



Point Type	Label	Comments	Elevation (Feet)	Latitude WGS84 DTM	Longitude WGS84 DTM
Aerial Hazard	Tower		47° 56.558' N	120° 15.090' W	
Aerial Hazard	Radio tower	Radio transmission tower behind powerhouse. For Chelan County PUD use.	48° 23.800' N	120° 43.600' W	
Aerial Hazard	Radio tower	Radio transmission tower	48° 19.328' N	120° 46.900' W	
Aerial Hazard	150ft tall internet repeater tower		48° 19.328' N	120° 41.000' W	
Aerial Hazard	Power lines		48° 22.853' N	120° 45.000' W	
Aviation Check Point	Star Chk	Star Check Point	48° 20.722' N	120° 52.200' W	
Aviation Check Point	Fish Chk	Fish Check Point	48° 17.981' N	120° 31.231' W	
Aviation Check Point	Graham Chk	Graham Check Point	48° 04.889' N	120° 29.128' W	
Aviation Check Point	Lucerne Chk	Lucerne Check Point	48° 14.140' N	120° 25.941' W	
Aviation Check Point	Manly Wham Chk	Manly Wham Check Point	48° 14.175' N	120° 25.341' W	
Aviation Check Point	Star Chk	Star Check Point	48° 02.853' N	120° 22.900' W	
Aviation Check Point	Star Chk	Star Check Point	48° 02.854' N	120° 22.900' W	
Aviation Check Point	Star Chk	Star Check Point	48° 20.950' N	120° 30.981' W	
Camp	Blues Ranch		48° 28.84258847' N	120° 12.10229433' W	
Camp	CAMP FOUR		48° 35.600' N	120° 35.500' W	
Camp	Lucerne		48° 12.073' N	120° 35.500' W	
Camp	Stehakin Ranch Spike		48° 22.623' N	120° 47.640' W	
Dip Site		Potential dip site if needed	48° 41.230' N	121° 02.790' W	
Dip Site		Potential dip site	48° 34.800' N	120° 50.741' W	
Dip Site	Alone Dip		48° 34.537' N	120° 24.257' W	
Dip Site	Bernice Dip	General Location/Powerful Only/150' longitude required	48° 35.600' N	120° 35.500' W	
Dip Site	Coa Lake		48° 33.918' N	120° 24.700' W	
Dip Site	Kit Dip	Good for type 1's	48° 36.870' N	120° 51.550' W	
Dip Site	Little Fish Dip		48° 33.140' N	120° 46.821' W	
Dip Site	Blues Dip	Unsubstantiated	48° 35.600' N	120° 35.500' W	
Dip Site	Snowy Dip	Snowy Dip	48° 03.500' N	120° 43.500' W	
Dip Site	Snowy Dip	Snowy Dip	48° 03.500' N	120° 43.500' W	
Dip Site	Surprise Dip		48° 13.380' N	120° 26.549' W	
Dip Site	Wham Dip		48° 14.175' N	120° 25.341' W	
Helibase	Pioneer	Methow Valley State Airport	48° 12.073' N	120° 35.500' W	
Helibase	1	Type 2 Approved	48° 10.780' N	120° 31.800' W	
Helibase	10	Type 2 Approved	48° 14.089' N	120° 26.971' W	
Helibase	11	Type 2 Approved	48° 14.089' N	120° 26.971' W	
Helibase	12	Type 2 Approved. It will be H-12 approved by AIGS	48° 13.320' N	120° 35.900' W	
Helibase	13	H13 Type 2 Approved & 12	48° 20.547' N	120° 41.400' W	
Helibase	14	Stehakin Airport	48° 22.623' N	120° 47.640' W	
Helibase	15	Type 2 Approved	48° 08.754' N	120° 29.833' W	
Helibase	151	Type 2 Approved	48° 35.702' N	120° 46.452' W	
Helibase	153	Type 2 Only	48° 34.700' N	120° 46.290' W	
Helibase	155	Type 2 Only	48° 35.600' N	120° 35.500' W	
Helibase	157	Type 2 / Type 3 Approved	48° 36.640' N	120° 48.721' W	
