

LiDAR REMOTE SENSING

SPRINGFIELD • OREGON

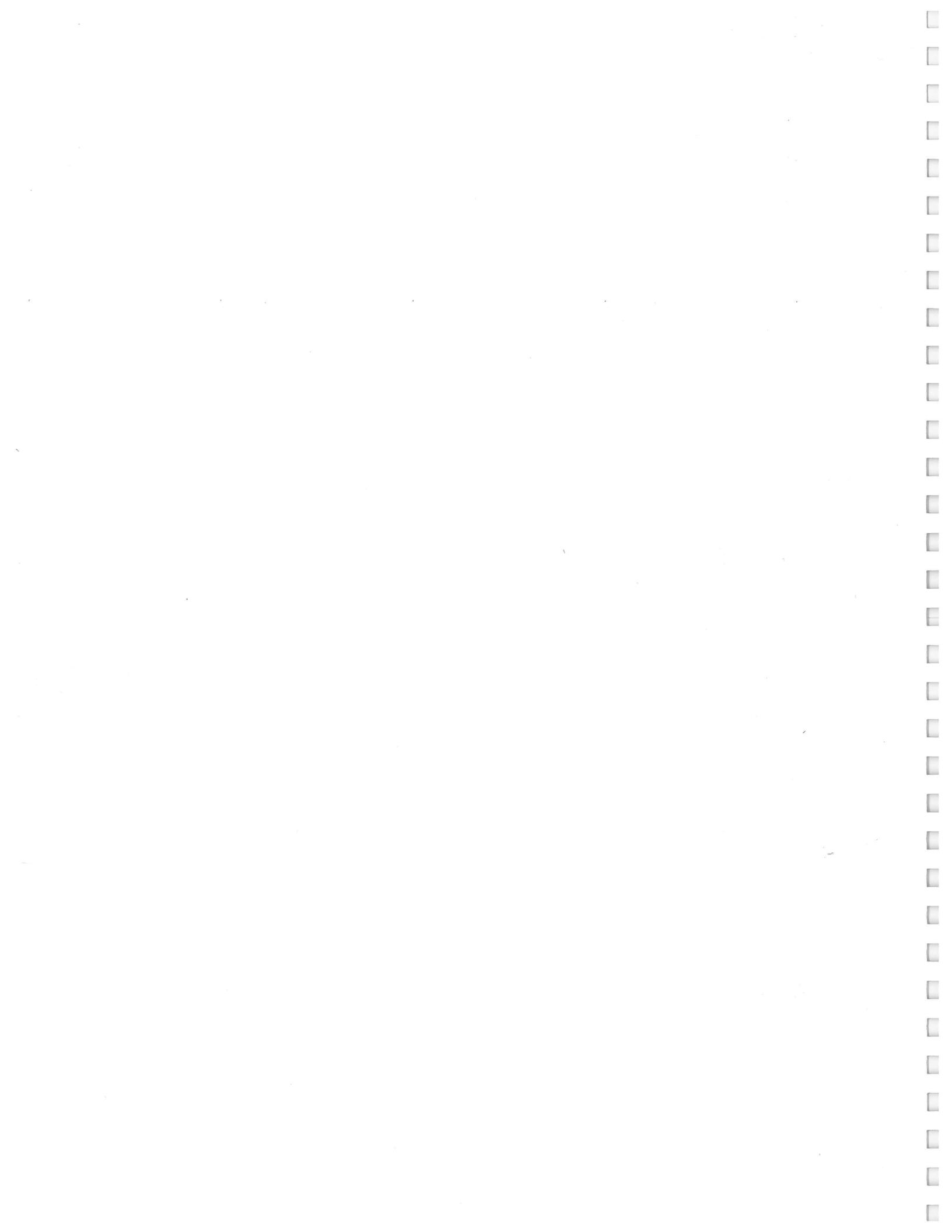
DECEMBER 19TH, 2011



Weyerhaeuser Company

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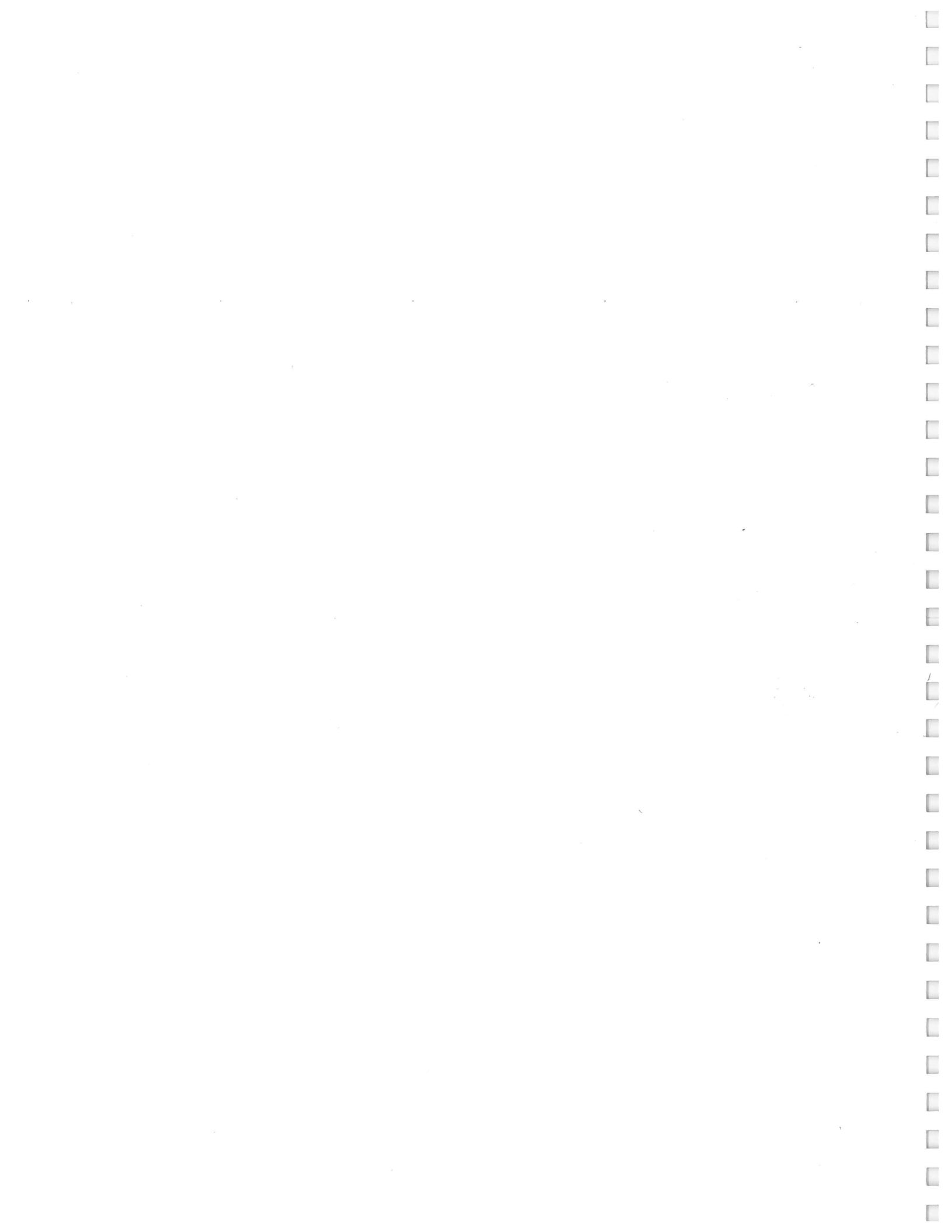


