



| FC Point Type | Label | Latitude WGS84 DDM | Longitude WGS84 DDM |
|----------------------|-------------------------|--------------------|---------------------|
| Aerial Hazard | | 45° 23.889' N | 114° 12.08580240' W |
| Aerial Hazard | | 45° 24.025' N | 114° 13.2911846' W |
| Aerial Hazard | | 45° 23.130' N | 113° 57.807386' W |
| Aerial Hazard | | 45° 21.690' N | 113° 57.407386' W |
| Aerial Hazard | | 45° 21.560' N | 113° 56.7807368' W |
| Aviation Check Point | Aviation Check Point | 45° 23.670' N | 113° 58.987244' W |
| Aviation Check Point | Meadow | 45° 15.900' N | 114° 01.9007356' W |
| Aviation Check Point | Rock Check | 45° 15.900' N | 113° 59.807320' W |
| Aviation Check Point | Saddle | 45° 13.532' N | 114° 01.8287312' W |
| Aviation Check Point | Trailer | 45° 18.495' N | 113° 54.1887324' W |
| Camp | | 45° 13.532' N | 113° 59.807320' W |
| Camp | Moccasin Sleeping Area | 45° 07.608' N | 114° 08.2917826' W |
| Camp | Reba Base Camp | 45° 09.605' N | 113° 51.40379034' W |
| Camp | Spring Creek Spike | 45° 23.506' N | 114° 15.3818016' W |
| Camp | Whitewater Day Sleeping | 45° 09.648' N | 113° 53.26190070' W |
| Camp Site | Williams Spike | 45° 05.620' N | 114° 02.86808268' W |
| Dip Site | Dutch Dip | 45° 13.8980742' N | 114° 12.7049535' W |
| Dip Site | Panther Dip | 45° 18.974' N | 113° 57.061548' W |
| Dip Site | River Dip | 45° 08.882' N | 113° 55.147324' W |
| Dip Site | South Pit Dip | 45° 13.875' N | 114° 06.82177422' W |
| Dip Site | Trailer Dip | 45° 18.495' N | 113° 54.1887320' W |
| Dip Site | Wallace Dip | 45° 14.774' N | 114° 00.36808268' W |
| Dip Site | Webb Dip | 45° 17.055' N | 114° 04.50798200' W |
| Drop Point | 11 | 45° 24.040' N | 114° 10.11095856' W |
| Drop Point | 11 | 45° 25.131' N | 114° 04.88319888' W |
| Drop Point | 12 | 45° 24.871' N | 114° 04.28374206' W |
| Drop Point | 13 | 45° 25.154' N | 114° 02.86740854' W |
| Drop Point | 14 | 45° 25.520' N | 114° 04.94545676' W |
| Drop Point | 15 | 45° 30.503' N | 114° 00.19120272' W |
| Drop Point | 16 | 45° 28.121' N | 113° 59.69973636' W |
| Drop Point | 17 | 45° 26.807' N | 113° 59.379040' W |
| Drop Point | 18 | 45° 24.455' N | 113° 59.78653602' W |
| Drop Point | 20 | 45° 23.523' N | 114° 15.9777772' W |
| Drop Point | 21 | 45° 21.833' N | 114° 03.2399470' W |
| Drop Point | 25 | 45° 23.467' N | 114° 07.42399470' W |
| Drop Point | 40 | 45° 20.882' N | 113° 55.14065478' W |
| Drop Point | 41 | 45° 18.754' N | 113° 54.37910598' W |
| Drop Point | 42 | 45° 18.181' N | 113° 55.9703168' W |
| Drop Point | 44 | 45° 15.440' N | 114° 00.36808268' W |
| Drop Point | 45 | 45° 13.754' N | 113° 53.79889520' W |
| Drop Point | 46 | 45° 11.847' N | 113° 55.326746' W |
| Drop Point | 48 | 45° 15.260' N | 113° 57.20537238' W |
| Drop Point | 49 | 45° 16.714' N | 113° 57.70827924' W |
| Drop Point | 50 | 45° 18.030' N | 113° 59.577344' W |
| Drop Point | 51 | 45° 15.440' N | 114° 00.36808268' W |
| Drop Point | 52 | 45° 18.880' N | 114° 02.2829020' W |
| Drop Point | 53 | 45° 13.230' N | 114° 02.60957898' W |
| Drop Point | 54 | 45° 08.850' N | 114° 01.95635604' W |
| Drop Point | 55 | 45° 10.823' N | 113° 56.0294056' W |
| Drop Point | 56 | 45° 05.899' N | 113° 56.04698022' W |
| Drop Point | 57 | 45° 04.910' N | 113° 57.9545976' W |
| Drop Point | 58 | 45° 05.073' N | 114° 03.3334680' W |
| Drop Point | 59 | 45° 05.986' N | 114° 05.5861666' W |
| Drop Point | 60 | 45° 14.720' N | 45° 14.720' N |
| Drop Point | 61 | 45° 13.419' N | 114° 06.79380978' W |
| Drop Point | 63 | 45° 09.340' N | 114° 08.3642250' W |
