

2015 Western Washington Regional Aerials

Flight Planning Update – Small areas deviating from North-South flight standard

Date: June 3, 2015

Flight Director: Bruce Bergman

Flight Planner: Nathan Eby

Written By: Leanne Mitchell, Project Coordinator

Per contract specifications, most of the project imagery was flown with a North-South orientation. However, there were a few instances where a North-South pattern was not the best design to achieve image acquisition. In these rare instances, lines deviated from the requirement due to one or more of the following reasons:

- To avoid severe terrain changes.
- To follow terrain in an effort to maintain a more consistent GSD or photo scale.
- To reduce the need for multiple short line segments (and produce fewer line breaks) by orienting lines in an East-West direction along narrow corridors running in the same direction.

Crew safety and industry best-practices for flight planning of imagery acquisition dictated all deviations from the desired North-South orientation. The following Zones contained lines with North-South deviations

- Zone 11: 3 lines, for efficiency of block capture of Enhanced Area Acquisition.
- Zone 12: 7 lines, due to terrain issues (see Figure 1, below).
- Zone 14: 4 lines, for efficiency of block capture of Enhanced Area Acquisition.
- Zone 18: 13 lines, due to extreme terrain issues (see image below).
- Zone 23: 5 lines, for acquisition and AT/production efficiency of corridor area.
- Zone 24: 7 lines, or acquisition and AT/production efficiency of corridor area.

