



REGION 7

# Ilog Hilabangan River Flood Plain:

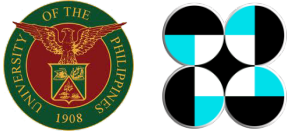
DREAM LiDAR Data Acquisition  
and Processing Report



TRAINING CENTER FOR APPLIED GEODESY AND PHOTOGRAMMETRY

2015





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For questions/queries regarding this report, contact:

**Engr. Czar Jakiri S. Sarmiento, MSRS**

Project Leader, Data Acquisition Component, DREAM Program  
University of the Philippines Diliman  
Quezon City, Philippines 1101  
Email: czarjakiri@gmail.com

**Engr. Ma. Rosario Concepcion O. Ang, MSRS**

Project Leader, Data Processing Component, DREAM Program  
University of the Philippines Diliman  
Quezon City, Philippines 1101  
Email: concon.ang@gmail.com

**Enrico C. Paringit, Dr. Eng.**

Program Leader, DREAM Program  
University of the Philippines Diliman  
Quezon City, Philippines 1101  
Email: paringit@gmail.com

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# Abbreviations

ALTM	Airborne Laser Terrain Mapper
DAC	Data Acquisition Component
DEM	Digital Elevation Model
DSM	Digital Surface Model
DTM	Digital Terrain Model
DVC	Data Validation Component
FOV	Field of View
FTP	File Transfer Protocol
GPS	Global Positioning System
GNSS	Global Navigation Satellite System
POS	Position Orientation System
PRF	Pulse Repetition Frequency
NAMRIA	National Mapping and Resource Information Authority









# Introduction

# Introduction

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## 1.1 About the DREAM Program

The UP Training Center for Applied Geodesy and Photogrammetry (UP TCAGP) conducts a research program entitled “Nationwide Disaster Risk and Exposure Assessment for Mitigation (DREAM) Program” funded by the Department of Science and Technology (DOST) Grants-in-Aid Program. The DREAM Program aims to produce detailed, up-to-date, national elevation dataset for 3D flood and hazard mapping to address disaster risk reduction and mitigation in the country.

The DREAM Program consists of four components that operationalize the various stages of implementation. The Data Acquisition Component (DAC) conducts aerial surveys to collect Light Detecting and Ranging (LiDAR) data and aerial images in major river basins and priority areas. The Data Validation Component (DVC) implements ground surveys to validate acquired LiDAR data, along with bathymetric measurements to gather river discharge data. The Data Processing Component (DPC) processes and compiles all data generated by the DAC and DVC. Finally, the Flood Modeling Component (FMC) utilizes compiled data for flood modeling and simulation.

Overall, the target output is a national elevation dataset suitable for 1:5000 scale mapping, with 50 centimeter horizontal and vertical accuracies. These accuracies are achieved through the use of state-of-the-art airborne Light Detection and Ranging (LiDAR) technology and appended with Synthetic-aperture radar (SAR) in some areas. It collects point cloud data at a rate of 100,000 to 500,000 points per second, and is capable of collecting elevation data at a rate of 300 to 400 square kilometers per day, per sensor.

## 1.2 Objectives and Target Outputs

The program aims to achieve the following objectives:

- a) To acquire a national elevation and resource dataset at sufficient resolution to produce information necessary to support the different phases of disaster management;
- b) To operationalize the development of flood hazard models that would produce updated and detailed flood hazard maps for the major river systems in the country;
- c) To develop the capacity to process, produce and analyze various proven and potential thematic map layers from the 3D data useful for government agencies;
- d) To transfer product development technologies to government agencies with geospatial information requirements, and;
- e) To generate the following outputs:
  - 1) flood hazard map
  - 2) digital surface model
  - 3) digital terrain model and
  - 4) orthophotograph



# Introduction

## 1.3 General Methodological Framework

The methodology employed to accomplish the project's expected outputs are subdivided into four (4) major components, as shown in Figure 1. Each component is described in detail in the following sections.

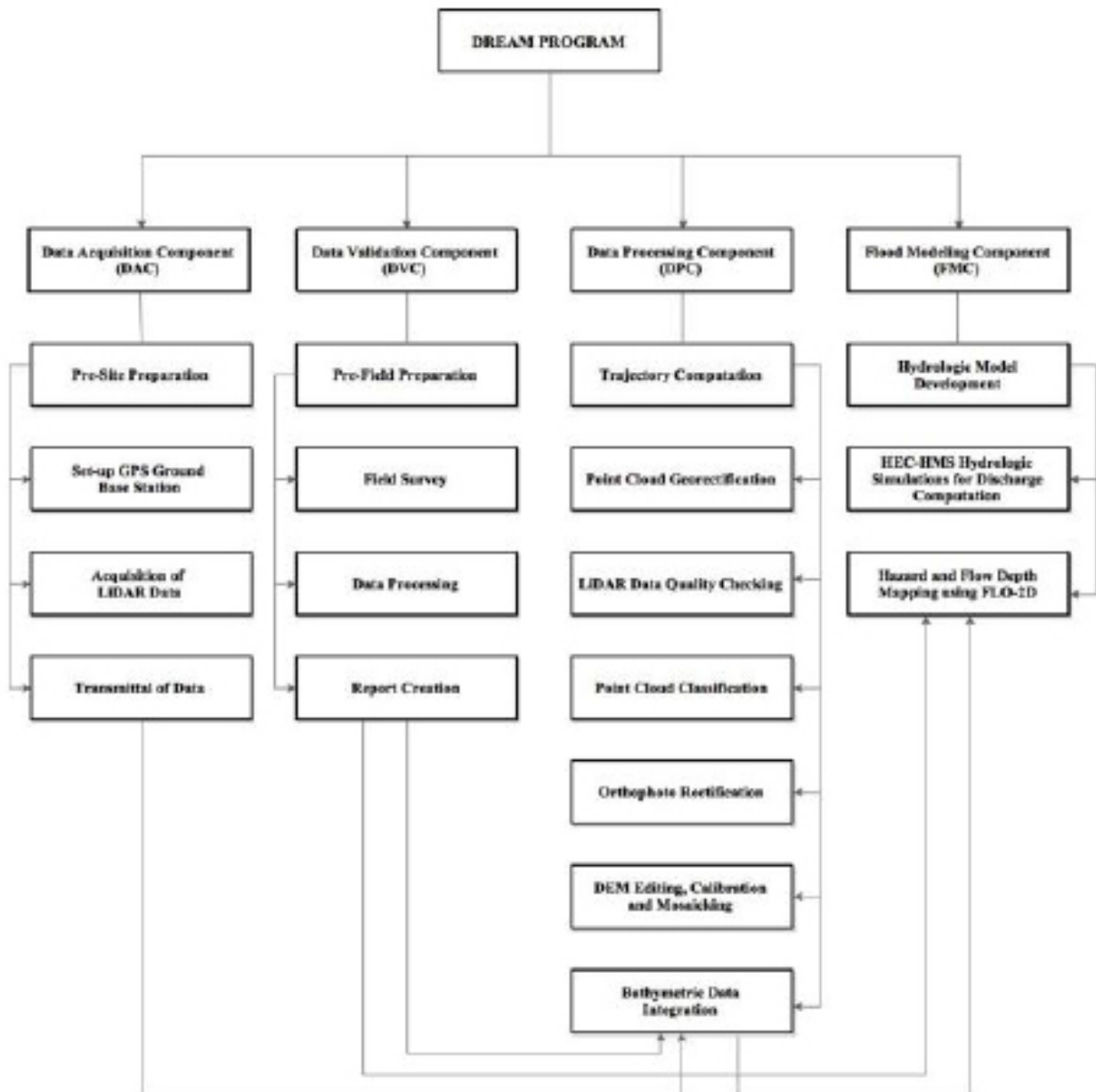


Figure 1. The General Methodological Framework of the Program





# Study Area

# Study Area

The Hilabangan River Basin is located in Negros. The Hilabangan River Basin is the 11th largest river basin in the Philippines with an estimated basin area of 1,945 square kilometres. The location of the Hilabangan River Basin is as shown in Figure 2.

