



<p>0 0.3 0.6 1.2 Nautical Miles</p>	Aviation Check Point Helispot Unimproved Landing Area Division Break Branch Break	Drop Point Closure Camp Lookout Gate	Mobile Weather Unit Dip Site Draft Site Completed Dozer Line Completed Hand Line	Completed Mixed Construction Line Completed Road as Line Aerial Hazard Retardant Drop Aviation Route	Temporary Flight Restriction Contained Uncontained Wildfire Daily Fire Perimeter
		Datum: NAD 1983 UTM Zone 12N			

FC Point Type	Label	Comments	Latitude WGS84 DDM	Longitude WGS84 DDM
Aviation Check Point	Red Rock Check		40° 21.882' N	110° 55.857' W
Aviation Check Point	Ridge Check		40° 28.152' N	110° 56.361' W
Dip Site	Beaver Dip		40° 28.289' N	110° 55.291' W
Dip Site	Dude Dip		40° 32.277' N	110° 52.373' W
Dip Site	Hades Dip		40° 31.254' N	110° 54.377' W
Dip Site	Heart Dip		40° 27.847' N	111° 03.738' W
Dip Site	Iron Dip		40° 33.209' N	110° 53.327' W
Dip Site	Iron Mine Lake		40° 33.952' N	110° 56.180' W
Dip Site	Mike Dip		40° 27.575' N	110° 55.573' W
Dip Site	Mill Hollow Dip		40° 29.400' N	111° 06.362' W
Dip Site	Moose Dip		40° 32.925' N	111° 02.205' W
Dip Site	Road Dip		40° 31.310' N	110° 56.811' W
Dip Site	Solar Dip		40° 35.607' N	110° 59.969' W
Dip Site	Spruce Dip		40° 30.773' N	110° 54.030' W
Dip Site	Trail Dip		40° 27.043' N	111° 00.323' W
Dip Site	Tri Dip		40° 35.393' N	110° 56.741' W
Helispot	H1	H1	40° 29.349' N	111° 06.635' W
Helispot	H10	Approved for type 2	40° 28.904' N	110° 59.736' W
Helispot	H11		40° 33.417' N	110° 53.329' W
Helispot	H12		40° 31.098' N	110° 51.721' W
Helispot	H13		40° 29.690' N	110° 55.599' W
Helispot	H14		40° 29.202' N	110° 52.849' W
Helispot	H15		40° 28.562' N	110° 52.855' W
Helispot	H2	H2	40° 29.191' N	111° 01.291' W
Helispot	H3	H3, confirm clearance before use	40° 32.583' N	111° 05.706' W
Helispot	H4	H4	40° 30.323' N	111° 00.775' W
Helispot	H5	H-5	40° 27.845' N	111° 03.576' W
Helispot	H6	H-6	40° 28.318' N	111° 03.191' W
Helispot	H7	H-7	40° 27.519' N	110° 53.429' W
Helispot	H8		40° 28.783' N	110° 58.140' W
Helispot	H9		40° 29.370' N	110° 54.733' W
Unimproved Landing Area		Too much slope, one way, winds	40° 28.718' N	111° 05.240' W

