

SOUTH CENTRAL OREGON FIRE MANAGEMENT PARTNERSHIP

BUREAU OF LAND
MANAGEMENT
LAKEVIEW DISTRICT



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NATIONAL FOREST



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DEPARTMENT OF
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SHELDON-HART MOUNTAIN
and
KLAMATH BASIN
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CRATER LAKE
NATIONAL PARK



2023 Aerial Recon/Detection Plan



(SCOFMP)

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2023

SCOFMP Aerial Recon/Detection Plan

Signatures and Approval

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Fire Staff Officer

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Lakeview Interagency Fire Center

Approved by: _____ Date: _____

Unit Aviation Officer

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Introduction

Objectives

The intent of the Aerial Recon/Detection Plan is to provide guidance to and standardize procedures for Recon/Detection missions within the areas served by South Central Oregon Fire Management Partnership (SCOFMP). Copies of this document should be available for review by agency personnel and flight crews.

Scope

This operations plan is intended to apply to all Recon/Detection activities conducted within SCOFMP by agency and contract personnel.

Review and Revision

The Aerial Recon/Detection Plan will be reviewed annually by the local Unit Aviation Officer (UAO) or their designee and updated as necessary.

Responsibilities

The ordering of Aerial Observers and aircraft will be facilitated through the aircraft desk at Lakeview Interagency Fire Center (LIFC). The local UAO is responsible for the overall supervision and guidance of the Aerial Observer program.

Locations

The primary bases of operation are the Lakeview Airbase at the Lake County Airport (LKV) (Lakeview, OR) and the Crater Lake-Klamath Regional Airport (LMT) (Klamath Falls, OR). Recon/Detection aircraft may also be ordered or initiated from other locations depending upon needs or availability. For example: If local helicopter is staged at Fort Rock, it may be used as recon and initiated from that location. Orders may also be placed with neighboring units depending on availability.

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Organization and Responsibilities

Organization

The UAO or designee will oversee the unit Recon/Detection program.

Agency Responsibility

Agency and contract aircraft may be utilized. All aircraft and pilots must be approved and carded for aerial reconnaissance. SCOFMP will use qualified aerial observers and trainees may be used if accompanied with a qualified observer.

Cooperator Aircraft Letters Of Approvals

Cooperating agency aircraft must have a cooperator letter from USFS/BLM onboard or operational control will remain with ODF in accordance with the Master Cooperative Wildland Fire Management And Stafford Act Response Agreement. Any needed inspection/approvals (of aircraft and/or pilots) will be coordinated by the SCOFMP UAO through the RAO.

Personnel Qualification

Qualified Aerial Observers (AOBS) personnel are available in the Interagency Resource Ordering Capability (IROC) and local districts. All SCOFMP qualified AOBS personnel shall adhere to the required training as stated in the 310-1 and FS Fire & Aviation Qualification Guide (FSFAQG) and will have the position listed on their Incident Qualification and Certification System (IQCS) red card. It is desired that personnel who regularly perform as an AOBS pursue Interagency Aviation Training (IAT) courses required for “Fixed-Wing Flight Manager (FWFM) - Special Use”. If an AOBS is not FWFM – Special Use qualified, one will need to be present to facilitate the pre-flight briefing.

For mobilization off unit, it is required that the aerial observer have been or presently qualified as ICT5.

Safety

General

All crewmembers of each flight leg are to obtain an aircraft briefing from the pilot prior to any flight operations.

A risk assessment is required prior to any Forest Service flight.

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Personal Protective Equipment (PPE) requirements for all crewmembers of each flight include leather or nomex shoes, full length cotton or nomex pants and cotton or nomex shirt. A flight suit is and acceptable substitute for pants and shirt.

Aircraft engines must be shut down and propellers stopped visually before passenger loading and unloading.

Remain clear of the aircraft during fueling.

Personnel aboard the aircraft will be limited to those considered essential to the mission.

Aerial Hazard Maps

Current aviation hazard maps will be posted for viewing. In addition these maps will also be posted at LIFC dispatch office and all aviation bases within the SCOFMP. Hard copies of the current Hazard Map may be acquired from the local UAO, Air Tactical Group Supervisor (ATGS) and LIFC. Electronic PDF versions of the current maps are available. Contents of the Aviation Hazard Map will include but not limited to the following:

- Military Training Routes and Operating Area's (MTR's/MOA's)
- Primary power transmission lines
- Microwave and wind turbine tower sites
- Significantly high bridges or misc. towers
- Aerial logging and /or high line cable operations

[Aviation Hazards - Pacific Northwest Region Fire and Aviation](#)

Incident/Hazards/Maintenance Deficiency Reporting

Incidents, accidents, flight hazards or in-flight maintenance deficiencies should be reported using the SAFECOM system. Personnel may submit reports directly to www.safecom.gov, or report relevant facts to the UAO or designee for assistance in submission.