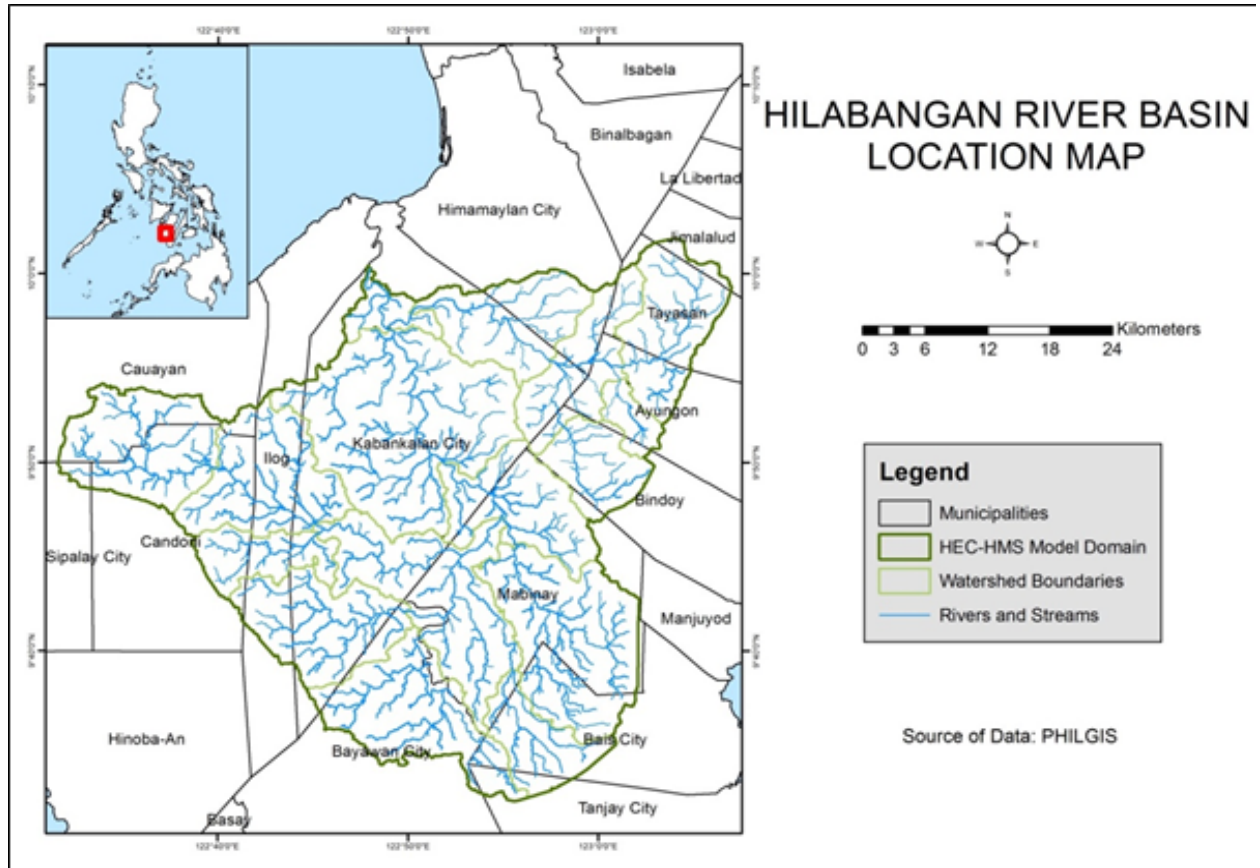


Figure 2. The Hilabangan River Basin Location Map

It is composed of the provinces of Negros Occidental and Negros Oriental, covering the cities of Kabankalan, Sibalay and Himamaylan and the municipalities of Cauayan, Ilog and Candoni for Negros Occidental, and the cities of Tanjay, Bais and Bayawan and the municipalities of Jimalalud, Tayasan, Ayungon, Bindoy, Manjuyod and Mabinay in Negros Oriental.

The land and soil characteristics are important parameters used in assigning the roughness coefficient for different areas within the river basin. The roughness coefficient, also called Manning’s coefficient, represents the variable flow of water in different land covers (i.e. rougher, restricted flow within vegetated areas, smoother flow within channels and fluvial environments).

The shape files of the soil and land cover were taken from the Bureau of Soils, which is under the Department of Environment and Natural Resources Management, and National Mapping and Resource Information Authority (NAMRIA). The soil and land cover of the Hilabangan River Basin are shown in Figures 3 and 4, respectively.



# Study Area

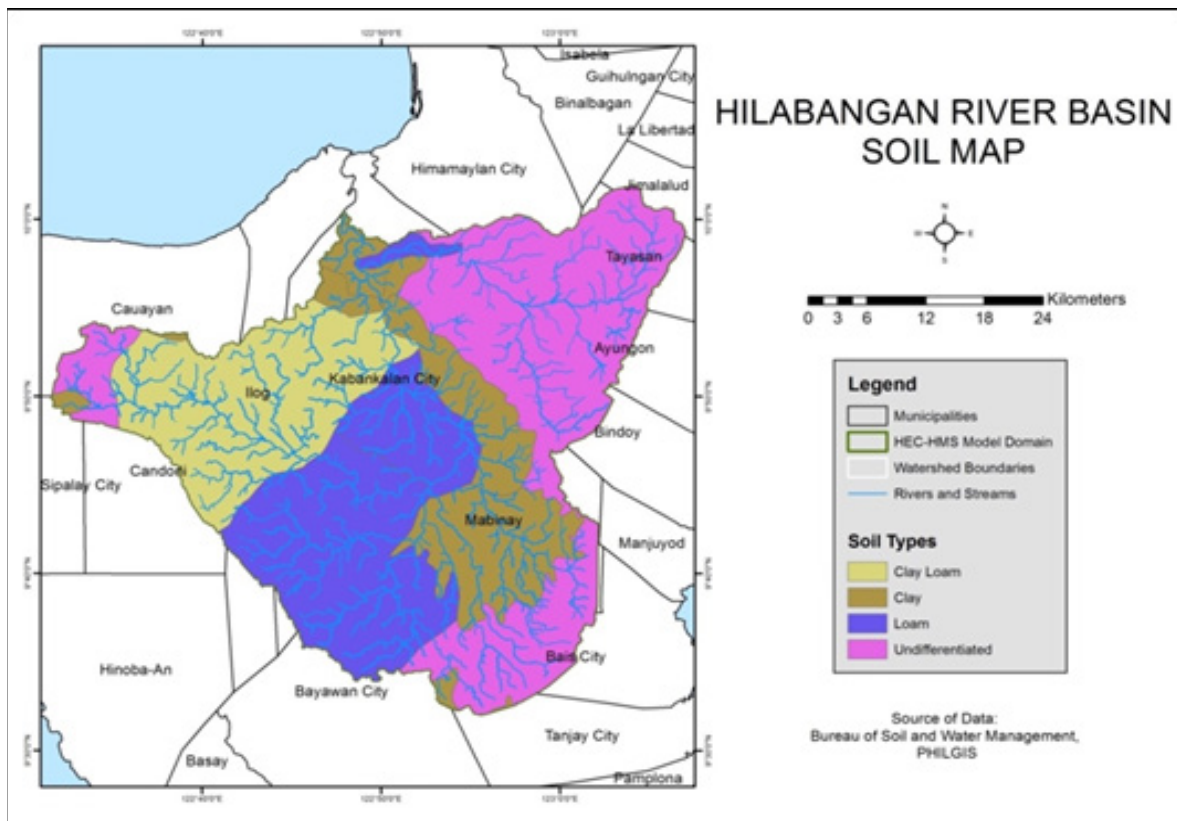


Figure 3. Hilabangan River Basin Soil Map

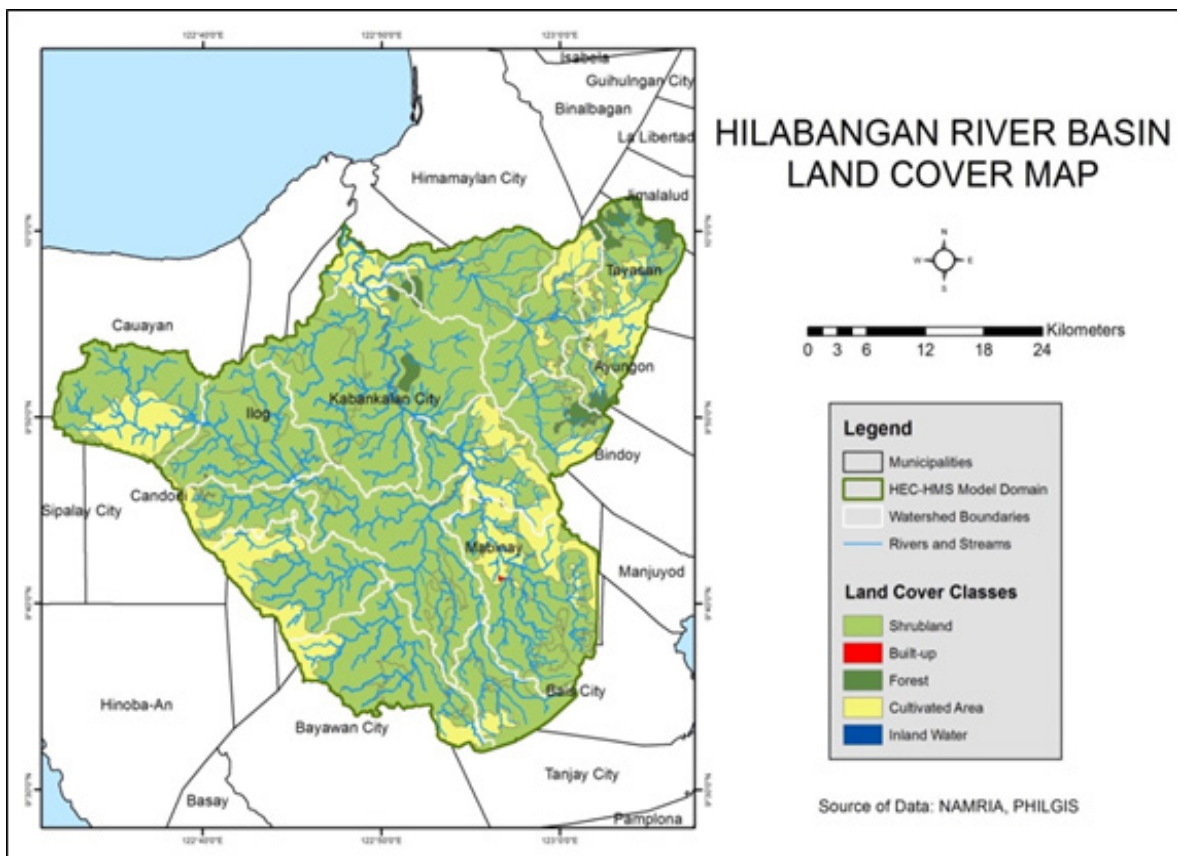


Figure 4. Infanta River Basin Land Cover Map







# Methodology

# Methodology

## 3.1 Acquisition Methodology

The methodology employed to accomplish the project’s expected outputs are subdivided into four (4) major components, as shown in Figure 5. Each component is described in detail in the following sections.

