

**Rogue River – Siskiyou NF Rogue
Valley Interagency Communications
Center Aviation Briefing Guide
June 1, 2025**



This guide is a combination of plans, guides, and documents from other sources, so webpage links are provided to access the most current information available. Hard copy of each item shall be made available at time of briefings.

AVIATION BRIEFING GUIDE TOC

- Leader's intent
- Geographic Orientation
- Key Contacts and Information
- Local Operational Information
 - Airspace
 - Emergency Accident/Incident Response
 - Medical evacuation information (including nearest burn and trauma centers)
- Frequencies
- Mission Specific Flight Risk Assessment Tool (FRAT)
- Water sources/dip sites
- Helispots
- Special considerations
- Retardant Avoidance and Aquatic Invasives Map and description of jettison areas
- Map
- Flight Hazards Map (map and description)

Local Leader's Intent

The intent of the Aviation Briefing Guide is to provide information needed by pilots, flight crews and agency aircraft managers, IMT Air Operations and Safety personnel who are supporting the Rogue River-Siskiyou National Forest and Medford BLM District. The primary use for this guide is as an initial incoming briefing for visiting fire suppression related air resources; however, it may be valuable to Aircrews for non-fire related projects.

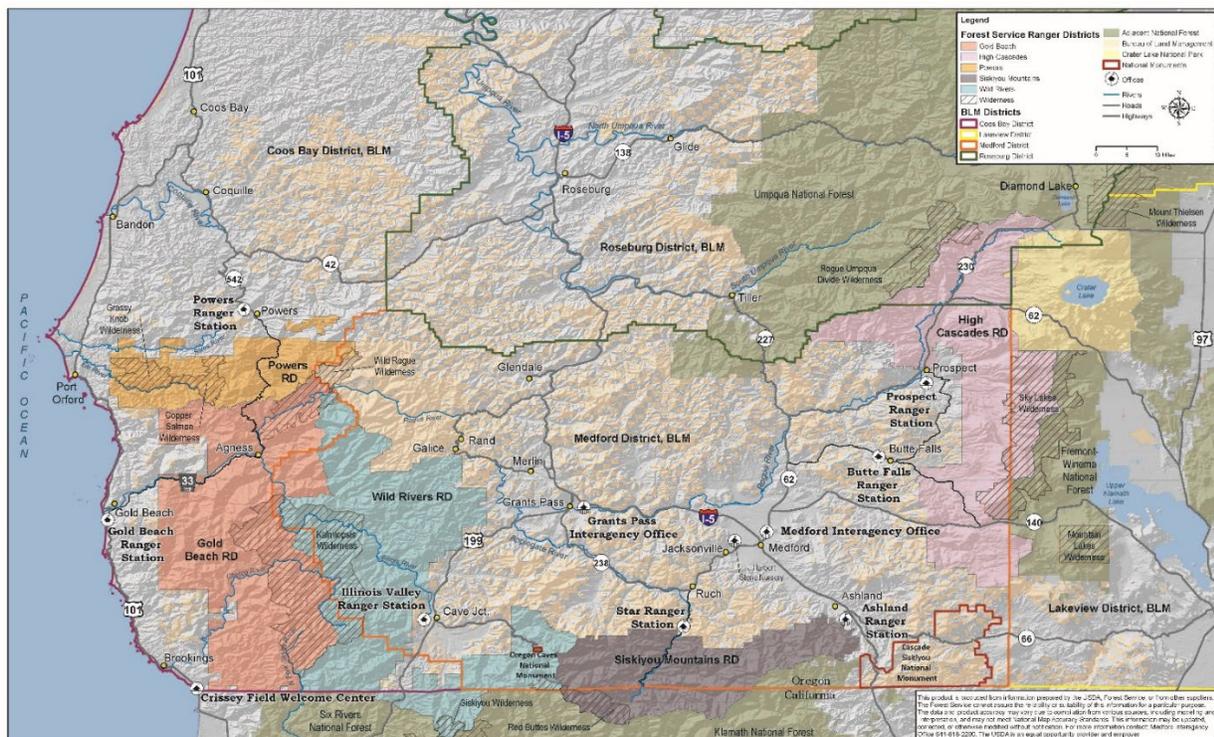
The Rogue River-Siskiyou NF Aviation Program goal:

Our goal is in-line and in support of the Agency's mission "CARING FOR THE LAND AND SERVING PEOPLE," which shall be carried out using the National and Regional Aviation Program's philosophies below. The Rogue River-Siskiyou's Aviation Program is committed to provide safe, efficient, and economic use of aircraft in conjunction with land management and fire suppression activities. The goal of the Forest Fire Suppression program is early detection and fast aggressive initial attack.

Geographical Orientation (about the Forest/ BLM District):

Rogue River Siskiyou National Forest: The Rogue River-Siskiyou (RSF) consists of five Ranger Districts, a tree nursery, two aviation bases (Helicopter Rappel Base and Air Tanker Base) and a dispatch/ communications center known as the Rogue Valley Interagency Dispatch Center (RVICC). The Forest's Supervisor's office is shared with the Medford District BLM along with the Rogue Valley Interagency Communication Center.

