



Chetco Bar Fire

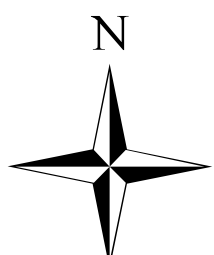
OR-RSF-000326

Air Operations Map

9/13/2017

185,618 acres

Perimeter as of 9/12/2017 @ 0300 hrs



0 2.5 5 10 Miles

Feature	Label	Latitude	Longitude
Airport	Brookings Airport	42° 4.500'	-124° 17.400'
Camp	Crow/Overhead Sleeping	42° 2.332'	-124° 14.872'
Camp	Fire Marshal	42° 3.436'	-124° 16.775'
Camp	Main Camp	42° 2.697'	-124° 16.057'
Checkpoint	Mineral Checkpoint	42° 18.610'	-124° 7.960'
Checkpoint	Tripout Checkpoint	42° 17.850'	-124° 16.110'
Checkpoint	Vulcan Checkpoint	42° 11.910'	-123° 59.900'
Dip Site	Big Bend Dip	42° 16.190'	-124° 18.620'
Dip Site	Hell Well Dip	42° 9.735'	-124° 16.232'
Dip Site	Helwell	42° 0.118'	-124° 11.893'
Dip Site	Miller Bar Dip	42° 8.470'	-124° 10.630'
Dip Site	Hunter Dip	42° 21.169'	-124° 22.402'
Drop Point	Yankee DP 1	42° 59.356'	-124° 1.070'
Drop Point	Yankee DP 2	42° 59.691'	-124° 1.038'
Drop Point	Yankee DP 3	42° 59.157'	-123° 59.395'
Fire Origin	7-12-17, 1421	42° 17.792'	-123° 57.211'
Helibase	Agness	42° 12.000'	-124° 4.000'
Helibase	Gold Beach	42° 25.104'	-124° 75.449'
Helibase	Illinois Valley Helibase	42° 6.200'	-123° 40.900'
Helispot	H-2	42° 19.080'	-123° 56.883'
Helispot	H-3	42° 19.000'	-123° 56.351'
Helispot	H-4	42° 13.896'	-124° 5.987'
Helispot	H-5	42° 11.545'	-124° 2.178'
Helispot	H-6	42° 16.090'	-124° 2.691'
Helispot	H-7	42° 20.350'	-124° 5.521'
Helispot	H-8	42° 14.570'	-124° 5.531'
Helispot	H-9	42° 16.170'	-124° 4.971'
Helispot	H-10	42° 16.610'	-124° 5.071'
Helispot	H-11	42° 17.160'	-124° 6.311'
Helispot	H-12	42° 17.830'	-124° 7.831'
Helispot	H-13	42° 18.600'	-124° 7.951'
Helispot	H-14	42° 14.853'	-124° 6.567'
Helispot	H-20	42° 19.375'	-124° 07.403'
Helispot	H-25	42° 24.061'	-124° 11.809'
Helispot	H-30	42° 8.674'	-124° 12.139'
Helispot	H-33	42° 8.914'	-124° 14.346'
Helispot	H-40	42° 8.945'	-124° 18.122'
Helispot	H-45	42° 9.975'	-124° 17.204'
Helispot	H-47	42° 10.169'	-124° 17.350'
Helispot	H-50	42° 10.653'	-124° 15.439'
Helispot	H-55	42° 11.228'	-124° 15.038'
Helispot	H-60	42° 11.529'	-124° 18.798'
Helispot	H-67	42° 13.487'	-124° 16.567'
Helispot	H-70	42° 14.248'	-124° 16.594'
Helispot	H-75	42° 15.000'	-124° 16.308'
Helispot	H-78	42° 17.032'	-124° 12.500'
Helispot	H-80	42° 6.991'	-124° 2.280'
Helispot	H-83	42° 3.943'	-124° 1.748'
Helispot	H-85	42° 2.208'	-124° 1.321'
Helispot	H-85	42° 24.063'	-124° 11.828'
Incident Command Post	EOC	42° 3.298'	-124° 17.239'
Incident Command Post	ICP	42° 3.010'	-124° 15.724'
Incident Command Post	ICP Selma	42° 15.959'	-123° 34.370'
Mobile Weather Unit	RAWS-12	42° 1.755'	-124° 0.817'
Mobile Weather Unit	RAWS-13	42° 20.645'	-124° 9.920'
Mobile Weather Unit	RAWS-42	42° 16.793'	-124° 20.186'
Repeater	CMD-7	42° 20.735'	-124° 9.855'
Repeater	CMD-75	42° 1.831'	-124° 0.470'
Repeater	CMD-8	42° 6.177'	-124° 9.105'
Repeater	CMD-85	42° 2.713'	-124° 14.074'
Repeater	CMD-9	42° 7.349'	-124° 17.998'
Repeater	CMD-95	42° 54.720'	-124° 3.004'
Repeater	CMD-10	42° 13.918'	-124° 20.738'
Repeater	CMD-13	42° 25.975'	-124° 4.627'
Repeater	CMD-105	42° 16.548'	-123° 51.155'
Retardant/Mud Pit	MRS North	42° 21.169'	-124° 22.402'
Retardant/Mud Pit	MRS South	42° 3.845'	-124° 13.751'
Staging Area		42° 17.859'	-124° 16.067'
Water Source		42° 10.889'	-124° 16.103'
Water Source		42° 20.679'	-124° 10.457'
Water Source		42° 20.842'	-124° 10.313'
Water Source		42° 13.711'	-124° 15.034'
Water Source		42° 12.427'	-124° 13.203'
Water Source		42° 7.526'	-124° 16.569'
Water Source		42° 13.376'	-124° 16.003'
Water Source		42° 8.320'	-124° 15.842'
Water Source		42° 10.531'	-124° 16.369'
Water Source		42° 21.528'	-124° 8.791'
Water Source		42° 22.161'	-124° 10.374'
Water Source	Div o drafting site	42° 17.811'	-124° 15.873'
Water Source		42° 18.023'	-124° 15.572'
Water Source		42° 0.497'	-124° 1.483'
Water Source		42° 21.607'	-124° 14.397'
Water Source		42° 15.355'	-124° 16.958'
Water Source		42° 4.664'	-124° 11.515'
Water Source		42° 30.426'	-124° 8.742'
Water Source		42° 29.294'	-124° 7.025'
Water Source		42° 28.457'	-124° 9.422'
Water Source		42° 20.893'	-124° 9.232'
Water Source		42° 23.065'	-124° 16.132'
Water Source		42° 23.795'	-124° 15.673'
Water Source		42° 18.604'	-124° 7.934'

Both Inbound and Outbound Traffic Fly
Right side of segment, Pass Left to Left
Unless both helicopters have visual and
Positive communication and other then left
to left seems prudent

