



VanJam Fire Zone

Briefing Package



VAN/JAM Zone Briefing Package

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(Zone maps have their own numbering system)

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Contact Information

VanJam
Box 190, Vanderhoof BC, V0J 3A0

Duty Room/ZWCO	250-567-6455
Main Office	250-567-6468
Crew Hotline	250-567-5555

Prince George Fire Centre
1011 4th Ave., 5th Floor, Prince George, BC V2L 3H9

24 Hour Fire Calls/Dispatch	250-960-2300
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VanJam MZOC Webpage

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Regional Demographics

The Province of B.C. is divided into six regional Fire Centres. Fire Centres are further divided into sub-regions called Zones. We are located in the Van/Jam (Vanderhoof and Fort St. James) Zone within the Prince George Fire Centre.

Prince George Fire Centre

The Prince George Fire Centre's area of protection is 31.8 million hectares and is the largest Fire Centre in the Province. It occupies north-eastern B.C. and has zone offices in Valemount, Prince George, Mackenzie, Dawson Creek, Fort St. John, Fort Nelson and Vanderhoof.

The major forest eco-systems in the region are boreal white and black spruce, engelmann spruce, sub alpine fir, interior cedar-hemlock, and sub-boreal spruce.

Prince George Fire Centre has Air Tanker bases in Fort Nelson, Fort St. John, Ingenika and Prince George. With the advent of faster aircraft in the tanker fleet, the location of these tanker bases are quickly becoming less important.

Prince George is also home for one of the two Provincial Equipment Depots.

Van/Jam Fire Zone

The Van/Jam Fire Zone extends from the Blackwater River (in the South) to the Spatsizi Park (North) and from Bednesti Lake (East) to the Endako River (West). The majority of the population lives around the three communities of Fort St James, Vanderhoof and Fraser Lake or within the boundaries of the Agricultural Belts.

Vanderhoof is a district municipality that lies near the geographical centre of BC, and supports a population of roughly 4500 people within city limits. However, with limited resources in many of the neighbouring communities, Vanderhoof supports closer to 10 000 people. The major industries within the zone are logging, sawmill work, agriculture, and mining. **We use this website for our compass declination:** <http://www.ngdc.noaa.gov/geomag-web/#declination> – for 2018 the declination is 17° 61' degrees East

Fort St. James is situated on the southeast shore of Stuart Lake. The population is approximately 5000 people, of which about one quarter is First Nations. The leading resource sectors are logging, mining, agriculture and tourism.

911 is the emergency number for all locations.



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Cariboo Fire Centre

The Cariboo Fire Centre lies directly south of the VanJam Zone. It is not uncommon to action fires within other zones as often the easiest and most efficient access is from the Vanderhoof side or vice versa. The Cariboo Fire Centre's headquarters are in Williams Lake with the closest zone office in Quesnel.

Northwest Fire Centre

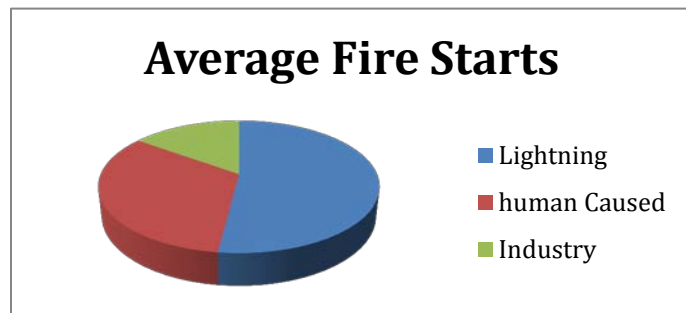
The NW Fire Centre lies west of the VanJam Zone, and will occasionally action fires along our western boundary, particularly in the northern part of our zone around the Sustut River. This region is geographically best served from Smithers.

The NW Fire Centre headquarters is in Smithers, with the closest zone office being in Burns Lake.

Fire History

The VanJam Zone historically receives an average of 70 fires annually, which can be broken down into the following categories:

Lightning	52%
Human Caused	33%
Industry	15%



Historically speaking, we have had great success in Initial Attack, and our primary concerns are for residents living within the agricultural belts and around our many lakeshores. These interface fires typically cause a large amount of damage in a short period of time. These fires endanger human lives and will usually become our first priority, along with protecting timber that has been designated as the Midterm Timber Supply.

Fuel Type and Danger Trees

The VanJam Zone covers a large area, and thus has a variety of fuel types. Historically, the southern portions of the zone had a large C3 – lodge pole pine component while the Fort St James zone has a higher spruce component. Over the last 15 years much of the VanJam Zone has been affected by Mountain Pine Beetle (MPB) and consequently been subjected to accelerated harvest levels. These areas make up a considerable part of the zone, consisting of more than 500,000 hectares in total. These accelerated harvest levels are concentrated around the central portions of the zone and have created a significant S1 – slash component to our fuel type. Many of the remaining MPB attack trees have either blown down or remain as a significant danger tree hazard. Be cognizant on the perimeters of cut blocks that many of the remaining trees may be in very poor condition and poorly rooted/ unstable.

As per OSWS #1, Wildfire Dangerous Trees, if a worker will be put at undue risk of being injured by a suspect or potentially dangerous tree, the tree must be removed or assessed by a certified Danger Tree Assessor who applies established practice to manage the risk to worker safety. Be diligent in your DTA protocol and maintain high situational awareness in MTB affected stands.

Grey Stage of the Mountain Pine Beetle Attack

As the red stage of MPB attack is characterized by a quick moving fire front that does not consume much more than needles and smaller branch material, the grey stands support fire that tends to consume more branch material into actually consuming the boles of the tree. The consumption of this larger material causes the fire to be **“hotter”** (higher fire intensity) and reside on the landscape **longer**. With over 20 million ha affected provincially by the Mountain Pine Beetle, the future of much of BC’s forest will be somewhere in the transition between grey and old grey attack MPB killed stands.

When looking at ROS in grey attack stands, it is important to determine the understory component.