Rogue River - Siskiyou National Forest Districts



Siskiyou Mountain Ranger District (01)

6941 Upper Applegate Road

Jacksonville, Oregon 97530-9314

(541) 899-3800 Fax: (541) 899-1813

DR: ----Vacant

DIV 1—Michael Ingman (360) 561-5056

BC 11—Vacant

Gold Beach Ranger District (03)

29279 Ellensburg Avenue

Gold Beach, Oregon 97444

(541) 247-3600 Fax: (541) 247-3617

Wild Rivers Ranger District (02)

26568 Redwood Highway

Cave Junction, Oregon 97523

(541) 592-4000 Fax: (541) 592-4023

DR: Scott Blower (541) 373-0513

DIV 2—Todd Zumhove (541) 899-3884

BC 21—Shelly Steiner (541) 660-1177

Powers Ranger District (05)

42861 Highway 242

Powers, Oregon 97466

(541) 439-6200

DR: Kailey Guerrant (541) 698-1910
DIV 3—Russell Wilstead (541)360-1005
BC51—Rey Reyes (707)483-6591

DR: Matt Waterston (541) 439-6201

High Cascades Ranger District (06)

47201 Highway 62 Prospect, Oregon 97536-9724
(541) 560-3400 Fax: (541) 560-3428

DR:----Vacant

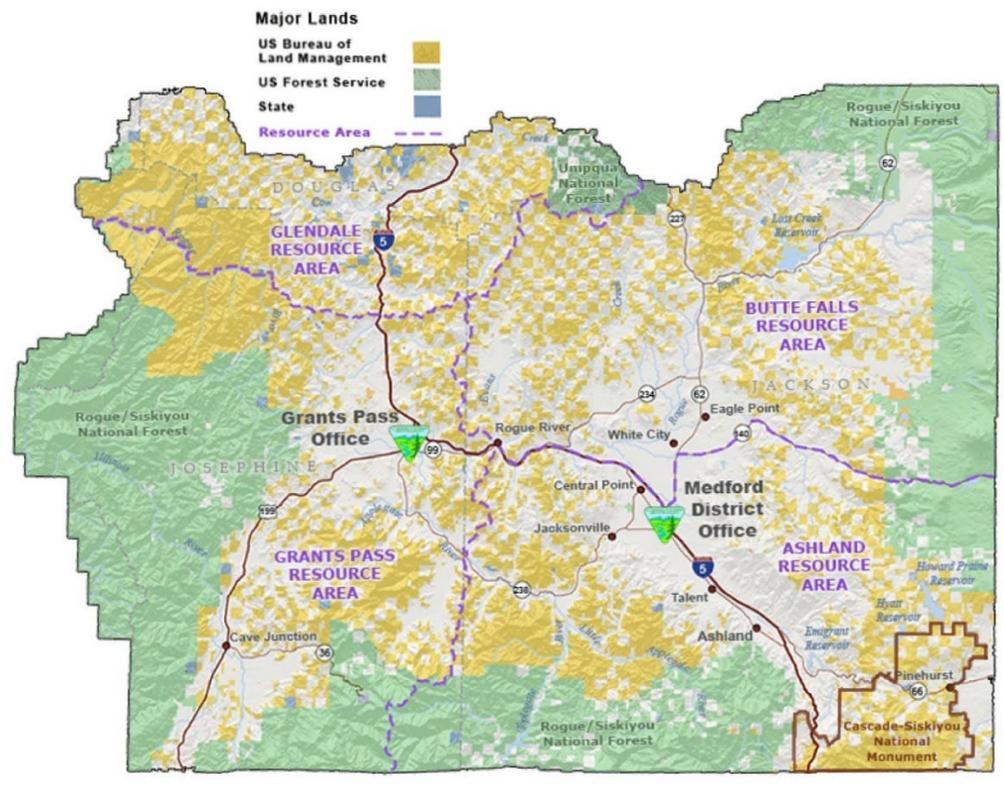
DIV 6—Kevin Smyth (541)560-3405 c 530-351-5164
BC61---Joe Wellburn (541)890-4904

J. Herbert Stone Nursery (JHSN)

*often used for expanded dispatch or ground resource Staging
2606 Old Stage Road Central Point, Oregon 97502
(541) 858-6100 Fax: (541)858-6110

Nursery Manager (541) 858-6101 Asst. Nursery Manager Jason
McNeal (541) 858-6127 (541)-840-9871

Medford District BLM: Consists of four resources areas and shares a two office spaces and a dispatch center with the Rogue River-Siskiyou NF. More information can be obtained at: <https://www.blm.gov/office/medford-district-office>.



Medford Interagency Office (MIO) -USFS/BLM

3040 Biddle Road
Medford, Oregon 97504
(541) 618-2200
Fax: (541) 618-2400

Rogue River-Siskiyou NF Forest Sup. Molly Juillerat (541) 618-2030
Medford District BLM DM: Elizabeth Burghard (541) 618-2411

Grants Pass Interagency Office (GPIO)

2164 Northeast Spalding Avenue Grants Pass, Oregon 97526 (541)471-6500
FM: Heidi Lowery office: (541)471-6532 cell: 458-257-7669

Rogue Valley Interagency **Communications Center (RVICC)**: RVICC provides dispatch services for federal land management including US National Park and Medford BLM. The State agencies provides their own dispatching services.

Rogue Valley Interagency Communications Center

3040 Biddle Road Medford, OR 97504

(541) 618-2510. This number is forwarded to the ECSO for after-hours needs.

Aircraft Desk 541-618-2505

Center Manager: Lisa Smyth office: (541) 618-2509 cell: (541) 613-2259

orrvcc@firenet.gov



Medford Airtanker Base (MATB)

located at Rogue Valley International Airport (MFR) in Medford, Oregon.

