Yukon

Aircrew Briefing Manual

Protective Services
Wildland Fire Management
Air Operations

Revised April, 2024

WFM Aircrew Briefing Checklist

Wildland Fire Management (WFM) contracted pilots and crew are required to receive a thorough briefing. The following check list must accompany the Aircraft Hire Agreement Terms & Conditions that is sent to the requesting Regional Duty Office for all approved aircraft hires. The checklist is used in conjunction with the WFM Aircrew Briefing Manual and formatted in the same order as this manual's table of contents. The level of detail provided in the briefing is dependent on the complexities, objectives, and landing locations of the flight (i.e.: hover exit), etc.

1. Air Operations, in conjunction with regional staff, ensure briefings and check lists are completed.
2. Subject matter in the Aircrew briefing must be reflected in the check list by the responsible WFM staff.
3. Once complete the hard copy of the check list is retained at the Regional Duty Office and a copy emailed WFM.Aviation@yukon.ca

Pilot Name: _____

Company: _____

Signatures:

Air Operations: _____ Date: _____

Regional Duty Officer (or designate): _____ Date: _____

Pilot: _____ Date: _____

Email: wfm.aviation@yukon.ca

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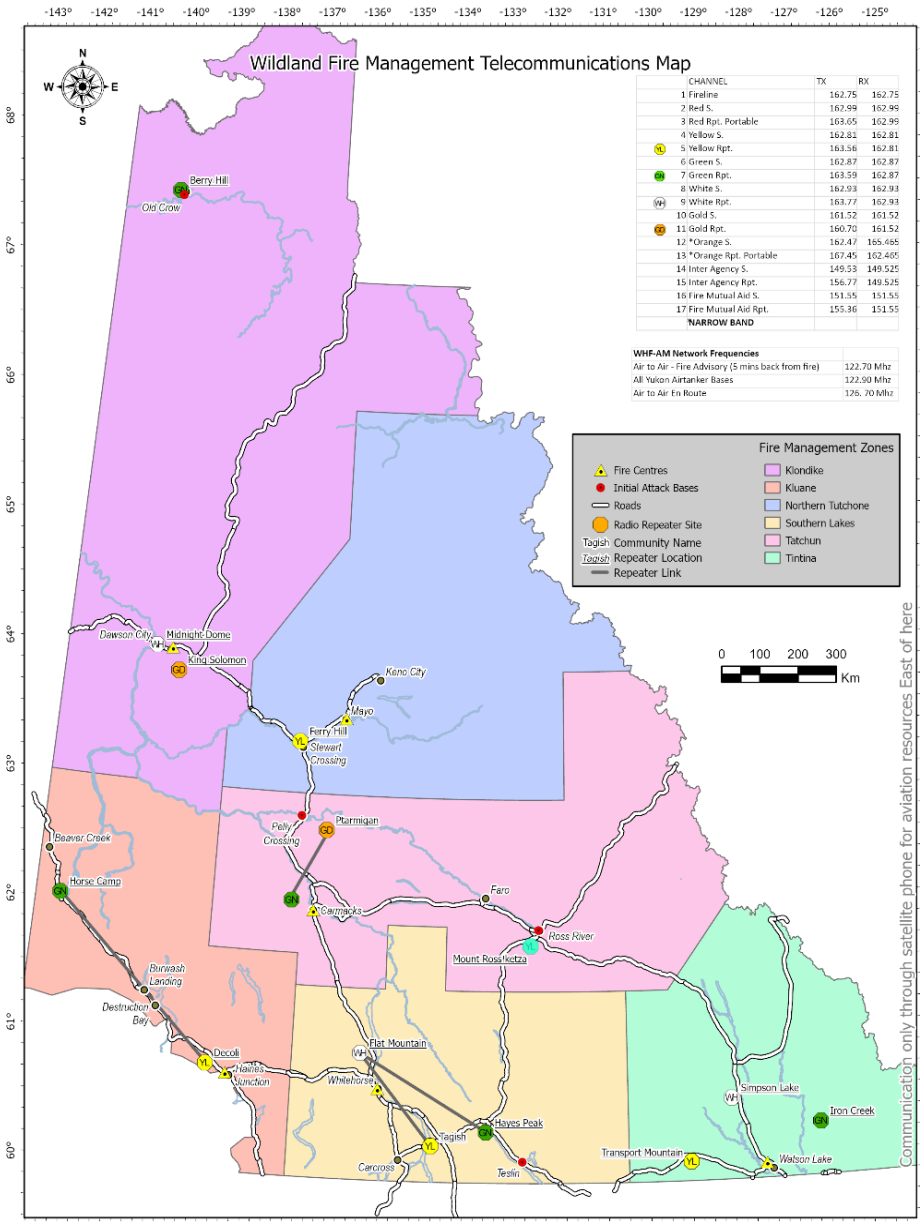


	CHANNEL	TX	RX
	1 Fireline	162.75	162.75
	2 Red S.	162.99	162.99
	3 Red Rpt. Portable	163.65	162.99
	4 Yellow S.	162.81	162.81
YL	5 Yellow Rpt.	163.56	162.81
	6 Green S.	162.87	162.87
GN	7 Green Rpt.	163.59	162.87
	8 White S.	162.93	162.93
WH	9 White Rpt.	163.77	162.93
	10 Gold S.	161.52	161.52
GD	11 Gold Rpt.	160.70	161.52
	12 *Orange S.	162.47	165.465
	13 *Orange Rpt. Portable	167.45	162.465
	14 Inter Agency S.	149.53	149.525
	15 Inter Agency Rpt.	156.77	149.525
	16 Fire Mutual Aid S.	151.55	151.55
	17 Fire Mutual Aid Rpt.	155.36	151.55
	*NARROW BAND		

WHF-AM Network Frequencies	
Air to Air - Fire Advisory (5 mins back from fire)	122.70 Mhz
All Yukon Airtanker Bases	122.90 Mhz
Air to Air En Route	126. 70 Mhz

INTRODUCTION

This manual is intended for Pilots, Engineers, WFM staff and contractors involved in any WFM flight where they are on board fulfilling an operational role. This includes, but is not limited to, the following:

- Initial attack
- Sustained action
- Limited/Modified action
- Aerial detection flights
- Aerial ignition
- Radio repeater work/tower service
- Aerial scanning
- Site Protection
- Accident response/search and rescue
- Other emergency response

Wildland Fire Management (WFM) is one of three emergency response branches within the Protective Services Division (PS) of the Department of Community Services (CS). The branches share common goals for public safety and community protection. The other branches in the division are the Fire Marshal's Office (FMO), and Emergency Measures Organization (EMO).

WFM headquarters are in Whitehorse at the Yukon Forest Fire Centre (YFC) and are under the authority of the Director. The YFC manages the Wildland Fire Management program, and coordinates preparedness and incident response during the fire season through the authority of the Yukon Duty Officer (YDO). The acquisition of all WFM hired aircraft is coordinated through Air Operations at the YFC.

There are six Regional Fire Centers within the Yukon that provide operational delivery of wildfire and incident response under the direction of the Regional Duty Officer (RDO), this includes oversight of regional personnel. Regional Protection Managers (RPM) manage their respective regions; refer to the map of the administrative boundaries for the branch.

WFM and contract personnel must not carry out their duties in a manner that compromises the well-being of themselves, other personnel, or the public. WFM encourages a pro-active safety culture.

Staff and contractors are encouraged to actively identify and mitigate hazards, as well as make recommendations for improvements to procedures, facilities and equipment that support this safety culture. Air Operations has implemented a process to capture these recommendations and encourages open and transparent feedback on all aspects of WFM Air Operations. Comments/suggestions can be emailed to Air Operations (see Contact Information on Page 11). Information received will be used to identify areas of improvement within Air Operations.

Aircrew Requirements

WFM contracted aircrews and aircraft are subject to the approval of Protective Services as per the Standing Offer Agreement's (SOA's) terms and conditions. Protective Services may refuse to accept the services of contract aircrew and aircraft as outlined in the SOA.

Forty-eight-hour notice must be given to Air Operations before crew change.

Rotary Wing Pilot Requirements

For Protective Services flying, a trained and qualified pilot must have the appropriate pilot's license and endorsements with the following minimum rotary wing experience.

For all Classes

- Total time on class – 100 hours PIC (pilot in command)
- Total time on specific model – 50 hours PIC
- Total time mountain flying – 150 hours PIC in mountainous terrain similar to that found in the Yukon
- Currency – 100 hours PIC in the past 12 months

Specific Class

- Heavy: 1500 hours PIC
- Medium: 1000 hours PIC
- Intermediate: 800 hours PIC
- Light: 600 hours PIC

In addition, Protective Services requires pilots meet the Canadian Interagency Forest Fire Centre (CIFFC) and Helicopter Association of Canada (HAC) endorsed pilot competencies for helicopter wildfire operations best practices training and evaluation.

Wildfire Operations (Initial Attack, Sustained Action, and Support)

- General wildfire operations knowledge
- Mountain flying
- External load – short line (horizontal reference or long line (vertical reference), precision load placement and water bucketing/tanking
- Hover exit

- Confined area operations
- Low visibility flight

2. In addition, for heli-torch or aerial ignition device operations:

- Aerial ignition device and drip torch operations

Full details on pilot qualifications are available on the CIFFC site at the following link:

http://www.ciffc.ca/index.php?option=com_content&task=view&id=114&Itemid=258

Fixed Wing Pilot Requirements

For Protective Services flying, a trained and qualified pilot must have the appropriate pilot's license and endorsements with the following minimum fixed wing experience.

For all Classes

- Total time on specific model – 50 hours PIC
- Total time mountain flying – 150 hours PIC in mountainous terrain similar to that found in the Yukon
- Currency – 100 hours PIC in the past 12 months

Specific Class

Large Multi-Engine Aircraft (over 12,500 lbs.)

- Total time – 1000 hours PIC
- Total time on class – 150 hours PIC

Small Multi-Engine Aircraft (under 12,500 lbs.):

- Total time – 800 hours PIC
- Total time on class – 100 hours PIC Single Engine Aircraft:
- Total time – 600 hours PIC
- Total time on class – 100 hours PIC

For complete details on aircrew requirements, refer to the Protective Services SOA.

COMMUNICATION

Briefings

Passenger Safety Briefing

The pilot in command shall provide a safety briefing in accordance with the Canadian Aviation Regulations (CARs) before each initial flight. The level of detail required in the briefing is dependent on the complexities of the flight, its objective and landing locations (i.e.: hover exit). In addition to the standard passenger safety briefing mandated by Transport Canada, the briefing must also include:

- radio operation/communication
- emergency fuel shut-off; and
- operation of applicable rotary wing gear (nets, long lines, cargo hook etc.).

Radio Communications

All aircraft on contract with WFM must ensure their onboard VHF AM/FM radios are operational and programmed with all WFM radio frequencies at the start of the contract.

Unserviceable VHF AM/FM radios constitute an unserviceable aircraft. If an in-flight radio failure occurs, the aircraft must return directly to the appropriate base. An Aircraft Unavailability Report must be completed for the period of time the aircraft was removed from service.

Note: Pocket sized communication cards (comm cards) are provided at the initial briefing.

VHF – FM Network Frequencies

The following 16 FM frequencies must be programmed prior to initial flight:

CHANNEL	TX	RX
1. Fireline	162.75	162.75
2. Red Simplex	162.99	162.99
3. Red Rpt. Portable	163.65	162.99
4. Yellow S.	162.81	162.81
5. Yellow Rpt.	163.56	162.81
6. Green S.	162.87	162.87
7. Green Rpt.	163.59	162.87
8. White S.	162.93	162.93
9. White Rpt.	163.77	162.93
10. Gold S.	161.52	161.52
11. Gold Rpt.	160.695	161.52
12. Orange Portable S. (NB)	162.465	162.465
13. Orange Rpt Portable Rpt.(NB)	167.445	162.465
14. Blue Portable S. (NB)	163.89	163.89
15. Blue Rpt Portable Rpt.(NB)	168.87	163.89
16. Inter Agency S.	149.525	149.525
17. Inter Agency Rpt.	156.765	149.525
18. Fire Mutual Aid S.	151.550	151.550
19. Fire Mutual Aid Rpt.	155.355	151.550

VHF-AM NETWORK FREQUENCIES

Air to Air – Fire Advisory (5 min back from fire)	122.70 Mhz
All Yukon Air Tanker Bases	122.90 Mhz
Air to Air En Route	126.70 Mhz
Air to Air - Fire Advisory X border in British Columbia	126.70 Mhz

** All Air Tanker Bases also monitor local Region VHF-FM Frequencies

Radio Base Stations

LOCATION/CALL SIGN	RPT.	
BEAVER CREEK (repeater only)	Green	- links to Yellow at Haines Junction
CARMACKS Fire Centre	Green	- links to Gold at Ptarmigan
DAWSON Fire Centre	White (main)	- Gold (alternate)
HAINES JUNCTION Fire Centre	Yellow	- links to Green at Beaver Creek
MAYO Fire Centre	Yellow	
OLD CROW IA Base	Orange	
PELLY IA Base	Gold	- links to Green at Ptarmigan
TESLIN IA Base	Green	- links to White at Whitehorse
WATSON LAKE Fire Centre	Yellow	- *White & Green (alternates)*
WHITEHORSE Fire Centre	White (main)	-Yellow (alternate) links to Green at Teslin
YUKON FIRE CENTRE, Whitehorse	White (main)	-Yellow (alternate) links to Green at Teslin

Remote Repeater Links

Operation

To **activate** the local link:

1. Press and hold PTT
2. Press 1 2 3
3. Release PTT. There are courtesy tones to let you know you were successful in activating the link on the first repeater. If no tones are heard, try again.

To **activate** the remote link:

1. Press and hold PTT
2. Press 1 2 3

Once the link is activated, anything you say on one repeater rebroadcasts on the other. For example: Anything said on White repeat in Whitehorse, will be heard on Green repeat in Teslin and anything said on Green repeat in Teslin, will be heard on White repeat in Whitehorse.

To **de-activate** the link

1. Press and hold, PTT (push to talk).
2. Press 1 2 3 #
3. Release PTT

This will deactivate both the local and remote link.

If there is no activity on either repeater, the link will automatically be disabled after 5 minutes.

Locations

- Whitehorse White repeat (on Flat Mountain) is linked to Teslin via the Green repeat (on Hayes Peak) and vice versa.
- Haines Junction Yellow repeat (on Decoeli) is linked to Beaver Creek via Green repeat (on Horse Camp) and vice versa.
- Carmacks Green repeat (on Millers Ridge) is linked to Pelly Crossing via Gold repeat on (Ptarmigan Mountain) and vice versa.

Standard Radio Communication Procedures (All Flights)

Regional Aircraft

Regional Duty Offices (Duty Office) are responsible for all aircraft assigned to their region.

Thirty (30) minute Check-ins

30 Minute check-ins are mandatory for all aircraft on contract with Protective Services. It is the responsibility of aircraft and Duty Office to maintain communication; and the Duty Office to initiate overdue procedures if a 30-minute check-in is missed.