Importance of Understory Structure



Lush green herbaceous understory (Lower Fire risk)



Absent understory (Possibly surface fire only)



Conifer understory (fast rate of spread, higher spotting potential, higher intensity)

Fire Behaviour Assessment

- Increased spotting distance due to the increase of sending agents (loose, sloughing bark) and increase in fire intensity
- The FBP fuel type C-3 will give you a fairly good rate of spread indication up to the mid-range of high hazard values and then passed this point C-2 will be a better indicator of rate of spread.
- The FBP fuel type M3 (60%DF) may be a better indicator of head fire intensity
- Fire intensity will increase as the trees start to fall down and become more involved in the lower fuel stratum.

*Remember that no one fuel type in the FBP system/Red Book does a perfect job in predicting the fire behaviour in the MPB stands and that you need to be very aware of the potential for quick transition from surface/torching to fully involved Crown fire, and higher fire intensity due to more fuel being consumed. Bottom line is MPB fires are faster and more intense than typical C3 fires.

“The effect of dead trees in the red stage or gray stage in any combination has a sufficient effect on fire behaviour compared to the green C-3 fire model that the rate of spread is from 2 to 10 times greater under the same burning conditions”

Rick Lanoville, 2011

Hazard: Grey and Dead Pine Stands



Blow Down:

In green areas, grey trees are at a risk to fall in any wind conditions. In the burn, a loss of organics, root decay, openness of stands, and increased ground vibration make the trees more susceptible to blow down.



Decay: When walking in the green, be aware of the condition of trees around you. Grey and Dead stands have a higher percentage of decay, which may be anywhere in the bole of the tree or root system. In the black, be aware that this rot will likely have burnt up and produce extra hazard to workers.



Unstable Tops:

Even in green stands, grey and dead trees are showing decadence in the top 1/3 of the tree. If a helipad is near these areas ensure a good DTA has been completed. In the burn, the tops of trees are burning out which creates more risk to ground crews who may not notice that they are at risk of falling.



SAFETY ALERT

Personnel Safety in MPB Killed Forests



1. Adjust Your Thinking – There is ample evidence that red MPB-killed stands represent a new fuel type. This means that even trained and experienced personnel are required to **adjust their assumptions of safe practices**. For example, the safe working proximity to the fire's flank may have to be increased significantly because Rank 2 or 3 fire in red trees can quickly crown to Rank 5 and 6, with corresponding rates of spread. In another example, crews tend to rely on spot forecasts and field weather monitoring to measure their exposure to risk on the ground. However, this fuel behaves more like grass in how it responds to wet and dry conditions throughout the day.

2. Lookouts Need a Vantage Point – Simply designating a member of a working crew to be the “lookout” may be fine in wet and green conditions, yet may be ineffective in MPB-killed areas. Given the potential for rapid crowning and wind shifts due to intense burning in red timber, crews need to protect themselves with continuous observation of large sections of the nearby fire ground. Lookouts should be established even in calm conditions at a suitable location with communications. **Crews should not deploy without a continuous lookout when there is potential for extreme burning conditions in this fuel type.**

3. Escape Routes – For the same reasons, escape routes need to be reliable, and **two escape routes should be identified** wherever possible. Crews should compare the time it takes to reach safety using the selected escape routes with the potential rate of spread in red MPB-killed fuels, which is similar to C2 fuel as one Fire Behavior Specialist puts it. Escape routes that can be cut off by an approaching wildfire perimeter must be within the constant view of a lookout, and the lookout must know the time required for all crew to escape.

4. Safe Zones – Given the potential for rapid spread and the high heat that dead trees can radiate when enflamed, safe zones must be a certain size to be effective. Experiments show that the radius of safe zones should be four times the possible flame height to protect crews. Under extreme burning conditions crowning may develop earlier in the day particularly in mountain pine beetle attacked stands where crowns are capable of spreading fire without the supporting ground fire. Safe zones may be needed more frequently and of a size suitable to the surrounding forest stand conditions. Safe zones should utilize natural clearings wherever possible. Constructed safe zones take extra time to prepare and increase fuel accumulations. **Crew and public safety takes precedent over all other resource values.**

5. Aviation – IA Crew Leaders/Incident Commanders must carefully assess the observed fire behaviour and potential of the target they have been assigned. Part of this process will include consideration of the proximity of their target to other uncontrolled and highly active fires in the immediate vicinity. **Aircraft should never be relied upon/designated as a primary or secondary escape route.** The Crew Leader/IC should advise the FCO/Operations Coordinator that they will not be actioning the fire and that the fire or fires should be prioritized as appropriate for airtanker action. Should aircraft be required to assist in a tactical withdrawal of ground personnel, the type and number of aircraft assigned to the task should be sufficient to effect a safe and timely extraction.

REMEMBER TO PRACTICE LACES:

Lookouts · Anchor Points ▪ Communication ▪ Escape Routes ▪ Safety Zones



L.A.C.E.S

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Safety

Safety Policy

The Ministry of Forests, Lands and Natural Resource Operations (FLNRO) values a culture that supports and demonstrates the core value of employee, client and public safety. We will be positively recognized as safety leaders by employees, clients and the public. In consideration of our mandate, we will conduct our business in a manner that proactively prevents incident and injury for ourselves and others.

- The health and safety of all workers is paramount.
- Engagement, participation and dialogue between all concerned parties is key to preventing worker injury
- Management is responsible to ensure systems and practices are in place to prevent injury
- Supervisors are responsible to ensure systems and practices are used
- Staff are responsible to follow systems and practices

The BC Wildfire Service (BCWS) is committed to reinforcing and enhancing the positive and proactive safety culture that already exists within the program. In part this is achieved through a modern safety management system which ties with the FLNRO Ministry safety systems.