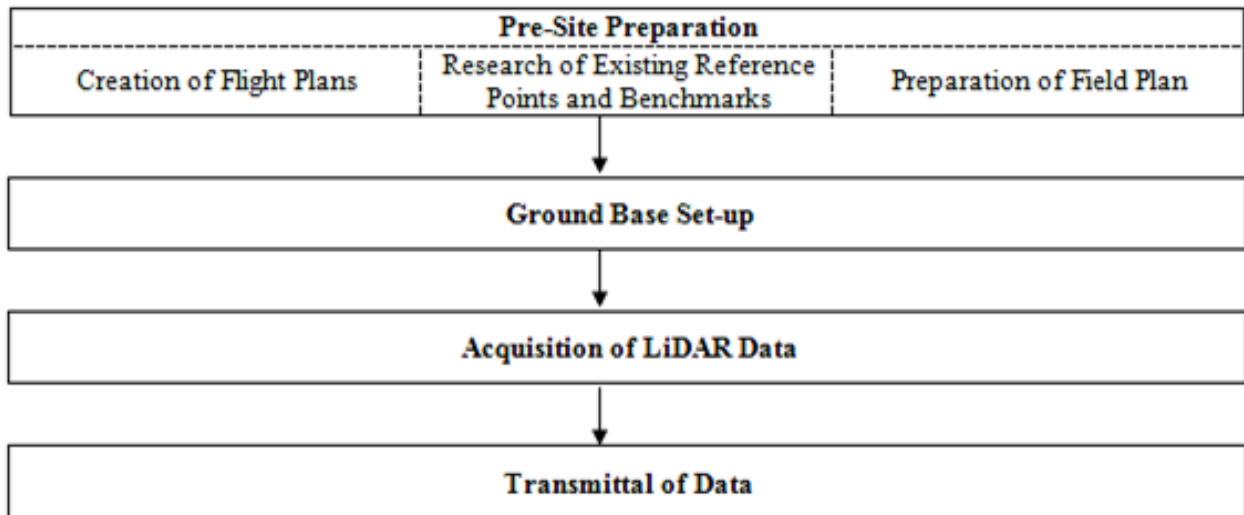


Figure 5. Flowchart of Project Methodology

### 3.1.1 Pre-site Preparations

#### 3.1.1.1 Creation of Flight Plans

Flight planning is the process of configuring the parameters of the aircraft and LiDAR system (i.e. altitude, angular field of view (FOV), speed of the aircraft, scans frequency and pulse repetition frequency) to achieve a target of two points per square meter point density for the floodplain. This ensures that areas of the floodplain that are most susceptible to floods will be covered. LiDAR parameters and their computations are shown in Table 1.

The parameters set in the LiDAR sensor to optimize the area coverage following the objectives of the project and to ensure the aircraft’s safe return to the airport (base of operations) are shown in Table 1. Each flight acquisition is designed for four operational hours. The maximum flying hours for Cessna 206H is five hours.

# Methodology

Table 1. Relevant LiDAR parameters

Parameter	Formula	Description
SW (Swath Width)	$SW = 2 * H * \tan(\theta/2)$	H – altitude $\theta$ – angular FOV
Pointing Space	$\Delta X_{\text{across}} = (\theta * H) / (N \cos^2(\theta/2))$	$\Delta X_{\text{across}}$ – point spacing across the flight line H – altitude $\theta$ – angular FOV N – number of points in one scanning line
	$\Delta X_{\text{along}} = v / fsc$	$\Delta X_{\text{along}}$ – point spacing along the flight line v – forward speed (m/s) fsc – scanning rate or scan frequency
Point density, $d_{\text{min}}$	$d_{\text{min}} = 1 / (\Delta X_{\text{across}} * \Delta X_{\text{along}})$	$\Delta X_{\text{across}}$ , $\Delta X_{\text{along}}$ point spacings
Flight line separation, e	$e = SW * (1 - \text{overlapping factor})$	SW – swath width
# of flight lines, n	$n = w / [(1 - \text{overlap}) * SW]$	w – width of the map that will be produce in meters. The direction of flights will be perpendicular to the width.

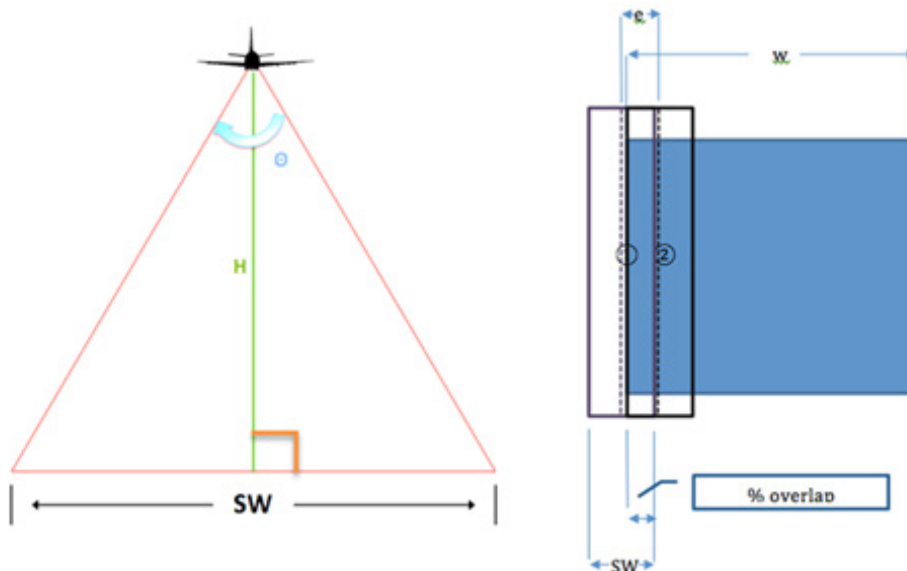


Figure 6. Concept of LiDAR data acquisition parameters

The relationship among altitude, swath, and FOV is show in Figure 6. Given the altitude of the survey ( $H$ ) and the angular FOV, the survey coverage for each pass (swath) can be calculated by doubling the product of altitude and tangent of half the field of view.

# Methodology

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## 3.1.1.2 Collection of Existing Reference Points and Benchmarks

Collection of pertinent technical data, available information, and coordination with the National Mapping and Resource Information Authority (NAMRIA) is conducted prior to the surveys. Reference data collected includes locations and descriptions of horizontal and vertical control (elevation benchmarks) points within or near the project area. These control points are used as base stations for the aerial survey operations. Base stations are observed simultaneously with the acquisition flights.

## 3.1.1.3 Preparation of Field Plan

In preparation for the field reconnaissance and actual LiDAR data acquisition, a field plan is prepared by the implementation team. The field plan serves as a guide for the actual fieldwork and included personnel, logistical, financial, and technical details. Three major factors are included in field plan preparation: priority areas for the major river basin system; budget; and accommodation and vehicle rental.

LiDAR data are acquired for the floodplain area of the river system as per order of priority based on history of flooding, loss of lives, and damages of property. The order of priority in which LiDAR data surveys are conducted by the team for the floodplain areas of the 18 major river systems and 3 additional systems is shown in Table 2.

# Methodology

Table 2. List of Target River Systems in the Philippines

	Target River System	Location	Area of the River System (km <sup>2</sup> )	Area of the Flood Plain (km <sup>2</sup> )	Area of the Watershed (km <sup>2</sup> )
1	Cagayan de Oro	Mindanao	1,364	25	1,338.51
1.1	Iponan	Mindanao	438	33	404.65
2	Mandulog	Mindanao	714	7	707.41
2.1	Iligan	Mindanao	153	7	146.38
2.2	Agus	Mindanao	1,918	16	1,901.60
3	Pampanga	Luzon	11,160	4458	6702
4	Agno	Luzon	6,220	1725	4495
5	Bicol	Luzon	3,173	585	2,587.79
6	Panay	Visayas	2,442	619	1823
7	Jalaur	Visayas	2,105	713	1,392
8	Ilog Hilbangan	Visayas	2,146	179	1967
9	Magasawang Tubig	Luzon	1,960	483	1,477.08
10	Agusan	Mindanao	11,814	262	11,551.62
11	Tagoloan	Mindanao	1,753	30	1,722.90
12	Davao	Mindanao	1,609	54	1555
13	Tagum	Mindanao	2,504	595	1,909.23
14	Buayan	Mindanao	1,589	201	1,388.21
15	Mindanao	Mindanao	20,963	405	20,557.53
16	Lucena	Luzon	238	49	189.31
17	Infanta	Luzon	1,029	90	938.61
18	Boracay	Visayas	43.34	43.34	N/A
19	Cagayan	Luzon	28,221	10386	17,835.14

# Methodology

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## 3.1.2 Ground Base Set-up

A reconnaissance is conducted one day before the actual LiDAR survey for purposes of recovering control point monuments on the ground and site visits of the survey area set in the flight plan for the floodplain. Coordination meetings with the Airport Manager, regional DOST office, local government units and other concerned line government agencies are also held.

Ground base stations are established within 30-kilometer radius of the corresponding survey area in the flight plan. This enables the system to establish its position in three-dimensional (3D) space so that the acquired topographic data will have an accurate 3D position since the survey required simultaneous observation with a base station on the ground using terrestrial Global Navigation Satellite System (GNSS) receivers.

