

FC Point Type	Label	Comments	Latitude WGS84 DDM	Longitude WGS84 DDM
Check Point	Huckleberry Checkpoint	Huckleberry Checkpoint for aircraft contacting air attack in route to the Chaos fire. ASGS approved.	43° 30.710' N	122° 51.370' W
Check Point	Gobbler Checkpoint	Gobbler Checkpoint for aircraft contacting air attack in route to The Jack fire. ASGS approved.	43° 16.220' N	122° 47.030' W
Dip Site	Twin Lakes	Twin Lakes, approved	43° 13.742' N	122° 35.522' W
Dip Site	Hemlock Lake Dip	Hemlock Lake, approved	43° 11.285' N	122° 42.083' W
Dip Site	Lake in the Woods Dip	Lake in the Woods, approved	43° 13.008' N	122° 43.446' W
Dip Site	Calf Dip		43° 15.660' N	122° 37.841' W
Dip Site	Horseshoe Dip	Calf Dip	43° 17.494' N	122° 37.189' W
Dip Site	Apple Dip	Apple Dip	43° 18.282' N	122° 40.630' W
Dip Site	Loletta Dip		43° 23.950' N	122° 26.001' W
Dip Site	Lemon Butte Dip		43° 29.000' N	122° 39.584' W
Dip Site	Gertrude Dip		43° 35.717' N	122° 32.484' W
Dip Site	Chilcoat Ridge Dip	No Tank	43° 24.317' N	122° 43.818' W
Dip Site	Martin Dip		43° 31.436' N	122° 44.628' W
Dip Site	Canton Ck. Dip		43° 28.400' N	122° 44.371' W
Dip Site	Cinderella Springs	OK -	43° 14.410' N	122° 40.319' W
Dip Site	Steamboat Heli Dip	OK -	43° 21.324' N	122° 43.723' W
Dip Site	Red Butte	OK - provided by READ	43° 10.06920335' N	122° 54.72074611' W
Dip Site	Reynolds Ridge	OK -	43° 23.639' N	122° 30.910' W
Dip Site	Fish Creek Forebay	OK - Reservoir is filled annually for fire use.	43° 16.173' N	122° 27.391' W
Dip Site	Calamut	OK - provided by READ	43° 21.944' N	122° 06.530' W
Dip Site	Skookum Lake	OK - provided by READ	43° 10.00740834' N	122° 20.13346457' W
Dip Site	Limpy Sump	OK - provided by READ	43° 13.605' N	122° 40.982' W
Dip Site	Crystal Dip		43° 35.528' N	122° 38.805' W
Dip Site	Elephant Dip		43° 35.748' N	122° 39.237' W
Helibase	Strader Helibase		43° 19.100' N	123° 04.230' W
Helispot	Steamboat Helispot	T1, T2, T3 approved	43° 21.210' N	122° 43.730' W
Helispot	Toketee State Airstrip	T1, T2, T3 approved	43° 13.402' N	122° 25.237' W
Helispot	4	T2, T3, Dust Abatement recommended	43° 19.902' N	122° 33.444' W
Helispot	5	T1, T2, T3 - Private Grass Airstrip	43° 17.507' N	122° 35.269' W
Helispot	2	H2, T2 approved. RAWS site as hazard.	43° 24.913' N	122° 34.670' W
Helispot	3	H3, T2 approved	43° 23.838' N	122° 31.293' W
Helispot	1	H1, T3 approved	43° 20.668' N	122° 40.782' W
Helispot	8	H8, T2 capable. Hover hole.	43° 14.169' N	122° 42.626' W
Helispot	6	H6, T2 approved	43° 11.348' N	122° 30.142' W
Helispot	7	H-7, T3 approved	43° 10.600' N	122° 37.493' W
Helispot	11	H-11, T3	43° 15.322' N	122° 36.798' W
Helispot	15	H-15, T3	43° 12.842' N	122° 36.600' W
Helispot	20	only T-3 approved, needs dust abatement, 1 way hover hole	43° 13.833' N	122° 38.367' W
Helispot	9	only T-3 approved, 1 way hover hole	43° 16.505' N	122° 44.204' W
Helispot	10	Approved for T-3, by Air Attack on 7-26-21 flight at 1530.	43° 13.612' N	122° 34.934' W
Helispot	60	Needs approval	43° 31.436' N	122° 44.627' W