Weather

The AOBS and pilot will review and discuss weather forecasts daily and prior to all flights. Encourage pilot to give feedback on the forecasted weather pertaining to the mission and if there are any concerns. Be alert to changing or rapidly developing conditions. Any adverse weather such as but not limited to, thunderstorms, mountain waves, compromised visibility etc. may

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require modification or termination of flights/mission. Communicate those decisions and rationale to LIFC. The pilot has the final say on all flights and air crews will be supported in any decision to terminate a flight based upon these hazards.

Operations, Communication and Dispatch

Fire detection and reconnaissance flights may be made with either fixed or rotor wing aircraft and shall remain above 500 feet AGL except during takeoffs and landings.

Dispatch/Flight Request Procedure

Dispatch and the UAO will coordinate/prioritize aerial detection needs primarily based on a flight by flight “request” basis from unit Duty Officers (DO). Flight Managers (AOBS), may be assigned by the requesting DO directly, or coordinated by dispatch from local availability lists. It is desired that whenever possible requests for recon be communicated to dispatch by 1800 the day prior to the flight needed. It is understood that lightning and weather events may not allow for the prediction of a need for recon by this time. An effort to request a mission as early as possible will increase the ability to ensure that mission can be achieved.

Recon Types – Lightning and General

A recon may be requested by duty officers (DO) for various reasons. Most commonly will be due to current lightning or lightning that occurred the previous day/days prior to the request. It is not uncommon to recon lightning areas where lightning occurred 3 or 4 days in the past. This may be determined by the amount of hold over fires that are being reported, weather or fire danger. General or specific recons may also be requested due to high fire danger, frequent occurrences of human caused fires, heavy recreational activity in specific areas, etc.

Lightning recons will occur at the request of DO’s and will primarily focus on areas that received lightning. Areas/routes and times for these recons will need to be provided by the requestor. The amount of direction and information needed for the observer will depend on his/hers local knowledge of the area. If the observer does not have access to the lightning map or does not possess a mobile device with local map capabilities, paper maps and specific Lat/Longs may be needed. Requesting DO’s will be responsible for providing this information to the observer, however dispatch, UAO or ATGS can assist with providing information.

General recons, as stated above, may be requested due to high fire danger, frequent occurrences of human caused fires, heavy recreational activity in specific areas, etc. SCOFMP has developed general recon routes to facilitate this type of recon. A map titled “SCOFMP General Recon Routes” is located on page 15 of this plan. Due the size of the zone, it is separated into 3 areas of manageable recon routes. Each route is numbered in segments and on page 16 of this plan are

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lat/longs associated with each numbered segment of each route. The PDF/GEO referenced map is also available for use with a mobile device in which the lat/longs can be determined from this map. For observers who do not possess a mobile device capable of using PDF maps, the list of lat/longs will need to be provided. Each route begins with segment 1 and ends in a greater value. Starting point and direction of the route may vary depending on specific needs and originating location of the recon platform. An example would be: the Klamath Falls ATGS is requested to do a general recon of the north route, it may be efficient to begin at segment number 2 and complete the route ending at number 2. Another example: For the west route, a recon originating from Klamath Falls would likely start with segment number 1 and work around the route. If this same recon was to originate from Central Oregon, it would be more efficient to begin at segment number 9. A request to complete all or parts of these routes may vary depending on local need, weather, availability and time.

Briefing and Orientation

A Tactical Aviation Resource Order (TARO) with pertinent mission information will be provided by LIFC for requested recon missions as needed. Aerial Observers and pilots will obtain a briefing from dispatch, by phone or in person, about the intended mission including the following information:

Routes to be flown

Areas of concern

Ongoing incidents – local and neighbors

Temporary Flight Restrictions (TFR's)

Frequencies

Forecasted weather

De-confliction of airspace (agency and military A/C)

Routes of aviation resources from bases to ongoing incidents

Recent lightning maps and data for iPad may also be provided

Airspace Coordination

Flight routing will be pre-planned with the DO and dispatch. The AOBS is expected to assist with “See and Avoid” and actively assist with time critical risk assessments and decision making

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Crew Resource Management – (CRM) as aircrew members. Dispatch will provide observers with airspace de-confliction information. Special use airspace including Military Operating Areas (MOA's) and Military Training Routes (MTR's) overlies much of the SCOFMP area. An understanding of the daily status of this airspace will contribute to the safety of missions.

AOBS missions must not enter into a TFR unless directly authorized by the resource managing the TFR.