In-flight Communication

Take off

The pilot or WFM staff on board must transmit to the regional fire center the following:

1. Aircraft call sign
2. Destination and ETA
3. Fuel on board (in hours)
4. Passenger manifest (names, call signs or manifest numbers)
5. Confirmation the aircraft is tracking

***Note**: If altitude is required to make radio contact, this information must be transmitted as soon as possible after lift off

Throughout Flight

The pilot or WFM staff must transmit to the regional fire center the following:

1. Update ETA, if applicable
2. 30-minute position reports
3. Flight deviations
4. Advise entering or leaving regions once contact is established with the next region

Landing

1. Notify Duty Office before landing with location
2. Call landed

COMMUNICATION

***Note**: If radio communication is not available on the ground, this must be done via alternate communication device.

Air Tankers

Air Tankers are a Territorial resource and are flight followed by the Yukon Fire Centre (YFC). All aircraft associated with the airtanker group must be monitored until the flight is complete. Air Attack Officers (AAO) are responsible for activating and terminating flight following for their respective group.

Thirty (30) minute Check ins
30-minute check ins are done via AFF tracking by the YFC.

In-flight Communication

Take off
AAOs are responsible for communicating the following information to the duty room:

1. Destination and ETA.
2. Fuel on board (in hours)
3. Number of souls onboard (names, call signs or manifest numbers)
4. Confirm the aircraft is tracking via AFF

***Note**: the call can be made as soon as possible once airborne if the situation requires it

Throughout Flight

1. YFC will be updated via Sat/Cell-phone when departing an incident or diverting from original plan and a new ETA will be provided.

Landing

1. AAO will inform the YFC once landed.

Additional procedures
Applicable to all aircraft under contract with Protective Services.

In situations where standard communication procedures are not possible alternate procedures may include 30-minute check -ins via

- AFF Tracking
- satellite communication device
- Sat/Cell phone
- File a flight plan with Nav Canada

Enroute Communication Protocol

- Maintain radio communications on designated VHF-FM frequency.
- Maintain radio communications on enroute VHF-AM 126.7.
- Switch to VHF-AM 122.7 or other designated Frequency **5 min back from incident**

****SEE OPERATIONS SECTION FOR WILDFIRE RESPONSE COMMUNICATION PROCEDURE**

Automated Flight Following

Aircraft on contract with Protective Services must be equipped with a satellite tracking device that meets Automated Flight Following Standards (AFF). It is the responsibility of the air carrier to notify WFM when changing tracking units into different aircraft. Air carriers must ensure their tracking is turned on and the data stream feeds through their AFF service provider in such a way that it can be viewed by WFM – Dispatch Yukon. For further information, go to:

Flight Following Procedures for Aircraft Repositioning (Base Change)

For flights between regions,

- The region where flights originate are responsible for notifying enroute regions of the transitioning aircraft

  Note: for aircraft that are not designated to a region, this will be completed by the Yukon Duty Office and sent to the destination and enroute regional office's

- In the event, VHF-FM 30-minute check in standard cannot be adhered to (enroute regional offices are non-operational), an alternative check-in plan will be developed by the RDO, or Air Operations, in conjunction with the Yukon Duty Office, to comply with the flight following standard. Aircraft, excluding air tanker groups, must report to regional flight following personnel when entering or leaving their region.
- When flight following responsibilities are transferred from one duty office to another it must be recorded in the respective Dispatch logbooks.

Flight Following Procedures

Wildland Fire Management is responsible for flight following aircraft contracted by Protective Services in accordance with Canadian Aviation Regulations (CARs). This responsibility must be completed by authorized personnel.

For complete flight following procedures see the flight following SOP

Mode C Transponder

Fixed wing air tanker and birddog aircraft on contract with WFM are equipped with a Traffic and Collision Avoidance Device (TCAD) as a safety enhancement. TCAD provides these aircraft with additional airborne traffic target information, it is mandatory that aircraft on contract have a Mode 'C' Transponder and operate with the unit "ON".

** *If either the AFF tracking device or Mode C Transponder are not operational, this may be grounds to deem the aircraft unserviceable.*

Contact Information

Government of Yukon
Wildland Fire Management
91790 Alaska Highway
Whitehorse, Yukon Y1A 5X7

Air Operations/Yukon Forest Fire Centre

Aviation Officer — Phone: (867)-456-3836
Fax: (867)-393-7416
wfm.aviation@gov.yk.ca

Yukon Duty Officer — Phone: (867)-667-3128
Cell: (867)-332-1926
Fax: (867)-667-3148
ydomail@gov.yk.ca

Regional Fire Centers

WHITEHORSE FIRE CENTRE REGIONAL DUTY OFFICER Phone: (867) 456-3800 Fax: (867) 456-5588	**HAINES JUNCTION FIRE CENTRE** REGIONAL DUTY OFFICER Phone: (867) 634-7061 Fax: (867) 634-7060
CARMACKS FIRE CENTRE REGIONAL DUTY OFFICER Phone: (867) 863-2409 Fax: (867) 863-5153	**DAWSON FIRE CENTRE** REGIONAL DUTY OFFICER Phone: (867) 993-5992 Fax: (867) 993-5763
MAYO FIRE CENTRE REGIONAL DUTY OFFICER Phone: (867) 966-3200 Fax: (867) 996-2176	**WATSON LAKE FIRE CENTRE** REGIONAL DUTY OFFICER Phone: (867) 536-2004 Fax: (867) 536-7137
TESLIN FIRE IA BASE RESPONSE OFFICER Phone: (867) 390-2531 WFM: (867) 390-2658 Fax: (867) 390-2682	**ROSS RIVER IA BASE** RESPONSE OFFICER Phone: (867) 996-2242 Fax: (867) 996-2610

OPERATIONS

Summary of Alerts

Alerts are posted by 1700 hours for the following day and amended as required by the YDO. Aircrews are notified of alerts and amendments as soon as possible.

RED	Personnel and aircraft ready for immediate departure
YELLOW	Personnel and aircraft must be available for departure within 30 minutes or less
BLUE	Personnel and aircraft available for departure within 1 hour
GREEN	Stand down: Personnel released from standby obligations for a specified period

Aircrews must be prepared to be dispatched anywhere in Yukon and should always carry their overnight bag.

Duty Day and Flight Time

To ensure safety is not compromised, the following guidelines must be followed while under contract to PS:

Duty Day

Pilots are limited to 14 consecutive hours of duty time in any one-day (24 consecutive hour period), which includes 1 hour of pre and post flight prep time.

Flight Time

Pilot flight time standard is 8 hours in any one day. This may be extended if all parties involved agree. Flight time extensions require approval from the YDO and must be noted in the duty officer logbooks.

Additional aircrew may be requested if limitations are expected to be exceeded.

Mandatory Rest Periods

Before starting the next duty day, pilots are given sufficient time to allow 8 hours of prone rest as well as sufficient time for travel to and from the workplace, meal breaks and personal hygiene.

Time Free from Duty Requirements

It is the responsibility of contracted air carriers to ensure operations are not compromised due to time free from duty requirements (CAR 700.1). Pilots must advise Duty

Officers in a timely manner if relief pilots are required. Outgoing aircrew will thoroughly brief incoming aircrew on all aspects of the operation. The new aircrew will also receive a full briefing from WFM staff as per the Pilot Briefing Checklist.

Load Calculations

Load calculation forms (see Aviation Forms Section) must be completed for each initial flight and when operations allow. Pilots and WFM staff must always communicate the contents of the load and associated weights.

Aircraft Unavailability

In the event an aircraft or pilot are unavailable to meet alerts or assignments, the pilot must immediately inform the RDO at which time the RDO will initiate, in conjunction with the aircrew, an Aircraft Unavailability Report (see aviation forms section). Once the aircraft or aircrew become operational, the Aircraft Unavailability Report is completed, and an adjustment will be made by Air Operations on a prorated basis for each hour of unavailability as per the SOA.

Dispatching Aviation Resources

Upon dispatch to a fire, aircrew will be provided as much of the following information that is currently available:

Information	Example
1. Incident #	DA-012
2. Coordinates	60 09.582N 138 31.164W
3. Geographic Location	Antimony Creek
4. Other Resources Dispatched	Aircraft type and call signs, IA crews, etc.
5. Other Information	Radio frequencies, values at risk, route etc.

Aerial Detection

All detection flights will be conducted in accordance with the WFM *Aerial Detection Manual*. These manuals are available at all Regional Offices and may be requested by aircrew.

Transportation of Dangerous Goods

Air carriers and pilots contracted by WFM must be approved by Transport Canada to carry and transport dangerous goods by air.

WFM personnel that may be involved in the transportation of dangerous goods are provided with TDG training. Included in this training is TDG Regulations, Part 12.12 Aerial Work which covers transportation of dangerous goods by air.

Initial Fire Report

For all new fires, an Initial Fire Report (IFR) will be completed and relayed to the RDO by the first qualified WFM personnel to arrive at the fire. If no WFM personnel are on board the aircraft, the pilot will be expected to complete the IFR to the best of their abilities and call it into the Regional Office.
See reference section for IFR Completion Guide and copies
for use.

Wildfire Operations Communication Procedure

During wildfire operations, the following is the standard for WFM contract aircraft:

Enroute:

- The responsible WFM staff (front seat) monitors and acknowledges FM traffic, pilot will acknowledge AM traffic
- Maintain radio communications enroute on VHF-AM 126.7 and designated Region VHF-FM frequency
- **When 5 minutes back from a fire** switch to VHF-AM Air Advisory frequency (122.7) and announce aircraft call sign, altitude, direction of approach, and intention to enter the designated restricted wildfire airspace.
- If you do not get a response from any aircraft already in the airspace **do not enter**

Restricted Airspace

Forest Fire Aircraft Operating Restrictions (CAR 601.15)

Airspace in the vicinity of a forest fire is automatically restricted to all aviation traffic except WFM aircraft involved in the fire (and at times Transport Canada aircraft).

The restricted airspace is 5 Nautical Miles around the perimeter of the fire and 3000 feet Above Ground Level (AGL) over the highest point of the fire as per CAR 601.15.

If aircrew feel this airspace needs to be further restricted to general aviation traffic, they can notify the RDO, who may then request further restrictions under CARS 601.16

Entering a Restricted Airspace (5nm of a fire):

- Switch from enroute frequency VHF-AM 126.7 to WFM Air to Air Fire Advisory frequency VHF-AM 122.7 **5 minutes** back from the fire.
- If other aircraft are already on the fire, **do not** enter the restricted airspace unless you have radio communications with the other aircraft. If you are unable to contact the other aircraft on 122.7, use the local FM frequency. Positive communications **must** be established with the other aircraft before entering the restricted airspace.
- If there are multiple aircraft inbound to the same fire and no birddog at the fire; a common altimeter setting must be established, and operations must be conducted in a manner that ensures aircraft separation.
- If there is no other air traffic on the fire, approach the fire and do left hand circuits in order to complete the Initial Fire Report (IFR)
- Establish Air-to-ground communications on Fireline Channel #1 Red Simplex (VHF/FM 162.75), unless otherwise specified.

Air Traffic Control in Restricted Airspace

Aircraft must monitor VHF-AM 122.7 while inside the restricted airspace. Upon contact with the birddog, the AAO may provide the VHF-AM Bombing Frequency assigned to the group.

Nonstandard Air to Air Frequency's

In the event an alternate VHF-AM frequency is established from the standard VHF-AM 122.7 the new nonstandard frequency must be approved by Air Operations and communicated and understood by all individuals involved in the incident operations i.e.: RDO, YDO, IC, Contracted Pilots, AAO's and entered/updated on Dispatch Yukon and reflected in the Incident Action Plan.

Example's where a nonstandard frequency may be implemented are aerial incident response:

- within an airport control zone
- minimal air traffic/fire behavior in proximity to a VFR flightroute
- to reduce radio congestion on incidents or complex's

Unmanned Aerial Vehicle (UAV) in Restricted Airspace Response

In the event a UAV airspace incursion in restricted airspace over a forest fire incident the following procedures shall be followed:

1. All WFM aircraft impacted by the incursion will be grounded by the Birddog team, Helicopter Coordinator or Incident Commander (IC) and notify the RDO, who will notify the YDO.
2. One aircraft will be assigned for assessment overhead the affected airspace at a safe altitude and distance.
3. The assessment aircraft will perform in order of priority:
    a. Act as a lookout to ensure continued safety of ground operations that may be affected by the exclusion of aerial suppression efforts if required.
    b. If safe, maintain visual contact of the UAV and assist ground resources in locating the UAV operator.
    c. Determine when safe to return to normal operations.
4. A ground-based search for the UAV operator will be initiated by the IC. If contact is made, WFM staff shall notify the UAV operator they are illegally operating a UAV in a restricted airspace.
5. Request them to cease and ground their UAV immediately, document their name and contact information for submission to Transport Canada. Request the YDO contact the RCMP for assistance if required.
6. Ensure all documentation is forwarded to the YDO. A UAV airspace incursion is an aviation incident and must be reported as such using an Unsafe Conditions Report.
7. The YDO will ensure UAV airspace incursions are reported to Transport Canada.

Rotary Wing Operations

Aircraft Requirements

WFM contract aircraft are to be equipped as outlined in the Protective Services SOA.

Rotary Wing contracted for Wildfire Operations are to be equipped with the standard gear:

- fire-bombing bucket suitable to the operational performance of the helicopter
- (1) set of barrel slings
- (3) cargo nets with lanyards
- (1) 50' & (1) 100' long line with remote hook
- Refueling gear

Invasive species

Carriers are responsible for preventing the spread of invasive species in the territory. Upon hire, buckets must be cleaned, drained, and dry.

Rotary Wing Recurrence Training

WFM provides annual rotary wing training to applicable staff. This training includes:

- Helicopter safety
- Hover exit
- Cargo operations (internal & external cargo)
- Bucket operations
- Radio protocol
- Helicopter load calculation records
- Heli-spot requirements

Flight Restrictions

Contract Aircraft are restricted to Protective Services personnel and YDO approved passengers.

WFM personnel are restricted from flying in aircraft being utilized for:

- Bucketing
- Cargo slinging
- Aerial ignition – unless trained
- Open door aerial work (PSD operations or aerial scanning) – unless trained

Initial Attack (IA) Procedures

IA is conducted in accordance with the WFM Initial Attack Standard Operating Procedures. Each time a pilot and aircraft are assigned to an IA crew, preparations must include the following:

- Review WFM Initial Attack Standard Operating Procedures.
- Discuss hover exit procedures for rotary wing type being used with IA Crew.
- The pilot will oversee and be the final authority on load configuration. Aircraft equipment required to complete the IA kit must be included in the load calculation.
- Ensure fuel is sufficient for assigned mission and considers allowable payload. (Minimum fuel for Initial Attack Operations is 1.5hrs.)

WFM Heli-spot Standard

A pilot must exercise caution when landing at all temporary landing areas. It is strictly up to the pilot to accept, reject or suggest improvements that need to be made to any landing area, ground level landing site, or cleared approach/departure area. A pilot should not feel pressured in any way to accept a landing site that they are not comfortable with or that they feel is not safe.

