



Pine Lake Aiport 2019

LiDAR and Airphoto

Data Capture and Processing

LiDAR and Air Photo Report

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Highways and Public Works | Transportation Aviation Branch | W-16
T 867-455-2883 | Yukon.ca

And
Yukon Geomatics

Submitted By:

McElhanney Ltd.

200-858 Beatty Street

Vancouver, BC

V6B 1C1

Tel: (604) 424 4784

Contact: Azadeh Koohzare, PhD., PEng.

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1. Introduction

McElhanney Ltd (MCSL) performed a LiDAR and aerial photography acquisition for Pine Lake Airport, shown in Figure 1.

The site was flown on September 5th, 2019. This report describes the acquisition, post-processing and quality control methodology used to produce the final elevation models.

2. Mission Plan

Project: Pine Lake airport LiDAR and Aerial photo Project

Date: 2019-09-05

Location: Pine Lake airport

Topography: low relief



Figure 1– LiDAR Survey Site

3. Equipment

McElhanney utilized the Optech Galaxy system for LiDAR Capture (Figure 2).

For Product Specifications of Optech Galaxy please see

<http://www.teledyneoptech.com/index.php/product/optech-altm-galaxy/>

The Galaxy was mounted on Piper Navajo fixed wing Aircraft.



Figure 2 – Optech Galaxy components

On Board Camera Phase One iXU-RS1000 RGB simultaneous capture (Figure 3.)

Phase One Industrial – Cameras iXU-RS1000 series



iXU-RS1000 series

Camera Type	IXU-RS1000
Camera Specifications	
Lens type	Rodenstock / Schneider-Kreuznach
Focal length F (mm)	RS lenses: 32, 40, 50, 70, 90, 110, 150 SK lenses: 28, 55, 80, 110, 150, 240
FOV (across line, deg)	86.5 (28mm) – 12.9 (240mm)
FOV (along flight line, deg)	70.3 (28mm) – 9.7 (240mm)
Aperture	f/5.6
Exposure principle	Leaf shutter
Exposure (sec)	1/2000 to 1/125
Image capture rate	1 frame every 0.6 sec
Light Sensitivity (ISO)	50-6400
Dynamic Range (db)	>84
Spectral characteristics	R,G,B
Sensor Specifications	
CMOS pixel size (µm)	4.6
CMOS array (pix)	11,608 x 8,708
Analog-to-digital-conversion (bit)	14
Frame / Image Specifications	
Frame geometry	Central projection
Image size (pixel)	11,608 x 8,708
Image volume (MP)	100
Color	RGB or NIR
Typical image size (MB)	300
Image format	Phase One RAW, TIFF, JPEG
Operational Specifications	
Power Consumption	< 10W
Dimensions (depends on lens)	97.4 x 93 x <218 mm
Weight (depends on lens)	< 2 kg

PHASEONE
Specialty Imaging Solutions

Figure 3 – Phase One Camera Series

4. Flight Plan

Table 1: Flight Parameters- 2019-09-05

Strip ID	Start [s]	Stop [s]	PRF [kHz]	Scan Frequency [Hz]	Scan Swath [deg]	Speed Avg [m/s]	Height Avg [m]
1	421899.3	421982.8	150	50	26	77.4	3673.2
2	422107.4	422188.2	150	50	26	77.3	3438.2
3	422281.9	422381.4	150	50	26	67.5	3507.7
4	422534.9	422583	150	50	26	75.1	3043.2
5	422685.1	422710.9	150	50	26	70.2	3109
6	422831.7	422863	150	50	26	73	3130.9
7	422982.9	423050.6	150	50	26	71.3	3249.7
8	423147.1	423201.8	150	50	26	67.1	3266.6
9	423416.9	423549.9	150	50	26	71.1	3187.7
10	423738.9	423768.3	150	50	26	77.6	2905.8
11	423893.8	423927	150	50	26	71.4	2967.5
12	424125.3	424164.1	150	50	26	71.9	3179.7
13	424285.8	424333	150	50	26	65.8	3261.9
14	424432.4	424471.1	150	50	26	68.1	3278.6
15	424666.6	424746.5	150	50	26	69	3223.9
16	424921.4	424992.9	150	50	26	77.9	3381.1
17	425083.8	425202.9	150	50	26	76.6	3441
18	425430.1	425656.5	150	50	26	74.2	2916.4
19	429308.1	429317.1	400	66	50	77.3	2219.2
20	429328.7	429373.1	400	66	50	73.1	2272.9
21	429465.9	429589.6	400	66	50	73.7	2314.9
22	429643.2	429758.5	400	66	50	76	2272.8
23	429806.6	429935.9	400	66	50	71.9	2291.7
24	429995.1	430117.9	400	66	50	71.9	2288.5
25	430187.4	430315.7	400	66	50	72.1	2281.7