AOBS should be aware of their locations at all times and not deviate outside the SCOFMP unit boundary without orders/permissions from both LIFC and neighboring unit. Confirmation of communication with neighboring units must be established prior to entering their jurisdiction.

Flight Following

In-flight communication with LIFC is generally made on a local flight following frequency (167.1750 RX/TX) rather than National Flight Following. Local Flight Following (LFF) will be the primary frequency however it is required that all agency/contract aircraft also monitor Air Guard (168.6250 RX/TX tone 110.9tx) at all times. If the aircraft being utilized for the mission has the radio capacity, it is also recommended to monitor A/A and A/G frequencies. A frequency list for SCOFMP is attached to this plan.

An initial radio check with LIFC (Call sign: Lakeview Dispatch) should be done prior to taxi. Initial contact after departure, in the following order, should include:

- Call Sign
- Departure location
- Number on board
- Fuel on board
- Estimated time enroute (ETE)
- Destination
- Confirm AFF

Notify dispatch when a mission is complete, destination returning to, and flight time. After landing, notify dispatch to close out the flight.

Agency/contract aircraft are equipped with Automated Flight Following (AFF). If AFF is not working or unavailable the mission must utilize 15 minute location reporting on flight following frequency with LIFC. This does not require the cancellation of a mission. AFF issues should be resolved as soon as possible per contract requirement.

If at any time radio communication is not working, the mission must stop and return to nearest/safest airport or home base if that can be done safely. In this case the pilot should

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attempt to establish FAA flight following or make contact with airport control tower to return to base. Do not return to operations until radio communication has been restored and Aviation Maintenance Inspector (AMI) approved back to contract availability.

Observers should be aware of other incidents that may be utilizing the same frequencies. Use good radio etiquette to try to prevent interfering with ongoing critical traffic from other incidents.

Incident Reporting and Size-up

Incidents should be reported using the standard format utilized by SCOFMP if possible. A size up form is located on page 17. Initial reports will be broadcast over the local command repeater frequency to provide useful information to responding units. However during periods of multiple ongoing incidents, the volume of radio traffic may not allow for this at which time Local FF may need to be used for size-ups. Dispatch can help with this determinations/direction when radio traffic becomes overloaded. Observers should exercise flexibility and discretion using other frequencies, or delaying reporting of lower priority incidents until radio traffic permits. Size-ups for lower priority fires can be or may be limited to critical information only during these periods.

Air to Air Communications (Frequency list attached)

AM only. When possible, A/A 01 OR05 or otherwise designated by dispatch should be monitored.

Air to Ground Communications (Frequency list attached)

FM only. When possible, A/G 41 or otherwise designated by dispatch should be monitored. Radio limitation may prohibit this depending on the aircraft. However A/G frequencies should be programmed or available to be programmed if requested to communicate with ground resources.

Pilot Responsibility

The pilot has final authority on the operation of the aircraft and is expected to terminate any operation deemed unsafe. Pilots will be supported for terminating a flight due to safety concerns.

The pilot is responsible for:

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- Safe operation of the aircraft.
- Altering intended flight routes to avoid weather, terrain, or other flight hazards.
- Terminating the flight if safety is compromised due to flight/weather conditions, mechanical issues, condition of personnel, etc.
- Aircraft maintenance. Maintenance scheduling will be conducted with as much notice to the aerial observer and LIFC as possible. It is recognized that there will be unscheduled maintenance. The aerial observer should notify LIFC of any change in availability status.
- The pilot will be responsible for all fueling operation and be present during those operations.

Aerial Observer Responsibility

The AOBS or FWFM is responsible for the overall operation and ensuring adherence to agency policy, as well as the following:

Maintain the Daily Diary, recording all flight activity, pilot duty times, extended standby, etc.

Completion of IBS or AMD-23 Aircraft Use Report. If this is not possible observer shall at a minimum provide information to the UAO or designee that can input flight data. It is preferred that all documentation is completed on a daily basis.

Reporting accidents, incidents, incidents with potential or maintenance deficiencies consistent with SAFECOM reporting procedures.

Work with AMI on maintenance issues for returning to contract availability. (See p. 13)

Performing those duties outlined in the daily checklist. Daily checklist are attached to this plan.

Availability

Duty day will be determined by dispatch in coordination with duty officers, UAO or designee. Local fire/lightning activity or fire severity may dictate extended duty hours, with payment for standby made according to contract/agreement specifications. AOBS will communicate with dispatch to confirm end of duty day time before end of shift.