42°22.58', -122° 52.78'

600 Nebula Way Medford Oregon 97504

(541) 779-0973

ATBM: Ben Crittenden (541) 618-2107

EU Air Attack: Matt Schutty (541) 373-7910



Siskiyou Rappel Base (AKA Merlin Fire Center) 42° 30.39', -123° 22.93'

657 Flaming Road Grants Pass Oregon 97526

Base (541) 471-6891

Base Manager: Sam Martin (541)471-6892 / (541) 218-3841

Assistant Base Manager: Jordan Olsen (704) 418-6646 & Tanner Ormond 541-580-4069 541-783-8306



Key Contact Information

Rogue River-Siskiyou NF	Office Phone	Cell Phone	FAX
Line Officer: Forest Supervisor : Molly Juillerat Deputy Forest Supervisor: Paul Simas	541-618-2030 541-618-2032	541-852-8353 458-302-1958	541-618-2144
District Line Officers: Gold Beach: Kailey Guerrant High Cascades: Vacant Powers: Matt Waterston Siskiyou Mountains: Vacant Wild Rivers: Scott Blower	541-698-1910 541-560-3406 541-439-6201 541-899-3810 541-592-4001	541-698-1910 541-324-1318	
F&AM Staff Officer Jeremy Delack F&AM Staff Duty Officer – varies by rotation	541-618-2100 541-618-2164	541-621-5138 541-618-2164	541-618-2143
Unit Aviation Officer: Brett Ballard Asst. UAO/ UAS Specialist Joel Torres	541-618-2104	458-212-4498 530-598-9323	541-618-2143 541-618-2143
Public Information Officer: Livia Stecker		509-675-3504	
Law Enforcement: <u>Supervisory Captain: Marc Gray</u> <u>Special Agent: Justin Norris</u> <u>Wild Rivers: Michael Bugosh</u> <u>High Cascades: Sean McMullen</u> <u>Siskiyou Mountains: Detroy James</u> <u>Gold Beach: Jacqueline Leskinen</u> <u>Jackson County Contract Deputy: Blain Allen</u> <u>Josephine County Contract Deputy: Michael Robbins</u>	541-618-2151 541-471-6741 541-560-3410 541-899-3820 541-247-3626 541-474-5386	541-761-3268 541-373-3199 541-944-6734 541-660-0209	541-618-2140
Or call 911 and ask for a Agency (FS /BLM) LEO to contact Dispatch			
Administrative Program Specialist: Lisa Fecteau	541-618-2125	541-326-1545	
Forest Safety Manager: Tim Gonzales	541-618-2115	541-414-5837	

Medford District BLM	Office Phone	Cell Phone	Fax
District Manager: Elizabeth Burghard	541-618-2444	541-414-5842	541-618-2400
Deputy District Manager: Jen Smith	541-618-2260	541-613-1531	541-618-2400
FMO: Vacant	541-618-2241		541-618-2143
AFMO: Mike McCann	541-618-2278	530-249-1694	541-618-2143
District Aviation Manager: Amanda Lucas-Rice	541-741-6500	541-698-1416	541-618-2143
Public Information Officer: Kyle Sullivan	541-618-2340	541-613-1418	
Law Enforcement Captain/Ranger: Pete Sawtell	541-618-2459	541 815 0339	TBD
Administrative Officer: Chris Foust	541 618 2345	541 841 2022	541-618-2400
Safety Manager: Shirlene Liles	541 618 2287	541 816 8868	

Air Route Traffic Control Centers / ARTCC Seattle Center	253-351-3520 24-hrs /5393
Flight Services Stations (Lockheed Martin) *Cell Users need to call this #	1800-wx-brief Or 800-992-7433 24-hrs 866-833-7631
FAA Flight Standard District Offices (FAA-FSDO) Portland/Hillsboro	503-615-3200 or 800-847-3806
(KLMT) Klamath Falls/ Kingsley Field	541-883-5372
(MFR) Medford	541-776-7222
Josephine County Airports (3S8) Grants Pass (3S4) Illinois Valley	541-955-4535
(4S1) Gold Beach Municipal	541-247-6269
VR 1251 Oakland Center	510-745-3334
Life Flight 24/7 Emergency Communications	800-232-0911
Air Link	800-621-5433
SW Oregon Mercy Flights	541-779-6551

SWO ODF ORGANIZATION AND RESPONSIBILITY

District Forester: Or their designee is responsible for all district aviation and fire management activities.

Assistant District Forester: Responsible for all Unit aviation and fire management activities.

Grants Pass
Matt Fumasi (interim)

Medford
Lee Winslow

Staff Forester
Matt Fumasi

Wildland Fire Supervisor – Protection Supervisors:

Assists the Unit Forester in the supervision of aviation and fire management activities on the Unit.

Grants Pass
Tim Swink
Jesse Blair
Tarlton Beall

Medford
Bill Smith
Taylor Wilkerson
Jake Kurzyniec

Wildland Fire Supervisor – Dispatch:

Is responsible for dispatching and tracking all aircraft on the Unit and may be responsible for the completion of shift tickets.

Grants Pass
Stacy Collins

Medford
Chelsie Stephens

Statewide Aviation Unit Manager – Salem:

Administration of ODF's aviation program and policies. Responsible for the agency's statewide contracts/agreements for helicopters and ODF Airtankers.

Salem

Neal Laugle
Jamie Knight
Sarah Lathrop
Wil Burgess

ODF Aviation Manager
Salem Aviation Operations
Statewide Aviation Coordinator
SOA Aviation Coordinator

ODF Airtanker Manager:

Manages day-to-day operations and administrative duties in relation to the ODF contracted Airtanker.

Vacant

District Aviation Officer

A local resource available for questions and answers, a distribution point for information, refer to the Procedures Manual for an outline of duties.

Lee Winslow

Unit Aviation Officer:

Is a local resource available to assist the District Aviation Officer with Unit level questions and answers, provides support to Unit aviation projects?

Grants Pass

Jesse Blair

Medford

Herb Johnson

Contract Administrator:

Recommended when an aircraft contract is being administered on a unit (Exclusive Use). This person is normally your District Aviation Officer unless outlined below.

District; Type 2 Hel. Type 3 Hel.

Lee Winslow

Fixed Wing

Herb Johnson

ODF Airtanker

N/A

ODF Severity Hel.

Cory Lizio

Authorized ODF & FAA licensed UAS Pilots:

These folks have taken all required steps to operate ODF owned UAS aircraft in accordance with FAA part 107 rules, ODF's Aviation procedures manual, and UAS operations and procedures manual.

Grants Pass

Medford

Tony Seager
Tobi Beavis - Trainee
Bill Smith

Finance:

Authorizes payment for the aircraft used on the district.