## 3.1.3 Acquisition of Digital Elevation Data (LiDAR Survey)

Acquisition of LiDAR data is done by following the flight plans. The survey uses a LiDAR instrument mounted on the aircraft with its sensor positioned through a specially modified peep hole on the belly of the aircraft. The pilots are guided by the flight guidance software which uses the data out of the flight planning program with a mini-display at the pilot's cockpit showing the aircraft's real-time position relative to the current survey flight line. The reference points established by NAMRIA are also monitored and used to calibrate the data.

As the system collected LiDAR data, ranges and intensities are recorded on hard drives dedicated to the system while the images are stored on the camera hard drive. Position Orientation System (POS) data is recorded on the POS computer inside the control rack. It can only be accessed and downloaded via file transfer protocol (ftp) to the laptop computer. GPS observations are downloaded each day for efficient data management.

## 3.1.4 Transmittal of Acquired LiDAR Data

All data surrendered are monitored, inspected and re-checked by securing a data transfer checklist signed by the downloader (Data Acquisition Component) and the receiver (Data Processing Component). The data transfer checklist shall include the following: date of survey, mission name, flight number, disk size of the necessary data (LAS, LOGS, POS, Images, Mission Log File, Range, Digitizer and the Base Station), and the data directory within the server. Figure 7 shows the arrangement of folders inside the data server.



# Methodology

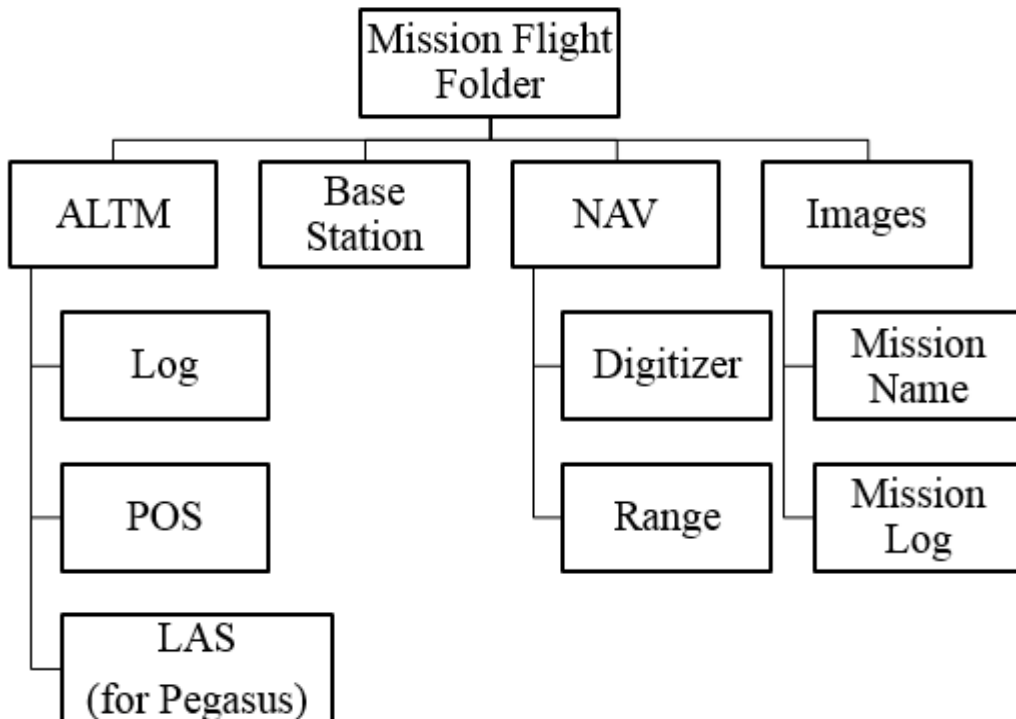


Figure 7. LiDAR Data Management for transmittal

## 3.1.5 Equipment (ALTM Gemini)

The ALTM Gemini is a laser based system suitable for topographic survey especially in high altitude areas with 16 kHz of effective laser rate. (Annex A contains the technical specification of the system). It has integrated camera and waveform digitizer. Image footprint has 8,900 pixels by 6,700 pixels along the flight line (Annex B contains the technical specification of the D-8900 aerial digital camera).

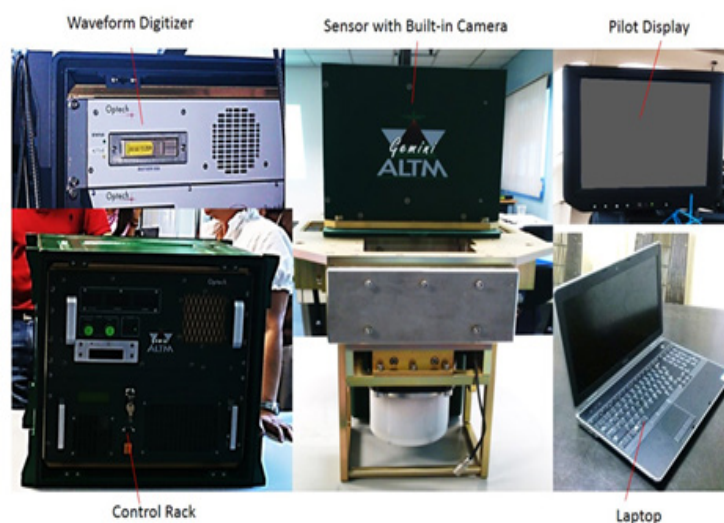


Figure 8. The ALTM Gemini System

# Methodology

## 3.2 Processing Methodology

The schematic diagram of the workflow implemented by the Data Processing Component (DPC) is shown in Figure 9. The raw data collected by the Data Acquisition Component (DAC) is transferred to DPC. Pre-processing of this data starts with the computation of trajectory and georectification of point cloud, in which the coordinates of the LiDAR point cloud data are adjusted and checked for gaps and shifts, using POSpac, LMS, LAStools and Quick Terrain (QT) Modeler software.

The unclassified LiDAR data then undergoes point cloud classification, which allows cleaning of noise data that are not necessary for further processing, using TerraScan software. The classified point cloud data in ASCII format is used to generate a data elevation model (DEM), which is edited and calibrated with the use of validation and bathymetric survey data collected from the field by the Data Validation and Bathymetry Component (DVBC). The final DEM is then used by the Flood Modeling Component (FMC) to generate the flood models for different flooding scenarios.

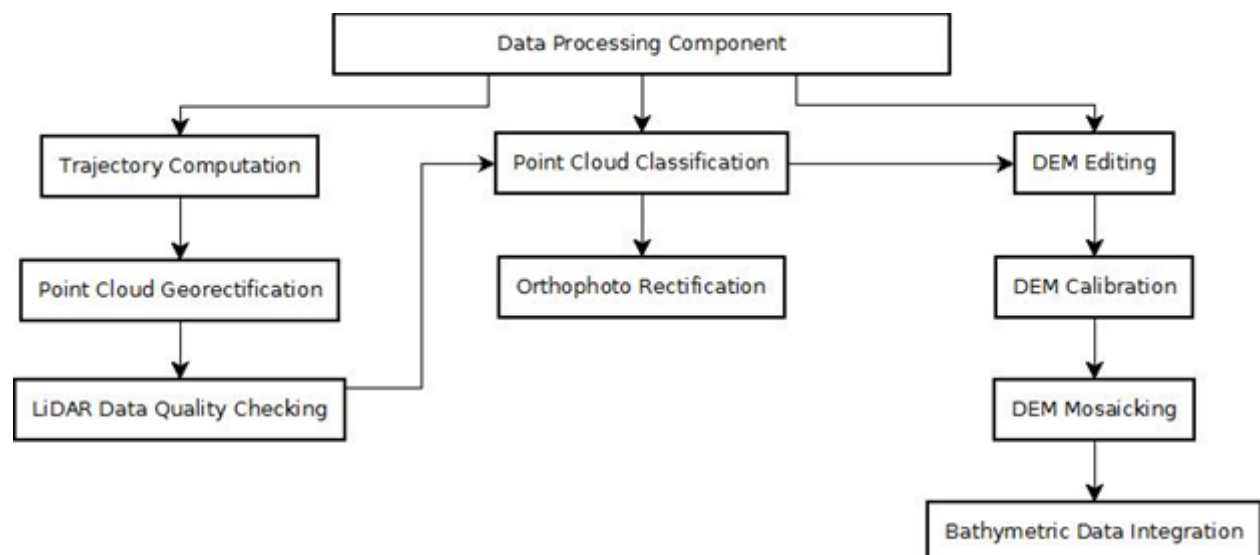


Figure 9. Schematic diagram of the data processing

### 3.2.1 Data Transfer

The Infanta mission, named 1NFB186A, was flown with the Airborne LiDAR Terrain Mapper (ALTM™ Optech Inc.) by Pegasus system on July 6, 2013. The Data Acquisition Component (DAC) transferred 10.3 Gigabytes of range data, 222 Megabytes of POS data, 6.27 / 8.99 Megabytes of GPS base station data, and no raw image data to the data server on July 10, 2013. DPC verified the completeness of the transferred data. The whole Infanta dataset was fully transferred on September 18, 2013.



# Methodology

## 3.2.2 Trajectory Computation

The trajectory of the aircraft is computed using the software POSPAC MMS v6.2. It combines the POS data from the integrated GPS/INS system installed on the aircraft, and the Rinex data from the GPS base station located within 25 kilometers of the area. It then computes the Smoothed Best Estimated Trajectory (SBET) file, which contains the best estimated trajectory of the aircraft, and the Smoothed Root Mean Square Estimation error file (SMRMSG), which contains the corresponding standard deviations of the position parameters of the aircraft at every point on the computed trajectory.

