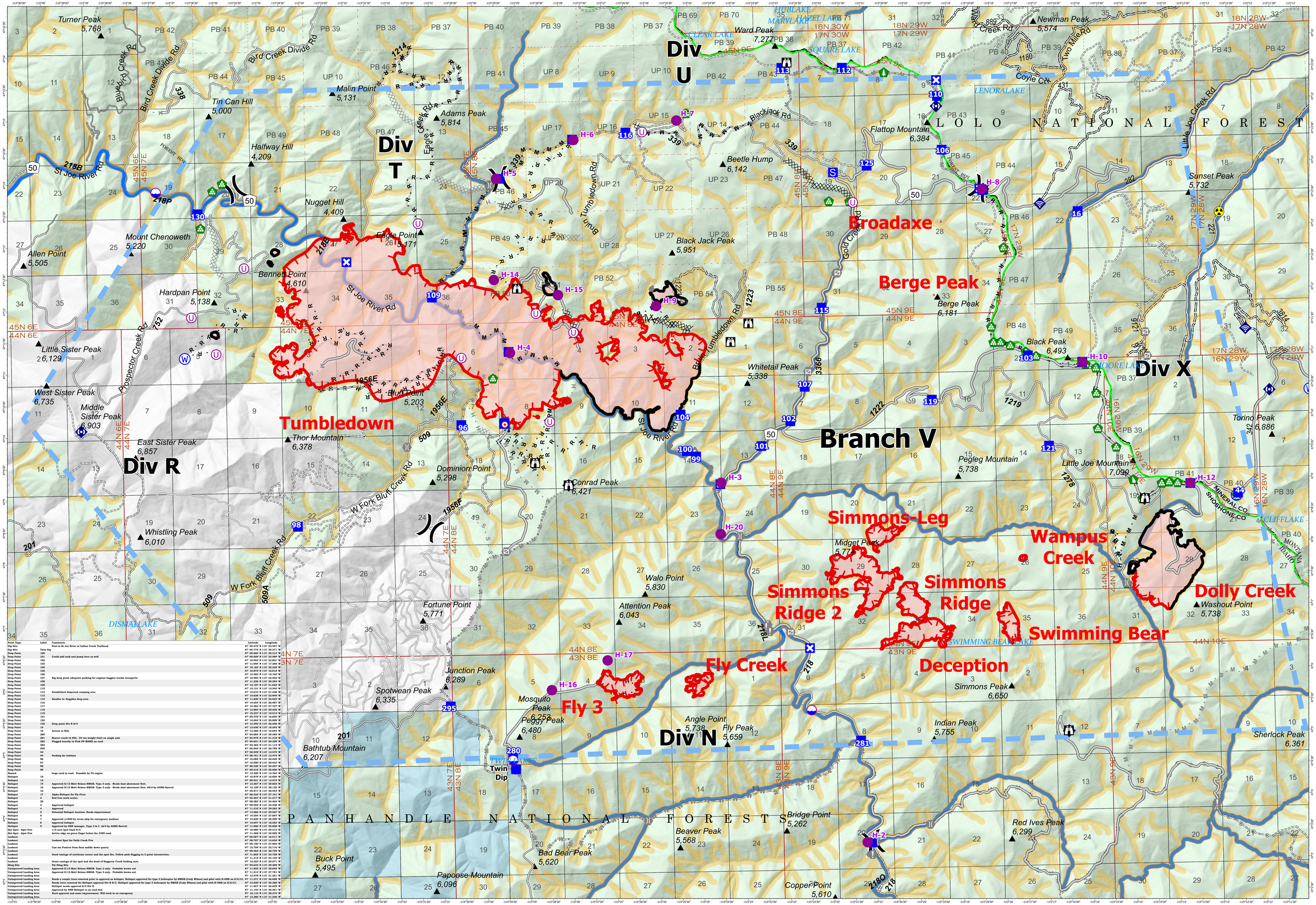

Point Type	Label	Comments	Latitude	Longitude
Dip Site		Pool in St. Joe River at Indian Creek Trailhead	47° 05.472' N	115° 22.447' W
Dip Site	Twin Dip		47° 04.774' N	115° 29.371' W
Drop Point	100		47° 09.604' N	115° 25.213' W
Drop Point	101	Could add tank and pump here as well	47° 09.609' N	115° 23.484' W
Drop Point	102		47° 10.042' N	115° 22.801' W
Drop Point	103		47° 11.004' N	115° 17.268' W
Drop Point	104		47° 10.162' N	115° 28.339' W
Drop Point	105		47° 10.872' N	115° 16.015' W
Drop Point	106		47° 14.282' N	115° 19.144' W
Drop Point	107	Big drop point adequate parking for engines buggies trucks transports	47° 10.582' N	115° 22.452' W
Drop Point	108		47° 11.208' N	115° 20.294' W
Drop Point	109		47° 12.107' N	115° 21.045' W
Drop Point	110		47° 15.111' N	115° 19.245' W
Drop Point	112	Established dispersed camping area	47° 15.410' N	115° 21.438' W
Drop Point	113		47° 15.428' N	115° 22.860' W
Drop Point	115	Smaller ie: Supplies drop area	47° 11.826' N	115° 22.022' W
Drop Point	116		47° 14.654' N	115° 26.487' W
Drop Point	117		47° 14.562' N	115° 27.727' W
Drop Point	118		47° 13.564' N	115° 29.420' W
Drop Point	119		47° 10.337' N	115° 19.314' W
Drop Point	121		47° 04.093' N	115° 16.009' W
Drop Point	125		47° 14.454' N	115° 20.600' W
Drop Point	16	Drop point Div R 8/4	47° 13.692' N	115° 16.446' W
Drop Point	18		47° 13.618' N	115° 14.242' W
Drop Point	16	Access to Kile	47° 13.266' N	115° 16.043' W
Drop Point	280		47° 04.884' N	115° 31.309' W
Drop Point	281	Beaver creek rd 305, 24 ton weight limit on single axle	47° 04.975' N	115° 21.318' W
Drop Point	282	Flagged heavily in Pink DP MARK on road	47° 06.631' N	115° 20.208' W
Drop Point	283		47° 03.362' N	115° 21.114' W
Drop Point	295		47° 05.443' N	115° 30.789' W
Drop Point	43		47° 08.929' N	115° 13.572' W
Drop Point	44	Parking for lowboys	47° 08.761' N	115° 12.474' W
Drop Point	96		47° 10.083' N	115° 30.430' W
Drop Point	97		47° 10.090' N	115° 29.433' W
Drop Point	98		47° 08.526' N	115° 34.247' W
Drop Point	99		47° 09.516' N	115° 25.000' W
Hazard		large rock in road. Passable by T6 engine	47° 13.209' N	115° 12.764' W
Helispot	10		47° 10.879' N	115° 16.005' W
Helispot	12		47° 08.931' N	115° 13.573' W
Helispot	14	Approved 8/12 Matt Nelson HMGB. Type 3 only. Needs dust abatement first.	47° 12.387' N	115° 29.603' W
Helispot	15	Approved 8/12 Matt Nelson HMGB. Type 3 only. Needs dust abatement first. Ok'd by AOBD Barrett	47° 12.109' N	115° 28.120' W
Helispot	16		47° 08.871' N	115° 28.443' W