Karen Jarrett

Southwest Oregon District Office

5286 Table Rock Road
Central Point OR 97502
Business: 541-664-3328
Fax: 541-664-4340

District Forester
Finance
District Aviation Officer

Dave Larson/Dan Quinones
Karen Jarrett
Lee Winslow

ODF Air Tanker Manager Vacant
ODF Asst. Tanker Manager Vacant

Medford Unit Office

Medford Unit Dispatch Center

Same address as District Office
Business: 541-664-3328
541-664-4340

Same address as Medford Unit
Business: 541-664-1213
Aviation Desk: 541-665-0192
Fax: 541-664-3459

Fax:

Medford Unit Forester
Wildland Fire Supervisor
Wildland Fire Supervisor
Finance

Lee Winslow
Bill Smith
Taylor Wilkerson
Shelley Polacek

Wildland Fire Supervisor Chelsie Stephens
Wildland Fire Supervisor Jake Kurzyniec
Forest Officer Herb Johnson

Grants Pass Unit Office

5375 Monument Drive
Grants Pass OR 97526
Business: 541-474-3152
Fax: 541-474-3158

Grants Pass Unit Dispatch Center

same address as Grants Pass Unit
Business: 541-471-2855
Aviation Desk: 541-471-2894
Fax: 541-471-3892

Grants Pass Unit Forester
Wildland Fire Supervisor
Wildland Fire Supervisor
Finance

Matt Fumasi (interim)
Jesse Blair
Tim Swink
Courtney Odom

Wildland Fire Supervisor Stacy Collins
Wildland Fire Supervisor Tarlton Beall
Forest Officer Jeff Roberts

Regional Operational Information

Regional AOB FireNet folder:

<https://firenet365.sharepoint.com/sites/UAO/Shared%20Documents/Forms/AllItems.aspx?id=%2Fsites%2FUAO%2FShared%20Documents%2FGeneral%2FUAO%20Working%20Group%20Firenet%2FR%2D6%20AOBD&viewid=ad3253f1%2D50e3%2D48e5%2D9cb1%2D0aadb5efd071>

Local Operational Information

SW Oregon Map



Coos Bay / Siskiyou
FVM South



Rogue River FVM North



Powers - Gold Beach
RDM South



Butte Falls - Ashland East
RDM

AVENZA MAPS HIDDEN STORE - FOR ADMINISTRATIVE USE ONLY



Coos Bay / Siskiyou
FVM North



Wild Rivers RDM South



Powers - Gold Beach
RDM North



Applegate - Ashland West
RDM



Rogue River FVM South



Wild Rivers RDM North



Prospect RDM

Weather

Climate in the Rogue Valley changes with elevation and as you move inland from the coast. Temperatures near the coast seldom exceed 75 degrees in the summer. Inland, the ocean influence diminishes, and summer temperatures frequently reach the 80s and 100s, and snowfall of over ten feet is common in the higher elevations of the Cascades in the winter.

PNW Regional: [NWCC :: Home \(nifc.gov\)](#)

Oregon Fire Weather: <http://www.wrh.noaa.gov/fire2/?wfo=mfr>



Local Aviation Weather:

http://www.wrh.noaa.gov/mfr/aviation/mwmap_homepage.php?map=avn&wfo=mfr



Fuels /Fire Behavior

Due to topography and geographic range, the Rogue River-Siskiyou N.F. experiences both long and short fire-return intervals depending upon location. While 100-year return intervals and stand replacing crown-fires occur in timber at higher elevations, lower elevations, with prolonged absence of rain in the summer months, encounter fast-moving grass and brush fires. The combination of environmental factors can cause extreme fire behavior, and resources need to be aware of fast changing conditions.

- **NWCC predictive products:** [NWCC :: Home \(nifc.gov\)](#)
- PNW Significant Fire Potential forecast: [7-Day Significant Fire Potential](#)
- **Fire Danger rating:** [NFDRS Website](#) : Fire Danger Rating Indices can be tracked daily on the web here: <http://pnwwildfireplanning.pythonanywhere.com/nfdrs/r6map/>
- **Pocket cards:** <https://famit.nwccg.gov/applications/WIMS/PocketCards/PocketCards>

Note that fire suppression service for the district is managed under an agreement with the Oregon Department of Forestry with oversight of Resource Area Advisors, Fire Management Officer and Assistant Fire Management Officer.

Fire Operations

RSF Fire resource identifier call signs. Resources will use the number of the Ranger District as the first number of their call sign, except for the engines. If additional positions are added, the call sign will be the next consecutive number. For example: Fuels Techs on HCRD are Fuels 61 and Fuels 62. A third Fuels Tech position would use Fuels 63 and so on. This will apply to Prevention, Battalions, etc. In the event a district has an acting duty officer we will use BC, appropriate district, and the number 5.

Siskiyou Mountains Ranger District – 1	
Position	Call Sign
FMO	DIV 1
AFMO	BC 11
AFMO Fuels	BC 12
Acting Duty Officer	BC 15
Prevention Tech	Patrol 11
Fuels Tech	Fuels 11
Engine Captain	Captain 311 or 312
FEO	Engineer 311 or 312

High Cascades Ranger District – 6	
Position	Call Sign
FMO	DIV 6
AFMO	BC 61
AFMO Fuels	BC 62
Acting Duty Officer	BC 65
Prevention Tech	Patrol 61
Fuels Tech	Fuels 61
Fuels Tech	Fuels 62
Engine Captain	Captain 661
FEO	Engineer 661
Crew Captain	Captain 62
Crew Assistant	Assistant 62
	C 62- Squad A
	C 62 – Squad B

Gold Beach Ranger District – 3 Powers Ranger District - 5	
Position	Call Sign
FMO	DIV 3
AFMO	BC 51
AFMO Fuels	BC 31
Acting Duty Officer	BC 35 or 55
Prevention Tech	Patrol 31
Fuels Tech	Fuels 31
Engine Captain	Captain 632 or 651
FEO	Engineer 632 or 651
Crew Captain	Captain 31
Crew Assistant	Assistant 31

Wild Rivers Ranger District – 2	
Position	Call Sign
FMO	DIV 2
AFMO	BC 21
AFMO Fuels	BC 22
Acting Duty Officer	BC 25
Prevention Tech	Patrol 21
Fuels Tech	Fuels 21
Engine Captain	Captain 622
FEO	Engineer 622
Crew Captain	Captain 21
Crew Assistant	Assistant 21
Senior FF	C 21- Squad B
Senior FF	C 21 – Squad C

Invasive Aquatic Species Management

Firefighter and public safety are the first priority, but the threat of aquatic invasive species (AIS) has increased the need for Regional operational guidelines to safeguards against the spread of AIS.