*Heli-spots must be minimum two rotor widths in diameter

Bucketing

Pilots must receive authorization to conduct bucket operations from the IC, Duty Officer or AAO. Passengers are not permitted onboard. Pilots must establish radio contact with ground crew prior to commencing bucketing to ensure they are clear of the drop zone.

WFM bucketing operations are restricted to the following situations:

Initial attack:

- Control flames and assist ground crews in gaining control of fire perimeter
- Cool hotspots within perimeter that threaten the control line.

Sustained action:

- Fill holding tanks
- Support crews in holding active perimeter and hot spotting
- slow perimeter growth in advance of ground crews for a period of time (to minimize cost and/or damage or to achieve landscape fire management objectives as identified in the Wild Fire Analysis (WFA) or Incident Action Plan (IAP)

Cargo Slinging

WFM ground crews are trained annually in slinging operations and are restricted from being onboard during slinging operations.

Aerial Ignition

Aerial ignition operations are subject to approval through an approved Ignition Plan.

Heli-Torch

WFM contracts air carriers to supply aerial ignition devices (heli-torch). The air carrier/pilot is responsible for all aspects of the operation and maintenance of their aerial ignition device. WFM staff are prohibited from performing maintenance or adjustments to air carrier's aerial ignition equipment. WFM staff are restricted from being onboard when the device is attached externally, unless trained.

PSD Operations

WFM owns, operates, and maintains a plastic sphere dispenser (PSD) that is operated by trained WFM staff.

Open Door Aerial Work

WFM conducts the following open door aerial work

- Aerial Scanning
- PSD Operations

Regions must anticipate the requirement for open door aerial work. The RDO is responsible for ensuring the following procedures are met and documented in the duty logbook for all open-door aerial work.

All open-door aerial work will be done in accordance with the air carrier's operations manual and SOP's including the following WFM standards:

1. Complete a thorough mission and safety briefing that includes mission details, safety protocols, emergency, and communications procedures.
2. The door(s) must be removed or in the locked position.
3. Remove or secure all loose items. (I.e., maps, loose seat cushions, spare headsets etc.)
4. Shoulder harnesses and seatbelts must be worn during open door scanning operations. The seatbelt buckle is secured against accidental opening in accordance with the pilot's direction. One wrap of electricians tape over the release will be added.
5. A secondary restraint harness is not required for open door work in the Yukon. If there is a need / desire to use a secondary restraint harness, all parties involved in the operation must agree to it, the equipment must be in appropriate working order, the pilot-in-command will ensure that it is securely attached to the aircraft and suitable cutting tool accessible to the person using the harness.
6. Due to the various types of aircraft and methods of securing seatbelts, aircrew must perform three (3) practice emergency seatbelt openings prior to doors off operations.
7. The pilot will inspect the seatbelt buckle, webbing, retractor, and anchor points prior to skids up.
8. It is the right and responsibility of all staff involved in open door aerial work to refuse any involvement in the operation if they feel safety is being compromised in any way.
9. The pilot will have the final approval on whether adequate safety precautions are in place .
10. Prior to lift-off, a WFM aircrew member must notify the RDO that open door aerial work is commencing. (I.e., Ignition, Scanning). This must be noted in the duty log as well as on the DFR.

Aerial Scanning

- Marking hot spots by free dropping spikes, ticker tape etc. is prohibited**.**
- For marking detected hot spots, latitude and longitude are to be to be recorded via a Global positioning system (GPS). This can be accomplished by using the contracted helicopters on board GPS or WFM issue handheld models.
- A geographic descriptor is to be recorded for each hotspot/coordinate (i.e.: 20 meters offline, under blow down etc.)
- The above two bullets are best accomplished by using two people, one individual conducting the aerial scanning and the other recording coordinates and descriptions.

Hover Exit Operations

Hover exit is authorized only when no other reasonable option for access exists.

Designated WFM personnel receive annual training and certification in hover exit using the Canadian Interagency Forest Fire Centre's (CIFFC) Hover Exit Guidelines and the WFM Hover Exit Operational Directive as part of the Annual Rotary Wing Operations Training.

Personnel equipped weight means the total weight of the personnel including all required personal protective equipment worn during the hover exit maneuver.

The following are WFM personnel maximum equipped weight limits for hover exit operations:

EC120 – 200 lbs.

Bell 206B – 200 lbs.
Bell 206L – 220 lbs.

Bell 407 – 220 lbs

Astar - 220 lbs.

Bell 204 – no limit

Bell 205 no limit

Bell 212 – no limit

The Pilot in Command must ensure appropriate weight and balance calculations are conducted for each operational flight where a hover exit will be used using actual crew and equipment weights. The Pilot in command will direct the Crew leader or WFM personnel on optimal aircraft loading and exit sequence for the hover exit maneuver.

WFM requires a mandatory 10% power reserve be maintained during the hover exit maneuvers.

Prior to initiating hover exit procedures, the pilot and IA crew must review Hover Exit procedures and identify hazards specific to the rotary wing type and site-specific hazards (i.e.. terrain, and weather).

If a hover exit is required, the IAIC must notify the RDO of the location, commencement, and completion times.

Hover Entrance

WFM trains personnel in low hover entry procedures in the event this procedure is required. Hover entrance is authorized only when no other reasonable option exists. WFM trained staff must treat the procedure as an exception to a normal work practice. Personnel must anticipate and initiate actions that accommodate a full skid landing whenever possible.

The safety of the personnel must be ensured prior to initiating hover entrance procedures and conducted as outlined in the provided training.

Airtanker Requests

Air tankers and birddogs are requested through the Yukon Duty Office via the Airtanker Request **(ATR)** tool of Dispatch. If the ATR is approved, resources will be requested.

Backup Protocol

When the situation warrants (e.g., Dispatch is unavailable) the backup protocol will be as follows:

The RDO will record information regarding the Airtanker Dispatch Request for birddog and/or

air tanker support providing as much information as possible in an email to the YDO and follow up with a phone call.

The YDO will phone the appropriate air tanker base **(ATB)** with the dispatch information followed by an email.

***Note:** air tankers and birddogs will be flight-followed by the YFC using Dispatch Yukon and satellite phones.

AVIATION FUEL MANAGEMENT

Fueling Safety

WFM personnel must ensure fuel is properly stored and handled. WFM uses the Canadian Standards Association (CSA) Manual *Storage, Handling and Dispensing of Aviation Fuels at Aerodromes - CSA Standard B836-05* as a reference.

Fueling must be carried out by air carrier personnel or commercial refueling personnel only. WFM employees are prohibited from fueling aircraft and cannot be onboard the aircraft during fueling operations.

WFM's preference is that aircraft are shut down prior to fueling. "Hot" fueling aircraft is permitted under the Canadian Aviation Regulations (CARS) and may be utilized where life or property is at immediate risk. During "Hot" fueling operations, WFM personnel are not to take part.

WFM prohibits refilling aviation fuel drums from bulk tanks or pumping fuel from drums into tanks.

Fuel Tracking and Administration

Pilots must report fuel taken on both the DFR and bulk fuel inventory forms. In the case of drum fuel, pilots must also notify the RDO when drums are taken from a location.

Bulk Fuel

WFM owns and maintains Jet A bulk fuel systems and utilizes commercial fuel suppliers. Fuel samples are taken from all WFM's bulk tanks each spring and lab tested to ensure they meet standards.

Fuel from WFM bulk tanks cannot be used until notification from Air Operations is given each spring.

Fuel quality control is undertaken daily at WFM bulk fueling sites by the Regional Mixmaster and Warehouse personnel. Fuel inventories, quality control, and usage are maintained at the Regional level and forwarded to the Air Tanker Base Supervisor weekly.

Drum Fuel

WFM maintains drum fuel inventories at the territorial level. Each Region also maintains inventories and cache location information.

*Note: It is the responsibility of the region to ensure drum fuel inventory is cycled as often as possible to ensure the fuel meets CSA standards (for drum aviation fuel the standard is one year

from fill date indicated on drum, this date is by month/year: e.g., 06/15 = June 2015). WFM personnel track all drum fuel to ensure the CSA standard ismet.

SAFETY

WFM and contract personnel shall not carry out their assignments in a manner that compromises the well-being of themselves, other personnel or the general public. WFM encourages a pro-active safety culture. Staff and contractors are encouraged to actively identify and mitigate hazards, and make recommendations on procedures, facilities and equipment that support this culture.

Definitions

Accident. An occurrence during the operation of an aircraft, in which a person sustains an injury, or the aircraft sustains substantial damage or failure that adversely affects the structural strength, performance or flight characteristics of the aircraft and requires major repair or replacement of any affected component.

Incident. An occurrence, other than an accident, that affects the safe operation of the aircraft.

Hazard. Any situation that is left unattended could lead to an accident or incident.

Overdue. Any aircraft under contract to WFM that has missed a 30-minute or scheduled check- in and will not respond to attempted contact transmissions by flight watch personnel.

Aircraft Accident/Incident/Hazard Reporting

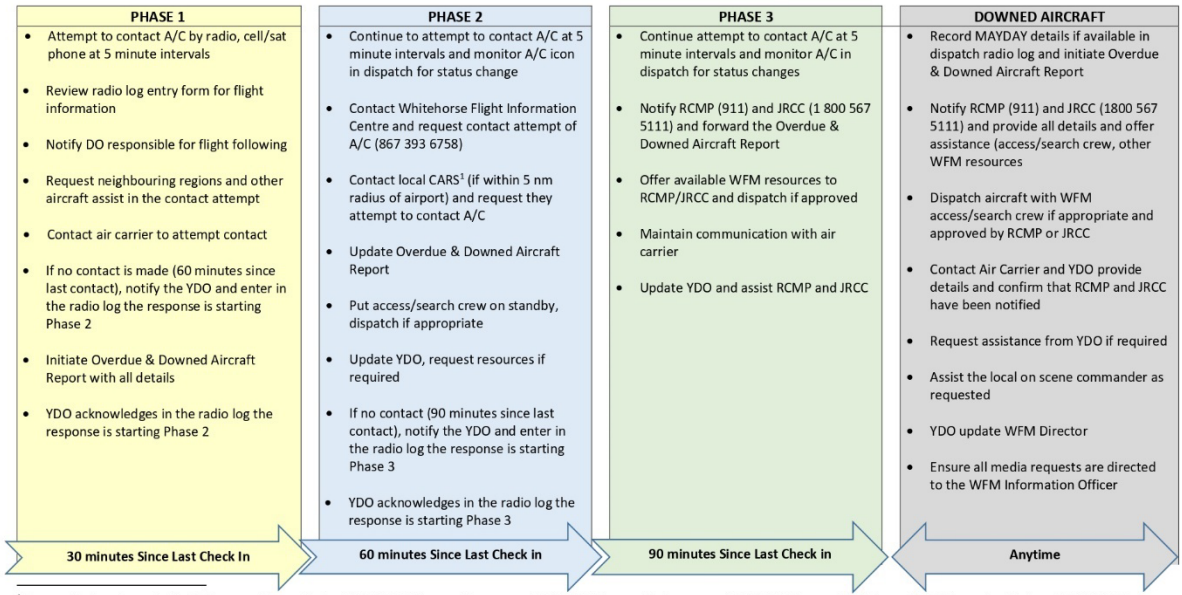
In the event an aviation accident/incident or hazard occurs, the aircrew must notify the RDO or IC, as soon as possible, and complete the form in Aviation Forms Section (and forwarded to RDO) or found on WFM SharePoint site.

WFM stresses the importance of reporting not only aviation, but all accidents, incidents, and hazards. The following should be considered:

- Always ensure the safety of yourself, the crew and public.
- Do not relay the names of persons involved over the radio.
- Do not refer to the air carrier aircraft registration over the radio.
- Use plain language over the radio.

Overdue & Downed Aircraft

WFM Duty Room Responsibilities – Overdue and Downed Aircraft Response



[1] Community Aerodrome Radio Stations:

Beaver Creek	867-862-7282	Faro	867-994-2791	Teslin	867-390-2525	Whitehorse Flight Information Centre	867-393-6758
Burwash	867-841-4242	Mayo	867-996-2334	Watson Lake	867-536-2905	Joint Rescue Coordination Centre	800-567-5111
Dawson	867-993-5338	Old Crow	867-996-3511				

ADMINISTRATION

Daily Flight Reports (DFR)

Pilots must complete a DFR and submit it to authorized WFM personnel for verification and signature at the end of each day. (Refer to inside cover of DFR for information and Reference Section on how to complete a DFR)

- **White copy** – forwarded by the region to Air Operations
- **Yellow & Pink copy -** pilots keep the yellow and pink copy of the DFR. The yellow copy must be returned with the company invoice and the pink copy may be retained by the company for their files.
- **Orange (Goldenrod) copy** – retained by the region.

If the aircraft is repositioned, the DFR book must accompany the aircraft

See Forms for DFR Example

Aircrew Expenses

Accommodation

- Accommodation is arranged by regional personnel when aircrews are required to overnight away from their base of hire.
- Aircrew must pay for accommodation and invoice WFM
- Accommodation must be noted on the DFR. Receipts must accompany carrier invoices.
- At times aircrews may be required to spend nights in remote camps. In this situation accommodation will be supplied by WFM

Meals

- Aircrews are responsible for their own meals (when operations allow) and are reimbursed according to the Travel Directive - Meal and Incidental Expense Rates (see below).
- When aircrews are unable to provide their own meals (staying in fire camps, fire operations, extended alerts, base changes, etc.) WFM will provide meals. Aircrews cannot claim meals provided by WFM.
- All meals and incidentals eligible for reimbursement must be noted on the DFR.
- Receipts are not required.

Ground Transportation

- When aircrews are required to work away from their base of hire, WFM may provide a fleet vehicle, shuttle service, or approve a rental vehicle.
- When vehicles are rented, the aircrew must pay for the rental and invoice WFM. Original receipts must accompany the carrier's invoice.
- Vehicle rentals must be pre-approved by Air Operations and noted on the DFR

Fuel

- All Fuel Taken must be noted on the DFR
- Fuel supplied by the air carrier must include quantity and cost.
- Fuel provided by WFM must include quantity, type (bulk or drum) and location taken.
- When the pilot purchases fuel, original receipts must accompany the carrier invoice.

***Note**: fueling procedures (specific to each region) must be covered in the initial pilot briefing before fueling.

Other Expenses

- Any other authorized expense (e.g., airport fees) incurred by the air carrier while under contract to WFM are to be noted on the DFR.
- Receipts must accompany the carrier invoice.

Meals and Incidental Expenses

Full days on travel status

The amount claimed up to a maximum of:

Yukon	NWT	Nunavut	Rest of Canada	Alaska	Rest of USA
$135.70 CAD	$153.00 CAD	$181.30 CAD	$129.25 CAD	$135.70 USD	$129.25 USD

For travel outside Canada and USA, refer to Canada's National Joint Council travel directive, Appendix C.