Flight Hour and Duty Day Limitation and Days off Scheduling

The AOBS shall ensure that pilots adhere to flight hour and duty day limitations as outlined in FSH 5709.16 ch.11.27a shown below:

1. All flight crewmembers flying Forest Service missions are limited to the following tours of duty, and all work-related time must count toward these limitations:

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- a. Duty includes flight time, ground duty of any kind, and standby or alert status at any location. This restriction does not include “on-call” status outside of any required rest or off-duty periods.
- b. Flight time must not exceed a total of 8 hours per duty day.
- c. Assigned duty of any kind must not exceed 14 hours in any 24-hour period.
- d. Flight crewmembers accumulating 36 hours of flight time in any 6 consecutive days or less are required to have the following day off. Maximum cumulative flight hours must not exceed 42 hours in any 6 consecutive days.
- e. Within any 24-hour period, flight crewmembers shall have a minimum of 10 consecutive uninterrupted hours off duty immediately prior to the beginning of the next duty day.
- f. During any 14-consecutive-day period, flight crewmembers shall be off duty for two 24-hour periods from the time of last duty. The 24-hour off-duty periods need not be consecutive.

Aircraft Maintenance

Pilots shall try to provide aerial observer/dispatch with as much notice as possible regarding scheduled maintenance. Unscheduled maintenance that renders the aircraft unavailable will be dealt with according to the terms of the contract. FSM 5713.4 states: “Do not return aircraft having mechanical or equipment deficiencies to service until the aircraft has been approved by an authorized aircraft inspector.” 351 DM 1.1e states: “Deficiencies which might affect the safety of flight shall be corrected prior to commencing flight”. The return to availability shall be approved by the RAG maintenance inspector.

- If you are out of service for mechanical notify 1) Dispatch; 2) COR; 3) R6 Aviation inspector; 4) UAO. For mechanical, do not return to service until maintenance is cleared by R6 aviation inspector. This can likely be done verbally.
- Avionics: Patrick Lunn – 541-419-6644
- Airworthiness: Ron Wallace – 541-280-8371

AOBS shall notify dispatch of any changes in aircraft status.

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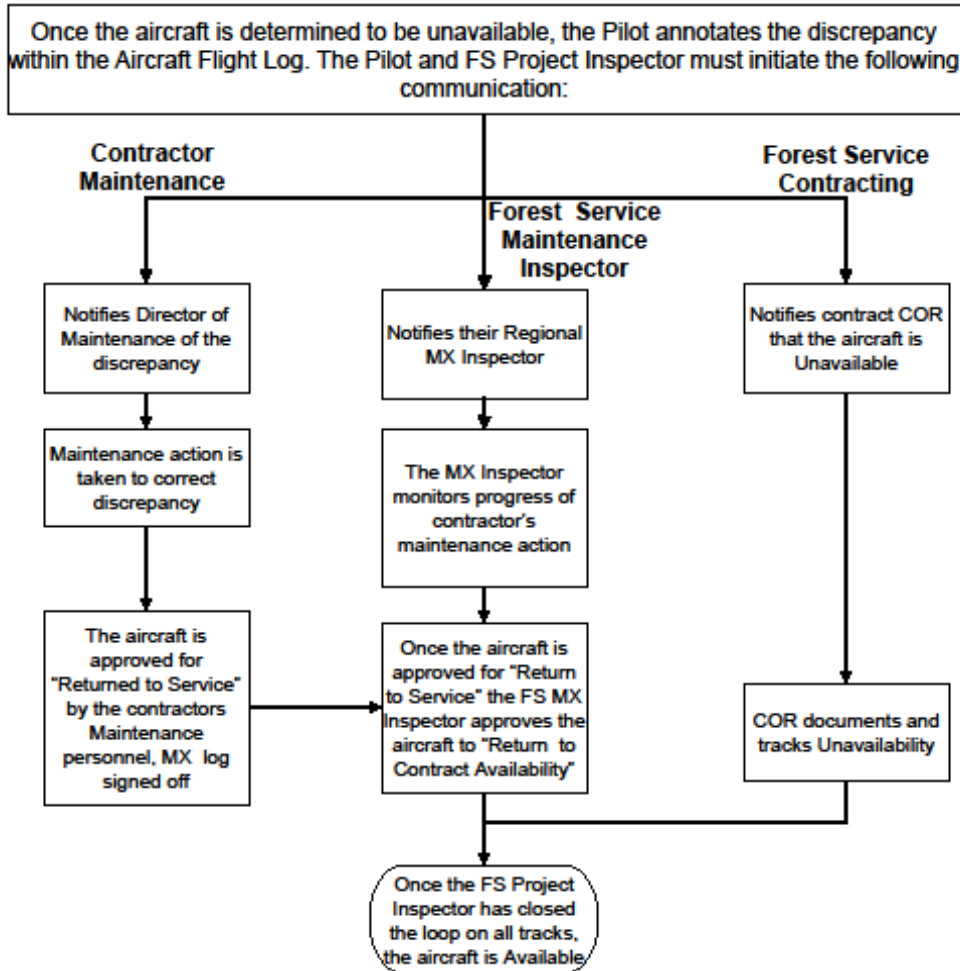
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LFW Contract “Return to Contract Availability” Process



Contract Section- Aircraft Maintenance When any non-scheduled maintenance or repairs are performed due to mechanical or equipment deficiencies, an AMI and the Contracting Officer (CO) shall be notified for "return to contract available" status, before the aircraft performs under the contract.

