

Feature Category	Label	Comments	Latitude	Longitude
Aerial Hazard		Tower	47° 56.558' N	120° 15.096' W
Aerial Hazard		Radio transmission tower	48° 21.050' N	120° 43.605' W
Aerial Hazard		Radio transmission tower	48° 19.633' N	120° 40.428' W
Aerial Hazard		150ft tall internet repeater	48° 19.328' N	120° 41.025' W
Aerial Hazard		Power lines	48° 22.053' N	120° 45.025' W
Aviation Check Point			48° 22.503' N	120° 47.374' W
Aviation Check Point	Fish Chk	Fish Check Point	48° 17.381' N	120° 31.231' W
Aviation Check Point	Graham		48° 04.894' N	120° 29.128' W
Aviation Check Point	Manly Wham		48° 16.421' N	120° 38.729' W
Aviation Check Point	Prince Chk	Prince Check Point	48° 13.175' N	120° 25.341' W
Aviation Check Point	Safety Harbor		48° 02.651' N	120° 22.901' W
Aviation Check Point	Star Chk	Star Check Point	48° 15.254' N	120° 26.845' W
Helibase	MVSA	Methow Valey State Airport	48° 25.648' N	120° 08.519' W
Helibase	Pioneer		47° 51.947' N	119° 56.824' W
Helispot	11	Type 2 Approved	48° 14.492' N	120° 35.922' W
Helispot	12	Type 2 Approved, It will be	48° 13.325' N	120° 35.908' W
Helispot	14	Stehekin Airport	48° 20.636' N	120° 43.129' W
Helispot	17		48° 15.150' N	120° 35.568' W
Helispot	18	Type 2 Approved; Grande	48° 12.830' N	120° 31.951' W
Helispot	20	Type 2 Approved	48° 09.620' N	120° 29.291' W
Helispot	21	Type 3 Approved	48° 15.400' N	120° 37.001' W
Helispot	23	Type 3 Approved. Pad needs	48° 17.653' N	120° 38.204' W
Helispot	25	Type 2 Approved; Above 25Mi	47° 59.212' N	120° 16.527' W
Helispot	4	Type 2 Approved	48° 12.638' N	120° 34.181' W
Helispot	40	Couple snags and some dead	48° 06.357' N	120° 20.452' W
Helispot	41	Large open are could land Type	48° 06.812' N	120° 17.723' W
Helispot	43	Good for a Type 2 needs a fire	48° 05.345' N	120° 13.740' W
Helispot	46	Little horse shoe loop off the	48° 01.430' N	120° 06.529' W
Helispot	47	Good spot for a type 2, needs	48° 00.729' N	120° 05.100' W
Helispot	48	Good for a Type 2 needs to be	48° 00.414' N	120° 04.920' W
Helispot	50	Off the edge of the 8250 road.	48° 02.813' N	120° 17.377' W
Helispot	51	Dust abatement prefered	48° 03.688' N	120° 21.211' W
Helispot	53	Type 3 Approved	48° 03.515' N	120° 01.948' W
Helispot	55	Type 3 Approved w/ dust	47° 57.069' N	120° 10.978' W
Helispot	H-1	Type 2 Approved	48° 10.780' N	120° 31.800' W
Helispot	H-10	Type 2 Approved	48° 14.089' N	120° 36.771' W
Helispot	H-15	Type 2 Approved	48° 08.754' N	120° 29.813' W
Helispot	H-16	Type 2 Approved	48° 07.74' N	120° 29.55' W
Helispot	H-19	Type 1 Approved	48° 22.342' N	120° 45.839' W
Helispot	H-269	Type 2 Approved	47° 58.164' N	120° 11.270' W
Helispot	H-45	Needs some bushes cut then a	48° 04.184' N	120° 09.989' W
Helispot	H-5	Type 1 Approved	48° 12.162' N	120° 35.447' W
Helispot	H-52		48° 04.021' N	120° 01.323' W
Helispot	H-54	Type 2 Approved. Two way	48° 01.388' N	120° 17.371' W
Helispot	H-56	Type 2 Approved. Needs a LOT	47° 58.762' N	120° 10.284' W
Incident Command Post	ICP	Singleton Park, S Madeline Rd,	47° 52.730' N	120° 08.487' W
Sling Site			48° 14.817' N	120° 35.369' W
Sling Site		sling site only	48° 14.846' N	120° 36.827' W
Sling Site		Sling or Short Haul Site-	48° 02.831' N	120° 22.296' W
Sling Site		Sling or Short Haul Site-	48° 03.122' N	120° 22.058' W
Sling Site		Sling or Short Haul Site-	48° 02.963' N	120° 22.174' W
Sling Site		Sling site for camp 4 spike	48° 01.484' N	120° 14.519' W