Guidelines should be implemented during the transport of water and equipment because AIS pose a risk to Forest aquatic and riparian habitat, water recreation, the operation of utilities, agricultural irrigation, local and national economies, and firefighting equipment. Some invasive plants and animals can clog valves, pumps, and screens if equipment is not completely drained or treated.

To prevent the spread of aquatic invasive species, it is important that aviation personnel recognize how aviation operations can prevent the transport of these species. The 2017 NWCG Guide to Preventing

Aquatic Invasive Species Transport by Wildland Fire Operations provides operational guidelines, best management practices, and equipment cleaning guidance to minimize the spread of aquatic invasive species. **The guide with related links and tools are available at:**

<https://www.nwccg.gov/sites/default/files/publications/pms444.pdf>.

Note that the States of Oregon and Washington are responsible for administering and enforcing some environmental quality laws and may provide additional guidance. Upon conflicting guidance, the US Forest Service (USFS) Pacific Northwest Regional Office will coordinate with state environmental quality agencies and state AIS coordinators and develop further guidance. This website includes the BLM/USFS AIS Operational Guidance, USGS NAS data available for download, the Regional Featured AIS List (updated annually by State AIS Coordinators and University experts) and descriptions of some featured species, contacts, and a map of the current known distribution of some AIS (based on USGS NAS database). The development of the map was an interesting process. It is in high demand by some aerial fire attack teams. After plotting just some of our featured AIS species, we found most of our watersheds are occupied by at least one species. Take home message is to avoid moving water from watershed to watershed and, when you have to, clean your equipment between watersheds. For now, we recommend using hot pressure washing whenever possible.

The Rogue River-Siskiyou NF has one specific invasive species only known to SW Oregon and Northern California known as Port Orford Cedar root rot disease (aka POC). This species is not currently address in national and regional direction and guidance. Current treatment or prevention of POC Shall be obtained from Agency Administrator/Line Officer or designated Resource Area Advisory (READ). in the Incident Management Team letter of Delegation- Leader's Intent documents from the agency administrator. Please consult the local Resource area specialist for additional guidance.

Port Orford Cedar Root Disease: When practicable, management strategies to prevent/reduce *Phytophthora Lateralis* (PL) would include treating firefighting water with Clorox Regular Bleach (see directions for use below) to kill waterborne PL spores. This treatment is for use in water tanks, and water drafted for aerial spread. This treatment should also be used for washing vehicles, tools and clothing ensuring that direct run-off from this process will not enter streams. While management objectives for POC are a concern, safety of firefighters and the public, and protection of property is always a higher priority. Existing or "in-place" disease controlling management practices such as road closures may be compromised. Road closures and other compromised disease controlling measures would be reinstalled following suppression and emergency rehabilitation unless changed circumstances indicate otherwise. Mixing Clorox Regular Bleach and Retardant (PHOS-CHEK 259-F and R, G75F, D75F and R, LV-R and LC95A): The Forest has a requirement to treat water taken from sources infested with *Phytophthora lateralis* spores to prevent spread of the Disease. It was recently discovered that it's not about mixing the chemicals together but rather how and when they are mixed together. The hazard occurs if the retardant and bleach gets mixed together simultaneously or undiluted bleach gets added directly into retardant. The result of improper mixing techniques can result in not only a toxic but a possibly explosive reaction. Proper mixing of the two chemicals requires a gallon of Clorox Regular Bleach be added to a minimum of 1000 gallons of water and circulated for a minimum of 10 minutes prior to being added to the retardant.

Fire Chemicals and Aerial Application Policy for Areas Near Waterways

For operational guidelines on use of fire chemicals, refer to the Implementation Guide for Aerial Application of Fire Retardants and Wildland Fire Chemical Systems and Aerial Delivery Systems. For aerial application of pesticides near "waters of the United States", refer to Environmental Protection Agency's National Pesticide Discharge Elimination System (NPDES) and consult your USFS Regional Pesticide Coordinator for NPDES permitting information.

Interagency policy only allows the use of a product that is qualified and approved for intended use. A Qualified Products List (QPL) is published for each wildland fire chemical type and maintained on the Wildland Fire Chemical Systems (WFCS) website for those seeking further information.

Personnel involved in handling, mixing, and applying chemicals or solutions shall be trained in proper safe handling procedures and use the personal protective equipment recommend on the product label and

Material Safety Data Sheet (MSDS). The MSDSs for all approved fire chemicals can be found on the WFSC web site. MSDSs for pesticides or other materials must be available on site for duration of project. One resource for searching MSDSs is <http://www.msds-online.com/msds-search/>.

* Airtanker bases shall have appropriate spill containment facilities (and equipment) in place.

Avoid aerial application of wildland fire chemicals within 300 feet of waterways. Report all retardant misapplications using the report tools located on the USFS Retardant Environment Impact Statement (EIS) website: [Aerial Application of Fire Retardant](#). The following link provides assistance with access to retardant misapplication forms and the reporting process:

http://www.fs.fed.us/fire/retardant/forms/wfcmr_getting_started_guide.pdf

Retardant Avoidance Areas

Aerial retardant drops are not allowed in mapped avoidance areas for certain threatened, endangered, proposed, candidate or sensitive (TEPCS) species or in waterways. This national direction is mandatory and would be implemented except in cases where human life or public safety is threatened and retardant use within avoidance areas could be reasonably expected to alleviate that threat.

