



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	2:50	7782.4	KCXO	7:49	7787.4	4:58	5.00	5.0	0900-Production
2										
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 10.0 11.0		Min Range' 2018	Data Logger Drives 01			
Flight Date 6-Mar-18	GPS Day 18-065	Lift 25	Sun° -		Solar Times (UTC) -		Pulse Rate 250k		Flying Temp °C 10.0 10.0		Max Range' 3888	Download Drive NS2TB#02		
Mission ID (yymmdd_Sen_Job_Lift) 180306_421_17004800_25		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 0.438	Alt Setting 30.15 30.22	Humidity @ Alt 25%	Shipping Track 7717 3932 1431

Pilot #1 Randy Green	Pilot #2	Operator #1 Jacob Amundson	Operator #2
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Base 1 ID FGI 1024	Location KCXO	Rec ID GR3 U6	Ant ID Unit 6	ARP (m) 1.8	Start Time (UTC) 07-Mar-18 01:59	Stop Time (UTC) 07-Mar-18 08:04	GPS Filename Unit60307b.tps	Operator Jacob Amundson	Data With AB
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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							
							2:57:13	3:02:13					GROUND STATIC	17	1.1
							3:20:51						ALIGNMENT TURNS	19	1.0
TX2pAgX	3		73	85	31.5	36.8	3:27:24	3:29:21	E	3,150	138	100.0	CROSSING LINE	17	1.2
TX2pAgB	46		124	64	53.9	27.6	3:34:57	3:43:31	S	3,165	136	100.0	TURNED OFF BY ATC FOR TRAFFIC	18	1.2
	46		70	1	30.2	0	3:49:14	4:00:06	S	3,200	131	100.0		19	1.1
	45		1	125	0	54.3	4:03:27	4:22:34	N	3,205	120	100.0		19	1.2
	44		125	1	54.3	0	4:26:07	4:44:11	S	3,155	138	100.0		18	1.3
	44		1	10	0	3.9	4:47:51	4:49:38	N	3,165	133	100.0	CALIBRATION LINE	20	1.1
	43		1	126	0	54.8	4:55:27	5:14:50	N	3,185	132	100.0		20	1.1
	42		127	1	55.2	0	5:17:46	5:35:54	S	3,140	139	100.0		18	1.1
	41		1	127	0	55.2	5:40:04	5:59:03	N	3,175	129	100.0		19	1.0
	40		128	1	55.6	0	6:02:11	6:20:27	S	3,185	140	100.0		19	1.0
	39		1	128	0	55.6	6:23:46	6:42:32	N	3,220	132	100.0		19	1.0
	38		129	1	56.1	0	6:45:11	7:03:47	S	3,150	140	100.0		20	0.9
	37		1	130	0	56.5	7:07:29	7:26:33	N	3,205	133	100.0		18	1.0
							7:26:47						ALIGNMENT TURNS	18	1.2
							7:42:03	7:47:03					GROUND STATIC	17	1.3