



| FC Point Type | Label | Latitude WGS84 DDM | Longitude WGS84 DDM |
|-----------------------|-------------------------|--------------------|---------------------|
| Aerial Hazard | | 45° 23.888' N | 114° 12.085' W |
| Aerial Hazard | | 45° 24.024' N | 114° 13.200' W |
| Aerial Hazard | | 45° 23.187' N | 113° 57.851' W |
| Aerial Hazard | | 45° 21.690' N | 113° 57.471' W |
| Aerial Hazard | | 45° 21.560' N | 113° 56.781' W |
| Aviation Check Point | Rock Check | 45° 15.900' N | 114° 01.490' W |
| Aviation Check Point | Rock Check | 45° 15.900' N | 113° 59.840' W |
| Aviation Check Point | Rock Check | 45° 13.532' N | 114° 01.828' W |
| Aviation Check Point | Rock Check | 45° 23.837' N | 114° 13.820' W |
| Camp | Fairgrounds Spike | 45° 13.708' N | 113° 54.117' W |
| Camp | Moccasin Sleeping Area | 45° 07.510' N | 114° 08.315' W |
| Camp | Overhead Spike | 45° 10.212' N | 113° 53.183' W |
| Camp | Reba Base Camp | 45° 09.605' N | 113° 51.494' W |
| Camp | Whitewater Day Sleeping | 45° 08.648' N | 113° 53.827' W |
| Camp | Williams Spike | 45° 05.607' N | 114° 05.270' W |
| Dip Site | Diamond Dip | 45° 16.040' N | 113° 54.010' W |
| Dip Site | Rap Dip | 45° 20.882' N | 114° 10.851' W |
| Dip Site | River Dip | 45° 20.882' N | 113° 55.141' W |
| Dip Site | Shuttle Staging | 45° 16.750' N | 114° 03.400' W |
| Dip Site | Trailer Dip | 45° 18.491' N | 113° 54.885' W |
| Dip Site | Wallace Dip | 45° 14.774' N | 114° 00.360' W |
| Dip Site | Webb Dip | 45° 17.150' N | 114° 04.400' W |
| Drop Point | 1 | 45° 24.039' N | 114° 10.110' W |
| Drop Point | 11 | 45° 25.130' N | 114° 04.882' W |
| Drop Point | 12 | 45° 24.870' N | 114° 04.283' W |
| Drop Point | 13 | 45° 25.155' N | 114° 05.807' W |
| Drop Point | 14 | 45° 26.520' N | 114° 05.647' W |
| Drop Point | 15 | 45° 30.503' N | 114° 00.190' W |
| Drop Point | 16 | 45° 28.120' N | 113° 59.699' W |
| Drop Point | 17 | 45° 26.800' N | 113° 59.236' W |
| Drop Point | 18 | 45° 24.455' N | 113° 59.786' W |
| Drop Point | 19 | 45° 23.522' N | 114° 05.297' W |
| Drop Point | 20 | 45° 21.833' N | 114° 17.988' W |
| Drop Point | 21 | 45° 23.467' N | 114° 07.423' W |
| Drop Point | 40 | 45° 20.882' N | 113° 55.140' W |
| Drop Point | 41 | 45° 20.079' N | 113° 52.521' W |
| Drop Point | 42 | 45° 18.750' N | 113° 54.778' W |
| Drop Point | 43 | 45° 18.187' N | 113° 55.824' W |
| Drop Point | 44 | 45° 18.187' N | 113° 54.454' W |
| Drop Point | 45 | 45° 13.754' N | 113° 53.799' W |
| Drop Point | 46 | 45° 11.847' N | 113° 55.534' W |
| Drop Point | 48 | 45° 15.260' N | 113° 57.205' W |
| Drop Point | 49 | 45° 16.714' N | 113° 57.708' W |
| Drop Point | 50 | 45° 18.028' N | 113° 58.087' W |
| Drop Point | 51 | 45° 15.449' N | 114° 00.681' W |
| Drop Point | 52 | 45° 18.880' N | 114° 02.282' W |
| Drop Point | 53 | 45° 13.230' N | 114° 02.609' W |
| Drop Point | 54 | 45° 08.849' N | 114° 01.939' W |
| Drop Point | 55 | 45° 10.823' N | 113° 56.025' W |
| Drop Point | 56 | 45° 08.999' N | 113° 56.048' W |
| Drop Point | 57 | 45° 04.919' N | 113° 57.995' W |
| Drop Point | 58 | 45° 05.073' N | 114° 03.333' W |