For the complete [BC Wildfire Safety Program Manual](#), please visit

https://www.for.gov.bc.ca/ftp/HPR/gov_internal/!publish/WMB/Safety/Main%20Page/WMB%20Branch%20Safety%20Manual.pdf

Safety Meetings

Here in the VanJam Zone, we also believe that safety is the number one priority for all our staff members. Every Monday morning at 13:00 we hold our regular zone safety meetings which are documented in the PGFC Toolbox Safety Meeting sheet. These meetings are used as a platform for information sharing regarding any Occupational Health and Safety legislative changes or amendments, policy or procedure changes, training needs, hazard identification, safety alerts and any other issues that may arise.

Reporting and Investigating Safety Occurrences

The [BCWS – Safety Incident Report](#) is a document used to report, investigate and track any safety incident or accident that occurs in any BCWS operation. Sections 172 and 173 of the [Workers Compensation Act](#) reference all accidents that need to be reported and all incidents that must be investigated. In order to meet all WorkSafeBC requirements for incident reporting, strict timelines must be adhered to. The following are the preliminary stages of the investigation and are usually initiated in the field by the direct supervisor.

Supervisor's Field Report / Preliminary Investigation

PLEASE REFER TO THE INSTRUCTIONS WHEN USING THIS FORM TO REPORT OR INVESTIGATE AN INCIDENT

Routing Path and Timeframe (*see page 12 for submitting instructions)					
Time Post Incident	Stage / Document	Position	Name	Date / Time Completed and Submitted	Submitted To
12 hrs. / End of Operational Period	Field Report	Supervisor			☐ Incident Commander ☐ ZWCO ☐ FPO
	☐ Form 7 ☐ N/A				☐ Incident Commander ☐ ZWCO ☐ FPO
24 hrs.	☐ Field Report	☐ Incident Commander ☐ ZWCO ☐ FPO			☐ Fire Centre Safety Email* ☐ RWCO
	☐ Form 7 ☐ N/A	☐ Incident Commander ☐ ZWCO ☐ FPO			☐ Fire Centre Safety Email*

* Fire Centre Safety Email – SAFETYPG@gov.bc.ca

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Ministry of Forests, Lands and Natural Resource Operations

Near Miss Reporting

All Safety Incidents and near misses should be reported and investigated. For minor incidents, near misses and reported hazards, all that may be required is for the supervisor to review the incident, document what happened and what was done to prevent future incidents. By acknowledging near-miss incidents, managers and supervisors are able to note trends and thus take preventative action to avoid future injury or property loss/damage.

- Document and, if possible, photograph all incidences
- Complete preliminary investigation form
- Ensure ZWCO receives the completed document within 24 hours

IA Gear Configuration

It is important to be well briefed on capabilities and gear configuration of pumper trucks and helicopters.

Standard Gear	Fuel
<ul style="list-style-type: none">• Overnight gear and 24 hour food kit	<ul style="list-style-type: none">• 1 – 5 gal. with 50:1
<ul style="list-style-type: none">• 1 Mark III complete + extra fuel line	<ul style="list-style-type: none">• 1 – 5 gal. straight gas
<ul style="list-style-type: none">• 25 lengths 1.5" hose	<ul style="list-style-type: none">• 2 – combi cans with 50:1
<ul style="list-style-type: none">• 15 lengths econo hose	<ul style="list-style-type: none">• 2 – 5 gal. with 24:1
<ul style="list-style-type: none">• Jewelry	<ul style="list-style-type: none">• 1 – 5 gal and drip torch fuel
<ul style="list-style-type: none">• 2 piss pack	<ul style="list-style-type: none">• 1 – 5 gal diesel
<ul style="list-style-type: none">• 2 stillwells	<ul style="list-style-type: none">• 2 jugs of foam
<ul style="list-style-type: none">• 3 drip torches	
<ul style="list-style-type: none">• Saw kit with falling gear	
<ul style="list-style-type: none">• 2 Pulaski's, 1 shove, 1 fire rake	

Weather Stations

Vanderhoof

WEATHER STATION	LATITUDE (N)	LONGITUDE (W)
Vanderhoof Hub	54° 3'20.88"N	124° 0'31.92"W
Holy Cross 2	53°56'9.48"N	124°46'36.18"W
Moose	53° 4'17.28"N	125°24'43.74"W
Kluskus	53°22'58.98"N	124°30'43.50"W
Chilako	53°29'37.62"N	123°36'31.62"W

Fort St. James

WEATHER STATION	LATITUDE (N)	LONGITUDE (W)
Fort St James	54°23'38.70"N	124°15'39.48"W
Witch	55° 1'22.92"N	124°15'59.82"W
Leo Creek	55° 4'54.60"N	125°28'38.64"W
Lovell Cove	55°41'12.78"N	126° 3'9.42"W
Sustat	56°19'43.44"N	127° 2'3.30"W

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Protection Agreements

Protection agreements are intended to provide an effective, cooperative organization for the control of wildland fires within the boundaries of the determined fire protection areas. Each agreement consists of local individuals within a specific area, with members of each group being S100 trained and having completed this year's PAR-Q+. The formalized agreement between each group and Wildfire Management Branch, allows for a single bill to be paid to the society for services rendered on behalf of the Crown.

If you find yourselves working with one of these groups, it is important to remember that you have a higher level of training and that you will be taking the incident over from them. A Daily Time Report (DTR) must be collected from all attending members at the end of their shift.