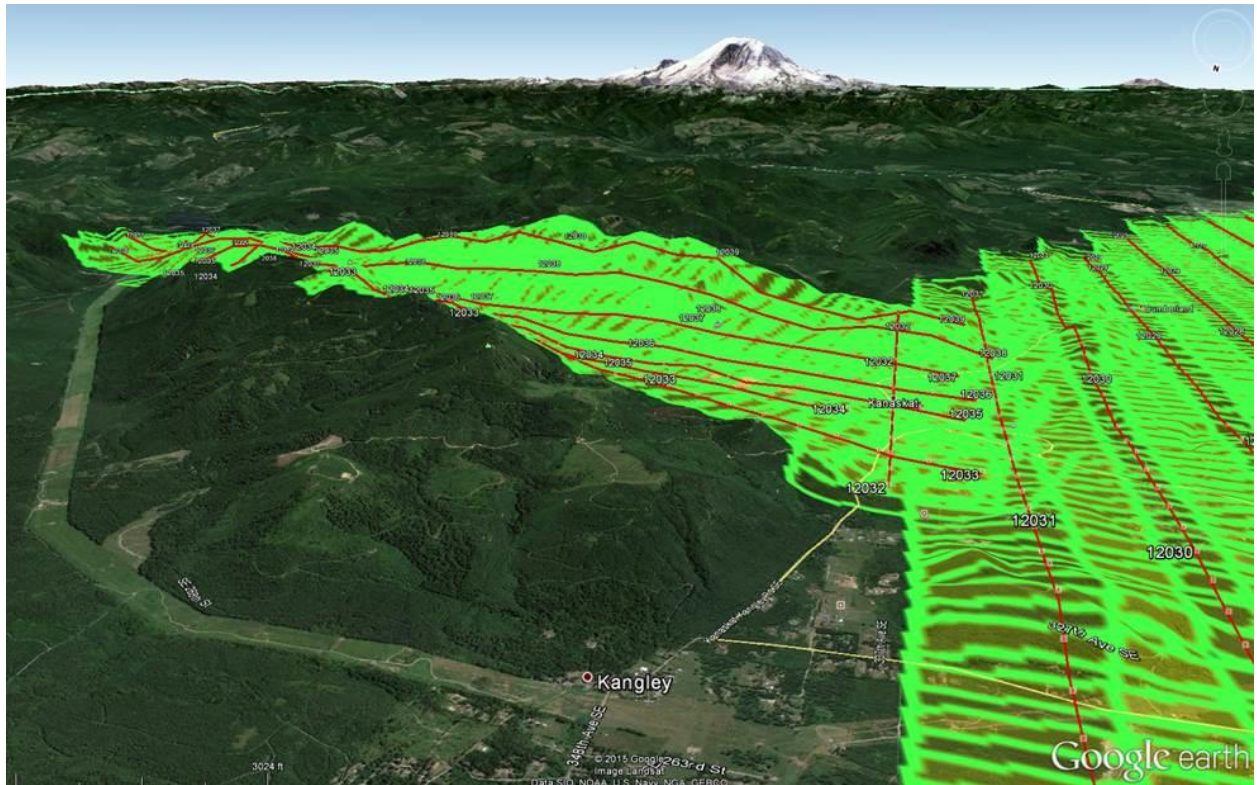


Figure 1. Zone 12 Looking South.

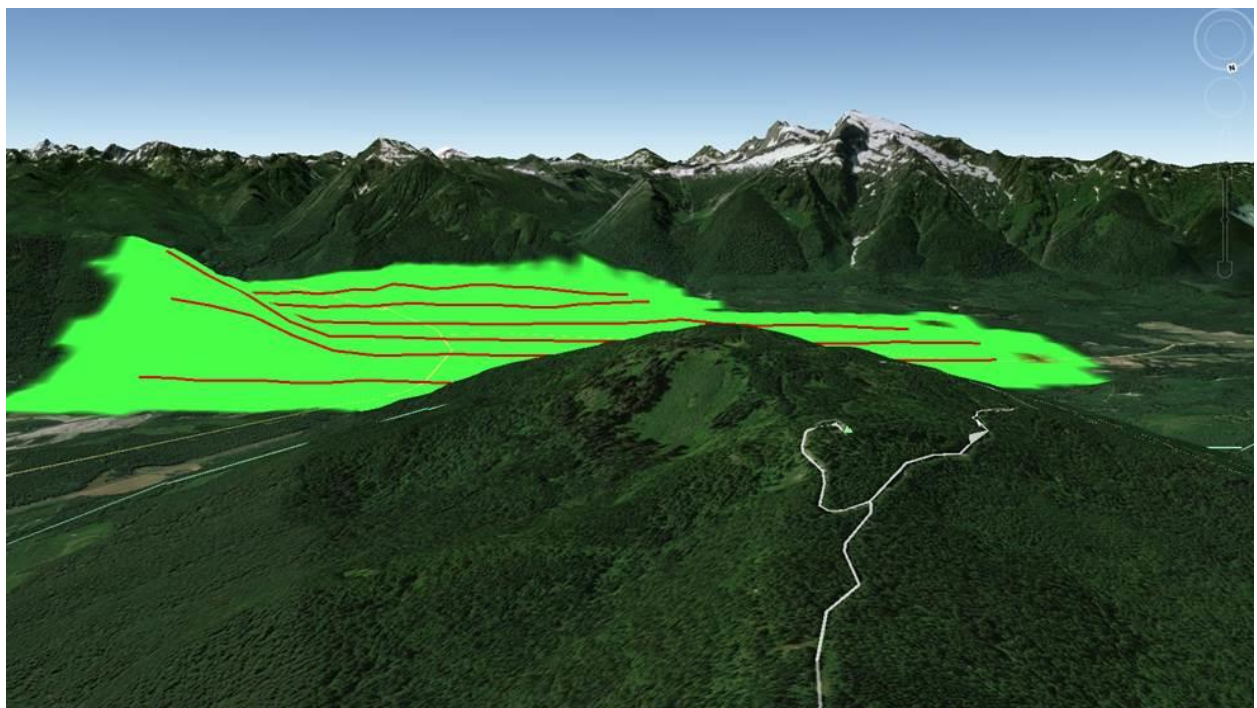


Figure 2. Zone 18 looking South - snow level is approximately at flight altitude.