Helispot	17	Alpha Helispot for Fly Fires	47° 06.323' N	115° 27.141' W
Helispot	2	Red Ives work center	47° 03.367' N	115° 21.217' W
Helispot	20		47° 08.282' N	115° 24.464' W
Helispot	3	Approved helispot	47° 09.092' N	115° 24.428' W
Helispot	4	Approved	47° 11.210' N	115° 29.262' W
Helispot	5	Potential Helispot location. Needs improvement	47° 13.966' N	115° 28.507' W
Helispot	6		47° 14.554' N	115° 27.697' W
Helispot	7	Approved ≥1600 by recon ship for emergency medivac	47° 14.829' N	115.300' W
Helispot	8	Approved helispot	47° 13.647' N	115° 18.253' W
Helispot	9	Approved by 4HR manager. Type 2 & 3 ok'd by AOBD Barrett	47° 11.906' N	115° 25.856' W
Hot Spot - Spot Fire		1/2 acre spot lined 8/4	47° 10.080' N	115° 29.413' W
Hot Spot - Spot Fire		Active edge on green finger below the 3399 road.	47° 11.368' N	115.500' W
Lookout			47° 05.067' N	115° 16.511' W
Lookout		Lookout Spot for Dolly Creek Fire	47° 08.707' N	115° 14.634' W
Lookout			47° 09.100' N	115° 27.964' W
Lookout		Can see Fostret from foot saddle down quarts	47° 15.709' N	115° 22.716' W
Lookout			47° 09.463' N	115° 28.729' W
Lookout		Good vantage of northeast corner and the spot fire. Follow pink flagging to 3 point intersection.	47° 11.604' N	115° 24.128' W
Lookout			47° 11.618' N	115° 24.128' W
Lookout		Great vantage of the spot and the head of Haggerty Creek looking east.	47° 11.323' N	115° 29.077' W
Sling Site		Fly Sling Site	47° 06.420' N	115° 20.309' W
Unimproved Landing Area		Approved 8/12 Matt Nelson HMGB. Type 3 only. Probable brown out	47° 11.832' N	115° 28.644' W
Unimproved Landing Area		Approved 8/12 Matt Nelson HMGB. Type 3 only. Probable brown out	47° 11.513' N	115° 27.781' W
Unimproved Landing Area			47° 13.479' N	115° 21.251' W
Unimproved Landing Area		Needs a couple trees removed prior to approval as helispot. Helispot approved for type 3 helicopter by HMGB (Cody Wilson) and pilot with H-4HR on 8/6/21.	47° 13.271' N	115° 16.004' W
Unimproved Landing Area		Needs trees removed for Helispot approval Div R 8/2. Helispot approved for type 3 helicopter by HMGB (Cody Wilson) and pilot with H-4HR on 8/6/21.	47° 12.630' N	115° 15.388' W
Unimproved Landing Area		Helispot needs approval 8/5 Div R	47° 11.807' N	115° 16.429' W
Unimproved Landing Area		Approved by 4HR Helispot is on road bed.	47° 11.142' N	115° 30.391' W
Unimproved Landing Area		Need approval and some improvement. Will work in an emergency	47° 13.110' N	115° 28.373' W
Unimproved Landing Area			47° 13.280' N	115° 31.336' W

