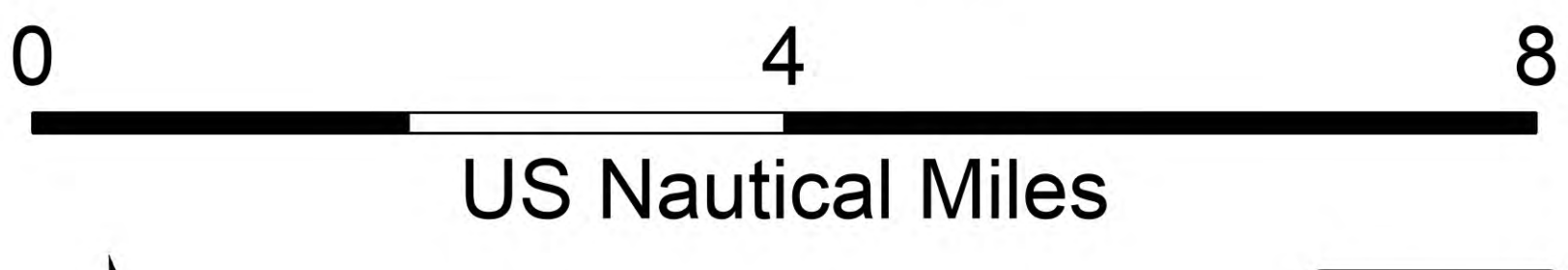


Air Ops



Pioneer WA-SES-000173 08/04/2024

35,477 acres on 8/3/2024 @ 0245

Easy WA-OWF-000435 08/04/2024

939 acres on 8/3/2024 @ 0245

- Aerial Hazard
- Airstrip or Airport
- Aviation Check Point
- HeliSpot
- Sling Site
- Division Break
- Branch Break
- Drop Point
- Camp
- Lookout
- Mobile Weather Unit
- Repeater
- Dip Site
- Completed Dozer Line
- Completed Fuel Break
- Completed Hand Line
- Completed Mixed
- Completed Road as Line
- Planned Dozer Line
- Planned Fuel Break
- Planned Hand Line
- Planned Road as Line
- Proposed Line
- Highlighted Feature
- Aerial Hazard
- Aviation Route
- Temporary Flight Restriction
- Contained
- Uncontained
- Fire Area
- U.S. Forest Service
- Bureau of Land Management
- National Park Service
- State Land
- Other Land, Including Private
- Wilderness