Forest Retardant Avoidance Area maps available through the website above should be made available and provided during initial briefing or as instructed by incident ground personnel. Also reference the following avoidance viewer map below:

[U.S. Forest Service Aerial Fire-Retardant Avoidance Areas Map Viewer \(link is external\)](#)

All retardant placed on the Forest shall be mapped, regardless of misapplication or not. All ATGS and Incident Commander personnel will be briefed on the need to provide the location of all drops on the Forest.

Incident Commanders for all incoming Incident Management Teams will be provided memory sticks with local retardant avoidance areas and a copy of any recent letter from the National Office and/or Regional Forester on tracking fire retardant aerial application. The IC will be instructed to record all retardant applications on associated maps and return the information to the Forest Fire Management representative or the Unit Aviation Officer during team close out.

Air Operations

Support to Aviation resources will typically be arranged by the Rogue Valley Interagency Communications Center (RVICC) and augmented by the Unit Aviation Officer and District FMO's as needed. RVICC will conduct resource briefings augmented by UAO/UAM and Aircraft Base Management.

Anyone can refuse or curtail a flight when an unsafe condition may exist. Never let undue pressure (expressed or implied) influence your judgement or decision. Avoid mistakes, don't hurry, make Decisions at the right level!

Aviation Incident Reporting:

All hazard, incident and accident will be reporting to the appropriate Dispatch Center immediately! The Dispatch Center will implement the local Aviation Mishap Response as appropriate for the situation.

Aviation accidents, incidents, hazards, maintenance deficiencies are to be reported and corrective actions to be taken immediately at the appropriate level which shall be at the lowest level needed. The Dispatch Center and Forest Aviation Officer **shall** be notified as soon as possible when these issues arise. The Safecom reporting system shall be used for reporting these items and can be done by hard copy, electronic, and fax. For electronic submission please go to the following link: [Interagency SAFECOM System](#)



Every aviation operation must have a mission purpose risk assessment and mitigation process. This applies to fire and non-fire, emergency as well as non-emergency. All person involved with aviation operations is responsible for assisting with the risk assessment and mitigation.

Below is a Region 6 Flight Risk Assessment Tool/Green Amber Red (FRAT/GAR) to be utilized when operating in Region 6 and the Rogue River-Siskiyou NF for those who do not currently have a FRAT/GAR they are using. If you already utilize a FRAT/GAR of some sort, this is not intended to replace it unless you prefer this over the one you currently use. One is for Rotor Wing, the other for Fixed Wing. It is to be utilized before the first flight of the day or when needed due to changes in one or more of the 5 M's:

- ✓ **Man** (crew or pilot),
- ✓ **Machine** (aircraft or mission equipment),
- ✓ **Medium** (environment, communications, or weather),
- ✓ **Mission** (something that wasn't already planned for) or
- ✓ **Management** (change in supervision or lack of supervision).

[R6 Rotor-Wing FRAT-GAR General](#)



[R6 Fixed-Wing FRAT-GAR General](#)



Flight Following:

Agency flight plans are the responsibility of the pilot and are documented on an Aircraft Flight Request/Schedule. For mission flights, there are two types of Agency flight following: Automated Flight Following (AFF), and Radio Check-in. AFF is the preferred method of agency flight following. If the aircraft and flight following office have AFF capability, it shall be utilized. Periodic radio transmissions are acceptable when utilizing AFF. (See AFF procedures below for more information). Radio Check-in/Check-out flight following requires verbal communication via radio every 15 minutes. The dispatcher will log the aircraft call sign, latitude, longitude and heading. Agency flight following is used for all mission flights. All aircraft operating on Agency flight plans shall monitor Air Guard. Helicopters conducting Mission Flights shall check-in prior to and immediately after each takeoff/landing per the NWCG Standards for Helicopter Operations: <https://www.nwcg.gov/publications/510>

It is the "Incident's" Unit Dispatch office that is responsibility to initiate deconfliction procedures coordination, especially in congested areas or in Special Use Airspace (and Military Training Routes), is critical to safe flight. The policies and procedures found in the Pacific NW Boundary Plan and NW Interagency MOB Guide.

Daily Aircraft Use and Cost Reporting

While you are hosted on the Forest, we ask that you turn in daily cost to the Rogue Valley Interagency Communication Center Aircraft Desk for the previous operational shift. This is especially important documentation for cross-billing between agencies therefore we ask that you either provide a copy of the

daily ABS/IBS invoice or a NWCG daily aircraft aircraft-use summary form.

Latitude and Longitude Formats

The Rogue River-Siskiyou NF uses Degree Decimal Minutes as the primary format of choice for most missions including Fire suppression, Degrees Minutes Seconds are additionally provided on the aircraft TAROs. It's common among ground firefighting resources and is the established format:

Degrees Decimal Degrees (DDD.DDDDD°)	48.3612°N 114.0812°W
Degrees Decimal Minutes (aka) Degrees Minutes Decimal Minutes or Degrees Minutes Tenths) (DDD° MM.MMM')	48°36.12'N 114°08.12'W
<ul style="list-style-type: none"> • National Mobilization Guide • ROSS • Aircraft mounted GPS units • Contracts • FAA documents such as airport guides 	
Degrees Minutes Seconds (DDD° MM' SS.S'')	48°36'12"N 114°08'12"W
<ul style="list-style-type: none"> • TFR requests forms • Sectional maps 	

Approved landing locations within the local area of influence are in Figures 1-3. Airfields not listed herein may be approved on an individual basis.