LIDAR REMOTE SENSING DATA COLLECTION: WEYERHAEUSER COMPANY: SPRINGFIELD, OREGON

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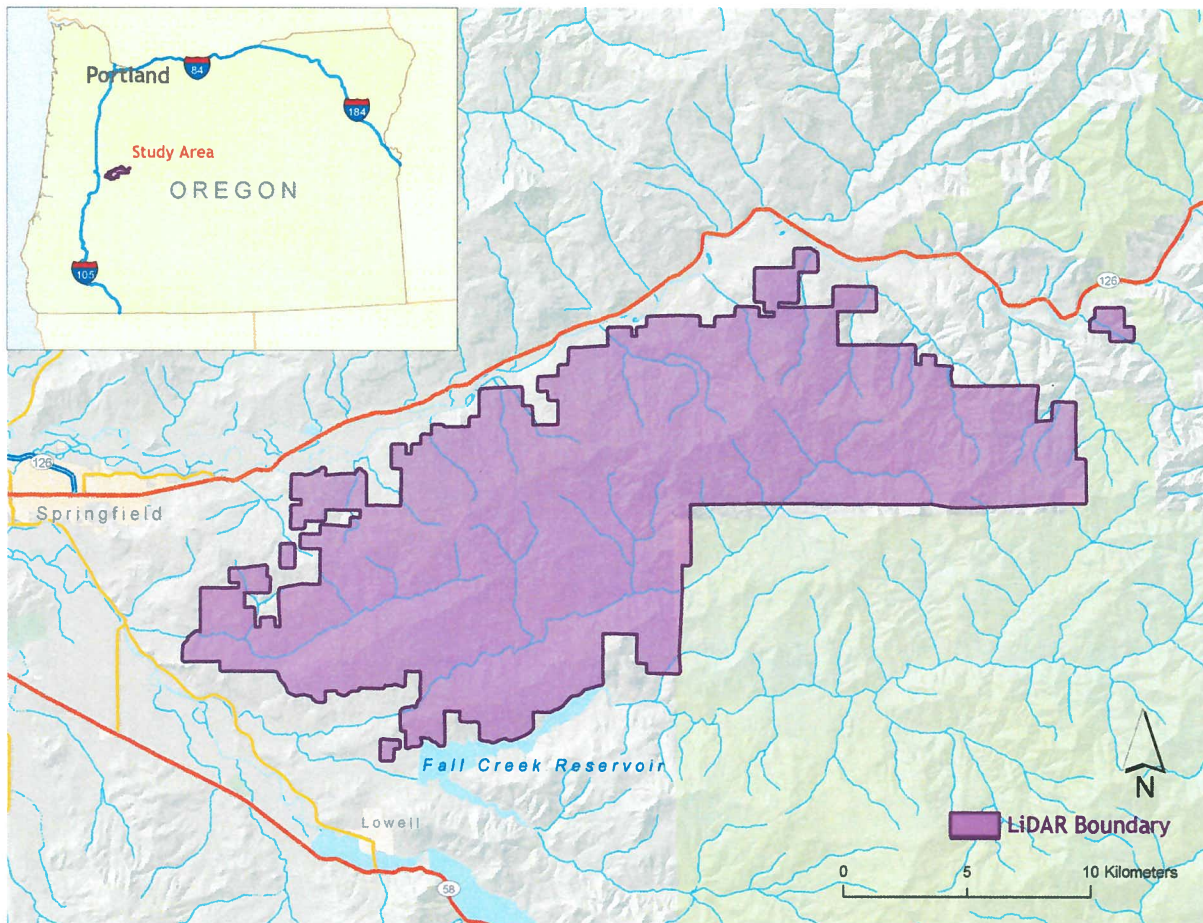




1. Overview

Watershed Sciences, Inc. (WS) collected Light Detection and Ranging (LiDAR) data east of Springfield, OR for the Weyerhaeuser Company during October 15th, 18th, 20th and 22nd through 26th of 2011. **Figure 1** illustrates the Areas of Interest (AOIs) located within Lane County, OR. This report documents the data acquisition, processing methods, accuracy assessment, and deliverables for the 64,636 acres of LiDAR data requested. The area was expanded by a 100 m buffer to ensure complete coverage and adequate point densities around survey area boundaries, resulting in a total of 76,177 acres of data delivered.

Figure 1. LiDAR data collection areas-of-interest for the Springfield survey area.



2. Acquisition

2.1 Airborne Survey - Instrumentation and Methods

The LiDAR survey utilized a Leica ALS60 sensor in a Cessna Caravan 208B. The ALS60 sensor operates with Automatic Gain Control (AGC) for intensity correction. The Leica systems were set to acquire 105,000 laser pulses per second (i.e., 105 kHz pulse rate) and flown at 900 meters above ground level (AGL), capturing a scan angle of 14° from nadir (449 m swath width). These settings were developed to yield points with an average native pulse density of ≥ 8 pulses per square meter over terrestrial surfaces. It is not uncommon for some types of surfaces (e.g. dense vegetation or water) to return fewer pulses than the laser originally emitted. These discrepancies between 'native' and 'delivered' density will vary depending on terrain, land cover, and the prevalence of water bodies.



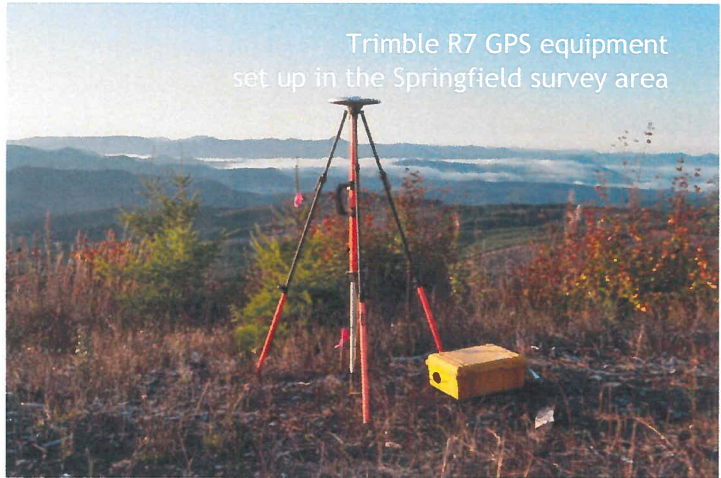
The Cessna Caravan is a stable platform, ideal for flying slow and low for high density projects. A Leica ALS60 sensor head installed in the Caravan is shown on the left.

All areas were surveyed with an opposing flight line side-lap of $\geq 60\%$ ($\geq 100\%$ overlap) to reduce laser shadowing and increase surface laser painting. The Leica laser systems allow up to four range measurements (returns) per pulse, and all discernible laser returns were processed for the output dataset.