Helispot	70	Needs approval	43° 26.199' N	122° 46.380' W
Helispot	75	Approved by AOBD Markason on 8-6-21	43° 26.125' N	122° 42.891' W
Helispot	30	Approved by AOBD Markason on 8-6-21	43° 29.324' N	122° 33.368' W
Helispot	25	Slight slope down toward road. Approved by AOBD Markason on 8-6-21	43° 26.584' N	122° 26.710' W
Helispot	12	Air ops approved. Type 3. Elev: 3,300'. Please number and add to map	43° 10.974' N	122° 45.590' W
Incident Command Post	Glide ICP	Jack Fire ICP	43° 19.088' N	123° 03.892' W
Restricted Water Source			43° 25.845' N	122° 35.673' W
Restricted Water Source			43° 24.719' N	122° 36.542' W
Restricted Water Source	Beaver Swamp No Dip		43° 05.094' N	122° 31.123' W
Restricted Water Source	Fish Lake No Dip		43° 04.698' N	122° 30.163' W
Restricted Water Source	Beaver Hole		43° 26.965' N	122° 45.654' W
Restricted Water Source	5 Mile Hole		43° 24.345' N	122° 46.254' W
Restricted Water Source	Canton Falls		43° 22.182' N	122° 44.755' W
Restricted Water Source		Small pond has a light dozer push into edge and a turn around spot adjacent to.	43° 10.600' N	122° 37.455' W
Sling Site			43° 14.706' N	122° 36.013' W
Sling Site		utilize hardpack, away from marshy area	43° 13.823' N	122° 35.307' W
Sling Site	Lower Knob Sling Site		43° 29.345' N	122° 38.219' W
Sling Site			43° 29.534' N	122° 37.935' W
Unimproved Landing Area	U-47		43° 23.732' N	122° 35.012' W
Unimproved Landing Area	U-46	possible stage group and landing	43° 23.681' N	122° 34.989' W
Unimproved Landing Area	U-15	old timber sale log landing	43° 31.063' N	122° 31.232' W
Unimproved Landing Area	U-7	off old road would need to improve	43° 33.729' N	122° 32.923' W
Unimproved Landing Area	U-5	old logs landing needs improved	43° 34.098' N	122° 33.270' W
Unimproved Landing Area	U-10	old log landing needs improved	43° 31.518' N	122° 34.210' W
Unimproved Landing Area	U-43		43° 23.204' N	122° 34.435' W
Unimproved Landing Area	U-35		43° 23.314' N	122° 33.020' W
Unimproved Landing Area	U-25	old pit landing needs improvement	43° 25.240' N	122° 25.100' W
Unimproved Landing Area	U-6	potential key hole	43° 33.875' N	122° 33.224' W
Unimproved Landing Area	U-85		43° 08.847' N	122° 37.382' W

Pilot's Table

Jack Fire: 23,990 ac

Rough Patch Complex: 44,434 ac

September 10, 2021

NR IMT 1
9/10/2021 2340
North American 1983 Datum.

Dip Site	Camp	Completed Fuel Break	Contained Line
Helispot	Water Development or Draft Site	Completed Hand Line	Sensitive Areas
Helibase	Mobile Weather Unit	Completed Mixed Construction Line	Utility Power Lines
Sling Site	Repeater	Completed Road as Line	TECPS Aerial Fire Retardant Avoidance
Unimproved Landing Area	Hazard	Road Repair	Drifter Timber Sale (Helicopter Logging)
Division Break	Water Source	Foam Drop	Aquatic Areal Fire Retardant Avoidance
Branch Break	Restricted Water Source	Retardant Drop	Flight_Path
Incident Command Post	Completed Burnout	Temporary Flight Restriction	World Hillshade
Drop Point	Completed Dozer Line	Fire Edge	