Local Airport Directory

FIELD (Lat/Long) (FBO Phone)	FAA ID	ELEV (ft)	RUNWAY Length/Width/Surface	NITE/IFR APPROVED	FUEL TYPE
ASHLAND 42 12 x 122 40 (541)482-7675	S03	1885	3600/75/Asphalt	Y/N	AvGas
BROOKINGS 42 04 x 124 17 (541)469-4217	BOK	459	2600\60\Asphalt	N/N	AvGas
GOLD BEACH 42 24 x 124 25 (541) 247-6269	4S1	18.	3237\75\Asphalt	Y/N	AvGas
GRANTS PASS 42 30 x 123 22 (541) 955-4535 http://www.co.josephine.or.us/Page.asp?NavID=1247	3S8	1125	4000/75/Asphalt	Y/N	AvGas/Jet
ILLINOIS VALLEY Cave Junction 42 06 x 123 41 (541) 592-5220	3S4	1389	5200/75/Asphalt	N/N	None
PROSPECT 42 45 x 122 29 (541)378-4880	64S	2578	4035/50/Asphalt	N/N	None

Rogue Valley International Airport 42 22 x 122 52 Jet Center MFR - phone: (541) 770-5314 Million Air Medford - phone: (541) 842-2254	MFR	1335	8800/ 200 /Asphalt	Y/Y	AvGas/Jet
--	------------	------	--------------------	-----	-----------

Medford Rogue Valley International Airport (MFR)

Two Fixed Base Operators (FBOs) provide a full range of services including the sale of both Avgas and Jet A fuel, major airframe and power plant repairs, aircraft sales, flight training, aircraft rental, and charters:

- Jet Center MFR (North) 541-770-5314 (Provides service to all types of aircraft with advanced avionics and aircraft Maintenance) <http://jetcentermfr.com/>
- Million Air Medford (South) at 541-842-2254 (Provides services to all types, makes and Models of helicopters) <http://www.millionair.com/FBO/mfr.aspx#1>

If using the Medford Rogue Valley International Airport, RVICC Dispatch should relay this information to the Medford Airport tower. Once the aircraft arrives at Rogue Valley International Medford Airport, the control tower can direct the helicopter to the appropriate FBO parking area by radio (frequency 119.400) and not to land and taxi to the Airtanker Base.

All other local airports have limited facilities and fuel if any. A short list of all the geographical airports and their respective FBO contact information below.

Historical Helispots/Helibase Locations: [\(35\) HMGB Kit | Powered by Box](#)

Local Helicopter Dip-site: [RSF Dip Site Quick Reference \(living document\).xlsx | Powered by Box](#)

Flight Hazard Map: *(Hard copy maps should be made available at all helibase or airport base of operations)*

All known Aerial Hazards for the geographical areas surrounding the local Forest is compiled by the Forest / Unit Aviation Officer and forwarded in Regional Office GIS department, annually by April 15th or upon identification (as often as necessary). The Regional GID office then corrects the data layer and update that individual maps broken into Dispatch Zones. The collection of Hazard Maps are available on-line and labeled for the Dispatch Center that covers their geographical coverage area and posted below.

https://ftp.wildfire.gov/public/incident_specific_data/pacific_nw/!SORO/Aviation_Hazards/2023/

Currently there are two active Military Operations Areas, Dolphin North and Dolphin South, which reside over 50% of SWO at a floor of 11,000 MSL.

LOCAL MILITARY OPERATING AREAS (MOA'S)	Number(s) Scheduling Information
DOLPHIN NORTH: FL 11,000 MSL,	Scheduling thru Kingsley Fld, OR 541-885-6686
DOLPHIN SOUTH: FL 11,000 MSL,	Command Post 800-382-7740
LOCAL MILITARY TRAINING ROUTES	

VR 1251 Ground level to 15000 AGL, 2 nauticalmiles each side of centerline.	Scheduling thru NAS Lemoore, CA 559-998-1043 559-998-2185 Back-up phone # *There are no duty officers or weekend andnight coverage
LOCAL MILITARY AERIAL REFUELING AREAS	
AR8B: FL 11,000 MSL	Kingsley Fld, OR 541-885-6686

Any issue pertaining to Airspace and Military Airspace can be directed to the National Airspace Coordinator.
Kim Owczarzak, kimberley.owczarzak@usda.gov

Emergency Accident/Incident Response

- Aircraft Accident/Mishap:** Observers of an accident or mishap will promptly report it to RVICC. The Dispatch Center will be the initial “action office” to ensure adequate fire/rescue and law enforcement response, and it will make administrative notifications of the accident/mishap. The action office may transfer to a law enforcement or other jurisdiction depending on the complexity of the incident. In order to initiate an appropriate response, the dispatch unit will need immediately obtainable information to include:
 - Location of the accident/mishap
 - Number of injured or deceased
 - Type of injuries observed
 - Resources on-scene
 - Absence of this information should not delay initiating life-saving actions
- Medevac:** Requests for commercial medevac aircraft for wildland incidents are processed by Dispatch. The State of Oregon currently has two primary air ambulance services: Reach which serves Crescent City, Brookings, Gold Beach, and Redding and much more. Mercy Flight operates out of Medford, but serves other areas such as: Roseburg, Klamath Falls, Lakeview, Yreka and other surrounding areas. In the event a wildland agency helicopter transports personnel to a hospital, the intended destination, patient status and ETA to the hospital will be relayed to the receiving facility by the dispatch center. They will verify that the hospital’s helipad is clear. In the event a helipad is in use, the pilot will receive instruction on a secondary landing area/facility. Helicopters may contact emergency room departments using the Hospital Emergency Ambulance Radio(HEAR) frequency, 155.340.
- Short Haul/Hoist:** There are two Federal agency short-haul certified helicopters in the region; Okanogan-Wenatchee N.F. and Mount Rainier NPS. Requests for short-haul or other types of extraction aircraft on wildland incidents will be processed by the dispatch center or by incident management teams when the short-haul aircraft is assigned to an incident. California has hoist helicopter available during campaign fires near the border and may be available. All requests for extraction aircraft will be placed through the dispatch center until the PNW implements a 2019 IWI protocol.