To accurately solve for laser point position (geographic coordinates x, y, z), the positional coordinates of the airborne sensor and the attitude of the aircraft were recorded continuously throughout the LiDAR data collection mission. Aircraft position was measured twice per second (2 Hz) by an onboard differential GPS unit. Aircraft attitude was measured 200 times per second (200 Hz) as pitch, roll and yaw (heading) from an onboard inertial measurement unit (IMU). To allow for post-processing correction and calibration, aircraft/sensor position and attitude data are indexed by GPS time.

2.2 Ground Survey - Instrumentation and Methods

During the LiDAR survey, static (1 Hz recording frequency) ground surveys were conducted over set monuments. Monument coordinates are provided in **Table 1** and shown in **Figure 2**. After the airborne survey, the static GPS data are processed using triangulation with Continuously Operating Reference Stations (CORS) and checked using the Online Positioning User Service (OPUS¹) to quantify daily variance. Multiple sessions are processed over the same monument to confirm antenna height measurements and reported position accuracy.



Indexed by time, these GPS data are used to correct the continuous onboard measurements of aircraft position recorded throughout the mission. Control monuments were located within 13 nautical miles of the survey area.

2.2.1 Instrumentation

Trimble GPS receiver model R7 with Zephyr Geodetic antenna with ground plane was deployed for all static control points. A Trimble model R8 GNSS unit was used for collecting check points using real time kinematic (RTK) survey techniques. For RTK data, the collector begins recording after remaining stationary for 5 seconds then calculating the pseudo range position from at least three epochs with the relative error under 1.5cm horizontal and 2cm vertical. All GPS measurements are made with dual frequency L1-L2 receivers with carrier-phase correction.

¹ Online Positioning User Service (OPUS) is run by the National Geodetic Survey to process corrected monument positions.

2.2.2 Monumentation

Watershed Sciences established 7 new monuments to survey the Springfield AOs that were later certified by Chris Yotter-Brown (WA-PLS #46328). The Watershed Sciences' monumentation was done with 5/8" x 30" rebar topped with a metal cap stamped with "Watershed Sciences, Inc", the year established and the monument ID.



Table 1. Base Station control coordinates for the Springfield study area

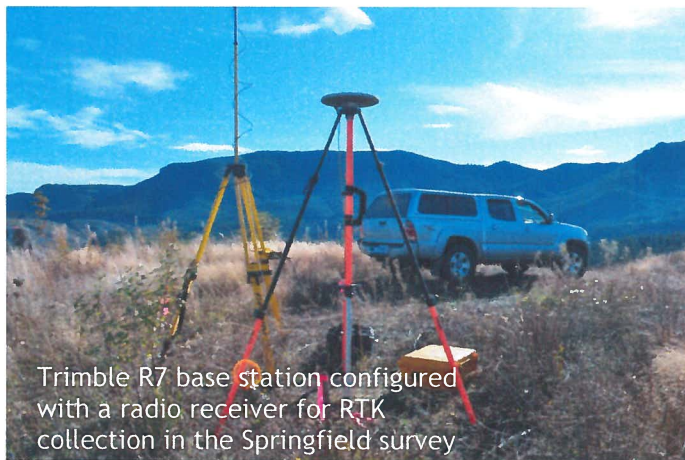
Base Station ID	Datum: NAD83 (COR96)		GRS80
	Latitude	Longitude	Ellipsoid Z (meters)
WEYER_SP_01	44°04'07.15666" N	122°40'09.96969" W	912.580
WEYER_SP_02	44°03'22.16953" N	122° 40'36.16462" W	928.777
WEYER_SP_03	44°03'14.60512" N	122°37'09.99294" W	943.039
WEYER_SP_04	44°00'21.42408" N	122°40'04.10714" W	379.758
WEYER_SP_05	44°05'07.95959" N	122°37'40.09440" W	725.820
WEYER_SP_06	44° 04'02.30766" N	122°33' 38.92763" W	697.094
WEYER_SP_07	43°57'52.53285" N	122° 42'55.98366" W	395.140

2.2.3 Methodology

Each aircraft is assigned a ground crew member with two Trimble R7 receivers and an R8 receiver. The ground crew vehicles are equipped with standard field survey supplies and equipment including safety materials. All control monuments are observed for a minimum of one survey session lasting no fewer than 4 hours and another session lasting no fewer than 2 hours. At the beginning of every session the tripod and antenna are reset, resulting in two independent instrument heights and data files. Data is collected at a rate of 1Hz using a 10 degree mask on the antenna.

The ground crew uploads the GPS data to our FTP site on a daily basis to be returned to the office for QA/QC review and processing. The monument position was triangulated using 3 CORS stations through OPUS resulting in a fully adjusted position. After all data had been collected at the monument, accuracy and error ellipses were calculated from the OPUS reports. This information leads to a rating of the monument based on FGDC-STD-007.2-1998² at the 95% confidence level. When a statistically stable position was found CORPSCON³ 6.0.1 software was used to convert the UTM positions to geodetic positions. This geodetic position was used for processing the LiDAR data.

RTK and aircraft mounted GPS measurements are made during periods with PDOP⁴ less than or equal to 3.0 and with at least 6 satellites in view of both a stationary reference receiver and the roving receiver. Static GPS data collected in a continuous session average the high PDOP into the final solution in the method used by CORS stations. RTK positions are collected on bare earth locations such as paved, gravel or stable dirt roads, and other locations where the ground is clearly visible (and is likely to remain visible) from the sky during the data acquisition and RTK measurement period(s). RTK measurements are not taken on highly reflective surfaces such as center line stripes or lane markings on roads. RTK points were taken no closer than one meter to any nearby terrain breaks such as road edges or drop offs.



Trimble R7 base station configured with a radio receiver for RTK collection in the Springfield survey