| Drop Point | 65 | 45° 13.833' N | 114° 13.3767244' W |
| Drop Point | 68 | 45° 17.455' N | 114° 04.42281446' W |
| Drop Point | 70 | 45° 07.584' N | 114° 12.92528700' W |
| Drop Point | 72 | 45° 15.882' N | 114° 19.73971536' W |
| Drop Point | 73 | 45° 16.390' N | 114° 20.09755758' W |
| Drop Point | 75 | 45° 17.373' N | 114° 21.0243806' W |
| Drop Point | 76 | 45° 16.471' N | 114° 23.46757434' W |
| Drop Point | 77 | 45° 18.957' N | 114° 23.90629092' W |
| Drop Point | 85 | 45° 20.872' N | 114° 16.21777736' W |
| Helibase | Moose Helibase | 45° 06.821' N | 113° 52.7832998' W |
| Helispot | H-1 | 45° 24.030' N | 114° 09.98432238' W |
| Helispot | H-10 | 45° 14.100' N | 114° 06.7077416' W |
| Helispot | H-11 | 45° 15.716' N | 114° 05.57818' W |
| Helispot | H-12 | 45° 25.118' N | 114° 03.81177570' W |
| Helispot | H-13 | 45° 13.495' N | 114° 07.5187430' W |
| Helispot | H-17 | 45° 08.383' N | 114° 08.8337374' W |
| Helispot | H-19 | 45° 07.597' N | 114° 08.4257330' W |
| Helispot | H-2 | 45° 23.782' N | 113° 53.1689268' W |
| Helispot | H-20 | 45° 09.707' N | 114° 17.08577550' W |
| Helispot | H-205 | 45° 21.1000002' N | 114° 25.9330002' W |
| Helispot | H-24 | 45° 11.983' N | 114° 16.29468096' W |
| Helispot | H-31 | 45° 14.195' N | 114° 01.1787314' W |
| Helispot | H-33 | 45° 16.220' N | 113° 55.7607248' W |
| Helispot | H-35 | 45° 13.434' N | 114° 06.5077268' W |
| Helispot | H-36 | 45° 16.980' N | 113° 55.7897268' W |
| Helispot | H-40 | 45° 09.690' N | 113° 57.18097152' W |
| Helispot | H-6 | 45° 19.659' N | 114° 25.79851200' W |
| Helispot | H-7 | 45° 17.376' N | 114° 20.95266004' W |
| Helispot | H-8 | 45° 13.329' N | 114° 06.9777414' W |
| Helispot | H-9 | 45° 13.27107942' N | 114° 13.7597098' W |
| Helispot | Hospital | 45° 10.432' N | 113° 53.5408774' W |
| Mobile Weather Unit | IRAWS 37 | 45° 12.417' N | 113° 58.41748886' W |
| Mobile Weather Unit | IRAWS 38 | 45° 17.520' N | 113° 59.3524010' W |
| Mobile Weather Unit | IRAWS 40 | 45° 17.140' N | 114° 09.16910882' W |
| Mobile Weather Unit | IRAWS 41 | 45° 23.247' N | 114° 21.34709016' W |
| Mobile Weather Unit | IRAWS 43 | 45° 13.434' N | 114° 06.5091042' W |
| Mobile Weather Unit | IRAWS 44 | 45° 11.647' N | 114° 16.68075174' W |
| Mobile Weather Unit | IRAWS 39 | 45° 17.222' N | 114° 20.5244424' W |
| Repeater | CHD 1 | 45° 27.553' N | 113° 52.83467400' W |
| Repeater | CHD 2 | 45° 25.780' N | 114° 06.62487642' W |
| Repeater | CHD 3 | 45° 09.532' N | 114° 01.5787232' W |
| Repeater | CHD 4 | 45° 23.308' N | 114° 21.94183310' W |
| Repeater | CHD 5 | 45° 11.383' N | 114° 16.89112620' W |
| Slip Site | | 45° 15.104' N | 113° 54.29424648' W |

Air Ops

Moose

ID-SCF-022105

130,093 Acres as of 9/18/2022 @ 2316

9/21/2022

- ▬ Salmon Watershed
 - Aerial Hazard
 - Airstrip or Airport
 - Aviation Check Point
 - Dip Site
- Helispot
 - Helibase
 - ⌘ Assignment Breaks
 - ⌘ Division Break
 - ⌘ Branch Break
- Drop Point
 - ◆ Communications
 - ◆ Mobile Weather Unit
 - ◆ Repeater
- Water
 - Water Source
 - ⌘ Completed Burnout
 - ⌘ Completed Dozer Line
 - ⌘ Completed Fuel Break
 - ⌘ Completed Hand Line
- Completed Mixed Construction Line
 - Completed Plow Line
 - Completed Road as Line
 - Planned Dozer Line
 - Planned Fuel Break
 - Planned Hand Line
- Planned Mixed Construction Line
 - Planned Road as Line
 - Potential Control Line
 - Access or Improved Road
 - Other
 - Aerial Hazard
- Retardant Drop
 - Temporary Flight Restriction

Created 9/20/2022 at 1959

North American 1983 Datum. Lat/Long Grid

0 1 2 3 4 5 Miles