Strip ID	Start [s]	Stop [s]	PRF [kHz]	Scan Frequency [Hz]	Scan Swath [deg]	Speed Avg [m/s]	Height Avg [m]
26	430376.8	430503.3	400	66	50	69.1	2343.9
27	430573.8	430672.3	400	66	50	70.7	2386.8
28	430748.3	430864.5	400	66	50	71.5	2386.2
29	430937.8	431019.5	400	66	50	70.8	2422
30	431104.8	431210.8	400	66	50	72.8	2404
31	431286.8	431339.6	400	66	50	75.2	2455.2
32	431437.1	431574.8	400	66	50	67.2	2360.3
33	431689.1	431743.7	400	66	50	72	2441.6
34	431839.4	431919.2	400	66	50	73.1	2403.5
35	432022.3	432118.9	400	66	50	72.3	2356.1
36	432212.7	432320.6	400	66	50	71.8	2338.2
37	432411.5	432525	400	66	50	73.4	2316
38	434254.8	434348.7	450	66	44	75	2192.3
39	434420.1	434527.9	450	66	44	68	2177.9
40	434607.6	434704.3	450	66	44	73.8	2178.8
41	434809.3	434916.2	450	66	44	68.5	2154.9
42	435021.1	435069.2	450	66	44	69.1	2199.1

5. Data Processing

All GPS and IMU data was processed using PosPac MMS 8.4 software. The laser data was extracted using Teledyne Optech LMS software. The GPS antenna position in the airplane was calculated by post-processing the raw data at 1 second intervals for the entire flight.

We have used Precise Point Positioning (PPP) for the airborne GPS processing, and the coordinates were calculated in NAD83-CSRCS.

The airborne positions were combined with the post-processed platform (aircraft) attitude information to generate a time tagged position and orientation solution.

The standard deviation of the airborne GPS solution for using KAR (Kinematics Ambiguity Resolution) was estimated to be 0.03, 0.04 and 0.05m in East, North and height directions, respectively.

The estimated values for the GPS antenna position were used with the laser ranges and platform angles to compute all the individual X, Y, and Z coordinates for each laser return in each flight line. The result is a processed point cloud containing all measured points.

6. Point Density

Bare earth point density varies with canopy closure, understory density and topographic features. Mean density of the point cloud was measured at nominal 12.86 pts/m² and the Bare earth point density was measured at nominal 5.23 pts/m².

7. Calibration

System: Optech ALTM Galaxy S/N 5060392

LiDAR Calibration flight:

Calibration Date: June 14, 2019 Location: Whitehorse, Yukon

The LiDAR system calibration was flown over calibration site. The lever arms (offset between GPS antenna IMU and Laser Mirror), were measured as:

Lever Arms

GPS Lever arms in (m):

x: 0.28 y: -0.445 z: -1.196

IMU Lever arms in (m):

x: 0 y: 0 z: 0

There were a total number of 10 flight lines for calibration: 9 basic orthogonal lines for LMS software analysis and 1 redundant line for better accuracy. The lines were planned as follow:

Flight line direction: 3 lines north – south and 3 lines east – west and 1-line NW-SE
All GPS with IMU data was processed using PosPac Applanix software v.8.3. and the laser data was extracted using LMS v.4.3 The GPS antenna position in the airplane was calculated by post-processing the raw data at 1 second intervals for the entire flight.

The calibration values used for this project are as follows:

imu_ex: 0.049404867 arcsec

imu_ey: -0.062994531 arcsec

imu_ez: -0.131591982 arcsec

8. Quality Control

The LiDAR data consistencies have been checked between the flight lines using Terrascan software. We also checked the data against ground survey points and performed the following statistical analysis:

Average dz	-0.009 m
Minimum dz	-0.170 m
Maximum dz	+0.180 m
Average magnitude	0.064 m
Root mean square	0.074 m
Std deviation	0.073 m

9. Deliverables

Final output data is provided in NAD83CSRS UTM N9 and the elevations are based on CGVD28 HT2 geoid model. The deliverables include:

- Bare Earth & Thinned model key points in las, xyz
- Non Bare Earth in las format
- Index map
- 15 cm Orthophoto
- Technical report