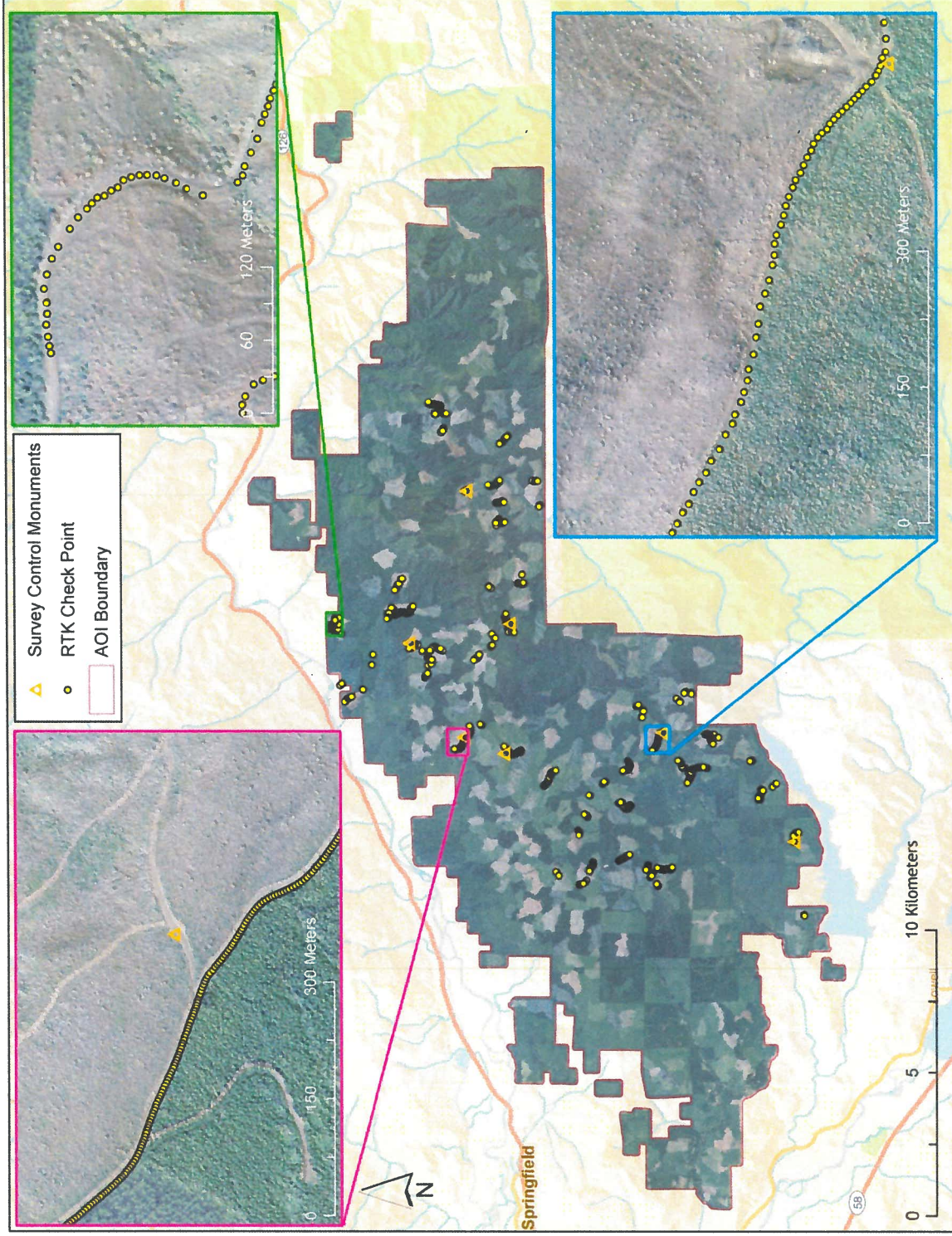
Chris Yotter-Brown (WA-PLS #46328) Watershed Sciences' staff surveyor provided professional supervision and oversight to all survey aspects of this project. His report can be found in section 8.

² Federal Geographic Data Committee Draft Geospatial Positioning Accuracy Standards (Part 2 table 2.1)

³ U.S. Army Corps of Engineers , Engineer Research and Development Center Topographic Engineering Center software

⁴PDOP: Point Dilution of Precision is a measure of satellite geometry, the smaller the number the better the geometry between the point and the satellites.

Figure 2. RTK check point and control monument locations used in the Springfield study area.



3. LiDAR Data Processing

3.1 Applications and Work Flow Overview

1. Resolved kinematic corrections for aircraft position data using kinematic aircraft GPS and static ground GPS data.

Software: Waypoint GPS v.8.10, Trimble Geomatics Office v.1.62

2. Developed a smoothed best estimate of trajectory (SBET) file that blends post-processed aircraft position with attitude data. Sensor head position and attitude were calculated throughout the survey. The SBET data were used extensively for laser point processing.

Software: IPAS v.1.35

3. Calculated laser point position by associating SBET position to each laser point return time, scan angle, intensity, etc. Created raw laser point cloud data for the entire survey in *.las (ASPRS v.1.2) format.

Software: ALS Post Processing Software v.2.70

4. Imported raw laser points into manageable blocks (less than 500 MB) to perform manual relative accuracy calibration and filter for pits/birds. Ground points were then classified for individual flight lines (to be used for relative accuracy testing and calibration).

Software: TerraScan v.11.007

5. Using ground classified points per each flight line, the relative accuracy was tested. Automated line-to-line calibrations were then performed for system attitude parameters (pitch, roll, heading), mirror flex (scale) and GPS/IMU drift. Calibrations were performed on ground classified points from paired flight lines. Every flight line was used for relative accuracy calibration.

Software: TerraMatch v.11.007

6. Position and attitude data were imported. Resulting data were classified as ground and non-ground points. Statistical absolute accuracy was assessed via direct comparisons of ground classified points to ground RTK survey data. Data were then converted to orthometric elevations (NAVD88) by applying a Geoid03 correction.

Software: TerraScan v.11.007, TerraModeler v.11.002

3.2 Aircraft Kinematic GPS and IMU Data

LiDAR survey datasets were referenced to the 1 Hz static ground GPS data collected over pre-surveyed monuments with known coordinates. While surveying, the aircraft collected 2 Hz kinematic GPS data, and the onboard inertial measurement unit (IMU) collected 200 Hz aircraft attitude data. Waypoint GPS v.8.10 was used to process the kinematic corrections for the aircraft. The static and kinematic GPS data were then post-processed after the survey to obtain an accurate GPS solution and aircraft positions. IPAS v.1.35 was used to develop a trajectory file that includes corrected aircraft position and attitude information. The trajectory data for the entire flight survey session were incorporated into a final smoothed best estimated trajectory (SBET) file that contains accurate and continuous aircraft positions and attitudes.

3.3 Laser Point Processing

Laser point coordinates were computed using the IPAS and ALS Post Processor software suites based on independent data from the LiDAR system (pulse time, scan angle), and aircraft trajectory data (SBET). Laser point returns (first through fourth) were assigned an associated (x, y, z) coordinate along with unique intensity values (0-255). The data were output into large LAS v.1.2 files with each point maintaining the corresponding scan angle, return number (echo), intensity, and x, y, z (easting, northing, and elevation) information.

These initial laser point files were too large for subsequent processing. To facilitate laser point processing, bins (polygons) were created to divide the dataset into manageable sizes (<500 MB). Flightlines and LiDAR data were then reviewed to ensure complete coverage of the survey area and positional accuracy of the laser points.

Laser point data were imported into processing bins in TerraScan, and manual calibration was performed to assess the system offsets for pitch, roll, heading and scale (mirror flex). Using a geometric relationship developed by Watershed Sciences, each of these offsets was resolved and corrected if necessary.

LiDAR points were then filtered for noise, pits (artificial low points), and birds (true birds as well as erroneously high points) by screening for absolute elevation limits, isolated points and height above ground. Each bin was then manually inspected for remaining pits and birds and spurious points were removed. In a bin containing approximately 7.5-9.0 million points, an average of 50-100 points are typically found to be artificially low or high. Common sources of non-terrestrial returns are clouds, birds, vapor, haze, decks, brush piles, etc.

Internal calibration was refined using TerraMatch. Points from overlapping lines were tested for internal consistency and final adjustments were made for system misalignments (i.e., pitch, roll, heading offsets and scale). Automated sensor attitude and scale corrections yielded 3-5 cm improvements in the relative accuracy. Once system misalignments were corrected, vertical GPS drift was then resolved and removed per flight line, yielding a slight improvement (<1 cm) in relative accuracy.