Partial days on travel status

The amount claimed up to a maximum of:

	Yukon	NWT	Nunavut	Rest of Canada	Alaska	Rest of USA
Breakfast	$25.95 CAD	$28.20 CAD	$30.10 CAD	$24.90 CAD	$25.95 USD	$24.90 USD
Lunch	$23.80 CAD	$34.25 CAD	$36.55 CAD	$25.20 CAD	$23.80 USD	$25.20 USD
Dinner	$68.65 CAD	$73.25 CAD	$97.35 CAD	$61.85 CAD	$68.65 USD	$61.85 USD

For travel outside Canada and USA, refer to Canada's National Joint Council travel directive, Appendix C.

Incidental expenses

Within Canada	Within USA	Outside Canada and USA
$17.30 CAD	$17.30 USD	Refer to Canada's National Joint Council travel directive, Appendix C.

Invoicing

All invoices for aircraft charters for Protective Services Division of the Department of Community Services are to be provided to:

Air Operations
Wildland Fire Management
Box 2703 (C-19)
Whitehorse, Yukon Y1A 2C6

All invoices should clearly state the Aircraft Hire Number and be supported by the Daily Flight Report(s) (Yellow Copy).

** Refer to SOA for more invoicing information

REFERENCE

Daily Flight Report Completion Guide

1.	**Date:**	Record date in month/day/year.
2.	**Aircraft Company:**	Record full name of aircraft company.
3.	**Aircraft Make/Model:**	i.e. B206, C206
4.	**Registration:**	Aircraft registration.
5.	**Pilot(s):**	Full name of pilot(s).
6.	**Engineer(s):**	Full name of engineer(s) if applicable.
7.	**Zone:**	Two letter district abbreviation, i.e. DA, CA, XY
8.	**Fire #:**	Two letters and two numbers to describe fire, i.e. DA10, CA04, XY21
9.	**Use Code:**	Four letter use code (**see below**) that best describes each portion of flight
10.	**Flight Details/Itinerary:**	Brief description of flight and area flown.
11.	**Start Time:**	The moment an aircraft first moves under its own power for the purpose of taking off.
12.	**Finish Time:**	The moment an aircraft comes to rest at the end of the flight.
13.	**Hours or Miles:**	Total amount of time taken or miles flown for this portion of flight.
14.	**Fuel:**	Record where fuel was taken as well as if the fuel was provided by the department or by the carrier, whether it was taken from a bulk source or drum, and in the case of carrier supplied fuel, the price per litre and total fuel cost.
15.	**Rate/Hour/Mile/Cost:**	List the hourly or per mile rate of the aircraft multiplied by time or miles flown to calculate the flight cost.
16.	**Aviation Occurrence:**	Indicate if there was an aviation occurrence. If there was, you must also complete an Aviation Accident/Incident Report, available at Zone office
17.	**Period of Unavailability:**	Indicate the period of time that the aircraft was unavailable if applicable. If this is the case, you must also complete an Aircraft Unavailability Report, available at Zone office.
18.	**Daily Alert:**	Indicate the alert status and hours of status.
19.	**Duty Day:**	Indicate the hours of the pilot's duty day.
20.	**Daily Air Crew Expenses:**	Meals – indicate if and how many meals were provided by the department or paid for by the carrier. Accommodation – indicate if accommodation was provided by the department, or paid for by the carrier as well as the facility name and number of rooms. If paid for by the carrier, an original receipt must accompany invoice. Incidentals – indicate if carrier is claiming incidentals and number of crew claiming.
21.	**Other Expenses:**	Complete this section only if you have authorization for other expenses such as vehicle rentals, then indicate rental company.
22.	**Totals:**	Record the flight cost (from section 15), add the fuel cost (from section 14) to calculate the total cost.
23.	**Signatures:**	Pilot's signature as well as authorized WFM signature
24.	**Department info:**	To be completed by WFM. SOA = Standing Offer Agreement number, Hire number and extension (where applicable).

Aircraft Use Code Descriptions

			Description
1.	ADMI	Administration	Transporting WFM personnel to attend meetings or to deal with administration issues.
2.	BASE	Base Charge	Repositioning A/C.
3.	BUCF	Bucketing – Fireline	Bucketing on the fireline.
4.	BUCP	Bucketing – Portatank	Bucketing into a portatank.
5.	COMM	Repeaters & Wx	Flights dealing with repeaters or weather stations.
6.	FERR	Ferry	Ferry from point of hire to requested location.
7.	FALS	False Smoke	Flying resulting in a false smoke report.
8.	DETE	Detection Flight	Fire detection by detection aircraft only.
9.	LPTR	Loaded Patrol	When I.A. crew fly loaded patrols at times of high fire danger.
10.	TRAI	Training	All flights used for training purposes.
11.	TWRS	Tower Service	All flights used to transport personnel to and from and to maintain towers.
12.	TRNP	Transport Personnel	Repositioning personnel except when the flight is for administration (ADMI), or equipment(TRNB) is in the aircraft.
13.	TRNC	Transport Cargo	Cargo only on board, includes transporting fuel.
14.	TRNB	Transport Both	FM personnel and cargo on board i.e. equipped IA crew.
15.	FUEL	Refueling A/C	Flights taken to refuel aircraft.
16.	RECC	Reconnaissance	Time spent doing reconnaissance.
17.	SCAN	Scanning	Infrared scanning
18.	TORC	Aerial Ignition	Flight time where aerial ignition device is attached to aircraft.
19.	MINI	Unused Minimums	Hours to be charged to WFM to meet guaranteed minimum contract hours.
20.	MAPP	Mapping	Flights related to fire mapping.
21.	OTHR	Other	Use not specified, must be described in "flight details / itinerary" section of flight report.
22.	HOVX	Hover Exit	All flights used for Hover Exit puposes

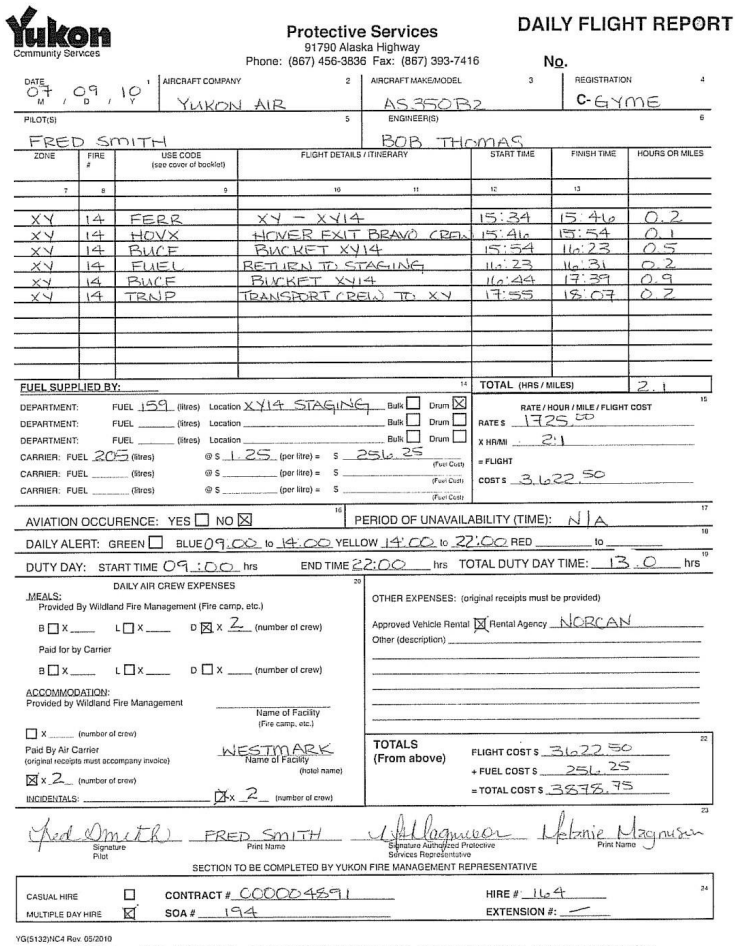
AIR OPERATIONS FLIGHT TIME CALCULATIONS

Minutes Flown	= hours		
0 to 2	= 0.0	33 to 38	= 0.6
3 to 8	= 0.1	39 to 44	= 0.7
9 to 14	= 0.2	45 to 50	= 0.8
15 to 20	= 0.3	51 to 56	= 0.9
21 to 26	= 0.4	57 to 60	= 1.0
27 to 32	= 0.5		

Note: TCAIM (Transport Canada Aeronautical Information Manual)

4.1 **Flight Time** is the total time from the moment an aircraft first moves under its own power for the purpose of taking off until the moment it comes to rest at the end of the flight. This should be recorded in all Pilot Log Books.

Daily Flight Report Example



Yukon Community Services

Protective Services
91790 Alaska Highway
Phone: (867) 456-3836 Fax: (867) 393-7416

DAILY FLIGHT REPORT

No.

DATE (M / D / Y)	AIRCRAFT COMPANY	AIRCRAFT MAKE/MODEL	REGISTRATION
07 / 09 / 10	YUKON AIR	AS 350 B2	C-GYME

PILOT(S)	ENGINEER(S)
FRED SMITH	BOB THOMAS

ZONE	FIRE #	USE CODE (see cover of booklet)	FLIGHT DETAILS / ITINERARY	START TIME	FINISH TIME	HOURS OR MILES
XY	14	FERR	XY – XY14	15:34	15:46	0.2
XY	14	HOVX	HOVER EXIT BRAVO CREW	15:46	15:54	0.1
XY	14	BUCE	BUCKET XY14	15:54	16:23	0.5
XY	14	FUEL	RETURN TO STAGING	16:23	16:31	0.2
XY	14	BUCE	BUCKET XY14	16:44	17:39	0.9
XY	14	TRNP	TRANSPORT CREW TO XY	17:55	18:07	0.2
					TOTAL (HRS / MILES)	2.1

FUEL SUPPLIED BY: _____

DEPARTMENT: FUEL 159 (litres) Location XY14 STAGING Bulk ☐ Drum ☒
DEPARTMENT: FUEL _____ (litres) Location _____ Bulk ☐ Drum ☐
DEPARTMENT: FUEL _____ (litres) Location _____ Bulk ☐ Drum ☐
CARRIER: FUEL 205 (litres) @ $ 1.25 (per litre) = $ 256.25 (Fuel Cost)
CARRIER: FUEL _____ (litres) @ $ _____ (per litre) = $ _____ (Fuel Cost)
CARRIER: FUEL _____ (litres) @ $ _____ (per litre) = $ _____ (Fuel Cost)

RATE / HOUR / MILE / FLIGHT COST
RATE $ 1725.00
X HR/MI 2.1
= FLIGHT
COST $ 3,622.50

AVIATION OCCURENCE: YES ☐ NO ☒

PERIOD OF UNAVAILABILITY (TIME): N/A

DAILY ALERT: GREEN ☐ BLUE 09:00 to 14:00 YELLOW 14:00 to 22:00 RED _____ to _____

DUTY DAY: START TIME 09:00 hrs END TIME 22:00 hrs TOTAL DUTY DAY TIME: 13.0 hrs

DAILY AIR CREW EXPENSES

MEALS:
Provided By Wildland Fire Management (Fire camp, etc.)
B ☐ X _____ L ☐ X _____ D ☒ X 2 (number of crew)
Paid for by Carrier
B ☐ X _____ L ☐ X _____ D ☐ X _____ (number of crew)

ACCOMMODATION:
Provided by Wildland Fire Management
_____ Name of Facility (Fire camp, etc.)
☐ X _____ (number of crew)
Paid By Air Carrier (original receipts must accompany invoice)
WESTMARK Name of Facility (hotel name)
☒ X 2 (number of crew)
INCIDENTALS: _____ ☒ X 2 (number of crew)

OTHER EXPENSES: (original receipts must be provided)
Approved Vehicle Rental ☒ Rental Agency NORCAN
Other (description) _____

TOTALS (From above)
FLIGHT COST $ 3622.50
+ FUEL COST $ 256.25
= TOTAL COST $ 3878.75

Fred Smith — Signature Pilot — FRED SMITH — Print Name
Signature Authorized Protective Services Representative — Melanie Magnuson — Print Name

SECTION TO BE COMPLETED BY YUKON FIRE MANAGEMENT REPRESENTATIVE

CASUAL HIRE ☐ CONTRACT # C00004891 HIRE # 1164
MULTIPLE DAY HIRE ☒ SOA # 194 EXTENSION #: —

YG(5132)NC4 Rev. 05/2010
Distribution: **White:** AIR OPS ADMIN **Yellow:** A/C COMPANY attach to invoice **Pink:** A/C COMPANY files **Goldenrod:** DISTRICT COPY

Fire Line Equipment Weights

The YTG representative responsible for a flight is responsible for providing the pilot with a complete passenger / cargo manifest including accurate weights, and advising the pilot of dangerous goods being carried.

The following estimated weights can be used if certified scale not available. Adjustments must be made for wet, dirty or modified equipment.