Each gear cache, at minimum, will have a Mark 26 pump complete, hand tools, drinking water, hardhats, and some form of water delivery system

Protection Agreement	Driving Directions	Contact Person	Geographic Location
Cluculz Lake Livestock Association (C.L.L.A.)	28654 Blackwater Road. This is a private residence with the gear cache located in a trailer part way down the driveway	Larry Garrett(250) 567-9470 Munro Muir (250) 567-2508	N53° 49.989 W123°43.867
Glennannan Community Association	Glennannan Community Park on East Francois Lake Rd, 3km past golf course in a shed	John Gunn (250) 699-6689	N54°00.579 W125°03.544
Becker Road District Rural Development Society	Second driveway on south side of Becker Rd.	Diane Raymond (250) 690-7715 Colonel & Fiona Anderson (250) 690-7406	N54°08.660 W124°30.055
Chuchi Lake	Nations Lake Resort	John Horvath 250-277-6911 Debra-Ann Bishop 250-570-0068	N55°09.983 W124°20.347
Cassiar Ranch Society	2.9km on Pinchi Lake Rd., driveway on right	Berit Christianson 250-996-7970	N54°36.683 W124°10.690
Cluculz Lake Volunteer Fire Department	Fire Hall on Lund Rd.	General Inquiries: 250-441-3401	N53°53.806 W123°34.183

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Forward Attack Bases

Standard equipment at the forward attack base includes **Fire Gear:** 2 complete pump set ups (Mark 3 and GP25), 30 lengths of 1.5" hose, 30 lengths of econo, 1500 gal. bladder, stilwell, nozzles, hose attachments, foam, 3 shovels, 3 pulaskis, 2 fire rakes, 2 piss packs. **Fuel:** 15 gallons straight gas, 5 gal. diesel, 2 stroke mix, bar oil, fire extinguisher, 2 drip torches, **Safety Gear:** 4 cases drinking water, PPE, flagging tape, bug spray, and first aid gear including one level 3 kit with basket stretcher, spine board, oxygen, splints and collars.

Forward Attack Base	Description and Location	Contact Information	Co-ordinates
Nechako Lodge	Equipment stored in outbuilding down by the water Medium helicopters are to land on the beach They also own a 185 on floats and are an approved Ministry Air Carrier	Joe and Elizabeth Doerig 1-250-412-2665 1-250-570-9555	N53°34.07 W124°55.37
Fort St. James Airport-Yellowhead Hangar	6322 Airport Rd, Fort St. James	Code to access- 1975	N54°23.70 W124°15.70
Takla Hotel	Equipment cache and heli fuel in green seacan. *3303 Medium helipad near lake shore.	Takla Lake First Nation 250-996-0340 Takla Hotel 250-996-7367	N55° 28.518 W125° 57.390
Kalder Lake	Homestead between Kalder Lake and the North Rd. Cache is located on the west side of the North Rd. in a wooden shed	Henry and Heather Szelecz 1-604-629-5755	N54°58.590 W124°15.883

***3303 key to open equipment and fuel caches**

Lookouts

Sinkut - road access	53° 48.95'	123° 58.33'
Kuyakus – helicopter access	53° 12.08'	124° 33.03'

Fuel Caches (Jet A)

*Inquire with Fire Centre or Zone as to how many barrels are currently located at each site

Primary

Vanderhoof airport	54 ° 30.24'	124 ° 00.94'
Fort St-James airport	54 ° 23.69'	124 ° 15.67'
Kalder Lake	54 ° 58.57'	124 ° 15.99'
Tatelkuz Lake	53 ° 18.03'	124 ° 43.72'
Nechako Lodge	53 ° 34.07'	124 ° 55.37'
Takla Hotel	55 °28.518'	125 °57.390

Secondary

Malaput	53 ° 13.34'	125 ° 02.59'
Minaret	56 ° 20.73'	127 ° 16.78'
Kluskus Camp	53 ° 20.66'	124 ° 31.25'
Lovell Cove	55 ° 37.47'	126 ° 06.41'

Resource Road Radio Communications

New mobile radio communication protocols are being implemented throughout B.C. to improve safety for resource road users. The changes include new standardized road signs, radio call protocols and a bank of standardized mobile radio channels (July 2015).

It is important to note that not all resource roads have or will be transitioned to the new Resource Road RR channels. Although districts will be adopting the new RR channels, not all Forest Service Roads will have new RR channels posted, particularly those that are not industrially active and/or have limited road maintenance activities.

Mobile radios installed in ministry vehicles have been programmed with the standard 35 RR channels and 5 loading channels (LD), in channel order (respectively: from RR 1 through RR 35; and LD 1 to LD 5), in separate banks. Ministry staff will also have access to pre-existing road frequencies, used on any publicly accessible resource roads in the province, on CSNR radio shop programmed mobile radios.

Although there are maps available showing the RR channels for various areas in the province, these maps should not be relied upon. Signs posted in resource roads will advise which radio channels or frequency to use – **signage posted in the field will always govern over what may appear on a map.**

- Signage in the field will indicate the appropriate channel to use for communicating when travelling on a resource road.
- Where the new protocols have been implemented, new signage will indicate what RR channel to use and will also provide the radio communication protocol, including the road name and required calling intervals, at road entry points.
- Vehicle operators using mobile radios to communicate their location and direction of travel must use the posted radio channels and protocols.
- Exercise additional caution when travelling on resource roads that are in transition to new standard communication protocols and new RR channels.