FSM 5713.41 - Aircraft Return to Service Approval

Do not return aircraft having mechanical or equipment deficiencies to service until the aircraft has been approved by an authorized aircraft inspector.

FSH 5709.16 42.11 - Aircraft Return to Use after Maintenance

Contracted Aircraft. Do not return contracted aircraft having mechanical or equipment deficiencies to "Contract Availability" until the aircraft has been approved by an authorized Aircraft Inspector. The Contracting Officer or their designee (COR or Project Inspector) shall also be notified before the aircraft is allowed to fly under the contract. Depending on the complexity of the maintenance or repair, "return to contract" approval may be given electronically with a verbal follow-up.

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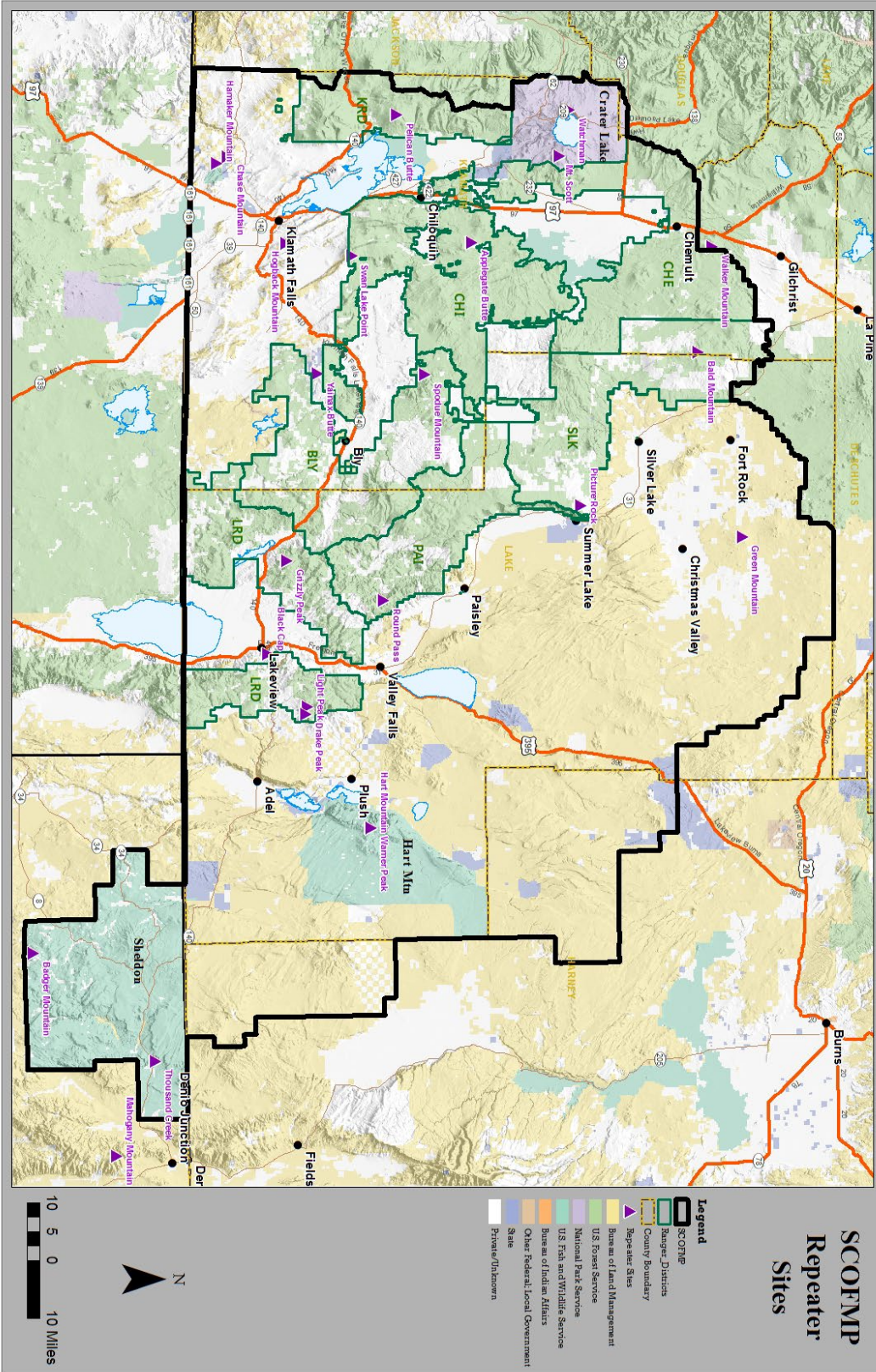
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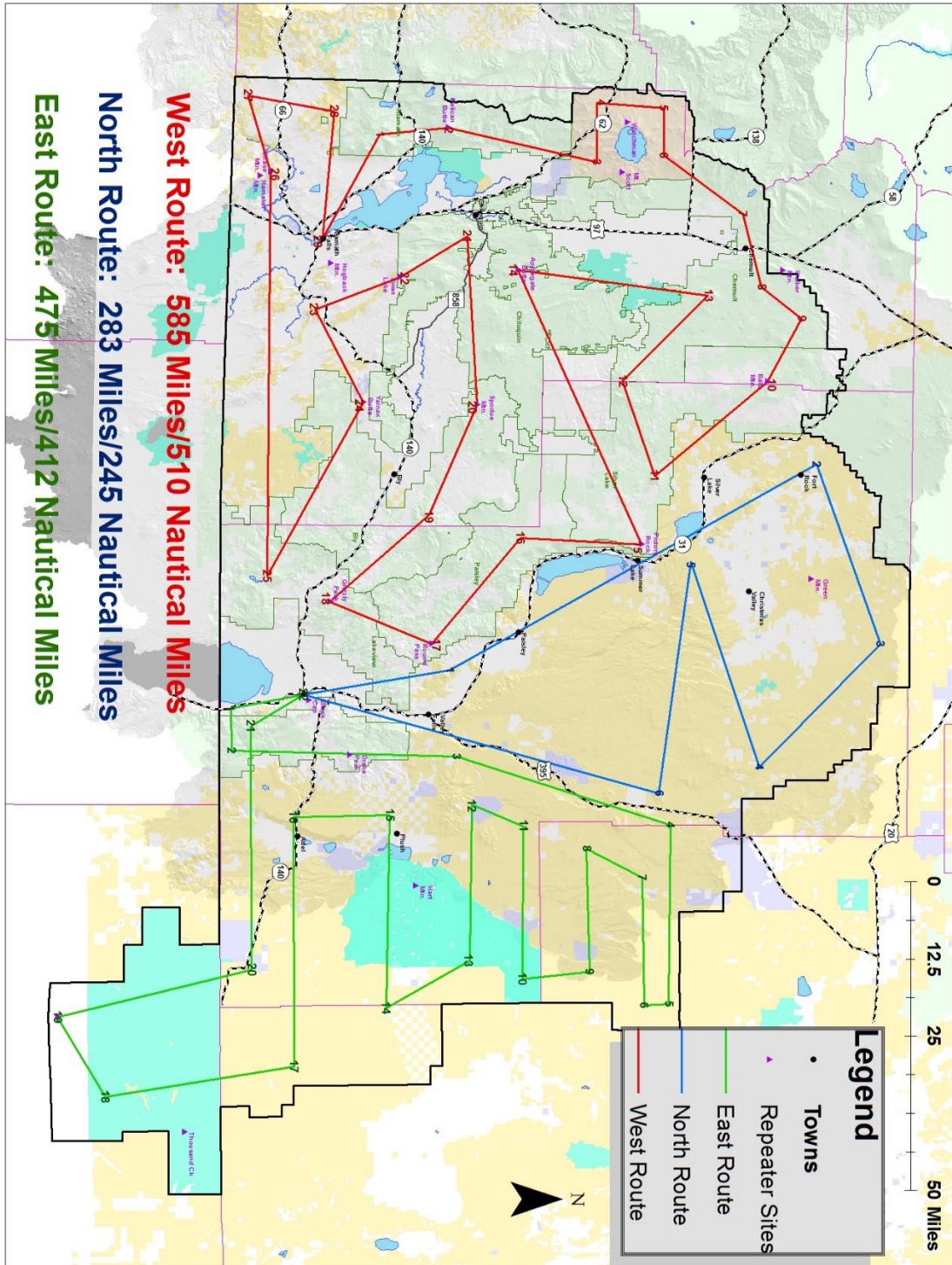
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SCOFMP General Recon Route Points

