



Fugro USA Land, Inc.

18.01

| | Lift Begin | | | Lift End | | | Flt Duration | Flt Hrs | Hobbs Hrs | Activity |
|---|------------|--------|--------|----------|--------|--------|--------------|---------|-----------|-----------------|
| | Airport | Chocks | Hobbs | Airport | Chocks | Hobbs | | | | |
| 1 | KCXO | 14:13 | 7698.2 | KCXO | 18:41 | 7702.7 | 4:28 | 4.50 | 4.5 | 0900-Production |
| 2 | | | | | | | | | | |
| 3 | | | | | | | | | | |



Riegl
Flight Log
AO80-50-00-02

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|---|--|--------------------------|---------------------------|--------------------------------------|----------------------|-------------------------------|-----------------------|---------------------------|------------------------------|-----------------|---|---|---------------------------------------|---|
| FGI Job # 17004800 | Project Name Coastal Lidar for Texas | | | | System 780 | Unit 421 | IMU FMU-300 | | | | Ground Temp °C 12.0 16.0 | Min Range' 2018 | Data Logger Drives DR680-17 | |
| Flight Date 22-Jan-18 | GPS Day 18-022 | Lift 7 | | | Sun° - | Solar Times (UTC) - | | Pulse Rate 250k | | | Flying Temp °C 10.0 7.0 | Max Range' 3888 | Download Drive NS1TB-106 | |
| Mission ID (yymmdd_Sen_Job_Lift) 180122_421_17004800_07 | | Aircraft N76JN | Airport ID KCXO | FMS CCNS 8 | UTC -6 | AMT (ft) 3250 | Speed 140 | FOV 60 | Scan Rate (Hz) 100 | MTA 2 | km/WPT 0.593 | Altm Setting 30.01 30.08 | Humidity @ Alt 44% | Shipping Track 8037 7979 9502 |
| Pilot #1 Jeffrey Clarke | | Pilot #2 | | Operator #1 Jacob Amundson | | Operator #2 | | | | | | | | |

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|-------------------------------|-------------------------|-------------------------|-------------------------|-----------------------|--|---|---------------------------------------|-----------------------------------|------------------------|
| Base 1 ID FEDI 5048 | Location KCXO | Rec ID GR3 U6 | Ant ID Unit 6 | ARP (m) 1.8 | Start Time (UTC) 22-Jan-18 13:49 | Stop Time (UTC) 22-Jan-18 21:58 | GPS Filename Unit60122n.tps | Operator Jacob Amundson | Data With AB |
|-------------------------------|-------------------------|-------------------------|-------------------------|-----------------------|--|---|---------------------------------------|-----------------------------------|------------------------|

| Area | Flight # | | Wpt | | Distance | | UTC | | Flt Dir | Altitude (GPS) | Speed (knots) | Scan Rate | Comments and Conditions | SVs | PDOP |
|---------|----------|--------|------|-----|----------|------|----------|----------|---------|----------------|---------------|-----------|---|-----|------|
| | FGI | Client | From | To | Begin | End | Start | End | | | | | | | |
| | | | | | | | 14:16:48 | 14:21:48 | | | | | GROUND STATIC | 17 | 1.1 |
| | | | | | | | 14:33:11 | | | | | | ALIGNMENT TURNS | 17 | 1.0 |
| TX2pAgA | 32 | | 156 | 1 | 91.9 | 0 | 14:41:13 | 15:03:38 | S | 3,216 | 136 | 100.0 | | 17 | 1.0 |
| TX2pAgX | 1 | | 32 | 24 | 18.4 | 13.6 | 15:10:46 | 15:13:14 | W | 3,139 | 106 | 100.0 | CROSSING LINE | 18 | 1.1 |
| TX2pAgA | 33 | | 1 | 156 | 0 | 91.9 | 15:18:51 | 15:41:31 | N | 3,260 | 138 | 100.0 | | 18 | 1.1 |
| | 34 | | 156 | 1 | 91.9 | 0 | 15:44:08 | 16:06:27 | S | 3,262 | 140 | 100.0 | | 20 | 0.9 |
| | 34 | | 1 | 10 | 0 | 5.3 | 16:09:07 | 16:10:57 | N | 3,259 | 126 | 100.0 | CALIBRATION LINE, LASER CURRENT TOO HIGH AT END OF LINE | 19 | 1.0 |
| | 35 | | 1 | 156 | 0 | 91.9 | 16:15:26 | 16:38:02 | N | 3,244 | 136 | 100.0 | | 19 | 1.1 |
| | 36 | | 156 | 1 | 91.9 | 0 | 16:40:40 | 17:03:03 | S | 3,237 | 139 | 100.0 | | 18 | 1.0 |
| | 37 | | 1 | 156 | 0 | 91.9 | 17:06:22 | 17:29:06 | N | 3,235 | 135 | 100.0 | | 19 | 1.1 |
| | 38 | | 156 | 1 | 91.9 | 0 | 17:31:54 | 17:54:15 | S | 3,256 | 139 | 100.0 | | 19 | 1.1 |
| | 39 | | 1 | 156 | 0 | 91.9 | 17:57:45 | 18:20:24 | N | 3,258 | 134 | 100.0 | | 18 | 1.0 |
| | | | | | | | 18:20:44 | | | | | | ALIGNMENT TURNS | 18 | 1.0 |
| | | | | | | | 18:33:31 | 18:38:31 | | | | | GROUND STATIC | 16 | 1.1 |
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