The TerraScan software suite is designed specifically for classifying near-ground points (Soininen, 2004). The processing sequence began by 'removing' all points that were not 'near' the earth based on geometric constraints used to evaluate multi-return points. The resulting bare earth (ground) model was visually inspected and additional ground point modeling was performed in site-specific areas to improve ground detail. This manual editing of ground often occurs in areas with known ground modeling deficiencies, such as: bedrock outcrops, cliffs, deeply incised stream banks, and dense vegetation. In some cases, automated ground point classification erroneously included known vegetation (i.e., understory, low/dense shrubs, etc.). These points were manually reclassified.

4. LiDAR Accuracy Assessment

4.1 Laser Noise and Relative Accuracy

Laser Noise

For any given target, laser noise is the breadth of the data cloud per laser return (i.e., last, first, etc.). Lower intensity surfaces (roads, rooftops, still/calm water) experience higher laser noise. The laser noise range for this survey was approximately 0.02 meters.

Relative Accuracy

Relative accuracy refers to the internal consistency of the data set - the ability to place a laser point in the same location over multiple flight lines, GPS conditions, and aircraft attitudes. Affected by system attitude offsets, scale, and GPS/IMU drift, internal consistency is measured as the divergence between points from different flight lines within an overlapping area. Divergence is most apparent when flight lines are opposing. When the LiDAR system is well calibrated, the line-to-line divergence is low (<10 cm). See Appendix A for further information on sources of error and operational measures that can be taken to improve relative accuracy.

Relative Accuracy Calibration Methodology

1. **Manual System Calibration:** Calibration procedures for each mission require solving geometric relationships that relate measured swath-to-swath deviations to misalignments of system attitude parameters. Corrected scale, pitch, roll and heading offsets were calculated and applied to resolve misalignments. The raw divergence between lines was computed after the manual calibration was completed and reported for each survey area.
2. **Automated Attitude Calibration:** All data were tested and calibrated using TerraMatch automated sampling routines. Ground points were classified for each individual flight line and used for line-to-line testing. System misalignment offsets (pitch, roll and heading) and scale were solved for each individual mission and applied to respective mission datasets. The data from each mission were then blended when imported together to form the entire area of interest.
3. **Automated Z Calibration:** Ground points per line were used to calculate the vertical divergence between lines caused by vertical GPS drift. Automated Z calibration was the final step employed for relative accuracy calibration.

4.2 Absolute Accuracy

Laser point absolute accuracy is largely a function of laser noise and relative accuracy. To minimize these contributions to absolute error, a number of noise filtering and calibration procedures were performed prior to evaluating absolute accuracy. The LiDAR quality assurance process uses the data from the real-time kinematic (RTK) ground survey conducted in the AOI. For the Springfield survey areas, a total of **2,256** RTK GPS measurements were collected on hard surfaces distributed among multiple flight swaths. Suitable and accessible hard-surfaces limited the number of RTK points able to be collected. To assess absolute accuracy the location coordinates of these known RTK ground points were compared to those calculated for the closest ground-classified laser points.

The vertical accuracy of the LiDAR data is described as the mean and standard deviation (sigma $\sim\sigma$) of divergence of LiDAR point coordinates from RTK ground survey point coordinates. To provide a sense of the model predictive power of the dataset, the root mean square error (RMSE) for vertical accuracy is also provided. These statistics assume the error distributions for x, y, and z are normally distributed, thus the skew and kurtosis of distributions are considered when evaluating error statistics.

Statements of statistical accuracy apply to fixed terrestrial surfaces only and may not be applied to areas of dense vegetation or steep terrain (See Appendix A).

5. Study Area Results

Summary statistics for point resolution and accuracy (relative and absolute) of the LiDAR data collected in the Springfield survey areas are presented below in terms of central tendency, variation around the mean, and the spatial distribution of the data (for point resolution by tile).

Data Summary: Springfield study area

Table 2. LiDAR Resolution and Accuracy - Specifications and Achieved Values

	Targeted	Achieved
Resolution:	≥ 8 points/m ²	14.1 points/m ²
Vertical Accuracy (1 σ):	≤ 11 cm	2.8 cm

5.1 Data Density/Resolution

Average pulse densities exceeded the design specification within the study area (14.1 points/m²); however there was some variability in the spatial distribution of densities. We observed some areas with fewer pulses along flight lines through difficult terrain (ie. topographic depressions). Despite these lower density slivers, the study area contains, at minimum, double flightline coverage throughout.

Figures 5 & 6 display the distribution of average native and ground point densities for each processing bin.

LiDAR data resolution for the Springfield study area:

- Average Point (First Return) Density =14.1 points/m²
- Average Ground Point Density = 1.6 points/m²

