



Fugro USA Land, Inc.

18.012

	Lift Begin			Lift End			Flt Duration	Flt Hrs	Hobbs Hrs	Activity
	Airport	Chocks	Hobbs	Airport	Chocks	Hobbs				
1	KCXO	2:55	7735.9	KCXO	7:37	7740.5	4:41	4.75	4.6	0900-Production
2										
3										



**Riegl**  
**Flight Log**  
AO80-50-00-02

FGI Job # <b>04.17004800</b>	Project Name <b>Coastal Lidar for Texas</b>		System <b>780</b>	Unit <b>421</b>	IMU <b>FMU-300</b>				Ground Temp °C <b>8.0 2.0</b>		Min Range' <b>2018</b>	Data Logger Drives <b>DR680-17</b>		
Flight Date <b>30-Jan-18</b>	GPS Day <b>18-030</b>	Lift <b>15</b>			Sun° <b>-</b>	Solar Times (UTC) <b>-</b>		Pulse Rate <b>250k</b>		Flying Temp °C <b>11.0 8.0</b>		Max Range' <b>3888</b>	Download Drive <b>NS1TB-91</b>	
Mission ID (yymmdd_Sen_Job_Lift) <b>180130_421_17004800_15</b>		Aircraft <b>N76JN</b>	Airport ID <b>KCXO</b>	FMS <b>CCNS 8</b>	UTC <b>-6</b>	AMT (ft) <b>3250</b>	Speed <b>140</b>	FOV <b>60</b>	Scan Rate (Hz) <b>100</b>	MTA <b>2</b>	km/WPT <b>0.593</b>	Altm Setting <b>30.33 30.27</b>	Humidity @ Alt <b>70%</b>	Shipping Track <b>8037 7979 9465</b>

Pilot #1 <b>Jeffrey Clarke</b>	Pilot #2	Operator #1 <b>Jacob Amundson</b>	Operator #2
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Base 1 ID <b>FEDI 5048</b>	Location <b>KCXO</b>	Rec ID <b>GR3 U6</b>	Ant ID <b>Unit 6</b>	ARP (m) <b>1.8</b>	Start Time (UTC) <b>31-Jan-18 02:47</b>	Stop Time (UTC) <b>31-Jan-18 12:03</b>	GPS Filename <b>Unit60131c.tps</b>	Operator <b>Jacob Amundson</b>	Data <b>With AB</b>
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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							
							3:03:36	3:08:36					GROUND STATIC	17	1.2
							3:16:52						ALIGNMENT TURNS	17	1.2
TX2gApX	3		40	31	23.1	17.8	3:27:56	3:31:01	W	3,233	133	100.0	CROSSING LINE	21	1.1
TX2gApA	70		171	1	101	0	3:39:12	4:03:42	S	3,199	134	100.0		19	1.2
	71		1	171	0	101	4:06:52	4:31:07	N	3,196	138	100.0		22	0.9
	72		170	1	100	0	4:33:59	4:58:32	S	3,169	135	100.0		18	1.1
	72		1	10	0	5.3	5:01:31	5:03:23	N	3,175	136	100.0	CALIBRATION LINE	16	1.3
	73		1	169	0	99.6	5:08:56	5:32:58	N	3,185	138	100.0		16	1.4
	74		166	1	97.8	0	5:36:14	5:59:57	S	3,200	134	100.0		18	1.1
	75		1	165	0	97.3	6:02:39	6:26:08	N	3,196	138	100.0		19	1.3
	76		165	1	97.3	0	6:29:01	6:52:38	S	3,192	134	100.0		19	1.2
	77		1	164	0	96.7	6:55:29	7:18:49	N	3,181	139	100.0		20	1.2
							7:19:01						ALIGNMENT TURNS	20	1.2
							7:30:56	7:35:56					GROUND STATIC	19	1.2