



Point Type	Label	Comments	Elevation (Feet)	Latitude WGS84 DDM	Longitude WGS84 DDM
Aerial Hazard	Tower		47° 56.550' N	120° 15.000' W	
Aerial Hazard	Radio transmission tower behind powerhouse. For Chelan County PUD use.		48° 21.000' N	120° 43.600' W	
Aerial Hazard	Radio transmission tower		48° 16.500' N	120° 46.900' W	
Aerial Hazard	150W tall internet repeater tower		48° 19.200' N	120° 41.000' W	
Aerial Hazard	Power lines		48° 22.000' N	120° 45.000' W	
Aviation Check Point	Star Chk	Star Check Point	48° 22.722' N	120° 45.000' W	
Aviation Check Point	Fish Chk	Fish Check Point	48° 17.381' N	120° 31.231' W	
Aviation Check Point	Graham Chk		48° 04.894' N	120° 29.200' W	
Aviation Check Point	Lucerne Chk		48° 13.600' N	120° 35.440' W	
Aviation Check Point	Manly Wham Chk		48° 16.423' N	120° 39.700' W	
Aviation Check Point	Prince Chk	Prince Check Point	48° 13.170' N	120° 25.341' W	
Aviation Check Point	Safety Harbor Chk		48° 02.653' N	120° 22.901' W	
Aviation Check Point	Star Chk	Star Check Point	48° 22.722' N	120° 45.000' W	
Aviation Check Point	Stehakin Chk		48° 20.950' N	120° 39.981' W	
Camp	Blues Ranch		48° 01.447' N	120° 14.000' W	
Camp	CAMP FOUR		48° 12.071' N	120° 35.550' W	
Camp	Lucerne		48° 22.628' N	120° 47.460' W	
Camp	Stehakin Ranch Spike		48° 22.628' N	120° 47.460' W	
Dip Site		Potential dip site	48° 22.318' N	120° 48.362' W	
Dip Site		Repeat dip site if needed	48° 24.282' N	120° 44.212' W	
Dip Site	Alpine Dip		48° 34.800' N	120° 50.741' W	
Dip Site	Bernice Dip	General Location/Powerful City/150' height required	7250	48° 14.513' N	120° 24.257' W
Dip Site	Crown Dip		48° 16.500' N	120° 46.900' W	
Dip Site	Cub Lake		5200	48° 13.918' N	120° 24.701' W
Dip Site	KR Dip	Good for type 1's	5300	48° 35.870' N	120° 51.550' W
Dip Site	Little Fish Dip		48° 13.140' N	120° 46.621' W	
Dip Site	Manly Dip	Unimproved Obstruction	48° 16.423' N	120° 39.700' W	
Dip Site	Snowy Dip		4800	48° 35.564' N	120° 43.350' W
Dip Site	Surprise Dip		6138	48° 13.380' N	120° 26.549' W
Helispot	175A	Helispot valley slope approved	1721	48° 16.500' N	120° 46.900' W
Helispot	1	Type 2 Approved	1276	48° 30.780' N	120° 31.800' W
Helispot	10	Type 2 Approved	1183	48° 24.080' N	120° 36.771' W
Helispot	11	Type 2 Approved	1847	48° 14.492' N	120° 35.522' W
Helispot	12	Type 2 Approved. It will be H-12 approved by ASGS	1396	48° 13.120' N	120° 41.912' W
Helispot	14	Type 2 Approved	1201	48° 20.630' N	120° 41.120' W
Helispot	15	Type 2 Approved	1106	48° 09.754' N	120° 29.812' W
Helispot	118	Type 2 Approved	2115	48° 16.423' N	120° 39.700' W
Helispot	153	Type 2 Only	3957	48° 34.100' N	120° 46.790' W
Helispot	155	Type 3 Only	3654	48° 36.771' N	120° 48.947' W
Helispot	157	Type 2 / Type 1 Approved	4362	48° 36.460' N	120° 48.221' W
Helispot	158	Type 2 / Preferred Type 3	5779	48° 37.400' N	120° 47.100' W
Helispot	159	Type 2 Approved	5779	48° 37.400' N	120° 47.100' W
Helispot	160	Type 2 Approved	1148	48° 02.744' N	120° 29.250' W
Helispot	161	150' Large meadow dip enough for type 2 and 3. Previously used by local EMS for medic. Be aware of possible personnel or equipment staged in the field	3819	48° 33.633' N	120° 46.250' W
Helispot	161	Type 2 Approved	6735	48° 37.220' N	120° 47.630' W
Helispot	163	Type 2 Approved	3340	48° 17.690' N	120° 46.790' W
Helispot	17	Type 2 Approved	1721	48° 16.500' N	120° 46.900' W
Helispot	18	Type 2 Approved. Grande Bonde	4485	48° 12.800' N	120° 31.951' W
Helispot	19	Type 2 Approved	1332	48° 22.340' N	120° 45.830' W
Helispot	20	Type 2 Approved	3343	48° 17.690' N	120° 46.790' W
Helispot	21	Type 3 Approved	1627	48° 15.900' N	120° 37.001' W
Helispot	23	Type 3 Approved. Fuel needs improvement.	1877	48° 17.650' N	120° 38.200' W
Helispot	25	Type 2 Approved. Above 25th State Peak	2287	47° 58.222' N	120° 18.520' W
Helispot	26	Type 2 Approved	1440	47° 58.144' N	120° 18.270' W
Helispot	4	Type 2 Approved	1312	48° 12.630' N	120° 34.181' W
Helispot	40	Couple snags and some dead and down need to be taken care of then would be a Type 2 helispot	6486	48° 06.357' N	120° 24.952' W
Helispot	41	Large open area could land Type 2. Needs to be approved	5660	48° 05.720' N	120° 24.952' W
Helispot	43	Good for a Type 2 needs a fire ring and a few snags removed on NE side, then could be approved.	6152	48° 05.345' N	120° 17.740' W
Helispot	45	Needs some bushes cut then a Type 2 could approve it.	5814	48° 04.184' N	120° 29.980' W
Helispot	46	Little horse snags top off the ridge. Needs some brushing done and then approved	5266	48° 01.420' N	120° 26.520' W
Helispot	47	Good spot for a Type 2. Needs to be approved.	5660	48° 05.720' N	120° 24.952' W
Helispot	48	Good for a Type 2 needs to be approved.	5100	48° 04.914' N	120° 24.952' W
Helispot	50	Type 1 Approved	5629	48° 12.162' N	120° 35.440' W
Helispot	51	Off the edge of the 6200 road. Easy access from 6200 road. Adequate spot for type II aircraft	3819	48° 33.633' N	120° 46.250' W
Helispot	51	Dust abatement preferred	3668	48° 03.688' N	120° 31.211' W
Helispot	52	Type 1 Approved	1335	48° 04.021' N	120° 31.327' W
Helispot	53	Type 2 Approved	1490	48° 05.525' N	120° 35.960' W
Helispot	54	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.	1276	48° 30.780' N	120° 31.800' W
Helispot	55	Type 2 Approved for dust abatement	1499	47° 53.080' N	120° 18.070' W
Helispot	56	Type 2 Approved. Needs a LOT of dust abatement. No improvements needed.	2527	47° 58.762' N	120° 18.284' W
Repeater	CHD 3		48° 26.960' N	120° 50.040' W	
Repeater	CHD1		4937	47° 56.561' N	120° 15.000' W
Repeater	CHD10		6155	48° 06.327' N	120° 13.750' W
Repeater	CHD11	Added per Jarrod Neardon	5018	48° 02.239' N	120° 19.200' W
Repeater	CHD12	Good Mt Repeater	6753	48° 34.473' N	120° 48.190' W
Repeater	CHD2	Location moved per Jeff Neardon	5813	47° 46.444' N	120° 02.067' W
Repeater	CHD7		7776	48° 20.703' N	120° 24.210' W
Repeater	CHD8		7008	48° 16.423' N	120° 39.700' W
Sling Site	2700		48° 01.222' N	120° 15.000' W	
Sling Site	1265	sling site only	1265	48° 14.862' N	120° 36.827' W
Sling Site	1693	Sling or Short Haul Site-Unapproved	1693	48° 01.831' N	120° 32.290' W
Sling Site	2068	Sling or Short Haul Site-Unapproved	2068	48° 01.222' N	120° 15.000' W
Sling Site	2163	Sling or Short Haul Site-Unapproved	2163	48° 02.963' N	120° 22.174' W
Sling Site	3161	Sling site for camp & spike camp	3161	48° 01.484' N	120° 14.517' W
Sling Site	3042	Sling Site #3. 1.5x12.5 camp net	3042	48° 06.790' N	120° 46.480' W
Sling Site	3694	Sling Site #1. 1.5x12.5 camp net	3694	48° 36.954' N	120° 48.304' W
Sling Site	4830	Bellevue Site 1	4830	48° 36.923' N	120° 48.370' W