NWCC Emergency Medical Evacuation Administration: [NWCC : Home \(nifc.gov\)](http://nifc.gov)

There is a PNW IWI template ([2019 PNWCG IWI Letter.pdf \(nifc.gov\)](#)) which is to facilitate the interactions between local dispatch centers and incoming type1 and type 2 incident management teams that will:

- Support effective communications and

- Ensure a timely and well-coordinated emergency response to critical incidents.

NOTE: Type 3, 4 and 5 incidents will manage all IWI emergency responses through their local dispatch center

Military aircraft ordering/dispatching:

- Oregon Emergency Response System 1-800-452-0311.
- ONG Emergency Operations Center 24 hrs./day at 503-584-2800 Administrative Office, 503-584-3930 (during working hrs.)

The Oregon National Guard, Charlie Company 7/158 Aviation, based in Salem is charged with carrying out this mission statewide. This aircraft can be dispatched 24 hrs. a day. It comes with a full medical package, including hoist with a 250-foot cable, a Flight Medic (Trained as EMT-B minimum), and all medical supplies similar to a civilian ambulance. Depending on when the aircraft is called it can take from 0.5-4 hrs. for the aircraft to be deployed. It can go in at night or can locate on standby at the scene of a large fire.

The U.S. Coast Guard operates two air stations and one aviation support facility in Oregon. USCG Air Station in Astoria operates three HH-60J "Jayhawk" (Type 2) helicopters. USCG Air Station North Bend and its subordinate unit, Aviation Support Facility Newport, operate five HH-65B Dolphin (Type 2) helicopters. These aircraft can be dispatched 24 hrs. Both aircraft can fly day or night and can be equipped with night vision goggles (NVG), FLIR, Nightsun searchlight and a hoist with a 250-foot cable. The aircrews provide basic life support (BLS) services utilizing a deployable Rescue Swimmer (EMT-A). Though charged with maritime SAR, these aircraft can be made available for inland SAR on a case-by-case basis through coordination with the USCG District 13 Command Center in Seattle, WA by calling 206-220-7001. Once the District 13 Command Center approves the mission; the aircraft can launch within 30 minutes.

Local Hospitals:

Nearest Medical Facility	Trauma Designation Level	Address/ Phone #	Coordinates d° mm.mm'	Elevation (ft.)	Contact Frequency	Helipad	FAA ID	Designator & Helipad Length	Remarks
Asante Three Rivers Community	IV	500 SW Ramsey Ave. Grants Pass, OR 97526 541-472-7000	N 42° 25.28' W 123° 20.58'	958	155.340	No	NA	NA	ER only! Landing in field East of hospital
Curry General	IV	94220 Fourth St. Gold Beach OR. 97544 541-247-3000	N 42° 24.68' W 124° 25.11'	1000	155.340	See remarks	NA	NA	Can Land in front when cleared
Providence	III	1111 Carter Lake Ave. Medford, OR 97504 877-541-0588 541-732-5000	N 42° 20.39' W 122° 51.82'	1350	155.340	Yes	0OR0	H1 40ft.	Helipad Marked

Asante Rogue Regional Medical Center	II	2825 Barnett Rd. Medford, OR 97504 541-789-7132 541-789-7000	N 42° 19.07' W 122° 49.90'	1482	155.340	Yes	OR99	H1 70ft.	Marked & Lit./ pad for Blackhawk 100 yards west see note below
Mercy Medical Center	III	2700 Stewart Pkwy. Roseburg, OR 97470 541-673-0611	N 43° 14.51' W 123° 22.01'	497	155.340	Yes	OG22	H1 66ft.	Helipad Marked
Legacy Emanuel & Oregon Burn Center	I (Burn Facility)	2801 N. Gantenbein Portland, OR 97227 503-413-4232 503-413-4592	N 45° 32.66' W 122° 40.18'	155	163.175 412.975	Yes	7OR5	H1 60ft. H2 50ft.	Helipads Marked and Lit
OHSU Emergency Care	I	3181 SW Sam Jackson Park Rd Portland, OR 97239 503-494-7551	N 45° 29.94' W 122° 41.11'						Helipads Marked and Lit

NOTE: The RVMC designated Helipad at can only accommodate a Helicopter of less than 10,000 lbs. If a larger Helicopter is used (as at the NG UH 60 Blackhawk), arrangements must be made for the Hospital to clear an alternate location in the Hospital Parking lot adjacent to the helipad. Agency Dispatch will need to call ahead and notify the hospital and coordinate.

Radio Frequencies *Check Resource Order or call the incident Dispatch Center for incident specific air tactical frequency assignments as regional direction dictates frequencies are granted at time of incident.



2025 PNW Aviation
Frequency Guide V.:

PNW Aviation Frequency Guide:

(not available via QR or FTTP due to “Controlled Unclassified Information” status. Ask RVICC or local Aviation Personnel for hard copy booklet if unable to access thru Box.

Air Ambulance Frequencies/ Western US AG Frequency Map: (map ad end of this plan)
[WesternUS StandardAG MedEvac 2023 up20220610.pdf](#) | Powered by Box

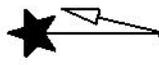
Rogue River-Siskiyou NF Channel Plans and Maps: [CUI Frequency](#) | Powered by Box



Data use subject to license.

© DeLorme. Topo North America™ 10.

www.delorme.com



MN (14.1° E)



0 14 28 42 56 70

mi

Data Zoom 7-3



R6 PNW 2025 IA
FREQ MAP.pdf

CALIFORNIA COORDINATION CENTERS INITIAL ATTACK ZONES 2023 COMBINED AIR-TO-GROUND (FM) & AIR-TO-AIR (AM) IA RADIO FREQUENCIES

