



Data Collection and Processing Report for 2015 Laytonville, CA

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1. LiDAR System Description and Specifications

This survey was performed with an Optech Gemini Airborne Laser Terrain Mapper (ALTM) serial number 06SEN195 mounted in a twin-engine Piper PA-31-350 Navajo Chieftain (Tail Number N154WW). The instrument nominal specifications are listed in Table 1.

Operating Altitude	150-4000 m, Nominal
Horizontal Accuracy	1/5,500 x altitude (m AGL); 1 sigma
Elevation Accuracy	5 - 35 cm; 1 sigma
Range Capture	Up to 4 range measurements, including 1 st , 2 nd , 3 rd , last returns
Intensity Capture	12-bit dynamic range for all recorded returns, including last returns
Scan FOV	0 - 50 degrees; Programmable in increments of ± 1 degree
Scan Frequency	0 - 70 Hz
Scanner Product	Up to Scan angle x Scan frequency = 1000
Roll Compensation	± 5 degrees at full FOV – more under reduced FOV
Pulse Rate Frequency	33 - 167 kHz
Position Orientation System	Applanix POS/AV 510 OEM includes embedded BD960 72-channel 10Hz (GPS) receiver
Laser Wavelength/Class	1064 nanometers / Class IV (FDA 21 CFR)
Beam Divergence nominal (full angle)	Dual Divergence 0.25 mrad (1/e) or 0.80 mrad (1/e)

Table 1 – Optech GEMINI specifications.

See <http://www.optech.ca> for more information from the manufacturer.

2. Areas of Interest.

The requested survey area consisted of a polygon located 12 km south of Laytonville, CA. The polygon encloses approximately 46.5 square km. Figure 1 (below) is an image from Google Earth showing the location of the survey.



Figure 1 – Location of survey polygon (in red). Yellow push pins represents the locations of GPS reference stations P313 and P318. (Google Earth).

3. Data Collection

a) **Survey Dates:** The survey took place over the course of 2 flights both on June 25, 2015 (DOY 176). The aircraft transited back and forth from Carson City, NV. Refueling in Ukiah, CA.

b) **Airborne Survey Parameters:** Survey parameters are provided in Table 2 below.

Nominal Flight Parameters		Equipment Settings		Survey Totals	
Flight Altitude	900 m	Laser PRF	100 kHz	Total Flight Time Includes transit from Carson City, NV	8.8 hrs.
Flight Speed	+/- 60 m/s	Beam Divergence	0.25 mrad	Total Laser Time	2.8 hrs.
Swath Width	482 m	Scan Frequency	60 Hz	Total Swath Area	50 km ²
Swath Overlap	Min 50 %	Scan Angle	± 15°	Total AOI Area	46.5 km ²
Point Density	21.45 p/m ²	Scan Cutoff	2.0°	Pass spacing	125 m

Table 2 – Nominal flight parameters, equipment settings and survey totals; actual parameters vary with the terrain.

c) **Ground GPS:** Two GPS reference station locations were used to georeferenced this survey: P313 and P318. Both of these stations are part of UNAVCO's PBO network of CORS (see <http://pbo.unavco.org/> for more information). All GPS reference observations were logged at 1 Hz. Table 3 (below) gives the coordinates of the stations and Figure 1 (above) shows the project area and the GPS reference station locations.

GPS station	P313	P318
Agency	UNAVCO	UNAVCO
Latitude	39.55428	39.45237
W Longitude	123.56453	123.37185
Ellipsoidal Elevation	652.226	594.970

Table 3 – Coordinates of GPS reference stations in NAD83 (2011) Epoch 2010.0000 - Ellipsoid Height in meters.

4. GPS/IMU Data Processing

Reference coordinates (NAD83 (2011) Epoch 2010.0000) for all stations are derived from observation sessions taken over the project duration and submitted to the NGS on-line processor OPUS which processes static differential baselines tied to the international CORS network. For further information on OPUS see <http://www.ngs.noaa.gov/OPUS/> and for more information on the CORS network see <http://www.ngs.noaa.gov/CORS/>

Airplane trajectories for this survey were processed using KARS (Kinematic and Rapid Static) software written by Dr. Gerald Mader of the NGS Research Laboratory. KARS kinematic GPS processing uses the dual-frequency phase history files of the reference and airborne receivers to determine a high-accuracy fixed integer ionosphere-free differential solution at 1 Hz. All final aircraft trajectories for this project are blended solutions from at least three of the five available stations.

After GPS processing, the 1 Hz trajectory solution and the 200 Hz raw inertial measurement unit (IMU) data collected during the flights are combined in APPLANIX software POSPac MMS (Mobile Mapping Suite Version 7.1). POSPac MMS implements a Kalman Filter algorithm to produce a final, smoothed, and complete navigation solution including both aircraft position and orientation at 200 Hz. This final navigation solution is known as an SBET (Smoothed Best Estimated Trajectory).

