. In Flight Procedures, HB. Rappel Sequence	<p>Eliminated all references to old equipment and procedures unique to it</p>

5-12, Chapter 5, V. In Flight Procedures, B. Rappel Sequence, 5.	Added “Spotter must visually and verbally clear main and tail rotor from obstacles prior to giving directions to move the aircraft.”
5-12, Chapter 5, V. In Flight Procedures, B. Rappel Sequence, 8.	Spotter must now communicate to both the rappeller and the pilot if there is an issue with the rope, and they both must acknowledge.
5-12, Chapter 5, V. In Flight Procedures, B. Rappel Sequence, 12.-13.	Added sequence for rappeller hooking up descender and spotter inspection.
5-13, Chapter 5, V. In Flight Procedures, B. Rappel Sequence, 16.	Changed Move into Position to Move to Skid.
5-13, Chapter 5, V. In Flight Procedures, B. Rappel Sequence, 20.	Replaced “rappellers unlock” “with release rappeller tether”.
5-13, Chapter 5, V. In Flight Procedures, C. Rappel Sequence, 22.	Remove statement that the spotter waits until the descent device is on the ground before sending next set of rappellers or derigging ropes – no longer applicable with new descender.
5-14, Chapter 5, V. In Flight Procedures, C. Rigging Ropes in Flight	Removed language regarding rigging descent device in flight.
5-15, Chapter 5, VII, Cargo Deployment Procedures, D. Pre-Cargo Delivery Sequence.	Removed spotter informing flight following authority on number of cargo loads to be deployed.
5-16, Chapter 5, VII, Cargo Deployment Procedures, D. Pre-Cargo Delivery Sequence, 9.	<p>Removed “if not performed on the ground” with “if not previously performed”.</p> <p>Added sequence on cargo restraints and cargo positioning inside helicopter.</p> <p>Moved cargo rigging to the next step, 10.</p> <p>Changed language in steps 9-11 to reflect the way cargo sequence is completed, i.e. cargo barrier, cargo restraints, positioning, rigging.</p>
5-16, Chapter 5, VII, Cargo Deployment Procedures, D. Pre-Cargo Delivery Sequence, 10.	Moved “spotter relays to pilot when rigging is complete” to follow cargo rigging sequence
5-16, Chapter 5, VII, Cargo Deployment Procedures, D. Pre-Cargo Delivery Sequence, 12.-13.	Changed challenge and response language between pilot and spotter to match that of rappel sequence

5-16, Chapter 5, VII, Cargo Deployment Procedures, E. Cargo Deployment Sequence	Added “Spotter must visually and verbally clear main and tail rotor from obstacles prior to giving directions to move aircraft.”
5-17, Chapter 5, VII, Cargo Deployment Procedures, E. Cargo Deployment Sequence, 5.	Removed unhooking figure 8 from soor bracket
5-18, Chapter 5, VIII, Hand Signals, B. Remove Seatbelt	Changed photo to more accurately represent signal.
5-19, Chapter 5, VIII, Hand Signals, C. Move to Skid	Changed Move into Position to Move to Skid
5-20, Chapter 5, VIII, Hand Signals, E. Spread Eagle	Changed “lock-off” to “locked handle”. Replaced photo to reflect new equipment.
5-21, Chapter 5, VIII, Hand Signals, G. Lift Out	Replaced photo to reflect new equipment.
5-21, Chapter 5, VIII, Hand Signals, G. Clear to Fly Away	Replaced photo to reflect new equipment. Added “Rappeller protects half-hitches once in forward flight” with additional photo.
5-22, Chapter 5, VIII, Hand Signals	Removed Stop, Hold Position signal and associated photo.
5-23, Chapter 5, VIII, Hand Signals, L.	Changed Return to Seat to Return to Seat Belt.
6-1, Chapter 6, I Rappeller Emergency Procedures and Signals, A. Rappeller Emergency Tie-Off (ETO) Procedure, 1.	Replaced lock-off with midline stop, removed associated reference to using lock off as a means to using both hands. Added lock handle prior to Spread Eagle signal.
6-1, Chapter 6, I Rappeller Emergency Procedures and Signals, A. Rappeller Emergency Tie-Off (ETO) Procedure, 2.	Removed b. The rappeller cannot descend because of pitch (sap) on the rope.
6-1, Chapter 6, I Rappeller Emergency Procedures and Signals, A. Rappeller Emergency Tie-Off (ETO) Procedure, 2.c.	Changed descent device to descender.
6-1, Chapter 6, I Rappeller Emergency Procedures and Signals, A. Rappeller Emergency Tie-Off (ETO) Procedure, 4 (all).	Changed descent device and procedures specific to it, to descender with applicable procedures.

