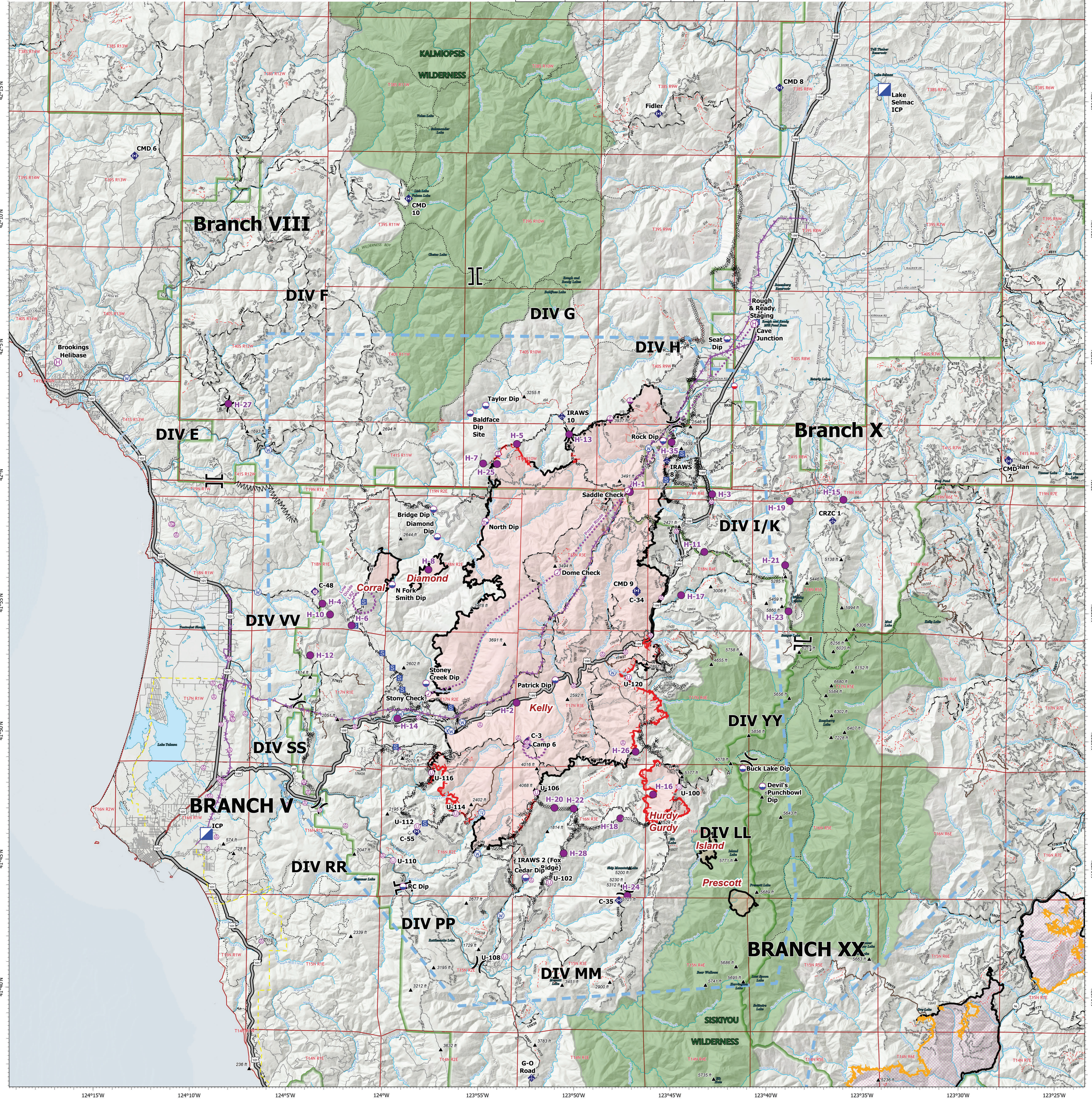


Point Type	Label	Comments	Elevation	Latitude	Longitude	Point Type	Label	Comments	Elevation	Latitude	Longitude	Point Type	Label	Comments	Elevation	Latitude	Longitude	Point Type	Label	Comments	Elevation	Latitude	Longitude	
Aviation Check Point	Dome Check			41° 56.467' N	123° 51.114' W	Helispot	H-12	Large open gravel pit. Type 2&3. HOGE	1920	41° 53.120' N	124° 03.944' W	Helispot	H-4	Good Type 1 & 3 Gravel but not too dusty. HOGE	2120	41° 55.140' N	123° 03.379' W	Repeater	CMD 8	8 Dollar Hex. K#4 4312-FCK-C163 RPT# ID: C53	4900	42° 15.475' N	123° 39.686' W	
Aviation Check Point	Saddle Check			41° 51.680' N	123° 47.478' W	Helispot	H-13	Type 2-3 approved. Dust abate.	4000	42° 01.867' N	123° 50.567' W	Helispot	H-5		3291	42° 01.470' N	123° 53.289' W	Repeater	CMD 9	Monkey Ridge K#4 4312-FCK-C203 RPT# ID: C51	3627	42° 14.422' N	123° 46.959' W	
Aviation Check Point	Stony Check			41° 51.680' N	123° 57.796' W	Helispot	H-14	Type 1 or Type 2	252	41° 50.699' N	123° 50.395' W	Helispot	H-6	Potential dust abatement needed. Type 3 only. HOGE	1612	41° 54.312' N	124° 01.841' W	Repeater	Fidler		4927	42° 14.422' N	123° 46.959' W	
Dip Site	Baldface Dip Site	Large pool with large bedrock outcropping on SW side of pool (River left)	1449	42° 02.651' N	123° 55.764' W	Helispot	H-15	Approved. Type 2 or Type 3	2000	41° 59.400' N	123° 36.180' W	Helispot	H-7		3310	42° 00.692' N	123° 55.056' W	Repeater	Stony Check		3926	42° 02.499' N	123° 48.429' W	
Dip Site	Bridge Dip	Possible Dip Site up stream of bridge	900	41° 58.884' N	123° 57.630' W	Helispot	H-16	ARCH cleared by ARCH SULLIVAN 9/07/2023	3715	41° 47.832' N	123° 46.004' W	Helispot	H-8	Type 2 and 3 approved. Dust abate. Minimal improvements needed 6-8 small trees. No other hazards identified. Type 2 or 3. No Dust abatement needed	3000	41° 56.525' N	123° 57.858' W	Unimproved Landing Area	U-100	Approved ULA per Helco.	4850	41° 48.137' N	123° 44.656' W	
Dip Site	Buck Lake Dip	Approved by READS. Has not been utilized.	4292	41° 48.879' N	123° 41.335' W	Helispot	H-17	Type2/Type3	1501	41° 55.627' N	123° 44.629' W	Mobile Retardant Base	Camp 6		1400	42° 03.812' N	123° 41.931' W	Unimproved Landing Area	U-102	Needs approved SS. Private land & owner has approved single use Abatement	2432	41° 44.355' N	123° 51.368' W	
Dip Site	Cedar Dip					Helispot	H-18	Approved. Type 2 helicopter per Helibase.	4685	41° 46.889' N	123° 47.702' W	Mobile Weather Unit	CRZC 1	coords and elev from IMET	3664	41° 49.700' N	123° 52.578' W	Unimproved Landing Area	U-106	Type 3 only. Needs Dust Abatement	4107	41° 47.907' N	123° 52.097' W	