Helibase	158	Type 2 / Prefeasible Type 3	48° 37.020' N	120° 48.171' W	
Helibase	159	Type 2 Approved	48° 36.870' N	120° 51.550' W	
Helibase	16	Type 2 Approved	48° 07.274' N	120° 29.555' W	
Helibase	16	H16 Large meadow big enough for type 2 and 3. Previously used by local EMS for medic. Be aware of possible personnel or equipment staged in the field	48° 22.623' N	120° 47.640' W	
Helibase	160	Type 2	48° 35.600' N	120° 35.500' W	
Helibase	161	Type 2	48° 35.600' N	120° 35.500' W	
Helibase	163	Type 2 Approved	48° 37.890' N	120° 46.790' W	
Helibase	17	Type 2 Approved	48° 33.140' N	120° 46.821' W	
Helibase	18	Type 2 Approved. Grande Rondo	48° 33.140' N	120° 46.821' W	
Helibase	19	Type 2 Approved	48° 22.342' N	120° 45.830' W	
Helibase	20	Type 2 Approved	48° 09.620' N	120° 29.291' W	
Helibase	21	Type 2 Approved	48° 14.089' N	120° 26.971' W	
Helibase	22	Type 2 Approved. Pad needs improvement.	48° 17.653' N	120° 30.200' W	
Helibase	25	Type 2 Approved. Above 25M State Park	48° 39.212' N	120° 52.527' W	
Helibase	269	Type 2 Approved	47° 58.164' N	120° 11.290' W	
Helibase	4	Type 2 Approved	48° 12.073' N	120° 35.500' W	
Helibase	41	Couche strap and some dead and down need to taken care of them would be a Type 2 helibase	48° 06.357' N	120° 30.452' W	
Helibase	41	Large open area could land Type 2 now, needs to be approved	48° 06.812' N	120° 17.727' W	
Helibase	43	Good for a Type 2 needs a fire ring and a fire strip removed on NE side, then could be approved.	48° 05.600' N	120° 13.740' W	
Helibase	45	Needs open bushes cut from a Type 2, could approved	48° 04.889' N	120° 29.128' W	
Helibase	46	Little horse shoe loop off the 8250 rd. Needs some brushing done and then approved	48° 01.430' N	120° 06.520' W	
Helibase	47	Good spot for a Type 2, needs to be approved.	48° 00.729' N	120° 05.100' W	
Helibase	49	Good for a Type 2 needs to be approved.	48° 00.729' N	120° 05.100' W	
Helibase	50	Type 1 Approved	48° 12.073' N	120° 35.500' W	
Helibase	50	Off the edge of the 8250 road. Easy access from 8200 road. Adequate spot for type II aircraft.	48° 02.813' N	120° 17.727' W	
Helibase	51	Dust abatement preferred	48° 02.813' N	120° 17.727' W	
Helibase	53	Type 2 Approved	48° 04.023' N	120° 18.213' W	
Helibase	53	Type 2 Approved	48° 04.023' N	120° 18.213' W	
Helibase	53	Type 2 Approved	48° 04.023' N	120° 18.213' W	
Helibase	54	Type 3 Approved	48° 03.513' N	120° 01.948' W	
Helibase	54	Type 2 Approved. Two way medic helibase need to two-track road (OTV access from lake) if sites. Improvement needed: move a few rocks, cut a few tall clumps of grass/brush.	48° 03.388' N	120° 17.371' W	
Helibase	55	Type 3 Approved w/ dust abatement	48° 02.813' N	120° 17.727' W	
Helibase	56	Type 2 Approved. Needs a LOT of dust abatement. No improvements needed.	47° 57.069' N	120° 18.098' W	