The key parameters checked to evaluate the performance of the trajectory are the Solution Status parameters and the Smoothed Performance Metrics parameters. The Solution Status parameters characterize the GPS satellite geometry and baseline length at the time of acquisition, and the processing mode used by POSPAC. The acceptable values for each Solution Status parameter are shown in Table 3.

The Smoothed Performance Metrics parameters describe the root mean square error (RMSE) for the north, east and down (vertical) position of the aircraft for each point in the computed trajectory. A RMSE value of less than 4 cm for the north and east position is acceptable, while a value of less than 8 cm is acceptable for the down position.

Table 3. Smoothed Solution Status parameters in POSPAC MMS v6.2.

Parameter	Optimal Value
Number of satellites	More than 6 satellites
Position Dilution of Precision	Less than 3
Baseline Length	Less than 30 km
Processing mode	Less than or equal to 1, however short bursts of values greater than 1 are acceptable

## 3.2.3 LiDAR Point Cloud Rectification

The trajectory file (SBET) and its corresponding accuracy file (SMRMSG) generated in POSPAC are merged with the Range file to compute the coordinates of each individual point. The coordinates of points within the overlap region of contiguous strips vary due to small deviations in the trajectory computation for each strip. These strip misalignments are corrected by matching points from overlapping laser strips. This is done by the Lidar Mapping Suite (LMS) software developed by Optech.

LMS is a LiDAR software package used for automated LiDAR rectification. It has the capability to extract planar features per flight line and to form correspondence among the identical planes available in the overlapping areas (illustrated in Figure 10). In order to produce geometrically correct point cloud, the redundancy in the overlapping areas of flight lines is used to determine the necessary corrections for the observations.

# Methodology

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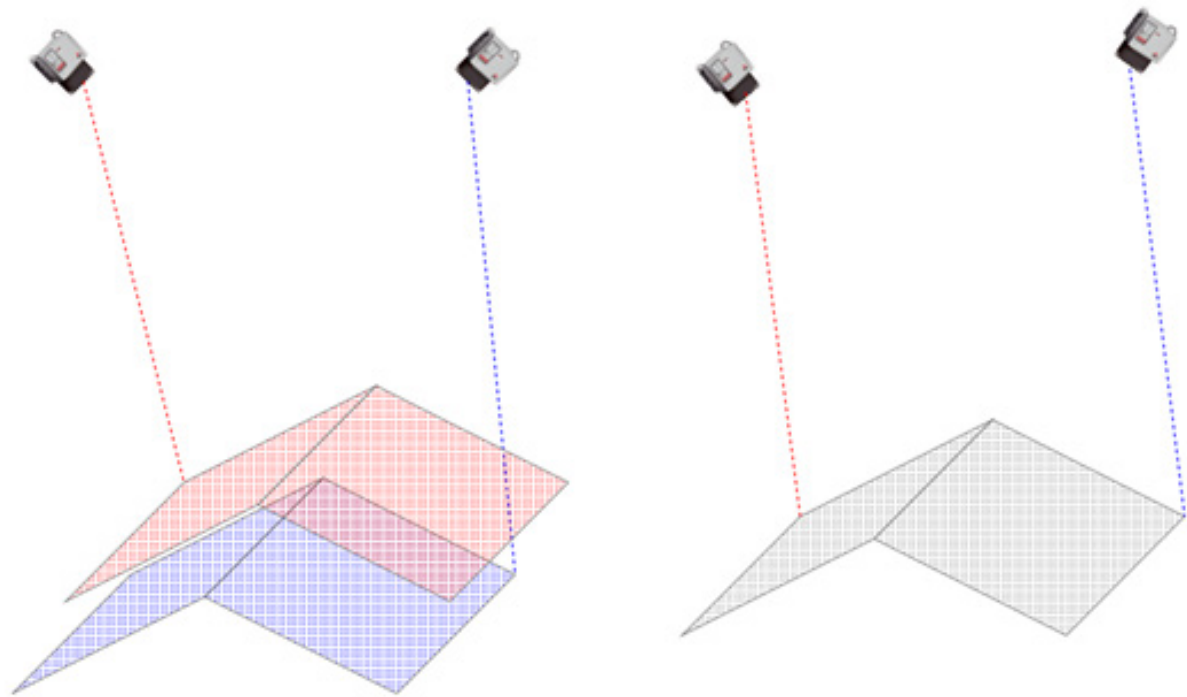


Figure 10. Misalignment of a single roof plane from two adjacent flight lines, before rectification (left). Least squares adjusted roof plane, after rectification (right).

The orientation parameters are corrected in LMS by using least squares adjustment to obtain the best-fit parameters and improve the accuracy of the LiDAR data. The primary indicators of the LiDAR rectification accuracy are the standard deviations of the corrections of the orientation parameters. These values are seen on the BoreSight corrections, GPS position corrections, and IMU attitude corrections, all of which are located on the LMS processing summary report. Optimum accuracy is obtained if the BoreSight and IMU attitude correction standard deviations are less than  $0.001^\circ$ , and if the GPS position standard deviations are below 0.01 m.

## 3.2.4 LiDAR Data Quality Checking

After the orientation parameters are corrected and the point cloud coordinates are computed, the entire point cloud data undergoes quality checking, to see if: (a) there are remaining horizontal and vertical misalignments between contiguous strips, and; (b) to check if the density of the point cloud data reach the target density for the site. The LAStools software is used to compute for the elevation difference in the overlaps between strips and the point cloud density. It is a software package developed by Rapidlasso GmbH for filtering, tiling, classifying, rasterizing, triangulating and quality checking Terabytes of LiDAR data, using robust algorithms, efficient I/O tools and memory management. LAStools can quickly create raster representing the computed quantities, which provide guiding images in determining areas where further quality checks are necessary. The target requirements for floodplain acquisition, computed by LAStools, are shown in Table 4.

# Methodology

Table 4. Parameters investigated during quality checks.

Criteria	Requirement
Minimum per cent overlap	25%
Average point cloud density per square meter	2.0
Elevation difference between strips (on flat areas)	0.20 meters

LAStools can provide guides where elevation differences probably exceed the 20 cm limit. An example of LAStools output raster visualizing points in the flight line overlaps with a vertical difference of +/- 20 cm (displayed as dense red/blue areas) is shown in Figure 11.

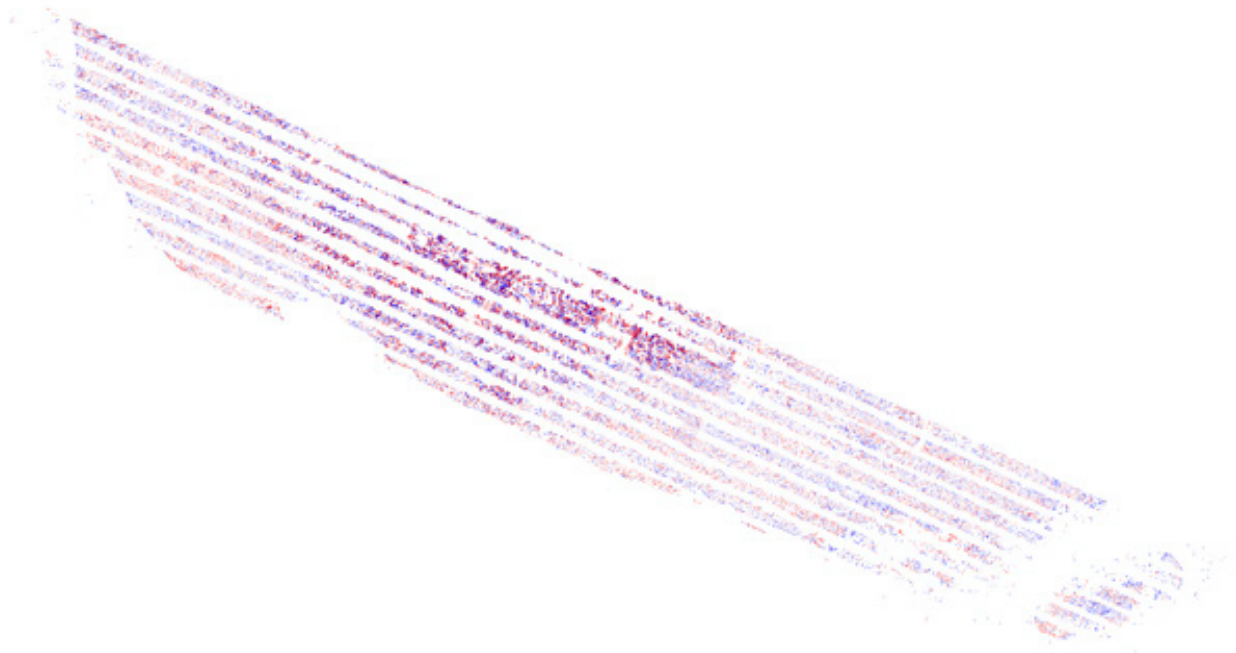


Figure 11. Elevation difference between flight lines generated from LAStools

To investigate the occurrences of elevation differences in finer detail, the profiling tool of Quick Terrain Modeler software is used. Quick Terrain Modeler (QT Modeler) is a 3D point cloud and terrain visualization software package developed by Applied Imagery, Inc. The profiling capability of QT Modeler is illustrated in Figure 12.