Air Ops Overview

08/13/2024
 Pioneer (WA-SES-000173)
 38,420 acres on 8/12/24 @ 08:48
 Easy (WA-OWF-000435)
 2,130 acres on 8/11/2024 @ 13:09
 Flat Creek (WA-OWF-000524)
 19 acres on 8/11/2024 @ 13:09

- Aerial Hazard
- ⊗ Airstrip or Airport
- ⊙ Aviation Check Point
- Helispot
- ⊙ Helibase
- ⊙ Sling Site
- ⊗ Division Break
- || Branch Break
- ⊠ Camp
- ⊠ Lookout
- ⊠ Mobile Weather Unit
- ⊠ Repeater
- Completed Dozer Line
- Completed Fuel Break
- Completed Hand Line
- Completed Mixed Construction Line
- 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
- Aircraft Avoidance Areas
- Perennial Water
- Aerial Fire Retardant Avoidance Areas: Terrestrial

- Helicopter Flight Times**
- 20 Minutes - 35 Miles
- 40 Minutes - 65 Miles
- Ownership**
- U.S. Forest Service
- Bureau of Land Management
- National Park Service
- State Land
- Other Land, Including Private
- Pioneer IA Boundary
- Easy IA Boundary

0 1 2 3 4 5 6 7 8 9 10
 Miles
 1:118,000 | CICIMT15 | 8/12/2024 2059
 North American 1983 Datum. LatLong Grid