6-1, Chapter 6, I Rappeller Emergency Procedures and Signals, A. Rappeller Emergency Tie-Off (ETO) Procedure, 4, c.	Increased tail length to read 6-18” to match other references in NROG and appendices.
6-2, Chapter 6, I Rappeller Emergency Procedures and Signals, A. Rappeller Emergency Tie-Off (ETO) Procedure, 4, e	Included language on protecting half hitches. Changed safe landing site to emergency site.
6-2, Chapter 6, I Rappeller Emergency Procedures and Signals, B Rappeller in Distress	Removed language referencing the behind-the-back braking technique. Removed belay technique.
6-5, Chapter 6, III Pilot and Spotter Actions, A. Immediate Response Actions, Table 6-1	Phase: Rappellers secure, ropes deployed – Spotter action now reads “cut ropes” instead of “cut ropes below descent device.” Changed Return to Seat to Return to Seatbelt Changed descent device to descender Phase: Rappellers in Descent (Off Skids) – Spotter action now reads “Cut ropes” instead of “Cut ropes at anchor below swages, or below descent device....” Phase: Rappel complete, derigging aircraft – Spotter action now states “Cut ropes” instead of “Cut ropes at anchor below swages, or below descent device....” See table.
6-7, Chapter 6, III Pilot and Spotter Actions, B. Delayed Response Actions, Table 6-2	Sequence change throughout table: “Close aircraft doors, state ‘clear’” instead of vice versa Removed reference to descent device and replaced with descender Phase: Rappellers secure, ropes secure – Spotter action states “Cut Ropes” instead of “Cut ropes below bottom descent devices....” Phase: Rappellers in descent off skids – Spotter action states, “Cut ropes” instead of “cut ropes at anchor below swages...” Phase: Rappel complete, derigging aircraft – Spotter action states “Cut ropes” instead of “cut ropes at anchor below swages...” See table.
6-8, Chapter 6, IV Pilot and Spotter Actions – Cargo Deployment Operations, A. Cargo	Added Phase of Cargo Letdown category and renamed them to more accurately describe phases. Phases are now: cargo secure, cargo

<p>Deployment Immediate Response Actions, Table 6-3</p>	<p>unsecure doors closed, cargo unsecure inside aircraft doors open, and cargo outside aircraft. Changes present in spotter/action response.</p> <p>See table.</p>
<p>6-9 Chapter 6, IV Pilot and Spotter Actions – Cargo Deployment Operations, B. Cargo Deployment Delayed Response Actions, Table 6-4.</p>	<p>Reordered sequence: Phase: Cargo secure – Spotter action now states, “Close aircraft door, state clear, take seat and fasten seat belt.</p> <p>Reordered sequence: Phase: Cargo unsecure inside aircraft – Spotter action now states, “Close aircraft doors, state ‘clear,’ secure cargo, take seat and fasten seat belt.”</p> <p>Reordered sequence: Phase: Cargo Unsecure outside aircraft – Spotter action now states “Complete cargo deployment, cut line, state ‘clear,’ close aircraft doors, take seat and fasten seat belt.”</p> <p>See table.</p>
<p>7-1, Chapter 7, (all)</p>	<p>Rappel equipment Inspection Form is the nomenclature replacing equipment inspection logs.</p>
<p>7-1, Chapter 7, III Equipment master Records, B. Harness.</p>	<p>Harness and knife will be inspected annually.</p>
<p>7-1, Chapter 7, III Equipment master Records, C. Descender.</p>	<p>Replaced descent dive with descender.</p>
<p>7-1, Chapter 7, III Equipment master Records, D. Rope</p>	<p>Changed criteria for maintaining rope documentation, from purchase date to in-service date</p>
<p>7-1, Chapter 7, III Equipment master Records, E. Rappel Tether</p>	<p>New item requiring documentation.</p>