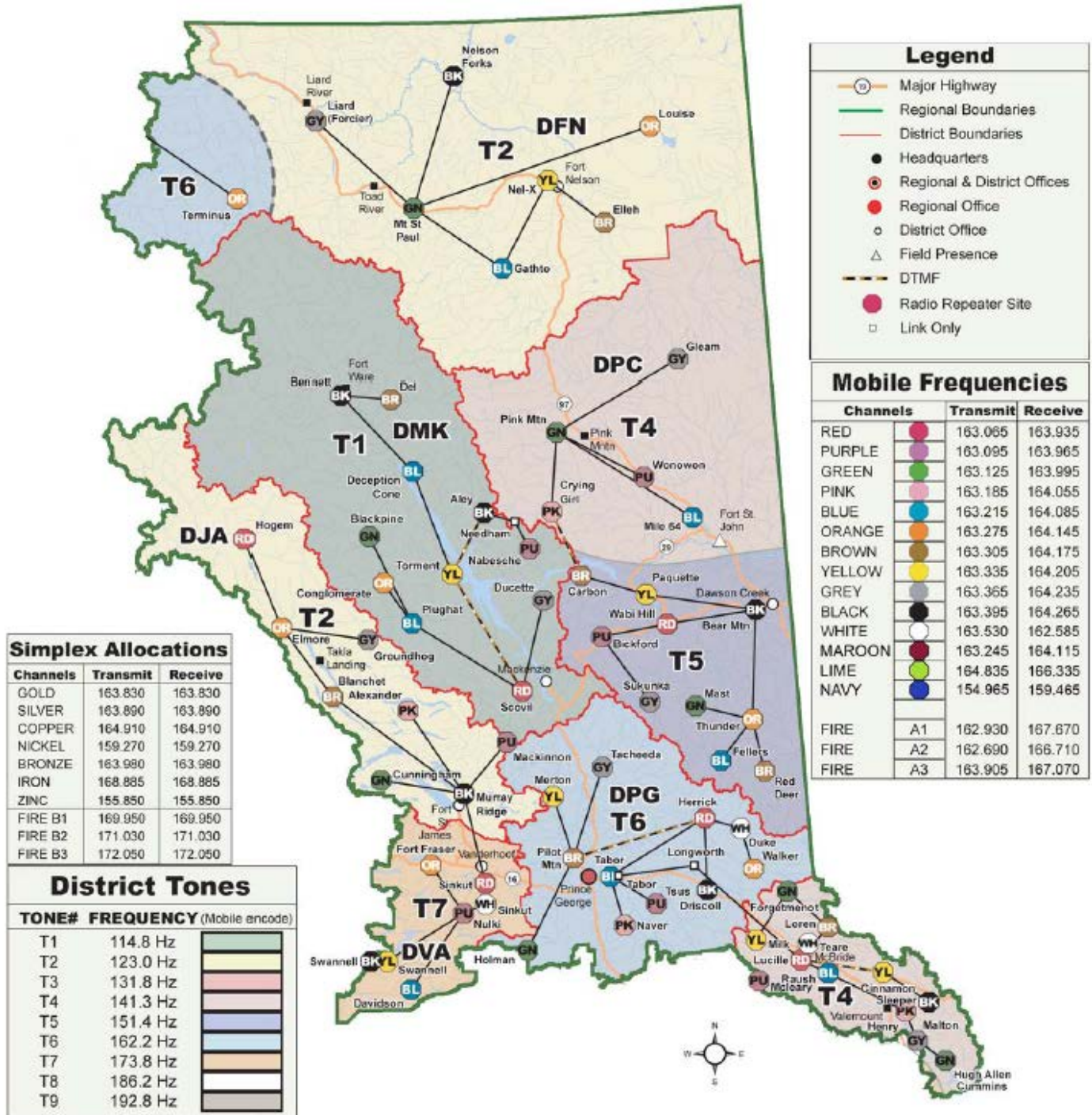


Example of standard road entry signage in the field

Remember, roads are radio assisted; not radio controlled. Drive accordingly.
DRIVE DEFENSIVELY – EXPECT THE UNEXPECTED

Prince George Fire Centre

Ministry of Forests, Lands and Natural Resource Operations
NRS Radio Operations



[illegible]