Fireline Pump Weights	**Lbs.**	**Kgs.**
Pump, Mark 3, c/w board	66.5	30.2
Pump, Mark 26, c/w board	47.5	21.5
Pump Kit, Mark 3/26	35.5	16.1
Pump, Mini Mark,	17.5	7.9
Pump, Tanaka	13	5.9
Pump, Wickman 100	18.4	8.3
Pump Kit, Mini Mark/Tanaka/Wickman	10	4.5
Pump, Floto	48.5	22.0
Pump Kit, Floto	22	10.0
Hose Weights (Add approx. 2lbs / roll to be added for wet hose)	**Lbs.**	**Kgs.**
Hose, 1 ½" (1 length 100') variation due to the type of lining inside the hose	13 to 16	6 to 7
Hose, Fire, 1" QC (1 length 100')	9	4.1
Hose, Econo (1 length 50')	1	0.45
Hose, Box, 1½" (4 lengths)	55	24.9
Hose, Box, 1½" (5 lengths)	65	29.5
Hose, Box, Econo (25 Lengths)	50	22.7
Hose, Suction, 1 1/2" Draftex	4	1.8
Hose, Suction, 2" Rubber	15	6.8
Hose, Suction, 2", Draftex	5	2.3
Fuel Container Weights	**Lbs.**	**Kgs.**
Drip Torch (Empty)	5	2.3
Drip Torch (Full)	13	5.9
Drum, Fuel (Full) - Estimated Weight	480	218.2
Oil, Chainsaw 4 litre jug	8	3.6
Propane Bottle, 100 lbs	180	81.6
Propane Bottle, 20 lbs	45	20.4
Tank, Fuel 10 L (2.5 gal) (Empty)	2	0.9
Tank, Fuel 10 L (Full)	22	10.0
Tank, Fuel 20 L (5.3 gal) (Empty)	3	1.4
Tank, Fuel 20 L (Full)	44	20.0
Tank, Fuel, Aux Can (Empty)	7	3.2
Tank, Fuel, Aux Can (Full)	31	14.1
Tank, Fuel, Combi, 6 L/2.25 L (Empty)	3	1.4
Tank, Fuel, Combi, 6 L(Full)	23.4	10.6
Fire Line Equipment Weights	**Lbs.**	**Kgs.**
Axe, Boy	3.2	1.5
Axe, Brush	2	0.9
Battery. AA, (box of 144)	8.5	3.9
Brushsaw	18	8.2
Chainsaw	17	7.7
Chainsaw Kit	7.5	3.4
Chainsaw w/kit	25.5	11.6
Kit First Aid, Burn	13.5	6.1

Fire Line Equipment Weights	Lbs.	Kgs.
Kit First Aid, c/w Stretcher	40	18.1
Kit First Aid, Level 2	10	4.5
Kit First Aid, Level 3 w/oxygen	28	12.7
Kit, Sprinkler	50	22.7
Pulaski	5	2.3
Pump, Backpack w/hand pump (Empty)	7	3.2
Pump, Backpack w/hand pump (Full)	34	15.4
Shovel, Round Point	4.3	2
Water, 12 pack	14.4	6.5
Water, 24 pack	29	13.2
Water, 5 gallon bottle, full	50	22.7
Water, 500 ml Bottle	1	0.5
Water Tanks/Bladders Weights	**Lbs.**	**Kgs.**
Fire Flex 110 gal (Empty)	12.5	5.7
Fire Flex 200 gal (Empty)	27.5	12.5
Fire Flex 300 gal (Empty)	24.5	11.1
Fire Flex 60 gal (Blue Potable) (Empty)	9.5	4.3
Fire Flex 60 gal (Empty)	10	4.5
Port-a-tank, Frame	74	33.6
Port-a-tank, liner	26	11.8
Tank, Self-Supporting (1500 gal.)	65	29.5
Tank, Self-Supporting (2500 gal.)	84	38.1
Tank, Self-Supporting (5000 gal.)	115	52.2
Camp Weights	**Lbs.**	**Kgs.**
Cooler, Water (Artic Box w/o Water)	7	3.2
Generator, Honda 1000	62.5	28.3
Grill, Propane	128	58.1
Lantern, Coleman (c/w Box)	12	5.4
Mess Kit, 15 Person	90	40.8
Mess Kit, 30 Person	187	84.8
Mess Kit, 6 Person	25	11.3
Rope, Poly Roll	15	6.8
Sleeping Bag, IA	4	1.8
Stove, Portable, 2 burner	9.5	4.3
Stove, Portable, 3 burner	18	8.2
Table, Folding	15	6.8
Table, Roll Top	19	8.6
Tarp, 14'x16, 12'X14	25	11.3
Tarp, Fly, 12'x16', 14'x16'	20	9.1
Tent Crew IA	6.5	2.9
Tent, 12'x14', 12'x16', 14'x10'	25	11.3
Tent, Wall, 14 x 16'	75	34.0
Tent, Wall, 14 x 16' Frame	68.5	31.1
Tent, Wall, 14 x 16' Frame	68.5	31.1

2024 Grounding times

May 2024

	Klondike		Kluane		N. Tutchone	Southern Lakes		Tatchun		Tintina
	DA	OC	HJ	BC	MA	XY	TE	CA	RR	WL
Wed, May 01, 2024	1154	0059	2310	2340	2324	2300	2246	2318	2302	2229
Thurs, May 02, 2024	1159	0110	2313	2344	2338	2303	2249	2322	2305	2232
Fri, May 03, 2024	0000	0122	2317	2348	2343	2307	2252	2326	2309	2235
Sat, May 04, 2024	0004	0138	2320	2351	2348	2310	2255	2330	2313	2238
Sun, May 05, 2024	0009	None	2324	2355	2352	2313	2259	2333	2317	2241
Mon, May 06, 2024	0014	None	2327	0000	2357	2317	2302	2337	2321	2245
Tues, May 07, 2024	0019	None	2330	0000	0000	2320	2305	2341	2324	2248
Wed, May 08, 2024	0024	None	2334	0004	0002	2324	2308	2345	2328	2251
Thurs, May 09, 2024	0030	None	2337	0008	0007	2327	2312	2349	2332	2254
Fri, May 10, 2024	0036	None	2341	0012	0012	2330	2315	2353	2336	2258
Sat, May 11, 2024	0042	None	2344	0016	0017	2334	2318	2358	2341	2301
Sun, May 12, 2024	0048	None	2348	0021	0023	2338	2321	0000	2345	2304
Mon, May 13, 2024	0055	None	2351	0025	0029	2341	2325	0002	2349	2307
Tues, May 14, 2024	0102	None	2355	0030	0035	2345	2328	0006	2353	2311
Wed, May 15, 2024	0110	None	2359	0034	0041	2348	2331	0011	2358	2314
Thurs, May 16, 2024	0118	None	0000	0039	0048	2352	2335	0015	0000	2317
Fri, May 17, 2024	0128	None	0002	0044	0055	2346	2338	0020	0002	2321
Sat, May 18, 2024	0141	None	0006	0049	0103	2359	2342	0024	0007	2324
Sun, May 19, 2024	0202	None	0010	0054	0112	0000	2345	0029	0011	2327
Mon, May 20, 2024	None	None	0013	0100	0123	0003	2348	0034	0016	2331
Tues, May 21, 2024	None	None	0017	0105	0139	0007	2352	0039	0021	2334
Wed, May 22, 2024	None	None	0021	0111	None	0010	2355	0044	0026	2337
Thurs, May 23, 2024	None	None	0025	0117	None	0014	2359	0050	0031	2341
Fri, May 24, 2024	None	None	0028	0124	None	0018	0000	0056	0037	2344
Sat, May 25, 2024	None	None	0032	0131	None	0022	0002	0102	0043	2347
Sun, May 26, 2024	None	None	0036	0140	None	0026	0005	0108	0049	2351
Mon, May 27, 2024	None	None	0040	0150	None	0030	0009	0115	0055	2354
Tues, May 28, 2024	None	None	0044	0205	None	0033	0012	0123	0102	2358
Wed, May 29, 2024	None	None	0048	None	None	0037	0016	0133	0111	0000
Thurs, May 30, 2024	None	None	0052	None	None	0041	0019	0148	0121	0001
Fri, May 31, 2024	None	None	0056	None	None	0045	0022	None	0138	0004

Note: Legal down times are for specific community aerodromes in optimum conditions. WFM staff must incorporate current and predicted visibility (weather, smoke) into aviation operations planning. A reasonable amount of time must be incorporated into planning to ensure unexpected delays do not exceed legal down times.

June 2024

	Klondike		Kluane		N. Tutchone	Southern Lakes		Tatchun		Tintina
	DA	OC	HJ	BC	MA	XY	TE	CA	RR	WL
Sat, June 01, 2024	None	None	0100	None	None	0049	0026	None	None	0007
Sun, June 02, 2024	None	None	0104	None	None	0054	0029	None	None	0011
Mon, June 03, 2024	None	None	0109	None	None	0058	0032	None	None	0014
Tues, June 04, 2024	None	None	0113	None	None	0102	0036	None	None	0017
Wed, June 05, 2024	None	None	0117	None	None	0106	0039	None	None	0020
Thurs, June 06, 2024	None	None	0122	None	None	0110	0042	None	None	0023
Fri, June 07, 2024	None	None	0126	None	None	0115	0045	None	None	0026
Sat, June 08, 2024	None	None	0131	None	None	0119	0048	None	None	0029
Sun, June 09, 2024	None	None	0136	None	None	0124	0051	None	None	0032
Mon, June 10, 2024	None	None	0141	None	None	0129	0054	None	None	0035
Tues, June 11, 2024	None	None	0147	None	None	0134	0057	None	None	0037
Wed, June 12, 2024	None	None	0154	None	None	0140	0059	None	None	0040
Thurs, June 13, 2024	None	None	0205	None	None	0147	0102	None	None	0042
Fri, June 14, 2024	None	None	None	None	None	None	0104	None	None	0044
Sat, June 15, 2024	None	None	None	None	None	None	0106	None	None	0046
Sun, June 16, 2024	None	None	None	None	None	None	0108	None	None	0047
Mon, June 17, 2024	None	None	None	None	None	None	0109	None	None	0049
Tues, June 18, 2024	None	None	None	None	None	None	0111	None	None	0050
Wed, June 19, 2024	None	None	None	None	None	None	0112	None	None	0051
Thurs, June 20, 2024	None	None	None	None	None	None	0112	None	None	0051
Fri, June 21, 2024	None	None	None	None	None	None	0112	None	None	0051
Sat, June 22, 2024	None	None	None	None	None	None	0112	None	None	0051
Sun, June 23, 2024	None	None	None	None	None	None	0112	None	None	0051
Mon, June 24, 2024	None	None	None	None	None	None	0111	None	None	0050
Tues, June 25, 2024	None	None	None	None	None	None	0110	None	None	0049
Wed, June 26, 2024	None	None	None	None	None	None	0109	None	None	0048
Thurs, June 27, 2024	None	None	None	None	None	None	0107	None	None	0047
Fri, June 28, 2024	None	None	0208	None	None	0151	0105	None	None	0045
Sat, June 29, 2024	None	None	0158	None	None	0144	0103	None	None	0043
Sun, June 30, 2024	None	None	0151	None	None	0139	0101	None	None	0041

Note: Legal down times are for specific community aerodromes in optimum conditions. WFM staff must incorporate current and predicted visibility (weather, smoke) into aviation operations planning. A reasonable amount of time must be incorporated into planning to ensure unexpected delays do not exceed legal down times.

July 2024

	Klondike		Kluane		N. Tutchone	Southern Lakes		Tatchun		Tintina
	DA	OC	HJ	BC	MA	XY	TE	CA	RR	WL
Mon, July 01, 2024	None	None	0146	None	None	0134	0059	None	None	0039
Tues, July 02, 2024	None	None	0141	None	None	0129	0056	None	None	0037
Wed, July 03, 2024	None	None	0136	None	None	0125	0054	None	None	0035
Thurs, July 04, 2024	None	None	0132	None	None	0121	0051	None	None	0032
Fri, July 05, 2024	None	None	0128	None	None	0117	0048	None	None	0029
Sat, July 06, 2024	None	None	0124	None	None	0113	0046	None	None	0027
Sun, July 07, 2024	None	None	0120	None	None	0109	0043	None	None	0024
Mon, July 08, 2024	None	None	0116	None	None	0105	0040	None	None	0021
Tues, July 09, 2024	None	None	0112	None	None	0101	0037	None	None	0018
Wed, July 10, 2024	None	None	0108	None	None	0058	0037	None	None	0016
Thurs, July 11, 2024	None	None	0104	None	None	0054	0031	None	0148	0013
Fri, July 12, 2024	None	None	0101	None	None	0050	0028	0157	0130	0010
Sat, July 13, 2024	None	None	0057	None	None	0046	0025	0143	0120	0007
Sun, July 14, 2024	None	None	0053	0215	None	0043	0022	0133	0112	0004
Mon, July 15, 2024	None	None	0050	0200	None	0039	0018	0125	0105	2357
Tues, July 16, 2024	None	None	0046	0150	None	0035	0015	0118	0059	2354
Wed, July 17, 2024	None	None	0042	0142	None	0032	0012	0112	0053	2351
Thurs, July 18, 2024	None	None	0039	0134	None	0028	0009	0106	0047	2348
Fri, July 19, 2024	None	None	0035	0128	None	0025	0006	0101	0042	2345
Sat, July 20, 2024	None	None	0031	0122	None	0021	2359	0055	0037	2342
Sun, July 21, 2024	None	None	0028	0116	0152	0017	2356	0050	0032	2338
Mon, July 22, 2024	None	None	0024	0111	0135	0014	2353	0045	0027	2335
Tues, July 23, 2024	0217	None	0021	0105	0124	0010	2349	0040	0023	2332
Wed, July 24, 2024	0153	None	0017	0100	0115	0007	2346	0036	0018	2329
Thurs, July 25, 2024	0140	None	0013	0055	0107	0003	2343	0031	0014	2325
Fri, July 26, 2024	0130	None	0010	0051	0100	2356	2339	0027	0009	2322
Sat, July 27, 2024	0121	None	0006	0046	0053	2352	2336	0022	0005	2319
Sun, July 28, 2024	0114	None	2359	0041	0047	2349	2333	0018	2356	2316
Mon, July 29, 2024	0107	None	2356	0037	0041	2345	2330	0013	2352	2312
Tues, July 30, 2024	0100	None	2352	0032	0035	2342	2326	0009	2348	2309
Wed, July 31, 2024	0054	None	2349	0028	0029	2338	2323	0005	2344	2306

Note: Legal down times are for specific community aerodromes in optimum conditions. WFM staff must incorporate current and predicted visibility (weather, smoke) into aviation operations planning. A reasonable amount of time must be incorporated into planning to ensure unexpected delays do not exceed legal down times.

August 2024

	Klondike		Kluane		N. Tutchone	Southern Lakes		Tatchun		Tintina
	DA	OC	HJ	BC	MA	XY	TE	CA	RR	WL
Thurs, Aug 01, 2024	0047	None	2345	0023	0024	2335	2320	2357	2340	2302
Fri, Aug 02, 2024	0042	None	2342	0019	0019	2331	2316	2353	2336	2259
Sat, Aug 03, 2024	0036	None	2338	0015	0014	2328	2313	2349	2332	2256
Sun, Aug 04, 2024	0031	None	2334	0011	0009	2324	2310	2345	2328	2253
Mon, Aug 05, 2024	0025	None	2331	0007	2359	2321	2306	2341	2324	2249
Tues, Aug 06, 2024	0020	None	2327	2358	2354	2317	2303	2337	2320	2246
Wed, Aug 07, 2024	0015	0153	2324	2354	2349	2314	2300	2333	2316	2243
Thurs, Aug 08, 2024	0010	0135	2321	2350	2345	2310	2256	2329	2312	2239
Fri, Aug 09, 2024	0005	0122	2317	2346	2340	2307	2253	2325	2308	2236
Sat, Aug 10, 2024	2356	0111	2314	2342	2326	2303	2250	2321	2305	2233
Sun, Aug 11, 2024	2351	0102	2310	2338	2331	2300	2246	2317	2301	2229
Mon, Aug 12, 2024	2346	0053	2307	2334	2327	2257	2243	2313	2257	2226
Tues, Aug 13, 2024	2342	0045	2303	2330	2323	2253	2240	2309	2253	2223
Wed, Aug 14, 2024	2337	0037	2300	2327	2318	2250	2236	2306	2249	2219
Thurs, Aug 15, 2024	2333	0030	2256	2323	2314	2246	2233	2302	2246	2216
Fri, Aug 16, 2024	2328	0023	2253	2319	2310	2243	2230	2258	2242	2213
Sat, Aug 17, 2024	2324	0016	2249	2315	2306	2239	2226	2254	2238	2210
Sun, Aug 18, 2024	2320	0010	2246	2311	2301	2236	2223	2251	2234	2206
Mon, Aug 19, 2024	2316	2357	2242	2307	2257	2232	2220	2247	2231	2203
Tues, Aug 20, 2024	2311	2351	2239	2304	2253	2229	2216	2243	2227	2200
Wed, Aug 21, 2024	2307	2345	2236	2300	2249	2226	2213	2239	2223	2156
Thurs, Aug 22, 2024	2303	2340	2232	2256	2245	2222	2210	2236	2220	2153
Fri, Aug 23, 2024	2259	2334	2229	2252	2241	2219	2206	2232	2216	2150
Sat, Aug 24, 2024	2255	2329	2225	2249	2237	2215	2203	2228	2212	2146
Sun, Aug 25, 2024	2250	2323	2222	2245	2233	2212	2200	2225	2209	2143
Mon, Aug 26, 2024	2246	2318	2219	2241	2229	2209	2156	2221	2205	2140
Tues, Aug 27, 2024	2242	2313	2215	2237	2225	2205	2153	2217	2202	2137
Wed, Aug 28, 2024	2238	2307	2212	2234	2221	2202	2150	2214	2158	2133
Thurs, Aug 29, 2024	2234	2302	2208	2230	2217	2158	2147	2210	2154	2130
Fri, Aug 30, 2024	2230	2257	2205	2226	2213	2155	2143	2207	2151	2127
Sat, Aug 31, 2024	2226	2252	2202	2223	2209	2152	2140	2203	2147	2124

Note: Legal down times are for specific community aerodromes in optimum conditions. WFM staff must incorporate current and predicted visibility (weather, smoke) into aviation operations planning. A reasonable amount of time must be incorporated into planning to ensure unexpected delays do not exceed legal down times.