Point Type	Label	Comments	Latitude WGS84 DDM	Longitude WGS84 DDM	Elevation (Feet)
Aerial Hazard	Tower		47° 56.557' N	120° 15.096' W	6800
Aerial Hazard	Radio transmission tower behind powerhouse. For Chelan County PUD use.		48° 21.050' N	120° 43.605' W	5800
Aerial Hazard	Radio transmission tower		48° 19.633' N	120° 40.208' W	5800
Aerial Hazard	Power lines		48° 22.053' N	120° 45.025' W	5800
Aerial Hazard	150ft tall internet repeater tower		48° 15.328' N	120° 41.025' W	5800
Airstrip or Airport	Shehkin Airstrip		48° 20.723' N	120° 43.295' W	5800
Aviation Check Point	Fish Chk	Fish Check Point	48° 17.381' N	120° 31.231' W	5800
Aviation Check Point	Graham		48° 04.894' N	120° 29.128' W	5800
Aviation Check Point	Manly Wham		48° 16.421' N	120° 38.729' W	5800
Aviation Check Point	Prince Chk	Prince Check Point	48° 15.175' N	120° 25.241' W	5800
Aviation Check Point	Safety Harbor		48° 02.651' N	120° 22.812' W	5800
Aviation Check Point	Star Chk	Star Check Point	48° 15.254' N	120° 26.845' W	5800
Dip Site	Unexploded Ordnance		48° 30.079' N	120° 44.283' W	4802
Dip Site	Good for type 1's		48° 35.870' N	120° 51.550' W	5800
Dip Site	General Location/Power/Only 150' longline required		48° 35.605' N	120° 48.460' W	3600
Dip Site			48° 35.567' N	120° 43.266' W	6800
Dip Site	Bernice Dip		48° 14.517' N	120° 24.257' W	7259
Dip Site	Cub Lake		48° 11.918' N	120° 24.701' W	5230
Dip Site	Surprise Dip		48° 13.380' N	120° 26.549' W	6138
HeliSpot	11	Type 2 Approved	48° 15.492' N	120° 35.922' W	1847
HeliSpot	12	Type 2 Approved. It will be H-12 approved by ASGS	48° 20.723' N	120° 43.295' W	3343
HeliSpot	14	Shehkin Airport	48° 20.636' N	120° 43.129' W	1201
HeliSpot	151	Type 2 / Type 3 Approved	48° 35.702' N	120° 46.452' W	2115
HeliSpot	157	Type 2 / Type 3 Approved	48° 36.647' N	120° 48.721' W	4362
HeliSpot	158	Type 2 Approved	48° 37.028' N	120° 48.721' W	5779
HeliSpot	159	Type 2 Approved	48° 37.420' N	120° 48.721' W	6800
HeliSpot	161	Type 2 Approved	48° 37.235' N	120° 47.638' W	6735
HeliSpot	163	Type 2 Approved	48° 37.890' N	120° 46.790' W	3668
HeliSpot	17	Type 3 Approved	48° 03.515' N	120° 01.948' W	1692
HeliSpot	18	Type 2 Approved; Grande Ronde	48° 15.150' N	120° 35.568' W	3340
HeliSpot	20	Type 2 Approved	48° 17.830' N	120° 31.951' W	4485
HeliSpot	21	Type 3 Approved	48° 09.620' N	120° 29.205' W	1394
HeliSpot	23	Type 3 Approved. Pad needs improvement.	48° 15.400' N	120° 37.001' W	1627
HeliSpot	25	Type 2 Approved; Above 25th State Park	48° 17.653' N	120° 38.204' W	1877
HeliSpot	4	Type 2 Approved	48° 16.638' N	120° 34.813' W	1312
HeliSpot	40	Couple easy 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	6466
HeliSpot	41	Large open area could land Type 2 now, needs to be approved	48° 06.812' N	120° 17.223' W	6594
HeliSpot	43	Good for a Type 2 needs a fire ring and a few snaps removed on NE side, then could be approved	48° 05.345' N	120° 13.740' W	6152
HeliSpot	46	Little horse shoe loop off the 8020 rd. Needs some brushing done and then approved	48° 01.430' N	120° 06.529' W	5266
HeliSpot	47	Good spot for a type 2, needs to be approved.	48° 00.729' N	120° 05.100' W	5860
HeliSpot	48	Off the edge of the 8250 road. Easy access from 8200 road. Adequate spot for type II aircraft.	48° 00.410' N	120° 04.000' W	5620
HeliSpot	50	Dust abatement preferred	48° 02.813' N	120° 17.777' W	3819
HeliSpot	51	Type 3 Approved	48° 03.688' N	120° 21.211' W	3668
HeliSpot	53	Type 3 Approved w/ dust abatement	48° 03.515' N	120° 01.948' W	1692
HeliSpot	55	Type 3 Approved	48° 15.150' N	120° 35.568' W	3340
HeliSpot	141	Type 2 Approved	48° 17.097' N	120° 10.978' W	1499
HeliSpot	H-10	Type 2 Approved	48° 14.089' N	120° 36.771' W	1181
HeliSpot	H-15	Type 2 Approved	48° 08.754' N	120° 29.813' W	1106
HeliSpot	H-153	Type 3 Only	48° 34.103' N	120° 46.794' W	3917
HeliSpot	H-155	Type 3 Only	48° 36.371' N	120° 48.943' W	3654
HeliSpot	H-16	Type 2 Approved	48° 00.729' N	120° 05.100' W	5860
HeliSpot	H-19	Type 2 Approved	48° 22.342' N	120° 45.892' W	1332
HeliSpot	H-269	Type 2 Approved	47° 58.154' N	120° 11.700' W	1440
HeliSpot	H-45	Needs some bushes cut then a Type 2 could approve it.	48° 04.184' N	120° 09.989' W	5814
HeliSpot	H-5	Type 1 Approved	48° 12.162' N	120° 35.447' W	1109
HeliSpot	H-52	Type 2 Approved. Two way medic heliSpot next to two-track road (UTV access from lake) 6° slope. Improvement needed: move a few rocks, cut a few tall clumps of grass/shrub.	48° 04.021' N	120° 01.323' W	1335
HeliSpot	H-54	Type 2 Approved. Improvement needed: move a few rocks, cut a few tall clumps of grass/shrub.	48° 01.388' N	120° 17.971' W	1276
HeliSpot	H-56	Type 2 Approved. Needs a LOT of dust abatement. No improvements needed.	47° 58.762' N	120° 10.284' W	2527
Sling Site	Sling site only		48° 14.842' N	120° 36.827' W	1285
Sling Site	Sling site for camp 4 spike camp		48° 01.481' N	120° 14.512' W	2161
Sling Site	Sling or Short Haul Site-Unapproved		48° 03.122' N	120° 22.058' W	2668
Sling Site	Sling or Short Haul Site-Unapproved		48° 02.963' N	120° 22.174' W	2163
Sling Site	Sling or Short Haul Site-Unapproved		48° 02.831' N	120° 22.290' W	1693
Sling Site	Sling site		48° 14.817' N	120° 35.369' W	2700