Dip Site	Devil's Punchbowl Dip	READS approved	4760	41° 48.185' N	123° 40.299' W	Helispot	H-19	Type2/Type3	3615	41° 59.338' N	123° 38.994' W	Mobile Weather Unit	G-O Road	coords and elev from IMET	3780	41° 36.715' N	123° 52.190' W	Unimproved Landing Area	U-108	On private land & owner has approved single use. approval per KGate (STL)	827	41° 41.443' N	123° 53.650' W	
Dip Site	Diamond Dip	Diamond Dip	700	41° 57.811' N	123° 47.412' W	Helispot	H-20	Needs Improvement-DIV VV is aware/ ARCH cleared by ARCH SULLIVAN 9/07/2023	1000	41° 51.360' N	123° 53.178' W	Mobile Weather Unit	IRAWS 10	coords and elev from IMET	4026	42° 02.561' N	123° 50.969' W	Unimproved Landing Area	U-110	Known I2 according to local resident across the street. Can land a type 2 or 3 helicopter. This needs to be discussed at our OPS Mtg. ARCH in review.	453	41° 45.150' N	123° 59.533' W	
Dip Site	N Fork Smith Dip	clutter edit	1200	41° 55.522' N	123° 59.741' W	Helispot	H-21	Type2/Type3	3144	41° 47.275' N	123° 51.144' W	Mobile Weather Unit	IRAWS 2 (Fox Ridge)	coords and elev from IMET	3448	41° 45.502' N	123° 50.638' W	Unimproved Landing Area	U-112	Approved by Helco 1530 9/2. clutter edit	2676	41° 46.467' N	123° 58.289' W	
Dip Site	North Dip					Helispot	H-22	Type2/Type3	1876	41° 47.252' N	123° 50.140' W	Mobile Weather Unit	IRAWS 8	coords and elev from IMET	2096	42° 00.875' N	123° 45.435' W	Unimproved Landing Area	U-114	Approved Type 3 by helicopter	1929	41° 46.598' N	123° 57.584' W	
Dip Site	Patrick Dip	Potential Dip Site	783	41° 52.288' N	123° 51.169' W	Helispot	H-23	Type2/Type3	4982	41° 43.879' N	123° 47.298' W	Repeater	IRAWS 9	coords and elev from IMET	6221	42° 00.992' N	123° 27.555' W	Unimproved Landing Area	U-116	Approved Type 1 and Type 2. HOGE. This really should be listed as a helispot but for some reason its listed as unimproved. This needs to be discussed at our OPS Mtg. ARCH in review.	1142	41° 52.397' N	123° 47.845' W	
Dip Site	Rock Dip					Helispot	H-24	Approved for Type 2	3000	42° 00.678' N	123° 54.330' W	Repeater	C-3		3708	41° 49.845' N	123° 52.604' W							
Dip Site	Seat Dip					Helispot	H-25		3000	42° 00.678' N	123° 54.330' W	Repeater	C-34		3696	41° 55.726' N	123° 46.958' W							
Dip Site	Stony Creek Dip					Helispot	H-26		3000	42° 00.678' N	123° 54.330' W	Repeater	C-35		3310	41° 43.686' N	123° 47.732' W							