FORMS

Incident/Near miss Report Form

Incident Classification:

Near Miss: ☐ Injury: ☐ First Aid: ☐ Property Damage: ☐ Potential Hazard: ☐

Date of Incident: **Time:**

Evaluation of Risk Potential: **Major** ☐ **Serious** ☐ **Minor** ☐

Probability of Recurrence: **Frequent** ☐ **Occasional** ☐ **Rare** ☐

Location/Site: _____

Weather Conditions: _____

Worker Information:

Name:	Employer:
Worker's Supervisor:	Telephone:
Observed threat:	
Potential for injury and damage:	
Normal working hours:	
Task at time of incident:	

Incident/Description:
Describe events leading up to and how the incident occured: (print clearly)

(Use additional pages as required)

Identify all Unsafe Condition(s) that contributed to this situation:

Identify all Unsafe Act(s) that contributed to this situation:

Identify all Indirect Cause(s) that contributed to this situation:

Prevention Action Plan:
What action or recommendations have or will be taken to prevent recurrence? By whom?

Completion date:	Person responsible:

Supervisor:	Date:
Management Review:	Date:
Management Comments:	Date:

(Use additional pages as required)

Incident Classification:

Near Miss: ☐ Injury: ☐ First Aid: ☐ Property Damage: ☐ Potential Hazard: ☐

Date of Incident: **Time:**

Evaluation of Risk Potential: **Major** ☐ **Serious** ☐ **Minor** ☐

Probability of Recurrence: **Frequent** ☐ **Occasional** ☐ **Rare** ☐

Location/Site: _____

Weather Conditions: _____

Worker Information:

Name:	Employer:
Worker's Supervisor:	Telephone:
Observed threat:	
Potential for injury and damage:	
Normal working hours:	
Task at time of incident:	

Incident/Description:

Describe events leading up to and how the incident occured: (print clearly)

(Use additional pages as required)

Identify all Unsafe Condition(s) that contributed to this situation:

Identify all Unsafe Act(s) that contributed to this situation:

Identify all Indirect Cause(s) that contributed to this situation:

Prevention Action Plan:
What action or recommendations have or will be taken to prevent recurrence? By whom?

Completion date:	Person responsible:

Supervisor:	Date:
Management Review:	Date:
Management Comments:	Date:

(Use additional pages as required)

Initial Fire Report

Yukon

INITIAL FIRE REPORT

Fire no.	Fire response zone	
Geographic location		
Location (format hdd°mm.mmm') _____ ° _____._____'N (Lat) _____ ° _____._____'W (Long)		
Reported by	Date	Time

ALPHA (size)
- ☐ 1. Spot < 0.1 ha
- ☐ 2. 0.1 ha – 1.5 ha
- ☐ 3. 1.6 ha – 5 ha
- ☐ 4. > 5 ha
- ☐ _____ ha

BRAVO (fire rank)
- ☐ 1. Smouldering
- ☐ 2. Creeping
- ☐ 3. Running surface
- ☐ 4. Torching
- ☐ 5. Crowning
- ☐ 6. Blow up

CHARLIE (smoke colour)
- ☐ 1. White
- ☐ 2. Grey
- ☐ 3. Black

DELTA (wind speed/dir.)
- ☐ 1. Calm (5 km/h)
- ☐ 2. 6 – 11 km/h
- ☐ 3. 12 – 19 km/h
- ☐ 4. 20 – 30 km/h
- ☐ 5. > 30 km/h
- ☐ 6. Direction _____

ECHO (slope)
- ☐ 1. Flat/rolling
- ☐ 2. Moderate
- ☐ 3. Steep
- ☐ 4. Extreme

FOXTROT (aspect)
- ☐ 1. N/A
- ☐ 2. Facing _____

GOLF (position on slope)
- ☐ 1. N/A
- ☐ 2. Lower 1/3
- ☐ 3. Middle 1/3
- ☐ 4. Upper 1/3
- ☐ 5. Top

HOTEL (burning in fuels)
- ☐ 1. FBP fuel type _____
- ☐ 2. Grass
- ☐ 3. Brush
- ☐ 4. Deciduous
- ☐ 5. Slash
- ☐ 6. Open conifer
- ☐ 7. Closed conifer
- ☐ 8. Mixed-wood
- ☐ 9. Old burn
- ☐ 10. Other

INDIA (adj fuels)
- ☐ 1. FBP fuel type _____
- ☐ 2. Grass
- ☐ 3. Brush
- ☐ 4. Deciduous
- ☐ 5. Slash
- ☐ 6. Open conifer
- ☐ 7. Closed conifer
- ☐ 8. Mixed-wood
- ☐ 9. Old burn
- ☐ 10. Other

JULIET (access)
- ☐ 1. Road _____ m
- ☐ 2. Helispot _____ m
- ☐ 3. Hover exit _____ m
- ☐ 4. Other _____ m
- ☐ 5. Direction _____

KILO (available water)
- ☐ 1. N/A
- ☐ 2. Adjacent
- ☐ 3. _____ m
- ☐ 4. Direction _____

LIMA (values at risk)
- ☐ 1. Human life
- ☐ 2. Infrastructure, private property
- ☐ 3. Commercial, cultural historic, natural values
- ☐ 4. Other
- ☐ 5. Distance _____ m
- ☐ 6. Direction _____

MIKE (recommended action)
- ☐ 1. Full response
- ☐ 2. Modified response
- ☐ 3. Monitor

NOVEMBER (probability of success)
- ☐ 1. Low
- ☐ 2. Moderate
- ☐ 3. High

Yukon

INITIAL FIRE REPORT

Fire no.	Fire response zone	
Geographic location		
Location (format hdd°mm.mmm') _____° _____._____'N (Lat) _____° _____._____'W (Long)		
Reported by	Date	Time

ALPHA (size)
- ☐ 1. Spot < 0.1 ha
- ☐ 2. 0.1 ha – 1.5 ha
- ☐ 3. 1.6 ha – 5 ha
- ☐ 4. > 5 ha
- ☐ _____ ha

BRAVO (fire rank)
- ☐ 1. Smouldering
- ☐ 2. Creeping
- ☐ 3. Running surface
- ☐ 4. Torching
- ☐ 5. Crowning
- ☐ 6. Blow up

CHARLIE (smoke colour)
- ☐ 1. White
- ☐ 2. Grey
- ☐ 3. Black

DELTA (wind speed/dir.)
- ☐ 1. Calm (5 km/h)
- ☐ 2. 6 – 11 km/h
- ☐ 3. 12 – 19 km/h
- ☐ 4. 20 – 30 km/h
- ☐ 5. > 30 km/h
- ☐ 6. Direction _____

ECHO (slope)
- ☐ 1. Flat/rolling
- ☐ 2. Moderate
- ☐ 3. Steep
- ☐ 4. Extreme

FOXTROT (aspect)
- ☐ 1. N/A
- ☐ 2. Facing _____

GOLF (position on slope)
- ☐ 1. N/A
- ☐ 2. Lower 1/3
- ☐ 3. Middle 1/3
- ☐ 4. Upper 1/3
- ☐ 5. Top

HOTEL (burning in fuels)
- ☐ 1. FBP fuel type _____
- ☐ 2. Grass
- ☐ 3. Brush
- ☐ 4. Deciduous
- ☐ 5. Slash
- ☐ 6. Open conifer
- ☐ 7. Closed conifer
- ☐ 8. Mixed-wood
- ☐ 9. Old burn
- ☐ 10. Other

INDIA (adj fuels)
- ☐ 1. FBP fuel type _____
- ☐ 2. Grass
- ☐ 3. Brush
- ☐ 4. Deciduous
- ☐ 5. Slash
- ☐ 6. Open conifer
- ☐ 7. Closed conifer
- ☐ 8. Mixed-wood
- ☐ 9. Old burn
- ☐ 10. Other

JULIET (access)
- ☐ 1. Road _____ m
- ☐ 2. Helispot _____ m
- ☐ 3. Hover exit _____ m
- ☐ 4. Other _____ m
- ☐ 5. Direction _____

KILO (available water)
- ☐ 1. N/A
- ☐ 2. Adjacent
- ☐ 3. _____ m
- ☐ 4. Direction _____

LIMA (values at risk)
- ☐ 1. Human life
- ☐ 2. Infrastructure, private property
- ☐ 3. Commercial, cultural historic, natural values
- ☐ 4. Other
- ☐ 5. Distance _____ m
- ☐ 6. Direction _____

MIKE (recommended action)
- ☐ 1. Full response
- ☐ 2. Modified response
- ☐ 3. Monitor

NOVEMBER (probability of success)
- ☐ 1. Low
- ☐ 2. Moderate
- ☐ 3. High

Yukon

INITIAL FIRE REPORT

Fire no.	Fire response zone	
Geographic location		
Location (format hdd°mm.mmm') _____° _____._____'N (Lat) _____° _____._____'W (Long)		
Reported by	Date	Time

ALPHA (size)
- ☐ 1. Spot < 0.1 ha
- ☐ 2. 0.1 ha – 1.5 ha
- ☐ 3. 1.6 ha – 5 ha
- ☐ 4. > 5 ha
- ☐ _____ ha

BRAVO (fire rank)
- ☐ 1. Smouldering
- ☐ 2. Creeping
- ☐ 3. Running surface
- ☐ 4. Torching
- ☐ 5. Crowning
- ☐ 6. Blow up

CHARLIE (smoke colour)
- ☐ 1. White
- ☐ 2. Grey
- ☐ 3. Black

DELTA (wind speed/dir.)
- ☐ 1. Calm (5 km/h)
- ☐ 2. 6 – 11 km/h
- ☐ 3. 12 – 19 km/h
- ☐ 4. 20 – 30 km/h
- ☐ 5. > 30 km/h
- ☐ 6. Direction _____

ECHO (slope)
- ☐ 1. Flat/rolling
- ☐ 2. Moderate
- ☐ 3. Steep
- ☐ 4. Extreme

FOXTROT (aspect)
- ☐ 1. N/A
- ☐ 2. Facing _____

GOLF (position on slope)
- ☐ 1. N/A
- ☐ 2. Lower 1/3
- ☐ 3. Middle 1/3
- ☐ 4. Upper 1/3
- ☐ 5. Top

HOTEL (burning in fuels)
- ☐ 1. FBP fuel type _____
- ☐ 2. Grass
- ☐ 3. Brush
- ☐ 4. Deciduous
- ☐ 5. Slash
- ☐ 6. Open conifer
- ☐ 7. Closed conifer
- ☐ 8. Mixed-wood
- ☐ 9. Old burn
- ☐ 10. Other

INDIA (adj fuels)
- ☐ 1. FBP fuel type _____
- ☐ 2. Grass
- ☐ 3. Brush
- ☐ 4. Deciduous
- ☐ 5. Slash
- ☐ 6. Open conifer
- ☐ 7. Closed conifer
- ☐ 8. Mixed-wood
- ☐ 9. Old burn
- ☐ 10. Other

JULIET (access)
- ☐ 1. Road _____ m
- ☐ 2. Helispot _____ m
- ☐ 3. Hover exit _____ m
- ☐ 4. Other _____ m
- ☐ 5. Direction _____

KILO (available water)
- ☐ 1. N/A
- ☐ 2. Adjacent
- ☐ 3. _____ m
- ☐ 4. Direction _____

LIMA (values at risk)
- ☐ 1. Human life
- ☐ 2. Infrastructure, private property
- ☐ 3. Commercial, cultural historic, natural values
- ☐ 4. Other
- ☐ 5. Distance _____ m
- ☐ 6. Direction _____

MIKE (recommended action)
- ☐ 1. Full response
- ☐ 2. Modified response
- ☐ 3. Monitor

NOVEMBER (probability of success)
- ☐ 1. Low
- ☐ 2. Moderate
- ☐ 3. High

Yukon

INITIAL FIRE REPORT

Fire no.	Fire response zone	
Geographic location		
Location (format hdd°mm.mmm') _____ ° _____._____'N (Lat) _____ ° _____._____'W (Long)		
Reported by	Date	Time

ALPHA (size)
- ☐ 1. Spot < 0.1 ha
- ☐ 2. 0.1 ha – 1.5 ha
- ☐ 3. 1.6 ha – 5 ha
- ☐ 4. > 5 ha
- ☐ _____ ha

BRAVO (fire rank)
- ☐ 1. Smouldering
- ☐ 2. Creeping
- ☐ 3. Running surface
- ☐ 4. Torching
- ☐ 5. Crowning
- ☐ 6. Blow up

CHARLIE (smoke colour)
- ☐ 1. White
- ☐ 2. Grey
- ☐ 3. Black

DELTA (wind speed/dir.)
- ☐ 1. Calm (5 km/h)
- ☐ 2. 6 – 11 km/h
- ☐ 3. 12 – 19 km/h
- ☐ 4. 20 – 30 km/h
- ☐ 5. > 30 km/h
- ☐ 6. Direction _____

ECHO (slope)
- ☐ 1. Flat/rolling
- ☐ 2. Moderate
- ☐ 3. Steep
- ☐ 4. Extreme

FOXTROT (aspect)
- ☐ 1. N/A
- ☐ 2. Facing _____

GOLF (position on slope)
- ☐ 1. N/A
- ☐ 2. Lower 1/3
- ☐ 3. Middle 1/3
- ☐ 4. Upper 1/3
- ☐ 5. Top

HOTEL (burning in fuels)
- ☐ 1. FBP fuel type _____
- ☐ 2. Grass
- ☐ 3. Brush
- ☐ 4. Deciduous
- ☐ 5. Slash
- ☐ 6. Open conifer
- ☐ 7. Closed conifer
- ☐ 8. Mixed-wood
- ☐ 9. Old burn
- ☐ 10. Other

