



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	15:13	7775.4	KORG	20:32	7780.7	5:18	5.25	5.3	0900-Production
2	KORG	21:35	7780.7	KCXO	22:44	7781.8	1:09	1.25	1.1	0103-Mob/Demob
3										



Riegl
Flight Log
AO80-50-00-02

FGI Job # 04.17004800	Project Name Coastal Lidar for Texas		System 780	Unit 421	IMU FMU-300			Ground Temp °C 15.0 23.0		Min Range' 1542	Data Logger Drives 02			
Flight Date 3-Mar-18	GPS Day 18-062	Lift 24	Sun° -		Solar Times (UTC) -		Pulse Rate 330k		Flying Temp °C 12.0 14.0		Max Range' 2933	Download Drive NS1TB-101		
Mission ID (yymmdd_Sen_Job_Lift) 180303_421_17004800_24		Aircraft N76JN	Airport ID KCXO	FMS CCNS 8	UTC -6	AMT (ft) 2400	Speed 130	FOV 60	Scan Rate (Hz) 130	MTA 2	km/WPT 0.438	Alt Setting 30.26 30.22	Humidity @ Alt 67%	Shipping Track 7717 1272 5751

Pilot #1 Randy Green	Pilot #2	Operator #1 Jacob Amundson	Operator #2
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Base 1 ID	Location	Rec ID	Ant ID	ARP (m)	Start Time (UTC)	Stop Time (UTC)	GPS Filename	Operator	Data
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Area	Flight #		Wpt		Distance		UTC		Flt	Altitude	Speed	Scan	Comments and Conditions	SVs	PDOP
	FGI	Client	From	To	Begin	End	Start	End	Dir	(GPS)	(knots)	Rate			
							16:06:55	16:11:55					OVERFLIGHT TXOR CORS	18	1.1
							16:12:24						ALIGNMENT TURNS	18	1.1
TX4pG	54		75	1	32.4	0	16:16:57	16:25:59	W	2,335	126	130.0	CROSSING LINE	17	1.2
	1		1	20	0	8.3	16:30:12	16:32:51	N	2,280	127	130.0		17	1.2
	2		20	1	8.3	0	16:34:54	16:37:46	S	2,300	122	130.0		18	1.1
	3		1	20	0	8.3	16:39:44	16:42:36	N	2,380	128	130.0		18	1.1
	4		20	1	8.3	0	16:44:39	16:47:30	S	2,330	124	130.0		18	1.1
	5		1	20	0	8.3	16:49:31	16:52:21	N	2,340	129	130.0		18	1.0
	6		24	1	10.1	0	16:54:27	16:57:50	S	2,290	122	130.0		18	1.0
	7		1	24	0	10.1	16:59:41	17:02:59	N	2,320	127	130.0		17	1.0
	8		24	1	10.1	0	17:05:15	17:08:37	S	2,290	127	130.0		16	1.1
	9		1	32	0	13.6	17:11:04	17:15:05	N	2,340	130	130.0		16	1.1
	10		32	1	13.6	0	17:17:23	17:21:35	S	2,285	126	130.0		16	1.2
	11		1	43	0	18.4	17:24:05	17:29:34	N	2,355	130	130.0		16	1.2
	12		43	1	18.4	0	17:31:53	17:37:23	S	2,300	126	130.0		16	1.2
	12		1	10	0	3.9	17:40:15	17:41:52	N	2,355	125	130.0	CALIBRATION LINE	16	1.2
	13		1	43	0	18.4	17:47:16	17:52:44	N	2,240	121	130.0		16	1.2
	14		43	1	18.4	0	17:55:32	18:00:57	S	2,265	125	130.0		15	1.3
	15		1	43	0	18.4	18:03:38	18:08:57	N	2,360	130	130.0		17	1.2
	16		47	1	20.1	0	18:12:23	18:18:26	S	2,300	121	130.0		18	1.1
	17		1	47	0	20.1	18:20:58	18:26:52	N	2,265	123	130.0		17	1.1
	18		47	1	20.1	0	18:29:46	18:35:41	S	2,275	119	130.0		17	1.1



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Area	Flight #		Wpt		Distance		UTC		Flt	Altitude	Speed	Scan	Comments and Conditions	SVs	PDOP
	FGI	Client	From	To	Begin	End	Start	End	Dir	(GPS)	(knots)	Rate			
	19		1	47	0	20.1	18:38:28	18:44:37	N	2,300	123	130.0		18	1.0
	20		47	1	20.1	0	18:47:39	18:53:46	S	2,330	125	130.0		18	1.1
	21		1	55	0	23.7	18:58:04	19:05:04	N	2,330	125	130.0		19	1.1
	22		55	1	23.7	0	19:08:20	19:15:30	S	2,265	124	130.0		21	1.0
	23		1	55	0	23.7	19:18:27	19:25:27	N	2,360	124	130.0		21	1.0
	24		59	1	25.4	0	19:28:19	19:35:39	S	2,325	126	130.0		19	1.0
	25		1	59	0	25.4	19:38:51	19:46:18	N	2,250	129	130.0		19	1.0
	26		63	33	27.2	14	19:48:55	19:52:43	S	2,255	117	130.0	TURNED OFF BY ATC FOR TRAFFIC	19	1.0
	27		39	63	16.6	27.2	19:57:09	20:01:56	S	2,345	130	130.0		19	1.0
	27		1	63	0	27.2	20:04:40	20:12:24	N	2,340	128	130.0		19	1.0
							20:12:33						ALIGNMENT TURNS	19	1.0
							20:18:25	20:23:25					OVERFLIGHT TXOR CORS	18	1.1