5. LiDAR Data Processing Overview

The following diagram (Figure 2) shows a general overview of the NCALM LiDAR data processing workflow

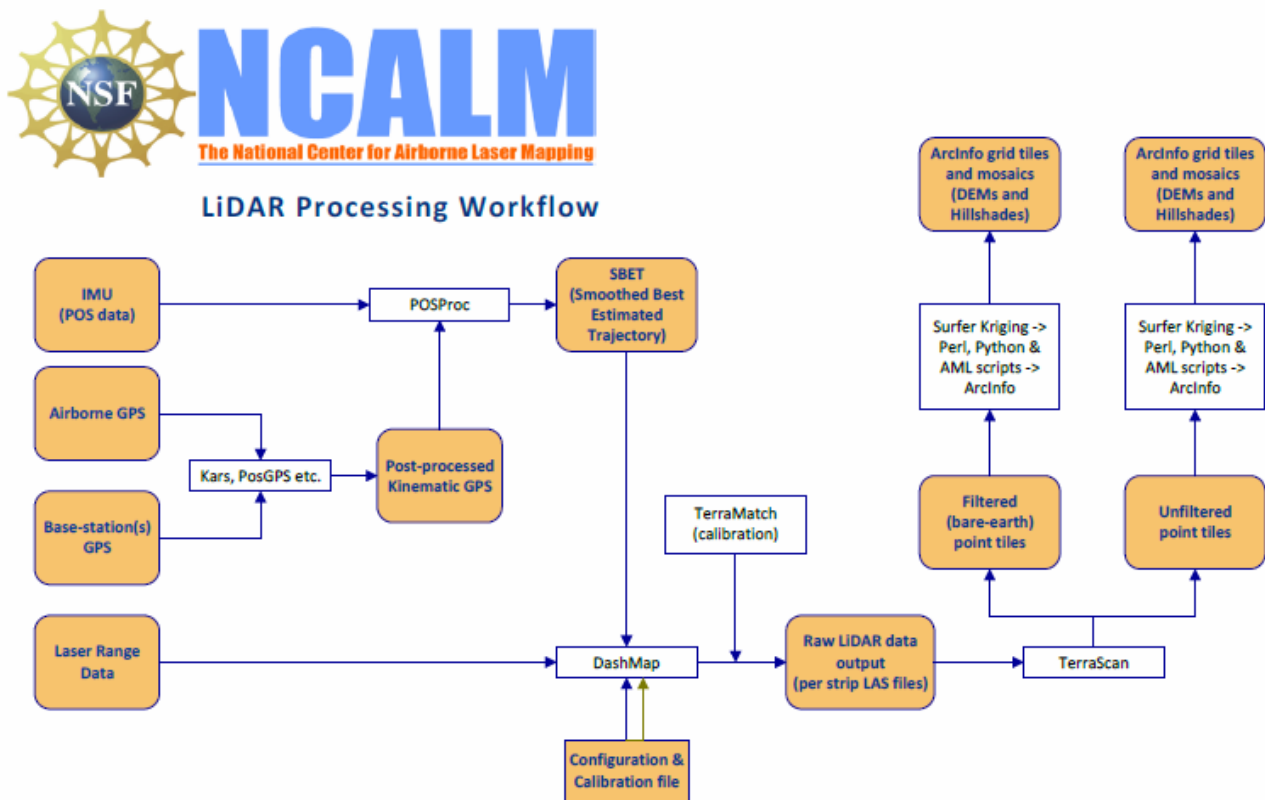


Figure 2 - NCALM LiDAR Processing Workflow

Classification done by automated means using TerraSolid Software (TerraScan Version 15.019).
<http://www.terrasolid.fi/en/products/4>

NCALM makes every effort to produce the highest quality LiDAR data possible but every LiDAR point cloud and derived DEM will have visible artifacts if it is examined at a sufficiently fine level. Examples of such artifacts include visible swath edges, corduroy (visible scan lines), and data gaps. A detailed discussion on the causes of data artifacts and how to recognize them can be found here:

http://ncalm.berkeley.edu/reports/GEM_Rep_2005_01_002.pdf .

A discussion of the procedures NCALM uses to ensure data quality can be found here:

http://ncalm.berkeley.edu/reports/NCALM_WhitePaper_v1.2.pdf

NCALM cannot devote the required time to remove all artifacts from data sets, but if researchers find areas with artifacts that impact their applications they should contact NCALM and we will assist them in removing the artifacts to the extent possible – but this may well involve the PIs devoting additional time and resources to this process.

6. Accuracy assessment

a) Relative accuracy

System calibration of the 3 sensor bore sight angles (roll, pitch, and yaw) and scanner mirror scale factor is done by automated means using TerraSolid Software (TerraMatch). Project lines and off-project lines flown with opposite headings combined with perpendicular cross lines are used as input to TerraMatch (Version 15.013). These calibration values are checked on a flight-flight basis.

After calibration values are optimized, project flight lines are output and then classified into ground and non-ground classes. Surfaces are developed for each flight strip from the ground class points, and then these individual flight strip surfaces are differenced and a value for the magnitude of the height mismatch over the entire project area is calculated.

For the surveyed area the average magnitude for vertical mismatch of ground surfaces (unsigned vertical differences between flight strips) in overlap zones is 0.059 m.

b) Absolute accuracy

No ground check points were collected for this project so a small (<0.15 m) vertical bias in the elevations of the final point cloud and DEM may exist with respect to NAVD88. Note that any LiDAR-derived DEM accuracy will usually degrade on steep terrain and under canopy.

7. Data Deliverables

- a) **Horizontal Datum:** NAD83 (2011)
- b) **Vertical Datum:** NAVD88 (GEOID 12a)
- c) **Projection:** UTM Zone 10N
- d) **Units: meters.**
- e) **File Formats:**

1. Point Cloud in LAS format (Version 1.2), classified as ground or non-ground, in 2 km² rectangles.
2. ESRI format 1-m DEM from ground classified points.
3. ESRI format 1-m Hillshade raster from ground classified points
4. ESRI format 1-m DEM from all points (canopy included).
5. ESRI format 1-m Hillshade raster from all points (canopy included).

- f) **File naming convention:** 1 Km tiles follow a naming convention using the lower left coordinate (minimum X, Y) as the seed for the file name as follows: XXXXXX_YYYYYYY. For example if the tile bounds coordinate values from easting equals 446000 through 447000, and northing equals 4379000 through 4380000 then the tile filename incorporates 446000_4379000. The ESRI DEMs are mosaic files created by combining together the 1 km tiles.