# Methodology

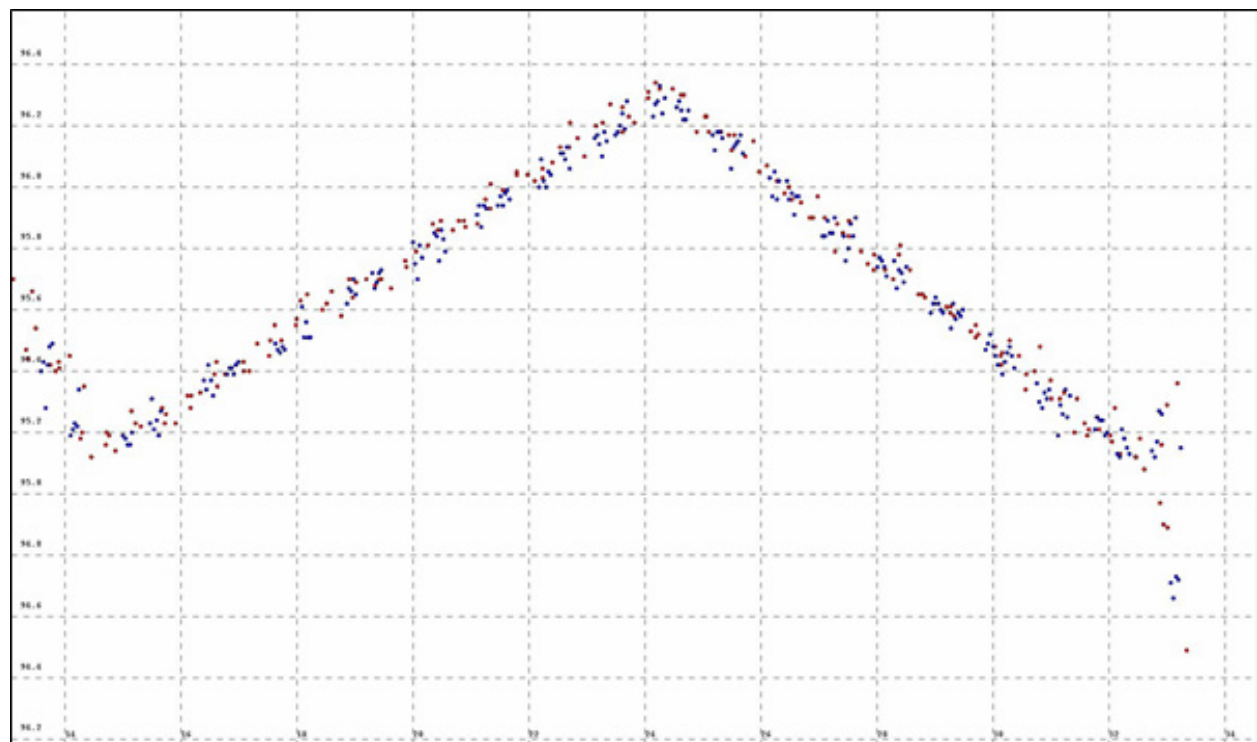
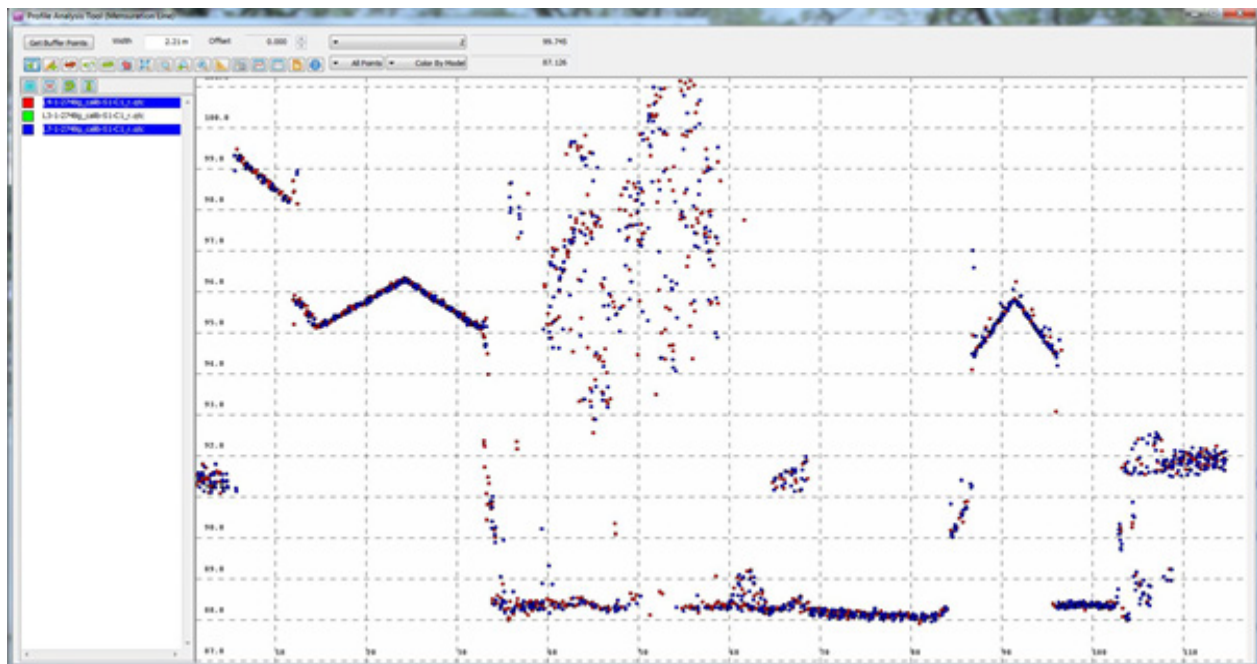


Figure 12. Profile over roof planes (a) and a zoomed-in profile on the area encircled in yellow (b)

The profile (e.g., over a roof plane) shows the overlapping points from different flight lines which serve as a good indicator that the correction applied by LMS for individual flight lines is good enough to attain the desired horizontal and vertical accuracy requirements. Flight lines that do not pass quality checking are subject for reprocessing in LMS until desired accuracies are obtained.

# Methodology

## 3.2.5 LiDAR Point Cloud Classification and Rasterization

Point cloud classification commences after the point cloud data has been rectified. TerraScan is a TerraSolid LiDAR software suite used for the classification of point clouds. It can read airborne and vehicle-based laser data in raw laser format, LAS, TerraScan binary or other ASCII-survey formats. Its classification and filtering routines are optimized by dividing the whole data into smaller geographical datasets called blocks, to automate the workflow and increase efficiency. In this study, the blocks were set to 1 km by 1 km with a 50 m buffer zone to prevent edge effects.

The process includes the classification of all points into Ground, Low Vegetation, Medium Vegetation, High Vegetation and Buildings. The classifier tool in TerraScan first filters air points and low points by finding points that are 5 standard deviations away from the median elevation of a search radius, which is 5 meters by default. It then divides the region into 60m by 60m search areas (the maximum area where at least one laser point hits the ground) and assigns the lowest points in these areas as the initial ground points from which a triangulated ground model is derived. The classifier then iterates through all the points and adds the points to the ground model by testing if it is (a) within the maximum iteration angle of  $4^\circ$  by default from a triangle plane, and (b) if it is within the maximum iteration distance (1.2 m by default) from a triangle plane. The ground plane is continuously updated from these iterations. The ground classification technique is illustrated in Figure 13. It is apparent that the smaller the iteration angle, the less eager the classifier is to follow changes in the point cloud (small undulations in terrain or hits on low vegetation). An angle close to  $4^\circ$  is used in flat terrain areas while an angle of  $10^\circ$  is used in mountainous or hilly terrains.

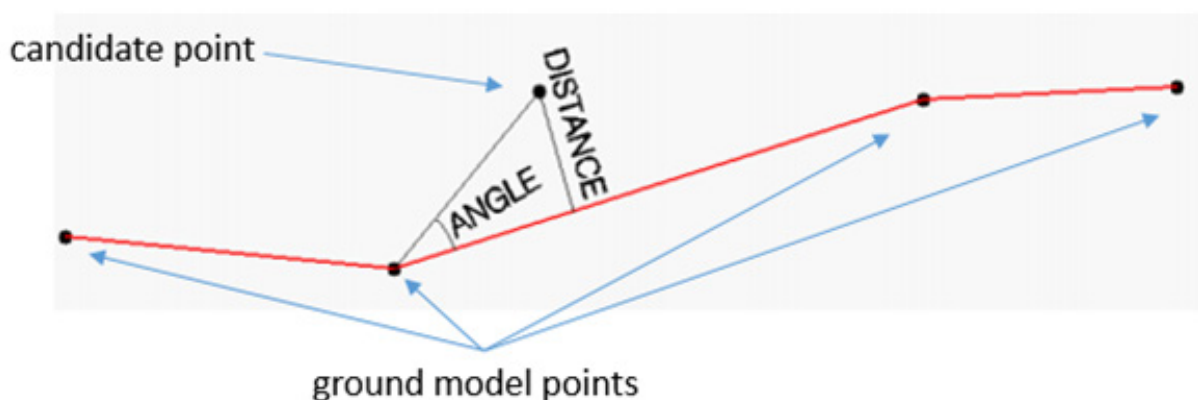


Figure 13. Ground classification technique employed in Terrascan

The parameters for ground classification routines used in floodplain and watershed areas are listed in Table 5.