Figure 3. Density distribution for first return laser points

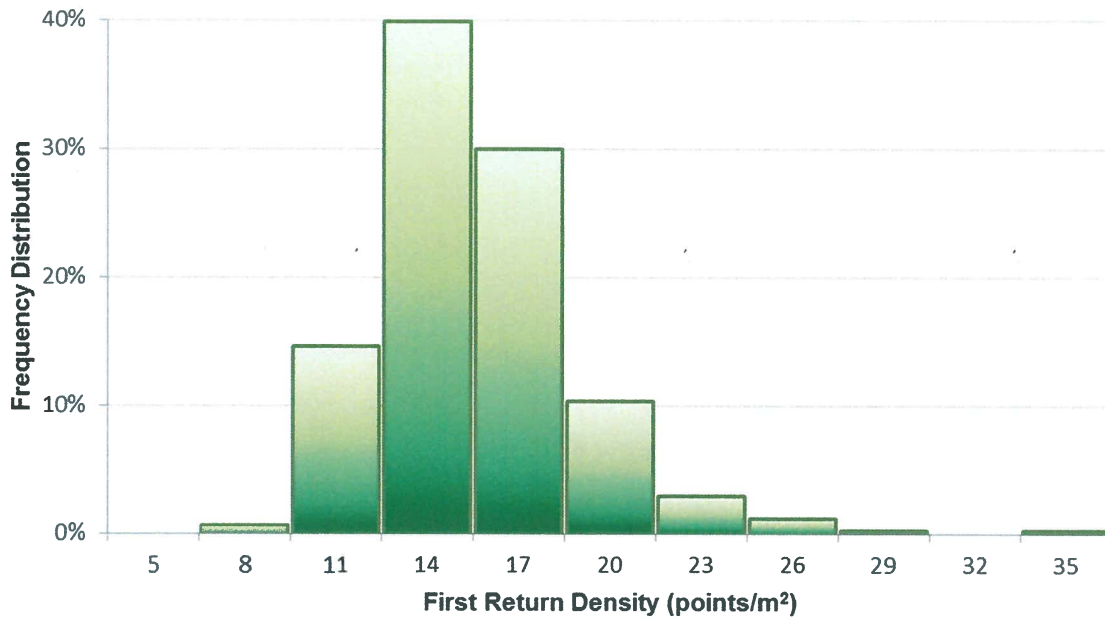


Figure 4. Density distribution for ground classified laser points

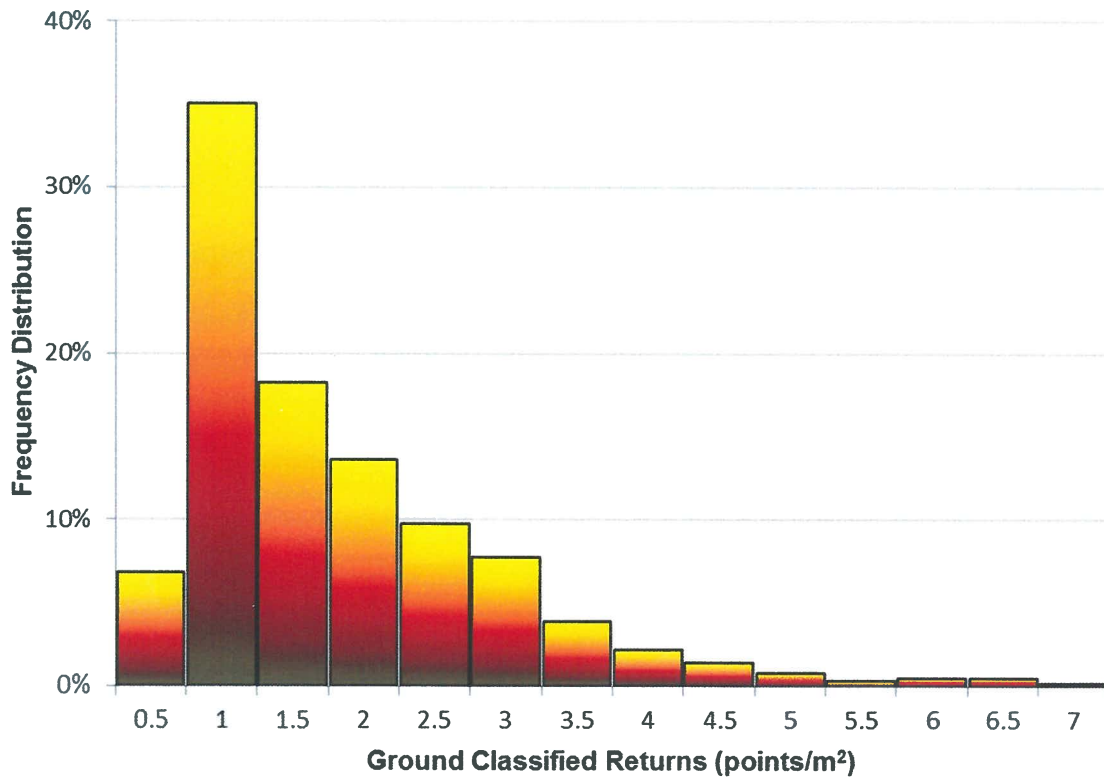
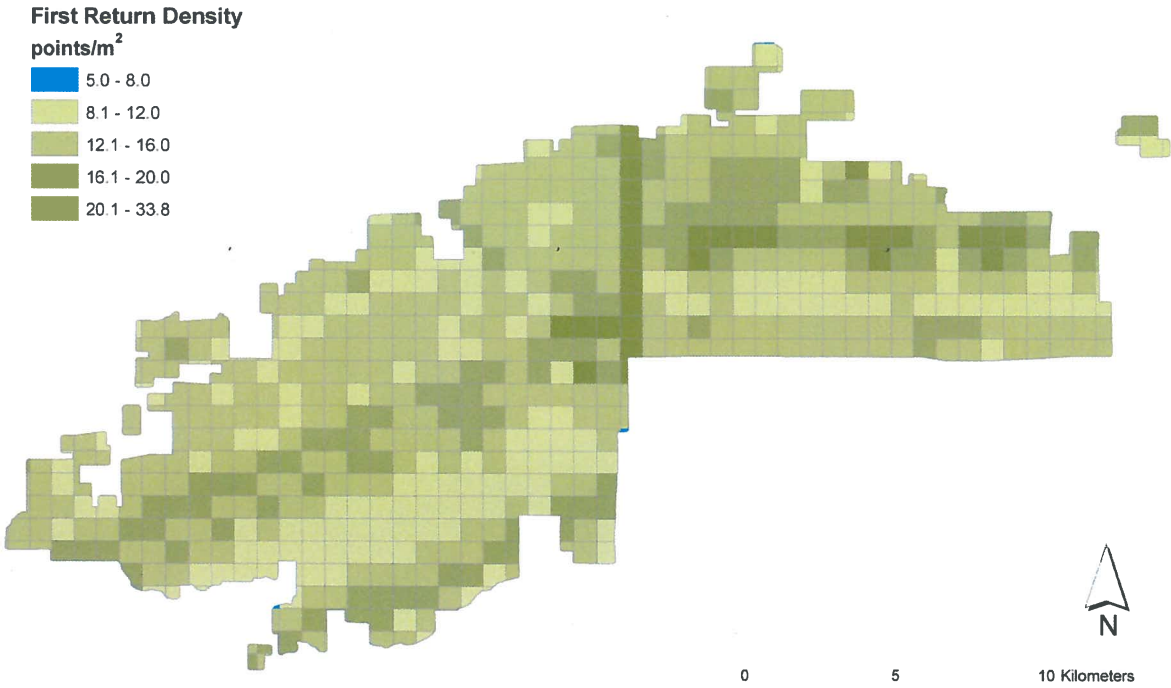
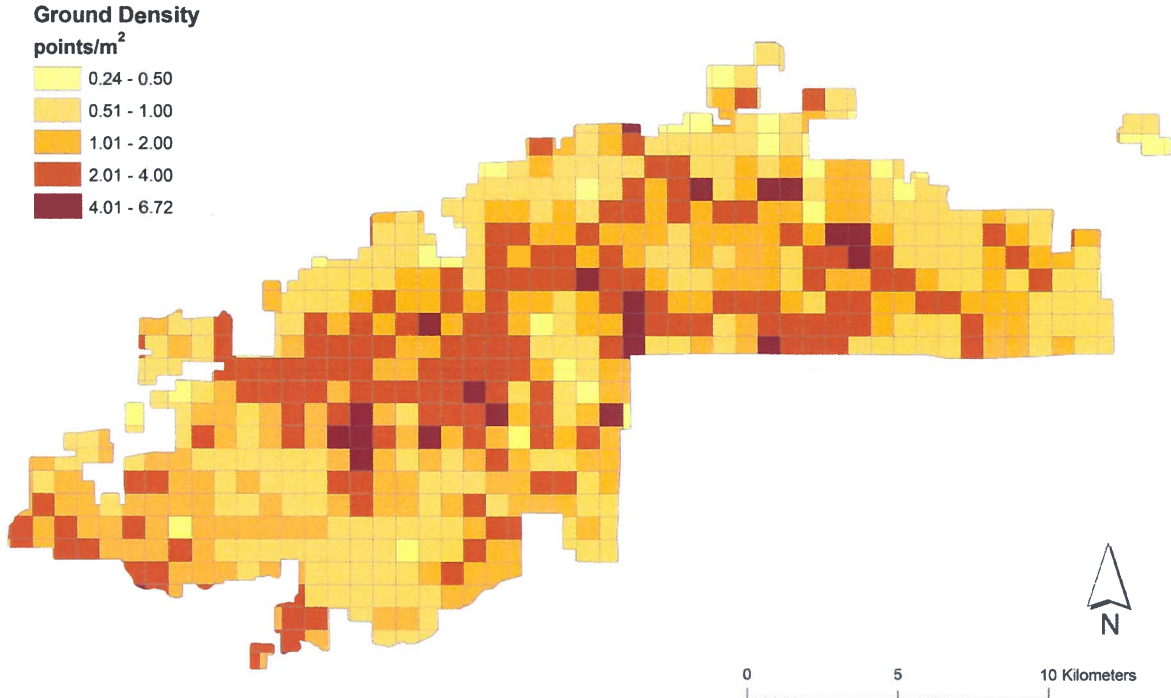


Figure 5. Density distribution map for first return points by processing bin.