Stateline Complex

ID-IPF-000504

08/14/2021

AIR OPS MAP

- Dip Site
- Helispot
- Sling Site
- Unimproved Landing Area
- Division Break
- Drop Point
- Closure
- Staging Area
- Lookout
- Hot Spot - Spot Fire
- Value at Risk
- Other
- Gate
- Bridge
- Water Development or Draft Site
- Landing or Log Deck
- Hazard Tree
- Dozer Push
- Mobile Weather Unit
- Internet Access
- Repeater
- Hazard
- Water Source
- Completed Dozer Line
- Completed Fuel Break
- Completed Hand Line
- Completed Mixed Construction Line
- Completed Road as Line
- Planned Dozer Line
- Planned Hand Line
- Planned Mixed Construction Line
- Planned Road as Line
- Planned Secondary Line
- Access or Improved Road
- Temporary Flight Restriction
- Fire Edge
- Contained Line
- Wildfire Daily Fire Perimeter
- Paved Road
- Gravel Road
- Dirt Roads
- Closed Roads
- Administrative FS Boundary
- Ranger District Boundary
- Forest Service Land
- State Public Lands
- Bull Trout Critical Habitat
- Aerial Fire Retardant Avoidance

Calculated from IR
11,422 acres
NAD 1983 UTM Zone 11N

Miles: 0, ¾, 1½, 3
1:32,000
Kilometers: 0, ¾, 1½, 3

Northern Rockies National Incident Management Team

AIR OPS MAP