INDIA (adj fuels)
- ☐ 1. FBP fuel type _____
- ☐ 2. Grass
- ☐ 3. Brush
- ☐ 4. Deciduous
- ☐ 5. Slash
- ☐ 6. Open conifer
- ☐ 7. Closed conifer
- ☐ 8. Mixed-wood
- ☐ 9. Old burn
- ☐ 10. Other

JULIET (access)
- ☐ 1. Road _____ m
- ☐ 2. Helispot _____ m
- ☐ 3. Hover exit _____ m
- ☐ 4. Other _____ m
- ☐ 5. Direction _____

KILO (available water)
- ☐ 1. N/A
- ☐ 2. Adjacent
- ☐ 3. _____ m
- ☐ 4. Direction _____

LIMA (values at risk)
- ☐ 1. Human life
- ☐ 2. Infrastructure, private property
- ☐ 3. Commercial, cultural historic, natural values
- ☐ 4. Other
- ☐ 5. Distance _____ m
- ☐ 6. Direction _____

MIKE (recommended action)
- ☐ 1. Full response
- ☐ 2. Modified response
- ☐ 3. Monitor

NOVEMBER (probability of success)
- ☐ 1. Low
- ☐ 2. Moderate
- ☐ 3. High

Load Calculation Record

Wildland Fire Management
Air Operations
91790 Alaska Highway
Whitehorse, YT Y1A 5X7
Phone: (867) 456-3836 Fax (867) 393-7416

Load Calculation Record			Page 1
Registration:		Type/Model:	
Pilot in Command:		IA Crewleader:	
Date:		District:	
	Entry Description	**Calculation**	**Amount**
A	Helicopter Maximum Gross Weight		Lbs.
B	Helicopter Equipped Weight + Flight Crew + Ops Gear + Survival Gear		Lbs.
C	Passenger Weight	# of PX:	Lbs.
D	Equipment Weight		Lbs.
E	Total Helicopter & Payload Weight	B + C + D = E	Lbs.
F	Fuel Load Available	A – E = F	Lbs.
G	Fuel Taken		Lbs.
H	Actual Takeoff Gross	E + G = H	Lbs.
Pilot's Signature:		IA Crew leader's Signature:	

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G	Fuel Taken		Lbs.
H	Actual Takeoff Gross	E + G = H	Lbs.
Pilot's Signature:		IA Crew leader's Signature:	

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Load Calculation Record			Page 1
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Pilot in Command:		IA Crewleader:	
Date:		District:	
	Entry Description	**Calculation**	**Amount**
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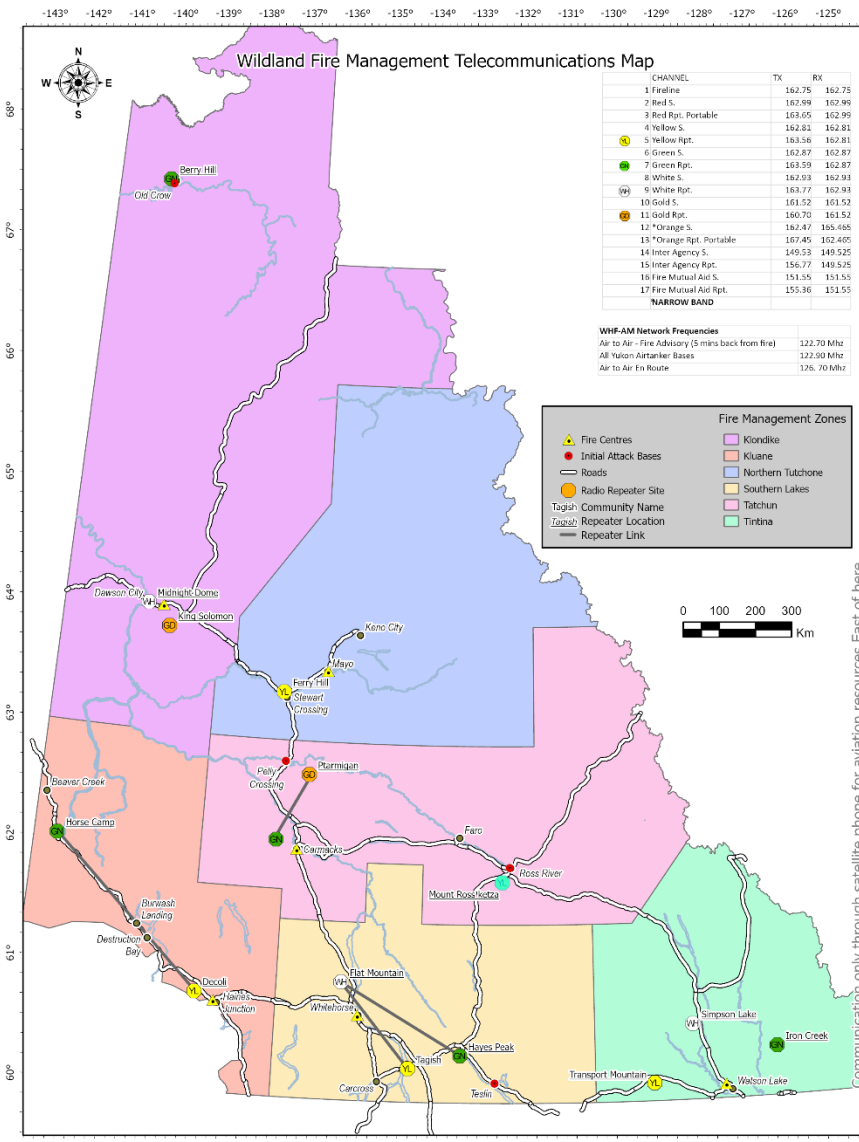
D	Equipment Weight		Lbs.
E	Total Helicopter & Payload Weight	B + C + D = E	Lbs.
F	Fuel Load Available	A – E = F	Lbs.
G	Fuel Taken		Lbs.
H	Actual Takeoff Gross	E + G = H	Lbs.
Pilot's Signature:		IA Crew leader's Signature:	

FACILITY DIRECTORY


Wildland Fire Management Telecommunications Map
CHANNEL TX RX
1 Fireline 162.75 162.75
2 Red S. 162.98 162.98
3 Red Rpt. Portable 163.65 162.98
4 Yellow S. 162.81 162.81
5 Yellow Rpt. 163.56 162.81
6 Green S. 162.87 162.87
7 Green Rpt. 163.59 162.87
8 White S. 162.93 162.93
9 White Rpt. 163.77 162.93
10 Gold S. 161.52 161.52
11 Gold Rpt. 160.70 161.52
12 *Orange S. 162.47 165.465
13 *Orange Rpt. Portable 167.45 162.465
14 Inter Agency S. 149.53 149.525
15 Inter Agency Rpt. 156.77 149.525
16 Fire Mutual Aid S. 151.55 151.55
17 Fire Mutual Aid Rpt. 155.36 151.55
*NARROW BAND
WHF-AM Network Frequencies
Air to Air - Fire Advisory (5 mins back from fire) 122.70 Mhz
All Yukon Airtanker Bases 122.90 Mhz
Air to Air En Route 126. 70 Mhz
Fire Management Zones
Fire Centres
Initial Attack Bases
Roads
Radio Repeater Site
Tagish Community Name
Tagish Repeater Location
Repeater Link
Klondike
Kluane
Northern Tutchone
Southern Lakes
Tatchun
Tintina
0 100 200 300
Km
Communication only through satellite phone for aviation resources East of here
Berry Hill
Old Crow
Dawson City
Midnight Dome
King Solomon
Keno City
Mayo
Ferry Hill
Stewart Crossing
Beaver Creek
Horse Camp
Pelly Crossing
Ptarmigan
Carmacks
Faro
Ross River
Mount Ross/Netza
Burwash Landing
Destruction Bay
Decoli
Haines Junction
Whitehorse
Flat Mountain
Tagish
Hayes Peak
Carcross
Teslin
Transport Mountain
Watson Lake
Simpson Lake
Iron Creek

FACILITY DIRECTORY

FACILITY DIRECTORY

CYXY – Elevation 2317	**Whitehorse Fire Centre**	Southern Lakes Region
Fire Centre Phone: 867-456-3800	**Fax:** 867-456-5588	**RDO Cell:** 867-332-1996
Airtanker base phone: 867-456-3998		
Teslin IA Base: 867-390-2531		

Facilities: IA Base, Fire Centre	
Location: IA Base	60° 43.054N 135° 04.778W Eric Neilson International Airport Hangar D – NW end of runway
Infrastructure: IA Base	Paved tarmac on side of hangar, Electrical and water access warehouse and aircrew storage, day use facilities
Airstrip	9500 x 150 paved

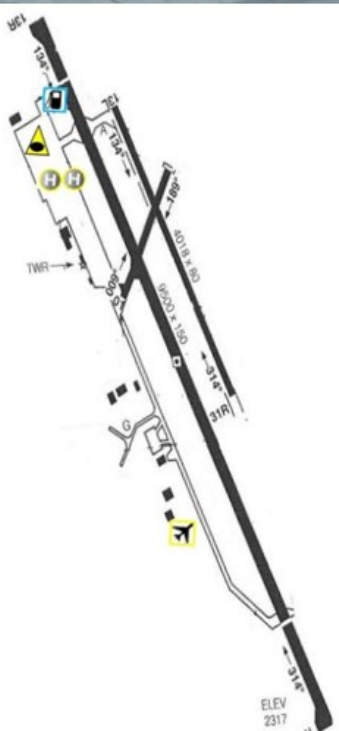
Radio Call Sign: Whitehorse Fire Centre	
WH	(main) VHF-FM: **White Rpt** Tx: 163.77 Rx: 162.93 * Links to Green at Teslin, Gold at Tagish
GN	(alternate) VHF-FM: **Green Rpt** Tx: 163.59 Rx: 162.87 (Hayes Peak)
YL	(alternate) VHF-FM: **Yellow Rpt** Tx: 163.56 Rx: 162.81 (Tagish)
Air to Ground	(primary) VHF-FM: **Fireline** Tx: 162.75 Rx: 162.75
Airtanker base	122.9 Mhz *Note ATB monitors local VHF-FM

Fuel	
Bulk Jet A*	Public fuel facility (North 60 Petro) located North East side of Fire Centre (Hangar D)
Bulk Av Gas	Public fuel facility (North 60 Petro) located North East side of Fire Centre (Hangar D)
Drum Fuel	Remote cache location and stocking levels addressed in briefing
*** Air North Fuel Truck:** 867-335-8216	

FACILITY DIRECTORY

CYXY – Elevation 2317	**Whitehorse Fire Centre**	Southern Lakes Region

	Fire Centre
	Tanker Base
	IA Base
	WFM Jet A
	Public Fuel
	Drum Fuel
	Heli Pad



FACILITY DIRECTORY

CYZW – Elevation 2313	**Teslin IA Base**	Southern Lakes Region
IA Base Phone: 867-390-2531	**Fax:** 867-456-5588	**RDO Cell:** 867-332-1996
SL Fire Centre: 867-456-3800		

Facilities: IA Base	
Location: IA Base	60° 10.334N 132° 44.644W Midpoint on the South side of the runway
Infrastructure: IA Base	Grass heli pad, WFM office, storage buildings
Airstrip	4933 feet gravel

Radio Call Sign: Teslin IA Base	
GN	(alternate) VHF-FM: **Green Rpt** Tx: 163.59 Rx: 162.87 (Hayes Peak)
Air to Ground	(primary) VHF-FM: **Fireline** Tx: 162.75 Rx: 162.75
Airtanker base	None

Fuel	
Bulk Jet A	Not available
Bulk Av Gas	Not available
Drum Fuel	Drums located next to heli pad

	Fire Centre
	Tanker Base
	IA Base
	WFM Jet A
	Public Fuel
	Drum Fuel
H	Heli Pad

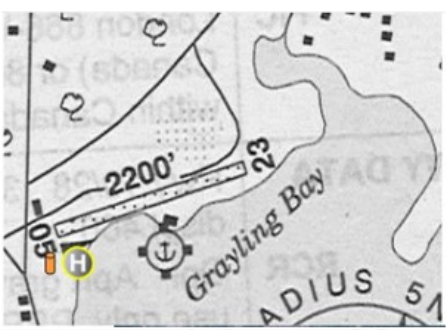
FACILITY DIRECTORY

CFA4 – Elevation 2161	Carcross	Southern Lakes Region
SL Fire Centre: 867-456-3800	**Fax:** 867-456-5588	**RDO Cell:** 867-332-1996

Facilities:	
Location:	60° 10.27N 134° 41.52W Southwest end of airstrip
Infrastructure:	Not a WFM base, Heli pad and drum fuel only
Airstrip	2200 feet

Radio Call Sign: Whitehorse Fire Centre (No local office	
WH	(main) VHF-FM: **White Rpt** Tx: 163.77 Rx: 162.93 * Links to Green at Teslin, Yellow at Tagish
Air to Ground	(primary) VHF-FM: **Fireline** Tx: 162.75 Rx: 162.75
Airtanker base	None

Fuel	
Bulk Jet A	Not available
Bulk Av Gas	Not available
Drum Fuel	Drums located next to heli pad



	Fire Centre
	Tanker Base
	IA Base
	WFM Jet A
	Public Fuel
	Drum Fuel
	Heli Pad

CYDA – Elevation 1215	**Dawson City Fire Centre**	Klondike Region
Fire Centre Phone: 867-993-5992	**Fax:** 867-993-5763	**RDO Cell:** 867-332-1991
Airtanker base phone: 867-993-6306		
Old Crow IA Base: 867-996-3311		

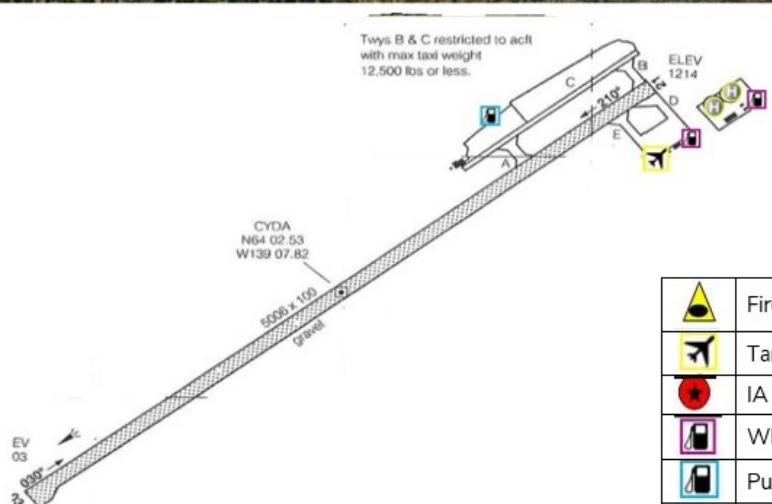
Facilities: IA Base, Fire Centre, Air Tanker Base	
Location:	64° 02.777N 139° 06.941W Dawson airstrip 16km East of town, east side of runway
Infrastructure:	Concrete helipads, warehouse and aircrew storage, day-use facilities, water & electrical access
Airstrip	5006x100 Gravel with EK35 Treatment