Note: four tiles had average native returns < 8 points/m² however they were all located within the buffered area of the LiDAR survey.

Figure 6. Density distribution map for ground return points by processing bin.

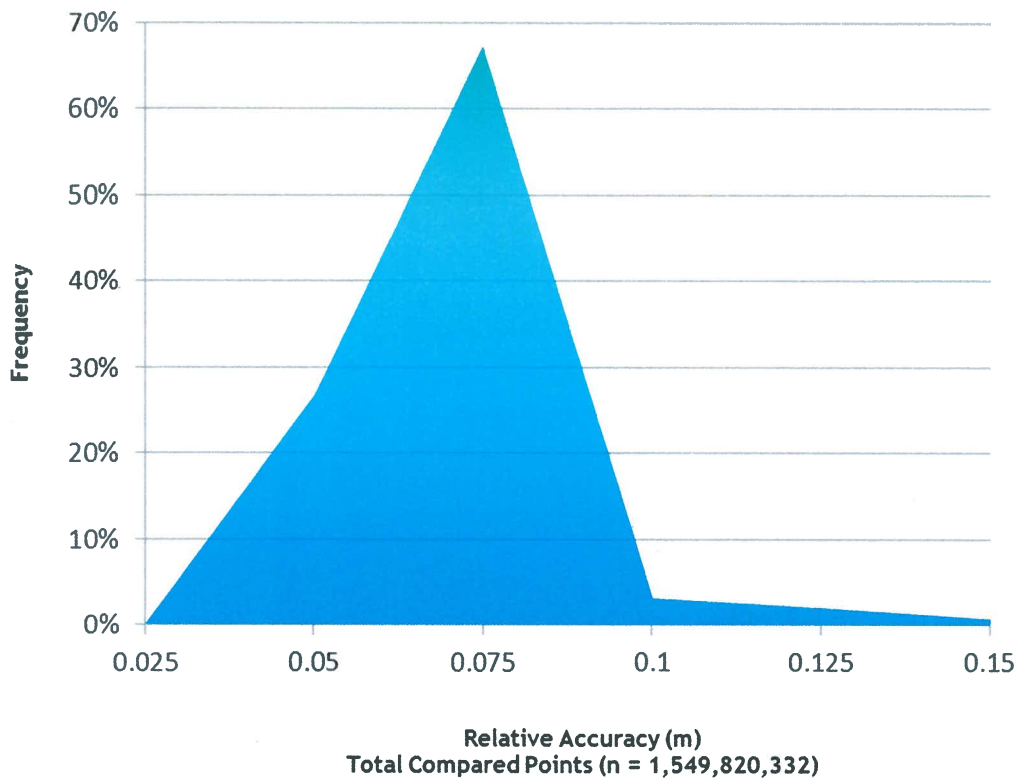


5.2 Relative Accuracy Calibration Results

Relative accuracy statistics for the Springfield AOIs measure the full survey calibration including areas outside the delivered boundary:

- Project Average = 0.054m
- Median Relative Accuracy = 0.057 m
- 1σ Relative Accuracy = 0.015m
- 1.96σ Relative Accuracy = 0.029 m

Figure 7. Distribution of relative accuracies per flight line, non slope-adjusted



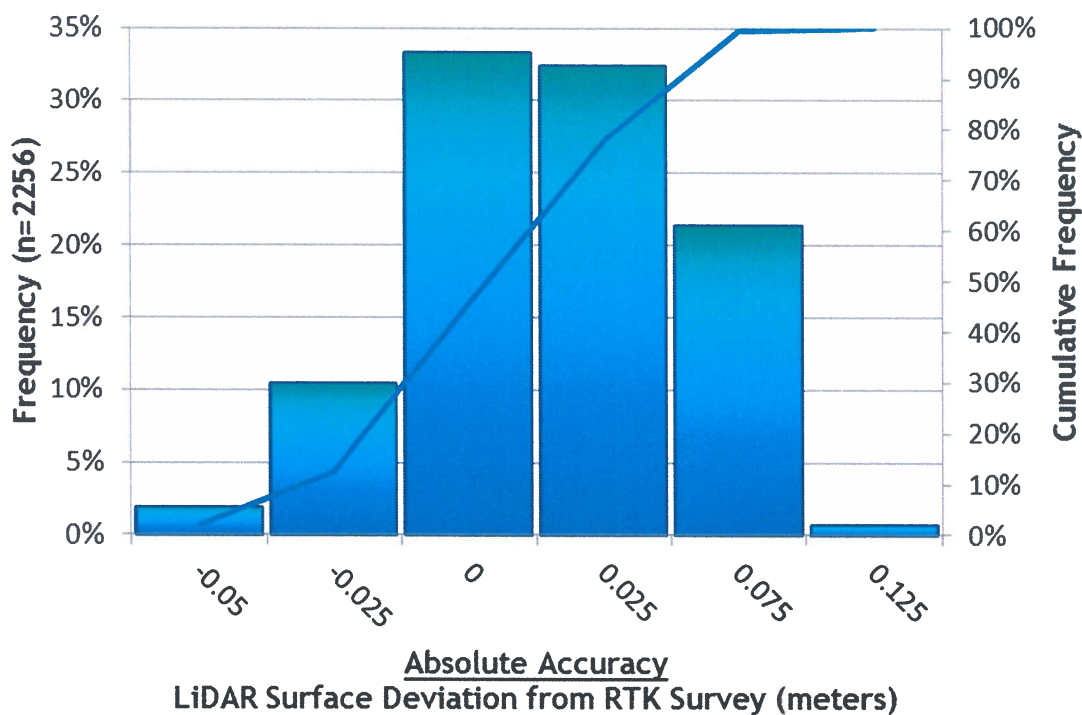
5.3 Absolute Accuracy

Absolute accuracies for the Springfield AOlS:

Table 3. Absolute Accuracy - Deviation between laser points and RTK hard surface survey points

RTK Survey Sample Size (n): 2,256	
Root Mean Square Error (RMSE): 0.028m	Minimum $\Delta z = -0.092\text{m}$
Standard Deviations 1 sigma (σ): 0.027m 1.96 sigma (σ): 0.053m	Maximum $\Delta z = 0.123\text{m}$
	Average $\Delta z = 0.005\text{m}$

Figure 8. Absolute Accuracy - Histogram Statistics



6. Projection/Datum and Units

	Projection:	UTM Zone 10
Datum	Vertical:	NAVD88 Geoid03
	Horizontal:	NAD83 (CORS96)
	Units:	Meters

7. Deliverables

Point Data:	<ul style="list-style-type: none"> • All Returns (LAS 1.2 format) • Ground Returns (LAS 1.2 format) <p>*Normalized intensities to be delivered at a future date (LAS 1.2 format)</p>
Vector Data:	<ul style="list-style-type: none"> • Tile Index for LiDAR Points within survey boundary(shapefile format) • Tile Index for total LiDAR flown (shapefile format) • LiDAR boundary(shapefile format)
SBETs:	<ul style="list-style-type: none"> • SBET trajectories (.csv format)
Trajectories:	<ul style="list-style-type: none"> • Microstation Trajectory Files (.traj format)
Data Report:	<ul style="list-style-type: none"> • Full report containing introduction, methodology, and accuracy

8. Certifications

Watershed Sciences provided LiDAR services for the Weyerhaeuser Company: Springfield study area as described in this report.

