



Each winter following the end of the Fire Season (October 31) and when the ground has snow cover, DMI arranges for disposal (by burning) of woody debris piles associated with harvesting, portable chipping and road construction operations from the previous winter's program.

As DMI operates 150 - 200 cut blocks each season, with numerous debris piles being generated per block, the potential for holdover fires the following spring can be significant. Consequently, DMI as an FMA holder has a responsibility to take reasonable and practicable steps, toward ensuring no potential holdover fires exist prior to the development of a spring fire hazard.

DMI prepares in advance for the appropriate window of opportunity to check all areas of burning with an infrared scanner from the air. The challenge is that although the Fire Season starts on April 01 of each year, snow free conditions for scanning normally do not occur until the middle or end of April.

- Toward the end of March and early April, the AOP maps from the previous winter are collected toward developing a scanning flight plan.
- As additional resources, "as built maps", pile burning contracts, the Outstanding Operations Table (blocks missed for burning from previous winter) and the appropriate Supervisor for each area scheduled for burning are consulted toward ensuring no areas are missed for scanning.
- The helicopter company is booked toward the end of March and asked to monitor snow conditions toward favourable scanning while conducting other business in the area.

When scanning is conducted, a DMI Forest Resources Supervisor(s) participates usually as navigator and as another check that nothing is overlooked. Also during scanning, the whole process of what "the scanner sees" is video taped with GPS references in case any follow up action is required. At the discretion of the Supervisor, where piles are located close to block edge, adjacent standing timber may need to be scanned for potential holdover.

Once complete, the results of the scanning process and any action plans arising to address any holdovers identified are immediately communicated to the SRD District affected. The Operations Inspection/Monitoring Report is used to document the results of scanning on a disposition and block basis, as debris piles "satisfactorily disposed of" is required toward obtaining the status of "Roads - Final Clearance" on the operations inspection/monitoring report.

**REVISION HISTORY**

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**APPROVAL:**

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