| Drop Point | 59 | 45° 05.597' N | 114° 05.258' W |
| Drop Point | 60 | 45° 14.742' N | 114° 03.305' W |
| Drop Point | 61 | 45° 13.419' N | 114° 06.794' W |
| Drop Point | 63 | 45° 08.240' N | 114° 06.863' W |
| Drop Point | 70 | 45° 07.583' N | 114° 12.925' W |
| Drop Point | 73 | 45° 16.390' N | 114° 20.097' W |
| Drop Point | 75 | 45° 17.373' N | 114° 21.612' W |
| Drop Point | 76 | 45° 18.470' N | 114° 23.647' W |
| Drop Point | 77 | 45° 18.950' N | 114° 23.308' W |
| Drop Point | 85 | 45° 20.872' N | 114° 16.213' W |
| Helibase | Moose Helibase | 45° 06.821' N | 113° 52.787' W |
| Helispot | H-0 | 45° 23.828' N | 114° 12.082' W |
| Helispot | H-1 | 45° 24.050' N | 114° 10.030' W |
| Helispot | H-10 | 45° 14.100' N | 114° 06.470' W |
| Helispot | H-12 | 45° 25.118' N | 114° 03.811' W |
| Helispot | H-2 | 45° 23.837' N | 114° 13.820' W |
| Helispot | H-20 | 45° 09.707' N | 114° 17.086' W |
| Helispot | H-31 | 45° 14.195' N | 114° 01.178' W |
| Helispot | H-32 | 45° 17.999' N | 113° 58.953' W |
| Helispot | H-33 | 45° 16.220' N | 113° 55.760' W |
| Helispot | H-35 | 45° 16.230' N | 113° 56.770' W |
| Helispot | H-36 | 45° 16.989' N | 113° 56.300' W |
| Helispot | H-5 | 45° 23.775' N | 114° 14.592' W |
| Helispot | H-6 | 45° 04.106' N | 114° 16.207' W |
| Helispot | H-7 | 45° 17.376' N | 114° 20.954' W |
| Helispot | H-8 | 45° 13.327' N | 114° 06.997' W |
| Helispot | H-9 | 45° 19.260' N | 114° 13.860' W |
| Helispot | H-90 | 45° 20.849' N | 114° 16.127' W |
| Mobile Retardant Base | MRB | 45° 15.109' N | 113° 54.328' W |
| Mobile Weather Unit | IRAWS 38 | 45° 17.520' N | 113° 59.352' W |
| Mobile Weather Unit | IRAWS 40 | 45° 17.140' N | 114° 09.168' W |
| Mobile Weather Unit | IRAWS 41 | 45° 26.087' N | 114° 05.137' W |
| Mobile Weather Unit | IRAWS 43 | 45° 13.432' N | 114° 05.588' W |
| Mobile Weather Unit | IRAWS 44 | 45° 12.243' N | 113° 58.402' W |
| Mobile Weather Unit | IRAWS 44 | 45° 12.243' N | 113° 58.402' W |
| Mobile Weather Unit | IRAWS 39 | 45° 17.222' N | 114° 20.532' W |
| Repeater | CHD 1 | 45° 27.553' N | 113° 52.834' W |
| Repeater | CHD 2 | 45° 25.779' N | 114° 06.624' W |
| Repeater | CHD 3 | 45° 09.532' N | 114° 01.578' W |
| Repeater | CHD 4 | 45° 23.453' N | 114° 26.620' W |
| Repeater | CHD 5 | 45° 11.383' N | 114° 16.991' W |

Air Ops
 Moose
 ID-SCF-022105
 77,0723 Acres
 08/13/2022



- ID Power Transmission
- Division Break
- Other
- Clean Up Area
- Completed Hand Line
- Temporary Flight Restriction
- Salmon Watershed
- Branch Break
- Gate
- Mobile Weather Unit
- Completed Mixed Construction Line
- Contained
- Aerial Hazard
- Incident Command Post
- Bridge
- Repeater
- Completed Road as Line
- Uncontained
- Aviation Check Point
- Drop Point
- Road Repair
- Planned Dozer Line
- Hazard
- Closure
- Resource Location
- Planned Hand Line
- Dip Site
- Camp
- Water Source
- Planned Mixed Construction Line
- Mobile Retardant Base
- Camp
- Completed Burnout
- Fence - Cut/Damaged
- Dozer Push
- Helispot
- Staging Area
- Completed Dozer Line
- Dozer Push
- Helibase
- Value at Risk
- Completed Fuel Break
- Culvert
- Access or Improved Road
- Aerial Hazard