# Methodology

Table 5. Ground classification parameters used in Terrascan for floodplain and watershed areas

<b>Classification maximums</b>	<b>Floodplain (default)</b>	<b>Watershed (adjusted)</b>
Iteration angle (degrees)	4	8
Iteration distance (meters)	1.20	1.50

The comparison between the produced DTM using the default parameters versus the adjusted is shown in Figure 14. The default parameters may fail to capture the sudden change in the terrain, resulting to less points being classified as ground that makes the DTM interpolated (Figure 14a). The adjusted parameters work better in these spatial conditions as shown in Figure 14b. Statistically, the number of ground points and model key points correctly classified can increase by as much as fifty percent (50%) when using the adjusted parameters.

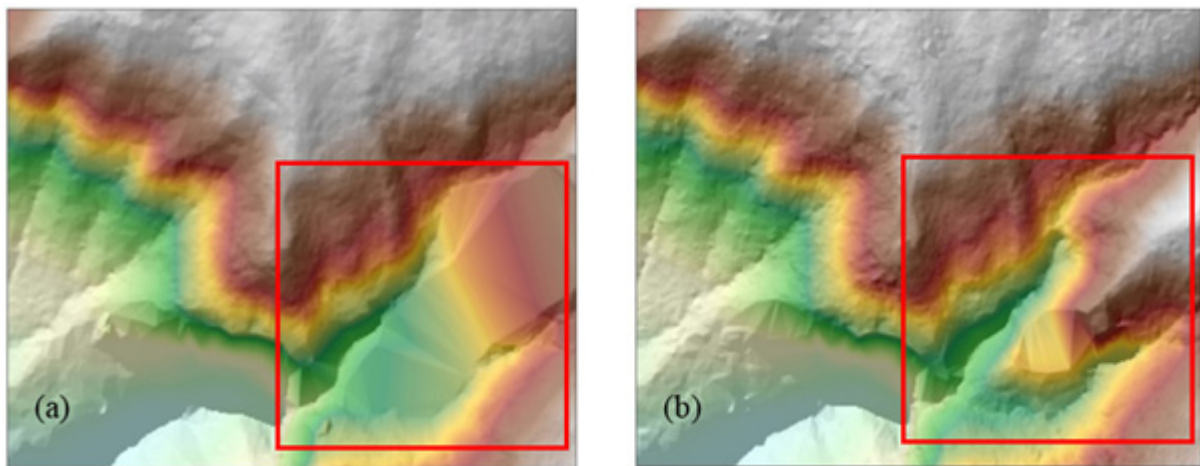


Figure 14. Resulting DTM of ground classification using the default parameters (a) and adjusted parameters (b)

The classification to Low, Medium and High vegetation is a straightforward testing of how high a point is from the ground model. The range of elevation values and its corresponding classification is shown in Table 6.

Table 6. Classification of Vegetation according to the elevation of points

<b>Elevation of points (meters)</b>	<b>Classification</b>
0.05 to 0.15	Low Vegetation
0.15 to 2.50	Medium Vegetation
2.50 to 50.0	High Vegetation

# Methodology

The classification to Buildings routine tests points above two meters (2.0 m) if they only have one echo, and if they form a planar surface of at least 40 square meters with points adjacent to them. Minimum size and Z tolerance are the parameters used in the classify buildings routine as shown in Figure 15.

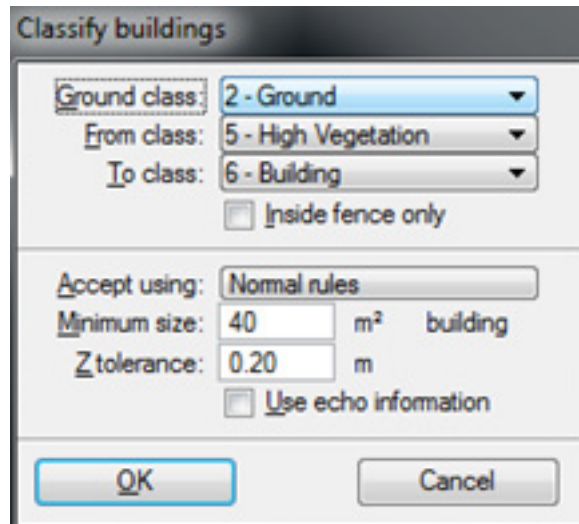


Figure 15. Default TerraScan building classification parameters

Minimum size is set to the smallest building footprint size of 40 m<sup>2</sup> while the Z tolerance of 20cm is the approximate elevation accuracy of the laser points.

The point cloud data are examined for possible occurrences of air points which are to be deleted manually in the TerraScan window. Air points are defined as groups of points which are significantly higher or lower from the ground points. The different examples of air points are shown in Figure 16.

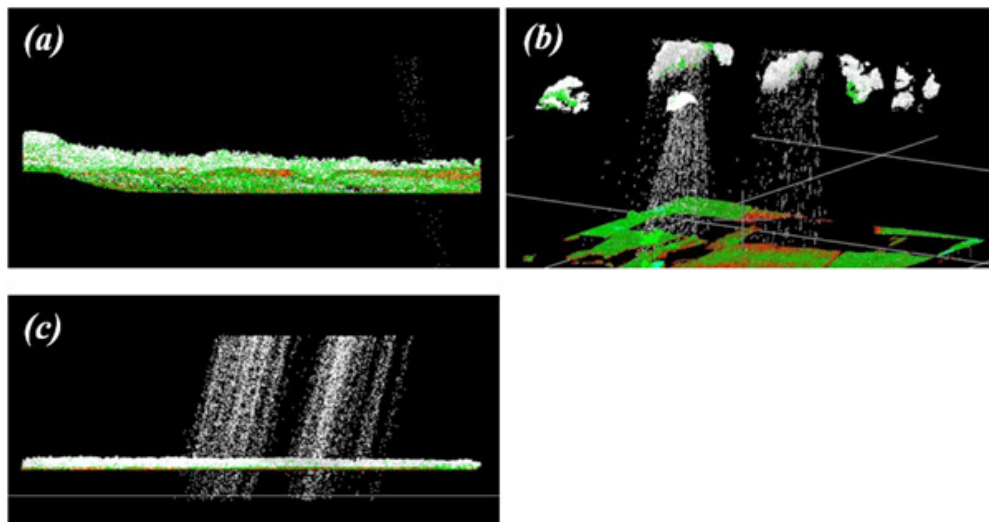


Figure 16. Different examples of air points manually deleted in the TerraScan window

# Methodology

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The noise data can be as negligible as shown in Figure 16a or can be as severe as the one shown in Figure 16c. A combination of cloud points and shower of short ranges is displayed in Figure 16b. Shower of short ranges are caused by signal interference from the radio transmission of the tower and the aircraft. During every transmission on a specific frequency (around 120MHz), the signal is getting distorted due to the interference causing showers of short ranges in the output LAS.

Classified LiDAR point clouds that are free of air points, noise and unwanted data are processed in TerraScan to produce Digital Terrain Model (DTM) and the corresponding first and last return Digital Surface Models (DSM). These ground models are produced in the American Standard Code for Information Interchange format (ASCII) format. DTMs are produced by rasterizing all points classified to ground and model key points in a 1 m by 1 m grid. The last return DSMs are produced by rasterizing all last returns from all classifications (Ground, Model Key Points, Low, Medium, High Vegetation, Buildings and Default) in a 1 m by 1 m grid. The first return DSMs on the other hand are produced by rasterizing all first returns from all classifications. Power lines are usually included in this model. All of these ground models are used in the mosaicking, manual editing and hydro correction of the topographic dataset, in preparation for the floodplain hydraulic modelling.

## 3.2.6 DEM Editing and Hydro-correction

Even though the parameters of the classification routines are optimized, various digital elevation models (DTM, first and last return DSM) that are automatically produced may still display minor errors that still need manual correction to make the DEMs suitable for fine-scale flood modelling. This is true especially for features that are under heavy canopy. Natural embankments on the side of the river might be flattened or misrepresented because no point pierced the canopy on that area. The same difficulty might also occur on smaller streams that are under canopy. The DTM produced might have discontinuities on these channels that might affect the flood modelling negatively. Manual inspection and correction is still a very important part of quality checking the LiDAR DEMs produced.

To correctly portray the dynamics of the flow of water on the floodplain, the river geometry must also be taken into consideration. The LiDAR data must be made consistent to the topographic surveys done for the area, and the bathymetric data must be “burned”, or integrated, into the DEM to make the dataset suitable for hydraulic analyses. However, no cross-sectional survey was performed for this area.





# Results and Discussion

# Results and Discussion

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## 4.1 LiDAR Data Acquisition in Ilog Hilabangan Floodplains

### 4.1.1 Flight Plans

Plans were made to acquire LiDAR data within the flood plain. Each flight mission had an average of 10 flight lines and ran for at most 2 hours including take-off, landing and turning time. The parameter used in the LiDAR system for acquisition is found in Table 7.

Table 7. Parameters used in LiDAR System during Flight Acquisition.

Fixed Variables	Values		
Flying Height (AGL - Above Ground Level) (m)	750m	1000 m	1200 m
Overlap	30 %	30%	30 %
Max. field of View	50	50	50
Speed of Plane (kts)	130	130	130
Turn around minutes	5	5	5
Swath	661.58 m	882 m	1058.53 m

The parameters that set in the LiDAR sensor to optimize the area coverage following the objectives of the project and to ensure the aircraft's safe return to the airport (base of operations) are shown in Table 7. Each flight acquisition is designed for four operational hours. The maximum flying hours for Cessna 206H is five hours.