VAN/JAM Zone Briefing Package –Truck Radio Frequency List

BANK 13	159.000	TX/RX	BANK 19	165.000	TX/RX	BANK 26	172.000	TX/RX	BANK 31	Loading Channels
1 Canyon	159.000		1 165.120	165.120		1 172.290	172.290		LD - 1	151.700
2 159.300	159.300		2 165.270	165.270		2 172.365 - A	172.365		LD - 2	151.745
3 159.315	159.315		3 Eskay Creek	165.465		3 172.365 - B	172.365		LD - 3	151.790
4 159.360	159.360		4 Ardew - Merritt	165.510		4 172.380	172.380		LD - 4	151.805
5 Lovel Logging	159.420		5 165.540 - A	165.540		5 172.425	172.425		LD - 5	151.850
6 159.450	159.450		6 165.540 - B	165.540		6 172.440	172.440			
7 LP 3	159.510		7 165.570 - A	165.570		7 172.620	172.620			
8 Monkman	159.600		8 165.570 - B	165.570		8 172.740	172.740			
9 Date Creek / PIR	159.630		9 165.720	165.720		9 172.875	172.875			
10 Christianson	159.660		10 Dreidger	165.870						
11 159.690	159.690		11 Ardew - Merritt	165.980						
12 Bowron	159.720									
13 Giscome	159.750		BANK 20	166.000	TX/RX	BANK 27	173.000	TX/RX	BANK 32	RESOURCE ROAD CH
14 159.765	159.765					1 173.025	173.025		RR - 1	150.080
15 Huckleberry Road	159.780		1 166.080	166.080		2 173.145	173.145		RR - 2	150.110
16 PG / Barney	159.900		2 Lo-Bar Log Transport	166.155		3 173.175	173.175		RR - 3	150.140
17 Herrick	159.960		3 166.320	166.320		4 173.235	173.235		RR - 4	150.185
18 159.990	159.990		4 166.425	166.425		5 173.325	173.325		RR - 5	150.200
			5 166.440	166.440		6 173.335	173.335		RR - 6	150.245
BANK 14	160.000	TX/RX	6 166.545	166.545		7 173.355	173.355		RR - 7	150.260
1 TAC	160.020		7 166.740	166.740		8 173.565	173.565		RR - 8	150.320
2 McGregor	160.080		8 166.920	166.920		9 173.670	173.670		RR - 9	150.365
3 PIR	160.140		9 166.950	166.950		10 173.820	173.820		RR - 10	150.410
			10 166.980	166.980		11 Stella Jones Yard	173.880		RR - 11	150.440
						12 173.895	173.895		RR - 12	150.500
BANK 15	161.000	TX/RX	BANK 21	167.000	TX/RX	13 173.925	173.925		RR - 13	150.530
1 161.650	161.650		1 167.025	167.025					RR - 14	150.545
2 Stewart	161.655		2 167.250	167.250		BANK 28	Logger Admin		RR - 15	150.560
			3 167.670	167.670		1 LAD 1	154.100		RR - 16	150.590
BANK 16	162.000	TX/RX	4 167.760	167.760		2 LAD 2	158.940		RR - 17	150.680
1 Upper Fraser Yard	162.030		5 167.805	167.805		3 LAD 3	154.325		RR - 18	150.710
2 162.120	162.120		6 167.930	167.930		4 LAD 4	173.370		RR - 19	150.770
3 162.150	162.150		7 167.940	167.940					RR - 20	150.830
4 162.210	162.210		8 167.970	167.970					RR - 21	151.010
5 162.255	162.255					BANK 29	PEP & Fire Depts		RR - 22	151.130
6 162.330	162.330		BANK 22	168.000	TX/RX	1 PEP SAR 1	149.465		RR - 23	151.190
7 PTR 2	162.390		1 168.120	168.120		2 PEP SAR 2	149.525		RR - 24	151.220
8 162.540	162.540		2 168.150	168.150		3 PEP CORD 1	148.655		RR - 25	151.310
9 162.630	162.630		3 168.180	168.180		4 PEP EP 1	148.685		RR - 26	151.340
10 162.660	162.660		4 Main Logging	168.210		5 SAR IF	149.080		RR - 27	151.370
11 162.750	162.750		5 168.630	168.630		6 SAR Tabor Rpt	148.360		RR - 28	151.430
12 Jackpine / Marsolais	162.810		6 168.690	168.690		7 SAR Tabor Spx	143.370		RR - 29	151.460
13 Fedcoop - TFL Larch Hill	162.840		7 Andrko M95	168.990		8 SAR George Rp	148.795		RR - 30	151.490
14 162.945	162.945					9 SAR George Sx	143.775		RR - 31	151.520
			BANK 23	169.000	TX/RX	10 McBride Fire	154.220		RR - 32	151.580
BANK 17	163.000	TX/RX				11 McBride Rpt	164.955		RR - 33	151.610
1 163.110	163.110		1 169.260	169.260		12 Yukon Fire	162.750		RR - 34	151.640
2 163.170	163.170		2 169.530	169.530		13 Valemount Fire	158.885		RR - 35	151.670
3 Mathey Bros. Chase	163.200		3 Andrko M109	169.650		14 Vale Fire Rpt	151.145			
4 163.410	163.410		4 169.695	169.695		15 HydEmerg Ch83	157.175			
5 163.545	163.545		5 169.920	169.920		16 HydEmerg Ch84	157.225			
6 163.770	163.770									
7 163.800	163.800		BANK 24	170.000	TX/RX					
			1 170.205	170.205		BANK 30	Weather			
BANK 18	164.000	TX/RX	2 170.250 - A	170.250		1 Weather 1	162.400			
1 164.010	164.010		3 170.250 - B	170.250		2 Weather 2	162.425			
2 164.115	164.115		4 170.265	170.265		3 Weather 4	162.475			
3 164.190	164.190		5 170.400	170.400		4 Weather 6	162.525			
4 164.220	164.220		6 170.415	170.415		5 Weather 7	162.550			
5 Myatovic	164.580		7 170.520	170.520		6 CG 21B	161.650			
6 164.820	164.820		8 170.835 - A	170.835						
			9 170.835 - B	170.835						
			BANK 25	171.000	TX/RX					
			1 171.405	171.405						
			2 171.450	171.450						
			3 171.495	171.495						
			4 171.570	171.570						
			5 171.735	171.735						
			6 171.900	171.900						