Dip Site	Taylor Dip					Helispot	H-27	Type III Helicopter	1359	42° 05.007' N	124° 08.434' W	Repeater	C-48	High Divide	2293	41° 55.617' N	124° 03.780' W							
Helibase	Brookings Helibase					Helispot	H-28		3538	41° 59.504' N	123° 50.640' W	Repeater	C-55		2791	41° 46.298' N	123° 58.317' W							
Helibase	Cave Junction					Helispot	H-3	Type 1-2-3 approved. No dust abate.	1700	41° 59.577' N	123° 43.053' W	Repeater	CMD 10		4526	42° 11.004' N	123° 59.118' W							
Helispot	H-1	HIGE needs dust abatement.	3500	41° 59.670' N	123° 49.286' W	Helispot	H-35		1906	42° 01.599' N	123° 45.210' W	Repeater	CMD 7	Boiland Peak K#4 4312-FCK-C221 RPT# ID: C43	3438	42° 15.545' N	124° 13.172' W							
Helispot	H-10	Good gravel. Type 3 Only. 2-way approach. HOGE	2400	41° 54.727' N	124° 02.973' W																			
Helispot	H-11	Type2/Type3 90x90	2905	41° 57.323' N	123° 43.430' W																			



**Smith River Complex North**  
 CA-SRF-000968  
 9/19/2023  
 92,180 acres at 9/18/2023 03:30 PDT

<ul style="list-style-type: none"> <li>Aviation Check Point</li> <li>Helibase</li> <li>Mobile Retardant Base</li> <li>Helispot</li> <li>Dip Site</li> <li>Sling Site</li> <li>Unimproved Landing Area</li> <li>Aerial Hazard</li> <li>Branch Break</li> <li>Division Break</li> </ul>	<ul style="list-style-type: none"> <li>Incident Command Post</li> <li>Staging Area</li> <li>Repeater</li> <li>Mobile Weather Unit</li> <li>Water Source</li> <li>Contained</li> <li>Uncontained</li> <li>Contained (OTHER)</li> <li>Uncontained (OTHER)</li> </ul>	<ul style="list-style-type: none"> <li>Completed Burnout</li> <li>Completed Dozer Line</li> <li>Completed Fuel Break</li> <li>Completed Hand Line</li> <li>Completed Mixed Construction Line</li> <li>Completed Road as Line</li> <li>Access or Improved Road</li> <li>Aerial Hazard</li> <li>Aviation Route</li> <li>UAS Launch and Recovery Zone</li> </ul>	<ul style="list-style-type: none"> <li>Temporary Flight Restriction</li> <li>Wildfire Daily Fire Perimeter</li> <li>Wildfire Daily Perimeter (OTHER)</li> <li>Federal Wilderness Boundary</li> <li>National Forest Boundary</li> <li>Transmission Lines</li> <li>Paved Road</li> <li>Gravel Road</li> <li>Dirt Roads</li> </ul>	<ul style="list-style-type: none"> <li>Unimproved Roads</li> <li>Closed Roads</li> <li>Expressway</li> <li>Secondary Hwy</li> <li>Local Connector</li> <li>Local Road</li> <li>Ramp</li> <li>4WD</li> <li>Tunnel</li> <li>Trail</li> </ul>
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Datum: North American 1983  
AK IMT Updated: 9/18/2023 2050