






























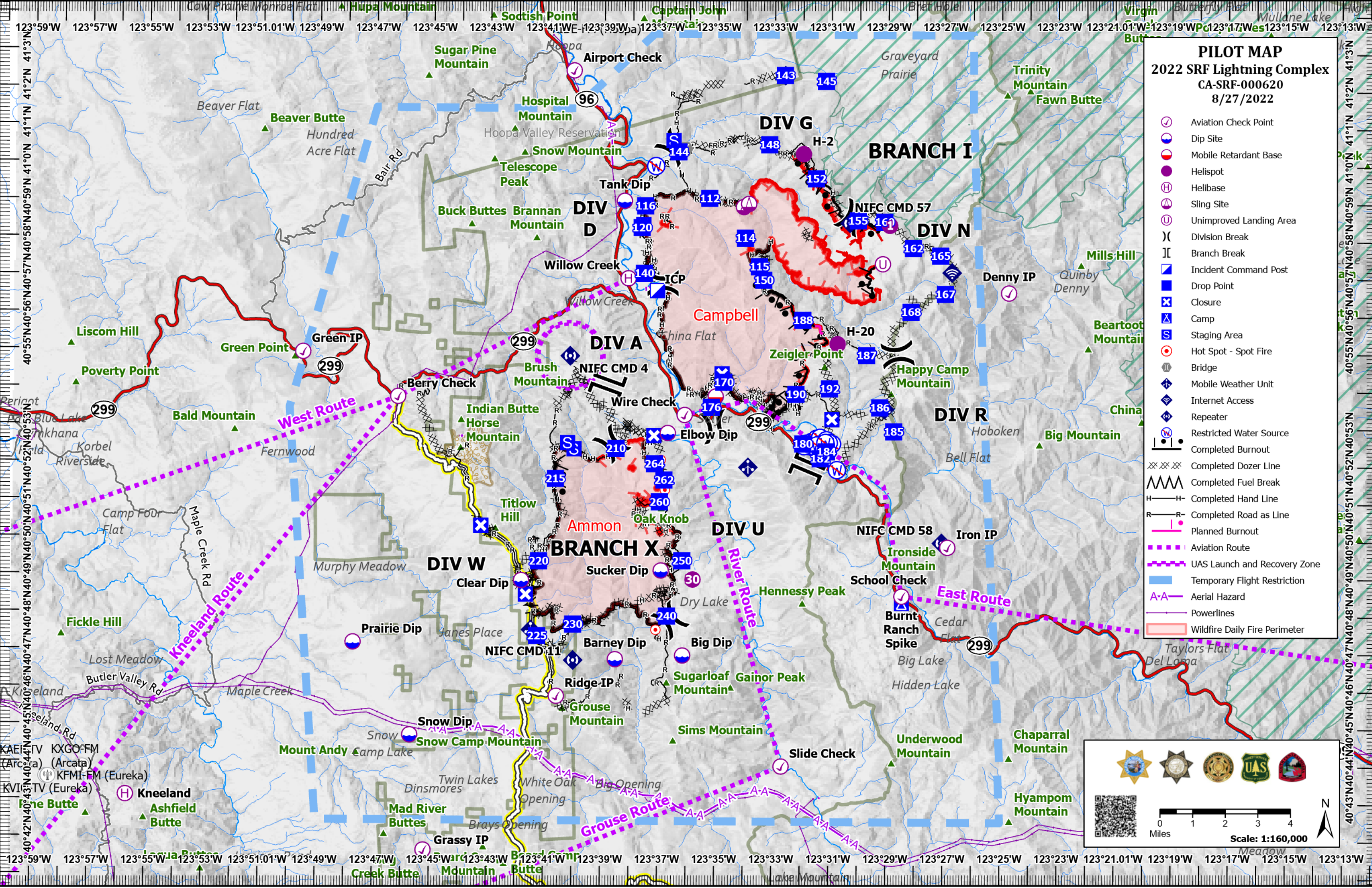


PILOT MAP
2022 SRF Lightning Complex
CA-SRF-000620
8/27/2022

-  Aviation Check Point
-  Dip Site
-  Mobile Retardant Base
-  Helispot
-  Helibase
-  Sling Site
-  Unimproved Landing Area
-  Division Break
-  Branch Break
-  Incident Command Post
-  Drop Point
-  Closure
-  Camp
-  Staging Area
-  Hot Spot - Spot Fire
-  Bridge
-  Mobile Weather Unit
-  Internet Access
-  Repeater
-  Restricted Water Source
-  Completed Burnout
-  Completed Dozer Line
-  Completed Fuel Break
-  Completed Hand Line
-  Completed Road as Line
-  Planned Burnout
-  Aviation Route
-  UAS Launch and Recovery Zone
-  Temporary Flight Restriction
-  Aerial Hazard
-  Powerlines
-  Wildfire Daily Fire Perimeter