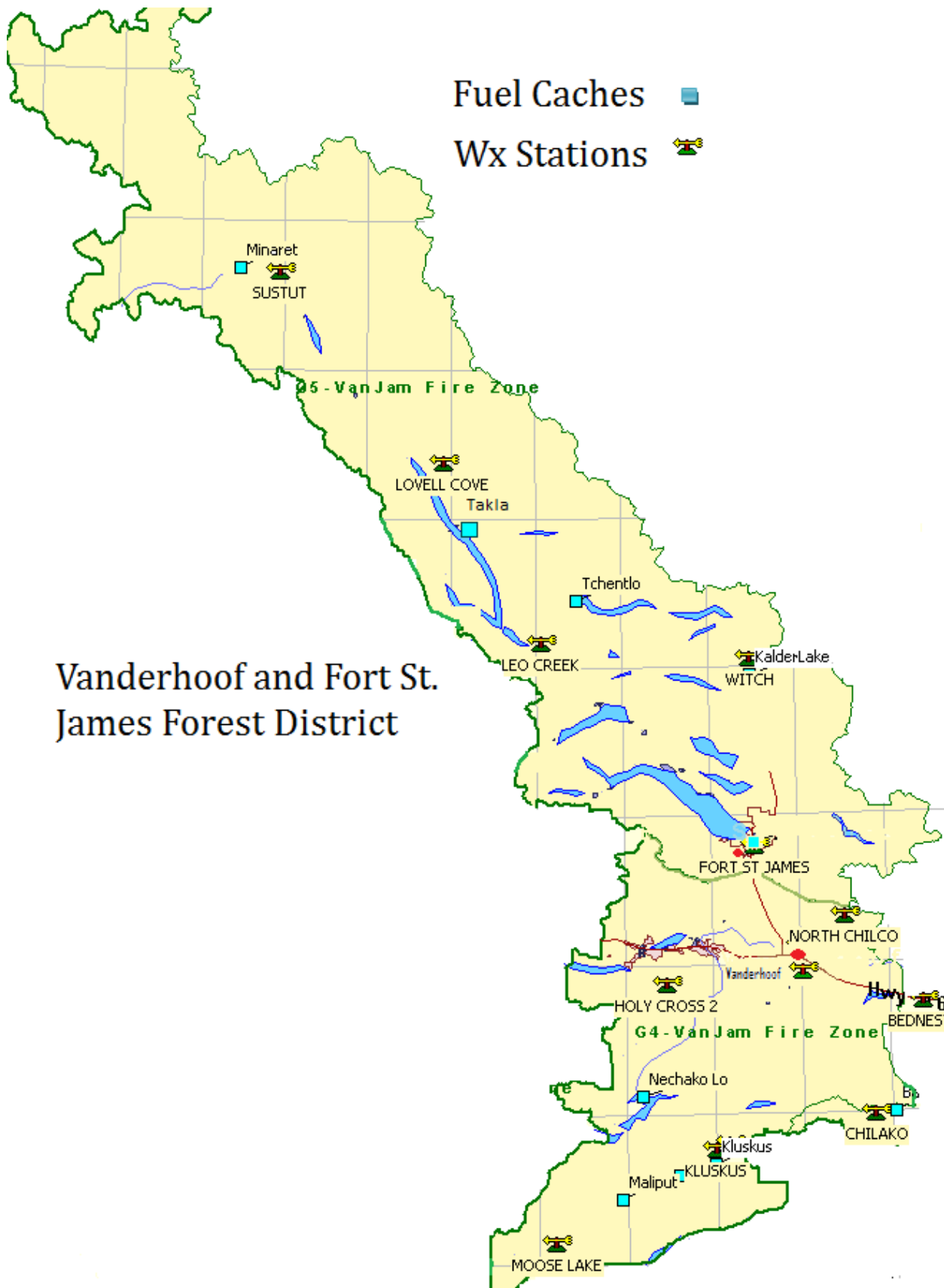
2016 List

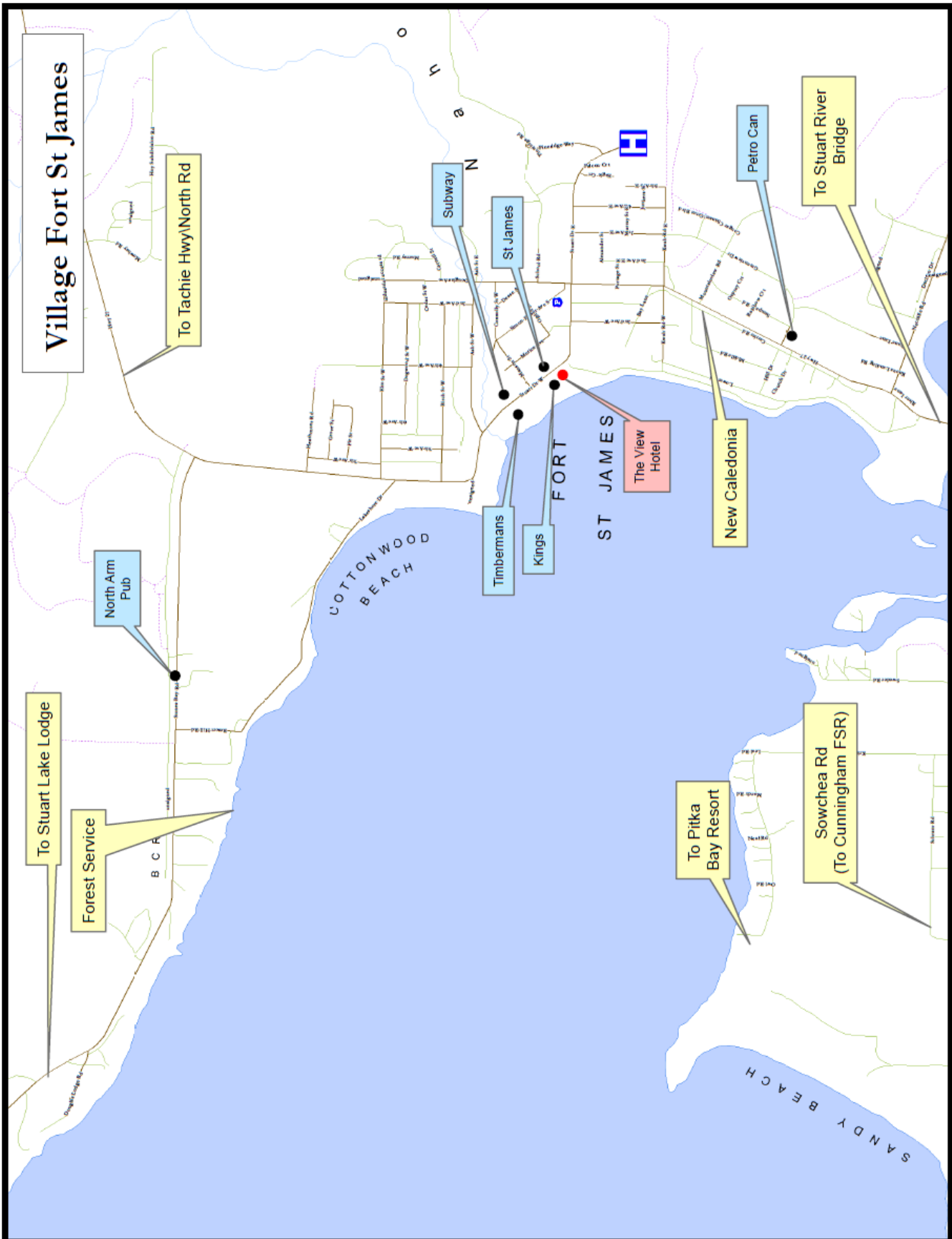
LEFT UP-DOWN SWITCHES - VOLUME CONTROL
 RIGHT UP-DOWN SWITCHES - CHANNEL UP-DOWN
 TRIANGLE - ALLOWS SQUELCH ADJUSTMENT
 "S" - ALLOWS TONE CHANGE
 "A" - SCAN ADD-DELETE
 "B" - BANK DOWN
 "C" - BANK UP
 SQUARE - SCAN ON/OFF