Helibase	91	Type 2 Only	47° 58.762' N	120° 10.280' W	
Repeater	CMD 3		48° 25.900' N	120° 50.040' W	
Repeater	CMD 10		48° 27.95000000' N	120° 17.91500000' W	
Repeater	CMD 10		47° 56.561' N	120° 15.580' W	
Repeater	CMD 11	Added per Jarrod Hordich	48° 05.327' N	120° 13.750' W	
Repeater	CMD 12	Goat Mtn Repeater	48° 02.219' N	119° 59.201' W	
Repeater	CMD 2		48° 34.473' N	120° 48.190' W	
Repeater	CMD 7	Location moved per Jeff Keener	47° 46.444' N	120° 00.960' W	
Repeater	CMD 8		48° 10.701' N	120° 24.213' W	
Repeater	CMD 9		48° 16.412' N	120° 34.160' W	
Repeater	CMD 9		48° 16.412' N	120° 34.160' W	
Sling Site	1265	sling site only	48° 14.840' N	120° 36.827' W	
Sling Site	1693	Sling or Short Head Site-unapproved	48° 02.813' N	120° 17.727' W	
Sling Site	1698	Sling or Short Head Site-unapproved	48° 02.813' N	120° 17.727' W	
Sling Site	2163	Sling or Short Head Site-unapproved	48° 00.729' N	120° 05.100' W	
Sling Site	3161	Sling site for camp 4 spike camp	48° 01.430' N	120° 06.520' W	
Sling Site	5942	Sling Site #1. 1.5x15 cargo net	48° 36.290' N	120° 48.480' W	
Sling Site	5943	Sling Site #2. 1.5x15 cargo net	48° 36.290' N	120° 48.480' W	
Sling Site	5944	Sling Site #3. 1.5x15 cargo net	48° 36.290' N	120° 48.480' W	
Sling Site	5945	Sling Site #4. 1.5x15 cargo net	48° 36.290' N	120° 48.480' W	
Sling Site	5946	Sling Site #5. 1.5x15 cargo net	48° 36.290' N	120° 48.480' W	
Sling Site	5947	Sling Site #6. 1.5x15 cargo net	48° 36.290' N	120° 48.480' W	
Sling Site	5948	Sling Site #7. 1.5x15 cargo net	48° 36.290' N	120° 48.480' W	
Sling Site	5949	Sling Site #8. 1.5x15 cargo net	48° 36.290' N	120° 48.480' W	
Sling Site	5950	Sling Site #9. 1.5x15 cargo net	48° 36.290' N	120° 48.480' W	
Sling Site	5951	Sling Site #10. 1.5x15 cargo net	48° 36.290' N	120° 48.480' W	
Sling Site	5952	Sling Site #11. 1.5x15 cargo net	48° 36.290' N	120° 48.480' W	
Sling Site	5953	Sling Site #12. 1.5x15 cargo net	48° 36.290' N	120° 48.480' W	
Sling Site	5954	Sling Site #13. 1.5x15 cargo net	48° 36.290' N	120° 48.480' W	
Sling Site	5955	Sling Site #14. 1.5x15 cargo net	48° 36.290' N	120° 48.480' W	
Sling Site	5956	Sling Site #15. 1.5x15 cargo net	48° 36.290' N	120° 48.480' W	
Sling Site	5957	Sling Site #16. 1.5x15 cargo net	48° 36.290' N	120° 48.480' W	
Sling Site	5958	Sling Site #17. 1.5x15 cargo net	48° 36.290' N	120° 48.480' W	
Sling Site	5959	Sling Site #18. 1.5x15 cargo net	48° 36.290' N	120° 48.480' W	
Sling Site	5960	Sling Site #19. 1.5x15 cargo net	48° 36.290' N	120° 48.480' W	
Sling Site	5961	Sling Site #20. 1.5x15 cargo net	48° 36.290' N	120° 48.480' W	
Sling Site	5962	Sling Site #21. 1.5x15 cargo net	48° 36.290' N	120° 48.480' W	
Sling Site	5963	Sling Site #22. 1.5x15 cargo net	48° 36.290' N	120° 48.480' W	
Sling Site	5964	Sling Site #23. 1.5x15 cargo net	48° 36.290' N	120° 48.480' W	
Sling Site	5965	Sling Site #24. 1.5x15 cargo net	48° 36.290' N	120° 48.480' W	