I, Russ Faux, have reviewed the attached report for completeness and hereby state that it is a complete and accurate report of this project.

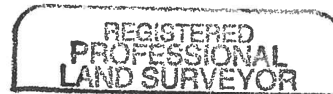


Russ Faux
Principal
Watershed Sciences, Inc.

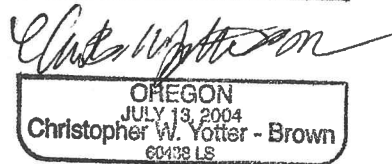
I, Christopher W. Yotter-Brown, being first dully sworn, say that as described in the Ground Survey subsection of the Acquisition section of this report was completed by me or under my direct supervision and was completed using commonly accepted standard practices. Accuracy statistics shown in the Accuracy Section have been reviewed by me to meet National Standard for Spatial Data Accuracy.



Christopher W. Yotter-Brown, PLS Oregon & Washington
Watershed Sciences, Inc
Portland, OR 97204



12/16/2011



RENEWAL DATE: 6/30/2012

9. Selected Images

Figure 9. 3D view of forestry land created from 2009 NAIP draped over LiDAR point cloud.



Figure 10. View of construction area created from LiDAR point cloud colored by height.



10. Glossary

1-sigma (σ) Absolute Deviation: Value for which the data are within one standard deviation (approximately 68th percentile) of a normally distributed data set.

1.96-sigma (σ) Absolute Deviation: Value for which the data are within two standard deviations (approximately 95th percentile) of a normally distributed data set.

Root Mean Square Error (RMSE): A statistic used to approximate the difference between real-world points and the LiDAR points. It is calculated by squaring all the values, then taking the average of the squares and taking the square root of the average.

Pulse Rate (PR): The rate at which laser pulses are emitted from the sensor; typically measured as thousands of pulses per second (kHz).

Pulse Returns: For every laser pulse emitted, the Leica ALS 50 Phase II system can record *up to four* wave forms reflected back to the sensor. Portions of the wave form that return earliest are the highest element in multi-tiered surfaces such as vegetation. Portions of the wave form that return last are the lowest element in multi-tiered surfaces.

Accuracy: The statistical comparison between known (surveyed) points and laser points. Typically measured as the standard deviation (sigma, σ) and root mean square error (RMSE).

Intensity Values: The peak power ratio of the laser return to the emitted laser. It is a function of surface reflectivity.

Data Density: A common measure of LiDAR resolution, measured as points per square meter.

Spot Spacing: Also a measure of LiDAR resolution, measured as the average distance between laser points.

Nadir: A single point or locus of points on the surface of the earth directly below a sensor as it progresses along its flight line.

Scan Angle: The angle from nadir to the edge of the scan, measured in degrees. Laser point accuracy typically decreases as scan angles increase.

Overlap: The area shared between flight lines, typically measured in percents; 100% overlap is essential to ensure complete coverage and reduce laser shadows.

DTM / DEM: These often-interchanged terms refer to models made from laser points. The digital elevation model (DEM) refers to all surfaces, including bare ground and vegetation, while the digital terrain model (DTM) refers only to those points classified as ground.

Real-Time Kinematic (RTK) Survey: GPS surveying is conducted with a GPS base station deployed over a known monument with a radio connection to a GPS rover. Both the base station and rover receive differential GPS data and the baseline correction is solved between the two. This type of ground survey is accurate to 1.5 cm or less.

11. Citations

Soininen, A.2004. TerraScan User's Guide.TerraSolid.

Appendix A

LiDAR accuracy error sources and solutions:

Type of Error	Source	Post Processing Solution
GPS (Static/Kinematic)	Long Base Lines	None
	Poor Satellite Constellation	None
	Poor Antenna Visibility	Reduce Visibility Mask
Relative Accuracy	Poor System Calibration	Recalibrate IMU and sensor offsets/settings
	Inaccurate System	None
Laser Noise	Poor Laser Timing	None
	Poor Laser Reception	None
	Poor Laser Power	None
	Irregular Laser Shape	None

Operational measures taken to improve relative accuracy:

1. Low Flight Altitude: Terrain following is employed to maintain a constant above ground level (AGL). Laser horizontal errors are a function of flight altitude above ground (i.e., $\sim 1/3000^{\text{th}}$ AGL flight altitude).
2. Focus Laser Power at narrow beam footprint: A laser return must be received by the system above a power threshold to accurately record a measurement. The strength of the laser return is a function of laser emission power, laser footprint, flight altitude and the reflectivity of the target. While surface reflectivity cannot be controlled, laser power can be increased and low flight altitudes can be maintained.
3. Reduced Scan Angle: Edge-of-scan data can become inaccurate. The scan angle was reduced to a maximum of $\pm 15^\circ$ from nadir, creating a narrow swath width and greatly reducing laser shadows from trees and buildings.
4. Quality GPS: Flights took place during optimal GPS conditions (e.g., 6 or more satellites and PDOP [Position Dilution of Precision] less than 3.0). Before each flight, the PDOP was determined for the survey day. During all flight times, a dual frequency DGPS base station recording at 1-second epochs was utilized and a maximum baseline length between the aircraft and the control points was less than 19 km (11.5 miles) at all times.
5. Ground Survey: Ground survey point accuracy (i.e. <1.5 cm RMSE) occurs during optimal PDOP ranges and targets a minimal baseline distance of 4 miles between GPS rover and base. Robust statistics are, in part, a function of sample size (n) and distribution. Ground survey RTK points are distributed to the extent possible throughout multiple flight lines and across the survey area.
6. 50% Side-Lap (100% Overlap): Overlapping areas are optimized for relative accuracy testing. Laser shadowing is minimized to help increase target acquisition from multiple scan angles. Ideally, with a 50% side-lap, the most nadir portion of one flight line coincides with the edge (least nadir) portion of overlapping flight lines. A minimum of 50% side-lap with terrain-followed acquisition prevents data gaps.
7. Opposing Flight Lines: All overlapping flight lines are opposing. Pitch, roll and heading errors are amplified by a factor of two relative to the adjacent flight line(s), making misalignments easier to detect and resolve.