Kenwood NX-700/TK-7180

MoF METAL CHANNELS			BANK 4 150-152		TX/RX	BANK 6 153-154		TX/RX	BANK 7 154-156		TX/RX			
BANK 1	TX	RX												
1 Gold		163.830	1 Aspen		150.485	1 Bobtail		153.020	1 Big Bend		154.010			
2 Silver		163.890	2 PG Wood Preserve		150.815	2 Ainsworth 4 / Chasm TA		153.050	2 Lad 1		154.100			
3 Copper		164.910	3 KK Lake / Woodland		150.965	3 WF Blackwater		153.125	3 Raft River		154.250			
4 Nickel		159.270	4 Target		150.995	4 Teardrop		153.140	4 Lad 3		154.325			
5 Bronze		163.980	5 CNR Milligan		151.055	5 Backer		153.155	5 Stuart Lake		154.340			
6 Iron		168.885	6 Maxan Rd. / Kotcho		151.115	6 Clearwater / Canoe		153.170	6 Cottonwood		154.685			
7 Zinc		155.850	7 151.145		151.145	7 Clear Lake		153.200	7 154.68		154.680			
			8 Slaton		151.285	8 McDermids		153.230	8 Hasler		154.815			
			9 Tanizuka		151.295	9 Evans		153.320	9 Anderson		154.920			
			10 Sukunka		151.325	10 Pas / Kiwi		153.350	10 Cougar Crane		154.950			
			11 Lakeland		151.355	11 Canfor FSJ Swanson		153.380	11 Tsayta		154.980			
			12 Krause		151.595	12 Butte		153.410	12 C & T Logging		155.340			
			13 Encana 1		151.610	13 Apollo Bush		153.470	13 Westar		155.760			
			14 FCC		151.625	14 Artomas		153.500	14 Kluskus		155.940			
			15 L & M Lumber		151.655	15 QFP TT		153.515						
			16 Dunkley / East Ootsa		151.685	16 Polar I / CFI		153.530						
			17 Ladyfern / Cottonwood		151.715	17 Borrow 6 TT		153.590						
			18 Gratton		151.745	18 Tolko		153.620						
			19 Northwind / Clusko		151.805	19 Plateau / Joe Martin		153.635						
			20 Birch		151.835	20 Arctic		153.650						
			21 Babine 1 / Burns		151.895	21 Newland Enterprises		153.725						
			22 Westar		151.925	22 Apollo		153.770						
			23 Eurocan / HFP / W Fraser		151.955	23 Peace Woods		153.830						
			24 Polar II		151.985									
			BANK 5 152-153		TX/RX									
			1 CRANBERRY		152.030									
			2 Weldwood 2		152.060									
			3 Chisolm		152.150									
			4 Takla South / Whitefish		152.180									
			5 Timber Baron		152.270									
			6 Ainsworth 2		152.285									
			7 Crooked River		152.315									
			8 Elsworth / Orenda Main		152.330									
			9 Takla Dispatch		152.360									
			10 Bowser		152.390									
			11 Takla North		152.450									
			12 SCI Nass		152.900									
			13 Anzac		152.930									
			14 Crooked Lake		152.960									
			15 Bond Brothers		152.975									
			16 Can Taylor / Weldwood		152.990									

BANK 8		156-159	TX/RX		Bank 9 159 - 174		TX/RX		FIRE DEPARTMENTS AND MISC		LOADING		BANK 13		
									BANK 11		TX/RX				
1	Weldwood 3		156.180		1	Monkman		159.600		1	SAR 1		149.495	1 LD - 1	151.700
2	CTP		157.400		2	Date Creek / PIR		159.630		2	SAR 2		149.525	2 LD - 2	151.745
3	North Road		157.620		3	Christianson		159.660		3	PEP Com		148.655	3 LD - 3	151.790
4	Deejay Trucking		157.710		4	Bowron		159.720		4	PEP Emergency		148.685	4 LD - 4	151.805
5	Zeidler 2 / Forest Hill		158.160		5	Giscome		159.750		5	SAR Tabor Rpt	148.360	143.370	5 LD - 5	151.850
6	RIM FP		158.190		6	Huckleberry Road		159.780		5	SAR IF		149.080		
7	Decker Lake		158.370		7	PG / Barney		159.900		6	SAR Tabor Spx		143.370		
8	Zeidler 1		158.460		8	Herrick		159.960		8	SAR George Rpt	148.795	143.775	1 RR - 1	150.080
9	Degroot		158.730		9	TAC		160.020		9	SAR George Spx		143.775	2 RR - 2	150.110
10	Degroot / Rustads		158.790		10	McGregor		160.080		10	McBride Fire		154.220	3 RR - 3	150.140
11	Lad 2		158.940		11	PIR		160.140		11	McBride Fire Rpt	169.935	164.955	4 RR - 4	150.185
12	Babine 2		158.970		12	Upper Fraser Yard		162.030		12	Yukon Fire		162.750	5 RR - 5	150.200
					13	Jackpine / Marsola		162.810		13	Valemount Fire		158.885	6 RR - 6	150.245
					14	Myatovic		164.580		14	Valemount RPT	151.145	158.885	7 RR - 7	150.280
					15	Dreidger		165.870		15	Hyd Emerg Ch83	157.175	161.775	8 RR - 8	150.320
					16	Lo-Bar Log Transport		166.155		16	Hyd Emerg Ch84	157.225	161.825	9 RR - 9	150.365
					17	Main Logging		168.210						10 RR - 10	150.410
					18	Andrko M95		168.990						11 RR - 11	150.440
					19	Andrko M109		169.650						12 RR - 12	150.500
					20	171.405		171.405						13 RR - 13	150.530
					21	RVC 2		171.450						14 RR - 14	150.545
					22	Lad4		173.370						15 RR - 15	150.580
					23	RVC 1		173.670						16 RR - 16	150.590
					24	Stella Jones Yard		173.880						17 RR - 17	150.680
														18 RR - 18	150.710
														19 RR - 19	150.770
														20 RR - 20	150.830
														21 RR - 21	151.010
														22 RR - 22	151.130
														23 RR - 23	151.190
														24 RR - 24	151.220
														25 RR - 25	151.310
														26 RR - 26	151.340
														27 RR - 27	151.370
														28 RR - 28	151.430
														29 RR - 29	151.460
														30 RR - 30	151.490
														31 RR - 31	151.520
														32 RR - 32	151.580
														33 RR - 33	151.610
														34 RR - 34	151.640
														35 RR - 35	151.670





VAN/JAM Zone Briefing Package