West Route		North Route	
1	42°21.22/122°07.10	1	42°32.19/120°25.56
2	42°30.54/122°08.72	2	43°23.55/121°05.44
3	42°51.60/122°02.97	3	43°32.75/120°31.06
4	42°51.41/122°14.19	4	43°15.80/120°07.31
5	43°00.90/122°13.55	5	43°06.07/120°46.28
6	43°01.16/122°04.51	6	43°01.62/120°02.11
7	43°12.39/121°53.69	7	42°11.51/120°20.67
8	43°15.36/121°39.67	East Route	
9	43°21.09/121°33.69	1	42°01.32/120°18.07
10	43°16.28/121°21.34	2	42°01.48/120°10.24
11	43°00.81/121°03.10	3	42°33.05/120°09.03
12	42°56.11/121°21.09	4	43°03.21/119°56.02
13	43°07.73/121°37.68	5	43°02.92/119°21.63
14	42°40.97/121°41.92	6	42°59.47/119°21.48
15	42°58.87/120°49.85	7	42°59.25/119°45.82
16	42°41.98/120°50.73	8	42°51.48/119°51.37
17	42°29.48/120°30.45	9	42°51.79/119°27.99
18	42°15.08/120°38.39	10	42°42.35/119°26.71
19	42°28.80/120°54.88	11	42°42.49/119°55.77
20	42°35.36/121°15.94	12	42°35.43/119°59.76
21	42°33.66/121°47.89	13	42°34.87/119°30.11
22	42°24.31/121°40.03	14	42°23.12/119°21.39
23	42°12.62/121°33.58	15	42°23.65/119°57.84
24	42°19.40/121°16.08	16	42°10.23/119°57.50
25	42°06.31/120°43.28	17	42°09.96/119°10.36
26	42°05.80/121°59.58	18	41°43.36/119°05.01
27	42°02.47/122°13.71	19	41°36.77/119°20.01
28	42°14.48/122°11.26	20	42°04.13/119°28.73
29	42°13.31/121°47.27	21	42°04.07/120°14.77

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SHELDON-HART MOUNTAIN and
KLAMATH BASIN
NATIONAL WILDLIFE REFUGES

NATIONAL
PARK SERVICE
CRATER LAKE
NATIONAL PARK

SOUTH CENTRAL OREGON INCIDENT ORGANIZER 2022			
Initial Attack Size-Up / Risk Analysis (must be completed prior to briefing)			
Date:	Time of Dispatch:	Arrival on Scene:	
1. Fire Name:	Incident #:	Charge Code:	
2. Incident Commander		(t) Incident Commander	
3. Fire Location: (DDD° MM.MMM')			4. Size (estimate)
Lat:	Long:	T:	R: Sec:
5. Values at Risk: <input type="checkbox"/> Houses <input type="checkbox"/> T&E Species <input type="checkbox"/> Water Quality <input type="checkbox"/> Timber <i>(There is always a value at risk)</i> <input type="checkbox"/> Improvements <input type="checkbox"/> Cultural/Historical <input type="checkbox"/> Public Safety <input type="checkbox"/> Other <i>(specify)</i>			
6. Spread Potential: <input type="checkbox"/> Low <input type="checkbox"/> Moderate <input type="checkbox"/> High			
7. Character of Fire: <input type="checkbox"/> Smoldering <input type="checkbox"/> Creeping <input type="checkbox"/> Running <input type="checkbox"/> Spotting <input type="checkbox"/> Torching <input type="checkbox"/> Crowning			
8. Fuels Burning: <input type="checkbox"/> Grass <input type="checkbox"/> Brush <input type="checkbox"/> Slash <input type="checkbox"/> Re-prod <input type="checkbox"/> Timber (light, heavy) <input type="checkbox"/> Snag <input type="checkbox"/> Logs <input type="checkbox"/> Duff Adjacent Fuels: <input type="checkbox"/> Grass <input type="checkbox"/> Brush <input type="checkbox"/> Slash <input type="checkbox"/> Re-prod <input type="checkbox"/> Timber (light, heavy) <input type="checkbox"/> Snag <input type="checkbox"/> Logs <input type="checkbox"/> Duff			
9. Wind Speed _____ Direction _____ <input type="checkbox"/> Upslope <input type="checkbox"/> Up canyon <input type="checkbox"/> Down slope <input type="checkbox"/> Down canyon			
10. Ownership:			
11. Cause: <input type="checkbox"/> Lightning <input type="checkbox"/> Human Caused (protect origin/consider Fire Investigator) <input type="checkbox"/> Other			
12. Resources on Scene			
13. Additional Resources Needed:			
Personnel	Equipment	Supplies	Aircraft
14. Flame Length: <input type="checkbox"/> < 2' <input type="checkbox"/> 2'-4' <input type="checkbox"/> 4'-8' <input type="checkbox"/> 8'-11' <input type="checkbox"/> 11'>		15. Wind Indicators: <input type="checkbox"/> Cumulus <input type="checkbox"/> Lenticular <input type="checkbox"/> Cold fronts <input type="checkbox"/> Other	
16. Elevation:			
17. Position On Slope <input type="checkbox"/> Bottom 1/3 <input type="checkbox"/> Middle 1/3 <input type="checkbox"/> Top 1/3		18. Percent Slope: <input type="checkbox"/> 0-30 <input type="checkbox"/> 30-45 <input type="checkbox"/> 45-60 <input type="checkbox"/> 60>	
19. Aspect <input type="checkbox"/> Flat ridge top <input type="checkbox"/> North <input type="checkbox"/> East <input type="checkbox"/> South <input type="checkbox"/> West			
20. Hazards (Check all that apply) <input type="checkbox"/> Evacuation concerns <input type="checkbox"/> Other <input type="checkbox"/> Snags <input type="checkbox"/> HazMat <input type="checkbox"/> Urban Interface <input type="checkbox"/> Power lines <input type="checkbox"/> Septic tanks <input type="checkbox"/> Mine shafts			
21. Any Evidence of Treatment Yes No Recent Yes No			