Sling Site	5966	Sling Site #25. 1.5x15 cargo net	48° 36.290' N	120° 48.480' W	
Sling Site	5967	Sling Site #26. 1.5x15 cargo net	48° 36.290' N	120° 48.480' W	
Sling Site	5968	Sling Site #27. 1.5x15 cargo net	48° 36.290' N	120° 48.480' W	
Sling Site	5969	Sling Site #28. 1.5x15 cargo net	48° 36.290' N	120° 48.480' W	
Sling Site	5970	Sling Site #29. 1.5x15 cargo net	48° 36.290' N	120° 48.480' W	
Sling Site	5971	Sling Site #30. 1.5x15 cargo net	48° 36.290' N	120° 48.480' W	
Sling Site	5972	Sling Site #31. 1.5x15 cargo net	48° 36.290' N	120° 48.480' W	
Sling Site	5973	Sling Site #32. 1.5x15 cargo net	48° 36.290' N	120° 48.480' W	
Sling Site	5974	Sling Site #33. 1.5x15 cargo net	48° 36.290' N	120° 48.480' W	
Sling Site	5975	Sling Site #34. 1.5x15 cargo net	48° 36.290' N	120° 48.480' W	
Sling Site	5976	Sling Site #35. 1.5x15 cargo net	48° 36.290' N	120° 48.480' W	
Sling Site	5977	Sling Site #36. 1.5x15 cargo net	48° 36.290' N	120° 48.480' W	
Sling Site	5978	Sling Site #37. 1.5x15 cargo net	48° 36.290' N	120° 48.480' W	
Sling Site	5979	Sling Site #38. 1.5x15 cargo net	48° 36.290' N	120° 48.480' W	
Sling Site	5980	Sling Site #39. 1.5x15 cargo net	48° 36.290' N	120° 48.480' W	
Sling Site	5981	Sling Site #40. 1.5x15 cargo net	48° 36.290' N	120° 48.480' W	
Sling Site	5982	Sling Site #41. 1.5x15 cargo net	48° 36.290' N	120° 48.480' W	
Sling Site	5983	Sling Site #42. 1.5x15 cargo net	48° 36.290' N	120° 48.480' W	
Sling Site	5984	Sling Site #43. 1.5x15 cargo net	48° 36.290' N	120° 48.480' W	
Sling Site	5985	Sling Site #44. 1.5x15 cargo net	48° 36.290' N	120° 48.480' W	
Sling Site	5986	Sling Site #45. 1.5x15 cargo net	48° 36.290' N	120° 48.480' W	
Sling Site	5987	Sling Site #46. 1.5x15 cargo net	48° 36.290' N	120° 48.480' W	
Sling Site	5988	Sling Site #47. 1.5x15 cargo net	48° 36.290' N	120° 48.480' W	
Sling Site	5989	Sling Site #48. 1.5x15 cargo net	48° 36.290' N	120° 48.480' W	
Sling Site	5990	Sling Site #49. 1.5x15 cargo net	48° 36.290' N	120° 48.480' W	
Sling Site	5991	Sling Site #50. 1.5x15 cargo net	48° 36.290' N	120° 48.480' W	
Sling Site	5992	Sling Site #51. 1.5x15 cargo net	48° 36.290' N	120° 48.480' W	
Sling Site	5993	Sling Site #52. 1.5x15 cargo net	48° 36.290' N	120° 48.480' W	
Sling Site	5994	Sling Site #53. 1.5x15 cargo net	48° 36.290' N	120° 48.480' W	
Sling Site	5995	Sling Site #54. 1.5x15 cargo net	48° 36.290' N	120° 48.480' W	
Sling Site	5996	Sling Site #55. 1.5x15 cargo net	48° 36.290' N	120° 48.480' W	
Sling Site	5997	Sling Site #56. 1.5x15 cargo net	48° 36.290' N	120° 48.480' W	
Sling Site	5998	Sling Site #57. 1.5x15 cargo net	48° 36.290' N	120° 48.480' W	
Sling Site	5999	Sling Site #58. 1.5x15 cargo net	48° 36.290' N	120° 48.480' W	
Sling Site	6000	Sling Site #59. 1.5x15 cargo net	48° 36.290' N	120° 48.480' W	
Sling Site					