Radio Call Sign: Dawson Fire Centre	
WH	(main) VHF-FM: **White Rpt** Tx: 163.77 Rx: 162.93
GD	(alternate) VHF-FM: **Gold Rpt** Tx: 160.695 Rx: 161.52
Air to Ground	(primary) VHF-FM: **Fireline** Tx: 162.75 Rx: 162.75
Airtanker base	122.9 Mhz *Note ATB monitors local VHF-FM

Fuel	
Bulk Jet A*	WFM Jet A bulk fuel East side of helipads and air tanker base. Public fuel facility located on North side of main ramp
Bulk Av Gas	Public fuel facility located on North side of main ramp.
Drum Fuel	Remote cache location and stocking levels addressed in briefing

FACILITY DIRECTORY

CYDA – Elevation 1215	**Dawson City Fire Centre**	Klondike Region



	Fire Centre
	Tanker Base
	IA Base
	WFM Jet A
	Public Fuel
	Drum Fuel
	Heli Pad

FACILITY DIRECTORY

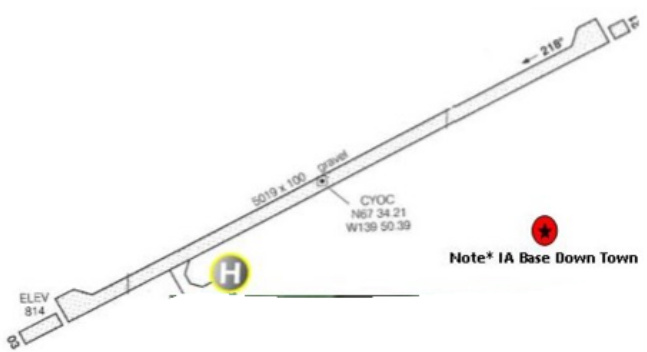
CYOC – Elevation 821	**Old Crow IA Base**	Klondike Region
Old Crow IA Base: 867-996-3311	**Fax:** 867-993-5763	**RDO Cell:** 867-332-1991
Fire Centre Phone: 867-993-5992		

Facilities:	
Location:	67° 34.208N 139° 49.593W
Infrastructure:	Note: IA Base downtown Old Crow
Airstrip	5019 feet gravel with EK35 Treatement

Radio Call Sign: Old Crow IA Base	
(Main)	(main) VHF-FM: **Fireline** Tx: 162.75 Rx: 162.75
Air to Ground	(primary) VHF-FM: **Fireline** Tx: 162.75 Rx: 162.75
Airtanker base	None

Fuel	
Bulk Jet A	Public Fuel Facility (Air North) West side of terminal
Bulk Av Gas	Public Fuel Facility (Air North) West side of terminal
Drum Fuel	None available

	Fire Centre
	Tanker Base
	IA Base
	WFM Jet A
	Public Fuel
	Drum Fuel
	Heli Pad



FACILITY DIRECTORY

CYQH – Elevation 2255	**Watson Lake Fire Centre**	Tintina Region
Fire Centre Phone: 867-536-2005	**Fax:** 867-536-7137	**RDO Cell:** 867-332-1987
Airtanker base phone: 867-536-7137		
Old Crow IA Base: 867-996-3311		

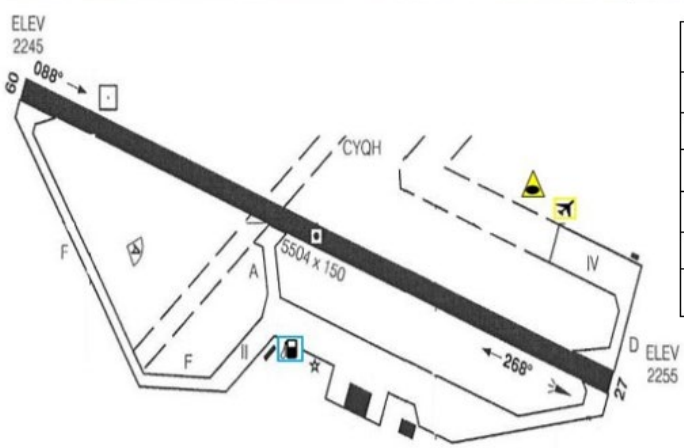
Facilities: IA Base, Fire Centre, Air Tanker Base	
Location:	60° 06.992N 128° 48.530W Northeast side of runway
Infrastructure:	Concrete helipads, warehouse and aircrew storage, day-use facilities, electrical and water access.
Airstrip	5500x150 Pavement

Radio Call Sign: Watson Lake Fire Centre	
YL	(main) VHF-FM: **Yellow Rpt** Tx: 163.56 Rx: 162.81
WH	(alternate) VHF-FM: **White Rpt** Tx: 163.77 Rx: 162.93
GN	(alternate) VHF-FM: **Green Rpt** Tx: 163.59 Rx: 162.87
Air to Ground	(primary) VHF-FM: **Fireline** Tx: 162.75 Rx: 162.75
Airtanker base	122.9 Mhz *Note ATB monitors local VHF-FM

Fuel	
Bulk Jet A*	WFM Jet A bulk fuel North side of helipads & Air Tanker base and public fuel facility located on South side of main runway
Bulk Av Gas	Public fuel facility (Pace Setter Fuels) located on South side of main runway.
Drum Fuel	Remote cache location and stocking levels addressed in briefing

FACILITY DIRECTORY

CYQH – Elevation 2255	**Watson Lake Fire Centre**	Tintina Region



	Fire Centre
	Tanker Base
	IA Base
	WFM Jet A
	Public Fuel
	Drum Fuel
H	Heli Pad

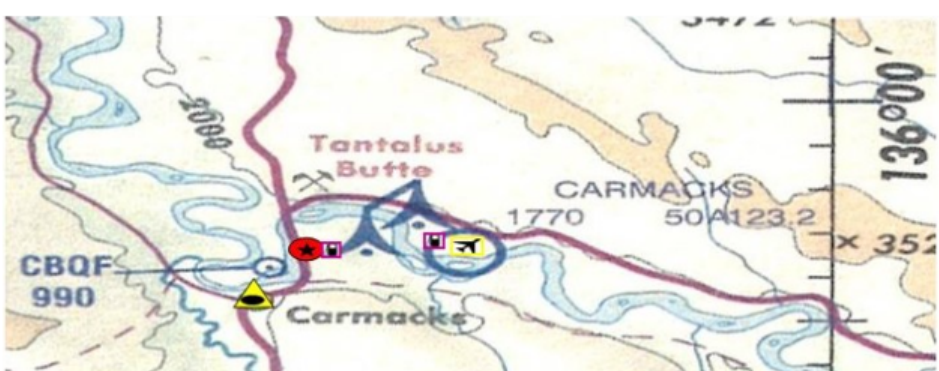
FACILITY DIRECTORY

CEX4 – Elevation 1770	**Carmacks Fire Centre**	Tatchun Region
Fire Centre Phone: 867-863-2409	**Fax:** 867-863-6604	**RDO Cell:** 867-332-1989
Airtanker base phone: 867-863-5921		
Ross River IA Base: 867-969-2242		

Facilities:	
Location: IA Base	62° 06.535N 136° 15.866W West bank of Yukon River North of town, adjacent to Trans North Helicopters Hangar
Infrastructure: IA Base	Storage buildings, fuel storage shed, day-use facilities
Location: Air Tanker Base	62° 06.920N 136° 11.674W Adjacent to terminal building, North side of runway
Infrastructure: Air Tanker Base	Tanker Base, Day-use facilities, workshop, paved parking lot, storage facilities
Airstrip	5000 feet gravel

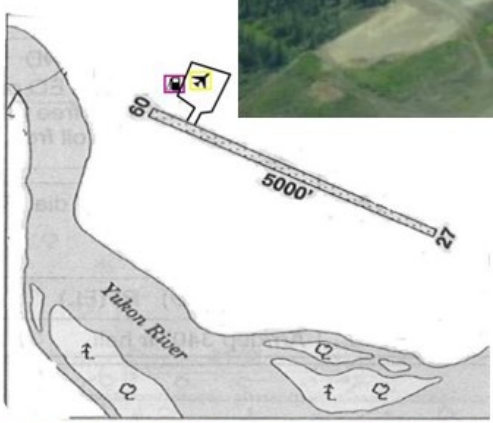
Radio Call Sign: Carmacks Fire Centre	
GN	(alternate) VHF-FM: **Green Rpt** Tx: 163.59 Rx: 162.87 * Links to Gold at Ptarmigan
Air to Ground	(primary) VHF-FM: **Fireline** Tx: 162.75 Rx: 162.75
Airtanker base	122.9 Mhz *Note ATB monitors local VHF-FM

Fuel	
Bulk Jet A	Bulk Jet A at both IA base and Air Tanker Base
Bulk Av Gas	Bulk Av Gas at Air Tanker Base
Drum Fuel	Remote cache location and stocking levels addressed in briefing



CEX4 – Elevation 1770	**Carmacks Fire Centre**	Tatchun Region

	Fire Centre
	Tanker Base
	IA Base
	WFM Jet A
	Public Fuel
	Drum Fuel
H	Heli Pad



FACILITY DIRECTORY

CFQ6 – Elevation 1870	**Pelly IA Base**	Tatchun Region
Pelly IA Base: 867-537-3447	**Fax:** 867-863-6604	**RDO Cell:** 867-332-1989
Fire Centre Phone: 867-863-2409		

Facilities: IA Base	
Location:	62° 49.755N 136° 35.020W Northwest side of Pelly Crossing Bridge
Infrastructure:	Not a WFM Base, helipad and drum fuel only, electrical & water facilities
Airstrip	3305 feet gravel runway

Radio Call Sign: Pelly IA Base	
GD	(main) VHF-FM: **Gold Rpt** Tx: 160.695 Rx: 161.52 * Links to Green at Ptarmigan
Air to Ground	(primary) VHF-FM: **Fireline** Tx: 162.75 Rx: 162.75
Airtanker base	None

Fuel	
Bulk Jet A	None
Bulk Av Gas	None
Drum Fuel	Located at helipad

	Fire Centre
	Tanker Base
	IA Base
	WFM Jet A
	Public Fuel
	Drum Fuel
H	Heli Pad

FACILITY DIRECTORY

CFQ6 – Elevation 1870	**Ross River IA Base**	Tatchun Region
Ross River IA Base: 867-969-2242	**Fax:** 867-969-2610	**RDO Cell:** 867-332-1989
Fire Centre Phone: 867-863-2409		

Facilities: IA Base	
Location:	61° 58.445N 132° 25.218W North side of runway, east of terminal facilities, behind retardant tanks of Air Tanker Base
Infrastructure:	To helipads, fuel storage shed
Airstrip	5113 feet

Radio Call Sign: Ross River IA Base	
YL	(main) VHF-FM: **Yellow Rpt** Tx: 163.56 Rx: 162.81
Air to Ground	(primary) VHF-FM: **Fireline** Tx: 162.75 Rx: 162.75
Airtanker base	None

Fuel	
Bulk Jet A	None
Bulk Av Gas	None
Drum Fuel	Located at helipad

	Fire Centre
	Tanker Base
	IA Base
	WFM Jet A
	Public Fuel
	Drum Fuel
H	Heli Pad

FACILITY DIRECTORY

CYMA – Elevation 1653	**Mayo Fire Centre**	Northern Tutchone Region
Fire Centre Phone: 867-996-3200	**Fax:** 867-996-2167	**RDO Cell:** 867-332-1988
Airtanker base phone: 867-996-2667		

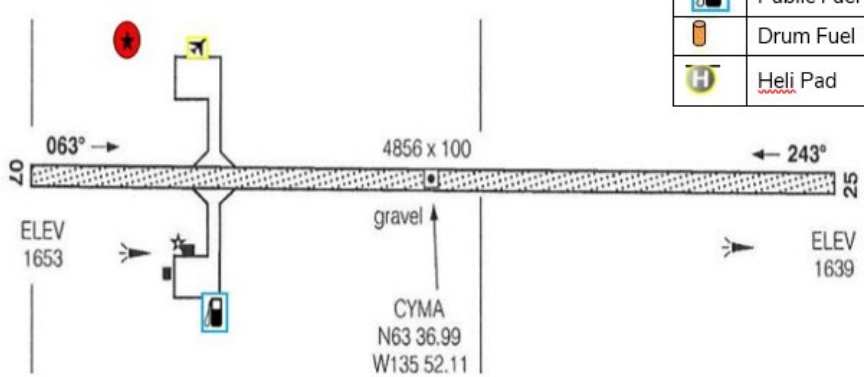
Facilities: IA Base/Air Tanker Base	
Location:	63° 37.120N 135° 52.628W Northside of runway, across from terminal
Infrastructure:	Concrete helipads, aircrew storage, day-use facility, electrical and water access. NOTE: WFM Duty Office located downtown Mayo
Airstrip	4856x100 gravel with EK35 Treatment

Radio Call Sign: Mayo Fire Centre	
YL	(main) VHF-FM: **Yellow Rpt** Tx: 163.56 Rx: 162.81
Air to Ground	(primary) VHF-FM: **Fireline** Tx: 162.75 Rx: 162.75
Airtanker base	122.9 Mhz *Note ATB monitors local VHF-FM

Fuel	
Bulk Jet A	WFM Bulk fuel East side of helipads and public fuel facility located on South side of main runway
Bulk Av Gas	Public fuel facility located on South side of main runway
Drum Fuel	Remote cache location and stocking levels addressed in briefing

CYMA – Elevation 1653 **Mayo Fire Centre** Northern Tutchone Region

	Fire Centre
	Tanker Base
	IA Base
	WFM Jet A
	Public Fuel
	Drum Fuel
	Heli Pad



FACILITY DIRECTORY

CYHT – Elevation 2150	**Haines Junction Fire Centre**	Kluane Region
Fire Centre Phone: 867-634-7061	**Fax:** 867-634-7060	**RDO Cell:** 867-332-1984

Facilities: IA Base/Air Tanker Base	
Location:	60° 46.404N 137° 34.477W Fire Centre located 1.5nm SW of airport
Infrastructure:	Secure storage, drum fuel, WFM office/warehouse, water and electrical
Airstrip	5000 feet gravel

Radio Call Sign: Haines Junction Fire Centre	
YL	(main) VHF-FM: **Yellow Rpt** Tx: 163.56 Rx: 162.81 * Links to Green at Beaver Creek
Air to Ground	(primary) VHF-FM: **Fireline** Tx: 162.75 Rx: 162.75
Airtanker base	None

Fuel	
Bulk Jet A	Not available
Bulk Av Gas	Not available
Drum Fuel	Drums located at fire centre

FACILITY DIRECTORY

CYHT – Elevation 2150	Haines Junction Fire Centre	Kluane Region

	Fire Centre
	Tanker Base
	IA Base
	WFM Jet A
	Public Fuel
	Drum Fuel
	Heli Pad