SOUTH CENTRAL OREGON FIRE MANAGEMENT PARTNERSHIP

BUREAU OF LAND MANAGEMENT
LAKEVIEW DISTRICT

U.S. FOREST SERVICE
FREMONT-WINEMA NATIONAL
FOREST

OREGON DEPARTMENT OF
FORESTRY
KLAMATH-LAKE DISTRICT

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AERIAL OBSERVER GO / No GO CHECKLIST

Pilot and aircraft carded and current

Yes	No
<input type="checkbox"/>	<input type="checkbox"/>

Pilot within flight hour and duty day limitations

Yes	No
<input type="checkbox"/>	<input type="checkbox"/>

Flight equipment (headset, AOBS kit) and required PPE available

Yes	No
<input type="checkbox"/>	<input type="checkbox"/>

Radios programmed

Yes	No
<input type="checkbox"/>	<input type="checkbox"/>

Pilot briefed on mission

Yes	No
<input type="checkbox"/>	<input type="checkbox"/>

AOBS briefed on aircraft

Yes	No
<input type="checkbox"/>	<input type="checkbox"/>

Aircraft Weight and Balance calculated

Yes	No
<input type="checkbox"/>	<input type="checkbox"/>

Weather (current and forecast) checked and evaluated by pilot and AOBS

Yes	No
<input type="checkbox"/>	<input type="checkbox"/>

Flight crew briefed by dispatch about airspace deconfliction and aviation activity within unit (FTA, TFR, special events)

Yes	No
<input type="checkbox"/>	<input type="checkbox"/>

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SCOFMP Aviation Frequencies

ZONE 11 AVIATION						
CH	Description	Display	RX	Tone	TX	Tone
1	LIFC Flight Follow Second S.E.	BADGER	169.625		164.525	146.2
2	LIFC Flight Follow Second South	SWAN	170.600	103.5	163.6875	162.2
3	LIFC Flight Follow Second North	WALKER	170.525	103.5	162.750	141.3
4	LIFC Flight Follow Second West	SPODUE	169.925	103.5	163.375	162.2
5	LIFC Flight Follow Second North	GRN MT	173.8875		166.325	114.8
6	Fremont-Winema Incident Tactical	IATAC1	167.625		167.625	
7	BLM Scene of Action	IATAC3	166.275		166.275	
8	LIFC Local FF PRIMARY	LCL FF	167.175		167.175	
9	OR05 Air to Ground 41	A/G 41	167.475		167.475	
10	OR05 ODF Air to Ground 01	A/G 01	151.310	156.7	151.310	156.7
11	OR05 Air to Ground 24	A/G 24	168.6375		168.6375	
12	OR04 Air to Ground 61	A/G 61	169.2875		169.2875	
13	AirEvac EMS28, HEAR1, MedNet Pri	VMED28 HEAR1	155.340		155.340	156.7
14	Air Evac EMS 29	VMED29	155.3475		155.3475	156.7
15	Air Evac HEAR 2, MedNet Second	HEAR2 MdNt2	155.400		155.400	
16	Air Guard	AGUARD	168.625		168.625	110.9

National Flight Following: 168.6500 RX/TX tone 110.9 RX/TX

Air to Air frequencies for SCOFMP (OR05):

A/A 1 – 134.7750	A/A 2 – 126.6250	A/A 3 – 133.1250
Klamath Falls Tanker Base and Lakeview SEAT Base ramp: 122.6750		