0 1 2 3 4 Miles
Scale: 1:160,000



| Point Type | Name | LAT WGS84 | LONG WGS84 | Point Type | Name | LAT WGS84 | LONG WGS84 |
|----------------|---------------|---------------|----------------|------------|--------------|---------------|----------------|
| Aviation Check | Airport Check | 41° 02.510' N | 123° 40.071' W | Drop Point | 168 | 40° 56.118' N | 123° 28.177' W |
| Aviation Check | Berry Check | 40° 53.793' N | 123° 46.190' W | Drop Point | 170 | 40° 54.220' N | 123° 34.745' W |
| Aviation Check | Denny IP | 40° 56.630' N | 123° 24.731' W | Drop Point | 176 | 40° 53.550' N | 123° 35.185' W |
| Aviation Check | Grassy IP | 40° 41.700' N | 123° 45.200' W | Drop Point | 180 | 40° 52.589' N | 123° 31.957' W |
| Aviation Check | Green IP | 40° 54.970' N | 123° 49.541' W | Drop Point | 182 | 40° 52.197' N | 123° 31.344' W |
| Aviation Check | Iron IP | 40° 49.840' N | 123° 26.860' W | Drop Point | 184 | 40° 52.383' N | 123° 31.124' W |
| Aviation Check | Ridge IP | 40° 45.830' N | 123° 40.570' W | Drop Point | 185 | 40° 52.927' N | 123° 28.765' W |
| Aviation Check | School Check | 40° 48.532' N | 123° 28.464' W | Drop Point | 186 | 40° 53.562' N | 123° 29.260' W |
| Aviation Check | Slide Check | 40° 43.983' N | 123° 32.669' W | Drop Point | 187 | 40° 54.953' N | 123° 29.730' W |
| Aviation Check | Wire Check | 40° 53.342' N | 123° 36.115' W | Drop Point | 188 | 40° 55.885' N | 123° 31.977' W |
| Camp | Burnt Ranch | 40° 48.351' N | 123° 28.465' W | Drop Point | 190 | 40° 53.911' N | 123° 32.207' W |
| Dip Site | Barney Dip | 40° 46.817' N | 123° 38.508' W | Drop Point | 192 | 40° 54.062' N | 123° 31.027' W |
| Dip Site | Big Dip | 40° 46.927' N | 123° 36.148' W | Drop Point | 210 | 40° 52.437' N | 123° 38.521' W |
| Dip Site | Clear Dip | 40° 48.910' N | 123° 41.821' W | Drop Point | 215 | 40° 51.625' N | 123° 40.644' W |
| Dip Site | Elbow Dip | 40° 52.859' N | 123° 36.705' W | Drop Point | 220 | 40° 49.425' N | 123° 41.213' W |
| Dip Site | Prairie Dip | 40° 47.234' N | 123° 47.717' W | Drop Point | 225 | 40° 47.429' N | 123° 41.256' W |
| Dip Site | Snow Dip | 40° 44.770' N | 123° 45.700' W | Drop Point | 230 | 40° 47.744' N | 123° 39.996' W |
| Dip Site | Sucker Dip | 40° 49.190' N | 123° 36.921' W | Drop Point | 240 | 40° 47.977' N | 123° 36.706' W |
| Dip Site | Tank Dip | 40° 59.042' N | 123° 38.269' W | Drop Point | 250 | 40° 49.455' N | 123° 36.181' W |
| Drop Point | 112 | 40° 59.122' N | 123° 35.283' W | Drop Point | 260 | 40° 51.019' N | 123° 36.983' W |
| Drop Point | 114 | 40° 58.068' N | 123° 34.019' W | Drop Point | 262 | 40° 51.603' N | 123° 36.827' W |
| Drop Point | 115 | 40° 57.305' N | 123° 33.519' W | Drop Point | 264 | 40° 52.037' N | 123° 37.161' W |
| Drop Point | 116 | 40° 58.910' N | 123° 37.539' W | Helibase | Kneeland | 40° 43.128' N | 123° 55.652' W |
| Drop Point | 120 | 40° 58.329' N | 123° 37.655' W | Helibase | Willow Creek | 40° 56.977' N | 123° 38.121' W |
| Drop Point | 140 | 40° 57.113' N | 123° 37.565' W | Helispot | 1 | 40° 58.420' N | 123° 28.931' W |
| Drop Point | 143 | 41° 02.413' N | 123° 32.649' W | Helispot | 30 | 40° 48.956' N | 123° 35.800' W |
| Drop Point | 144 | 41° 00.357' N | 123° 36.380' W | Helispot | H-2 | 41° 00.317' N | 123° 31.978' W |
| Drop Point | 145 | 41° 02.263' N | 123° 31.197' W | Helispot | H-20 | 40° 55.252' N | 123° 30.753' W |
| Drop Point | 148 | 41° 00.563' N | 123° 33.185' W | Incident | ICP | 40° 56.653' N | 123° 37.095' W |
| Drop Point | 150 | 40° 56.948' N | 123° 33.361' W | Repeater | NIFC CMD 11 | 40° 46.786' N | 123° 39.989' W |
| Drop Point | 152 | 40° 59.660' N | 123° 31.531' W | Repeater | NIFC CMD 4 | 40° 54.901' N | 123° 40.149' W |
| Drop Point | 155 | 40° 58.547' N | 123° 30.054' W | Repeater | NIFC CMD 57 | 40° 58.479' N | 123° 30.341' W |
| Drop Point | 160 | 40° 58.516' N | 123° 29.117' W | Repeater | NIFC CMD 58 | 40° 49.956' N | 123° 27.070' W |
| Drop Point | 162 | 40° 57.815' N | 123° 28.108' W | Sling Site | | 40° 58.897' N | 123° 34.076' W |
| Drop Point | 165 | 40° 57.620' N | 123° 27.142' W | Sling Site | | 40° 58.981' N | 123° 33.896' W |
| Drop Point | 167 | 40° 56.598' N | 123° 26.969' W | Unimproved | | 40° 57.393' N | 123° 29.175' W |