



Transportation
 Pioneer
 WA-SES-000173
 06/23/2024 16hr
 4497 acres on 6/22/2024 @ 0115

0 1 2 3 4
 Miles

- ⚓ Docks
- Helispot
- Helibase
- Unimproved Landing Area
-) Division Break
- [[Branch Break
- 🚒 Incident Command Post
- 📍 Drop Point
- 🏠 Camp
- 📏 Staging Area
- 📡 Repeater
- ⚠️ Hazard
- 🚧 Completed Dozer Line
- 🛢️ Completed Fuel Break
- 🛣️ Completed Hand Line
- 🛣️ Completed Mixed Construction Line
- 🛣️ Completed Road as Line
- 🛩️ Aerial Avoidance Area
- Other
- Aerial Hazard
- 🚫 Temporary Flight Restriction
- 🔴 Uncontained
- 🔴 Wildfire Daily Fire Perimeter
- 🇺🇸 U.S. Forest Service
- 🏞️ Bureau of Land Management
- 🏞️ National Park Service
- 🏞️ State Land
- 🏞️ Other Land, Including Private

FC Point Type	Label	Comments	Latitude WGS84 DDM	Longitude WGS84 DDM
Camp	Lucerne		48° 12.121' N	120° 35.602' W
Drop Point	100	DP100	48° 09.413' N	120° 08.973' W
Drop Point	102	DP102	48° 08.852' N	120° 10.024' W
Drop Point	104	DP104	48° 07.143' N	120° 13.630' W
Drop Point	14	DP 14	48° 18.471' N	120° 39.402' W
Drop Point	16	DP 16	48° 16.521' N	120° 37.792' W
Drop Point	18	DP 18	48° 16.162' N	120° 37.381' W
Drop Point	20	DP 20	48° 14.734' N	120° 36.772' W
Drop Point	21	21	48° 14.499' N	120° 36.635' W
Drop Point	22	DP 22	48° 14.156' N	120° 37.004' W
Drop Point	23		48° 13.446' N	120° 36.206' W
Drop Point	24	DP 24	48° 12.751' N	120° 34.758' W
Drop Point	26	DP 26	48° 12.405' N	120° 33.820' W
Drop Point	27	DP 27	48° 12.152' N	120° 35.400' W
Drop Point	28	DP 28	48° 11.899' N	120° 32.887' W
Drop Point	30	DP30	48° 10.912' N	120° 31.871' W
Drop Point	32	DP 32 - high quality Dock	48° 10.615' N	120° 31.657' W
Drop Point	34	DP 34	48° 08.832' N	120° 29.915' W
Drop Point	36	DP 36	48° 07.657' N	120° 29.532' W
Drop Point	38	DP 38	48° 02.917' N	120° 22.648' W
Drop Point	50	DP 50	47° 57.449' N	120° 08.925' W
Drop Point	52	Drop Point 52	47° 59.880' N	120° 09.011' W
Drop Point	54	DP 54, moved DP 56 to camp four.	48° 00.864' N	120° 12.439' W
Drop Point	56	Camp four below the 8200 RD. Spike.	48° 01.448' N	120° 14.002' W
Drop Point	58		48° 03.427' N	120° 17.408' W
Drop Point	72	72	48° 05.707' N	120° 14.329' W
Drop Point	76	76	48° 03.939' N	120° 09.871' W
Drop Point	82	82	47° 59.669' N	120° 16.182' W
Drop Point	84	84	47° 58.183' N	120° 12.817' W
Drop Point	90	90	47° 50.162' N	120° 02.284' W
Hazard		Culvert collapse, downslope side of road	48° 06.144' N	120° 16.462' W
Hazard		Exposed culvert	48° 06.497' N	120° 13.469' W
Hazard		Watercrossing, tight and unstable downslope	48° 06.219' N	120° 14.021' W
Hazard		Culvert failure. Downslope side of road.	48° 06.253' N	120° 16.588' W
Hazard		Open test pits (2)	48° 07.649' N	120° 29.438' W
Helibase	Pioneer		47° 51.947' N	119° 56.824' W
Helispot	H1	Type 3 Approved	48° 10.780' N	120° 31.800' W
Helispot	H10	Type 2 Approved	48° 14.050' N	120° 36.461' W
Helispot	H11	Approved for type 2	48° 14.492' N	120° 35.922' W
Helispot	H12	Approved for Type 2, It will be H-12 approved by ASGST	48° 13.325' N	120° 35.908' W
Helispot	H14	Stehekin Airport	48° 20.760' N	120° 43.242' W
Helispot	H15	Type 2 Approved	48° 08.754' N	120° 29.813' W
Helispot	H16	Approved for Type 2	48° 07.74' N	120° 29.55' W
Helispot	H17			
Helispot	H25	Above 25Mi State Park; Type 2 Approved	47° 59.212' N	120° 16.526' W
Helispot	H40	Couple snags and some dead and down need to taken care of then would be a Type 2 helispot	48° 06.357' N	120° 20.452' W
Helispot	H41	Large open are could land Type 2 now, needs to be approved	48° 06.812' N	120° 17.723' W
Helispot	H43	Good for a Type 2 needs a fire ring and a few snags removed on NE side, then could be approved.	48° 05.345' N	120° 13.740' W
Helispot	H45	Needs some bushes cut then a Type 2 could approve it.	48° 04.184' N	120° 09.989' W
Helispot	H46	Little horse shoe loop off the 8020 rd. needs some brushing done and then approved	48° 01.430' N	120° 06.529' W
Helispot	H47	Good spot for a type 2, needs to be approved,	48° 00.729' N	120° 05.100' W
Helispot	H48	Good for a Type 2 needs to be approved.	48° 00.414' N	120° 04.920' W
Helispot	H5	Type 1 Approved	48° 12.162' N	120° 35.447' W
Helispot	H50	Off the edge of the 8250 road. Easy access from 8200 road. Adequate spot for type II aircraft.	48° 02.813' N	120° 17.377' W
Incident Command Post	ICP	Chelan Rodeo Grounds, 1099 N Bradley St. Chelan, WA	47° 51.241' N	120° 00.609' W
Sling Site		150' long line suggested. La Grande IHC	48° 13.246' N	120° 35.910' W
Sling Site			48° 14.817' N	120° 35.369' W
Staging Area		Weed wash and Staging	47° 49.900' N	119° 59.347' W
Staging Area	Antilon	Sno-Park	47° 57.452' N	120° 08.924' W
Unimproved Landing Area		Type 2 helicopter spot	48° 12.638' N	120° 34.181' W
Unimproved Landing Area		On dozer line. Potential for dust. Adequate for type II aircraft.	48° 03.547' N	120° 19.923' W
Unimproved Landing Area			48° 07.469' N	120° 11.018' W

164-169 | CIMT NW13 | 06/22/2024 2154
 North American 1983 Datum, Lat,Long Grid