# Results and Discussion

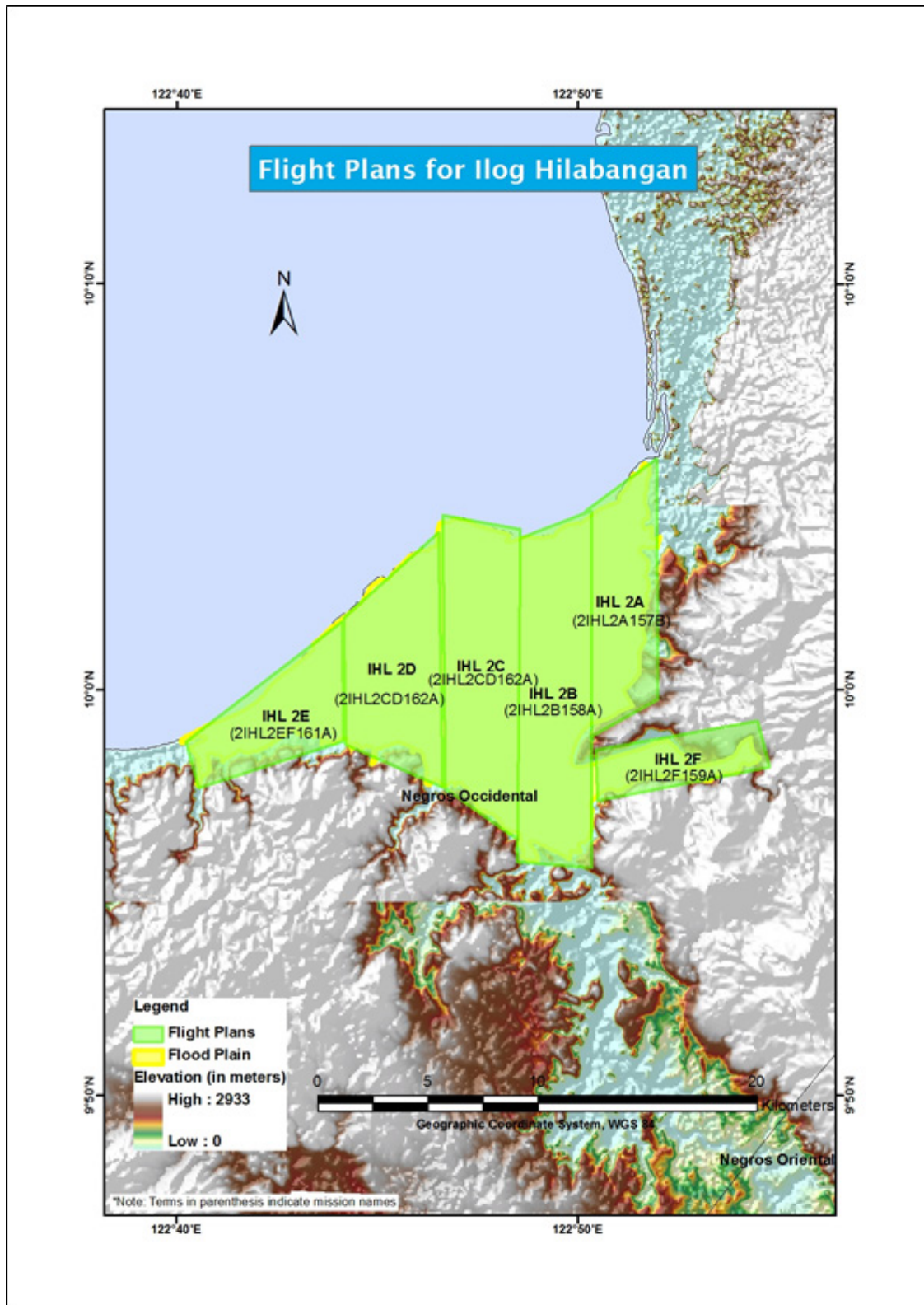


Figure 17. Ilog Hilabangan floodplain flight plans

# Results and Discussion

## 4.1.2 Ground Base Station

The project team used the NGW-102 GCP located in Toyuman Bridge in Himamaylan City in Negros Occidental, Philippines. The certification for the base station is found in Annex D. The ground control point (GCP) was used as reference point during flight operations using TRIM-BLE SPS R8, a dual frequency GPS receiver.

Table 8. Details of NGW-102 GCP used as base station for the LiDAR Acquisition

<b>Station Name</b>	NGW-102	
<b>Order of Accuracy</b>	2 <sup>nd</sup>	
<b>Relative Error (horizontal positioning)</b>	1: 50,000	
<b>Geographic Coordinates, Philippine Reference of 1992 Datum (PRS 92)</b>	Latitude	10° 4' 7.80723"
	Longitude	122° 51' 27.93169"
	Ellipsoidal Height	9.32000 meters
<b>Grid Coordinates, Philippine Transverse Mercator Zone 5 (PTM Zone 5 PRS 92)</b>	Easting	484408.636 meters
	Northing	1113346.406 meters
<b>Geographic Coordinates, World Geodetic System 1984 Datum (WGS 84)</b>	Latitude	10° 4' 3.65341" North
	Longitude	122° 51' 33.20873" East
	Ellipsoidal Height	69.05100 meters
<b>Grid Coordinates, Universal Transverse Mercator Zone 51 North (UTM 51N WGS 1984)</b>	Easting	484414.09 meters
	Northing	1112956.72 meters
<b>BM-Ortho</b>	61.8177m	



Figure 18. NGW-102 located in Toyuman Bridge in Himamaylan City, Negros Occidental

# Results and Discussion

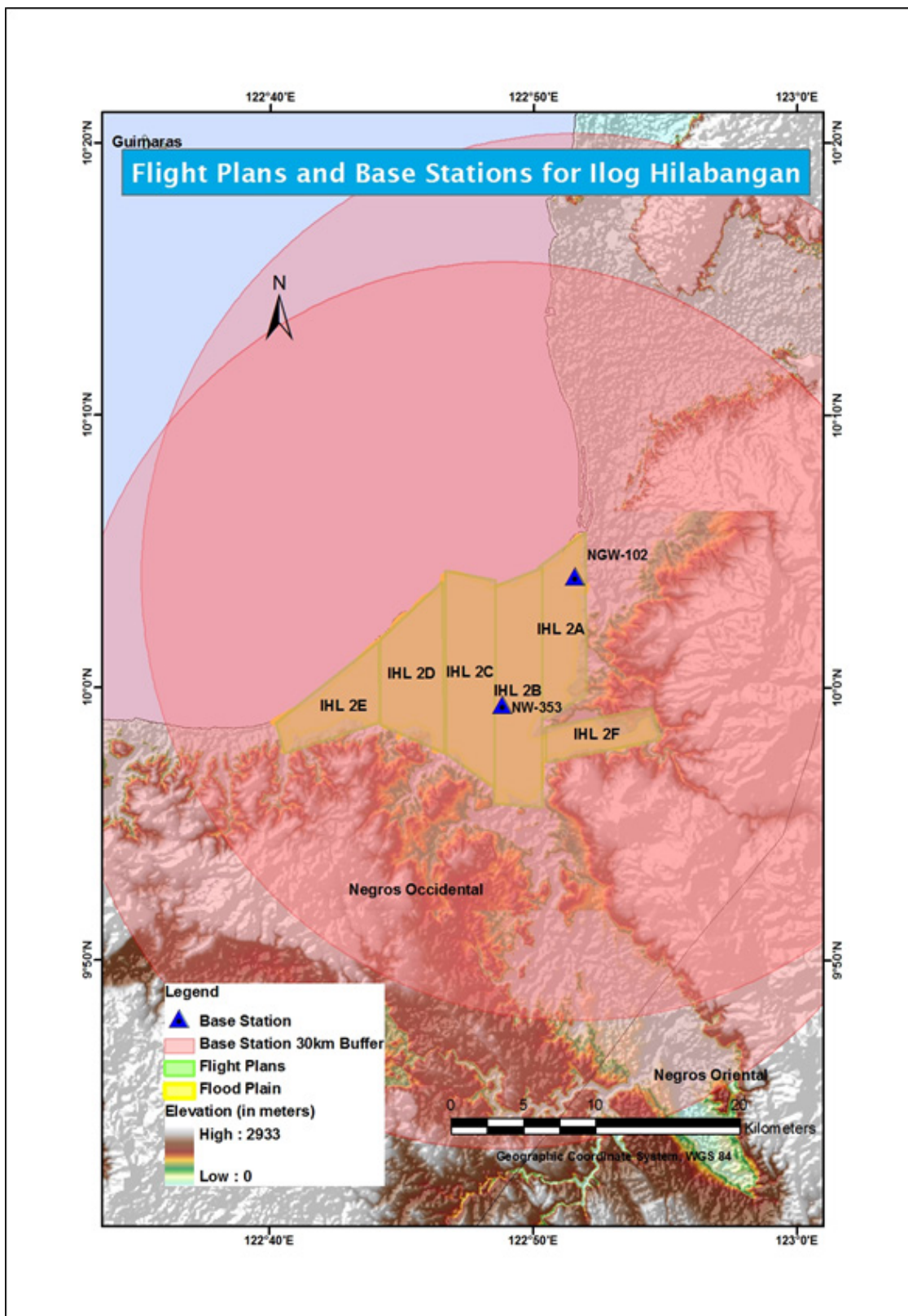


Figure 19. Ilog Hilabagan floodplain flight plans and base station

# Results and Discussion

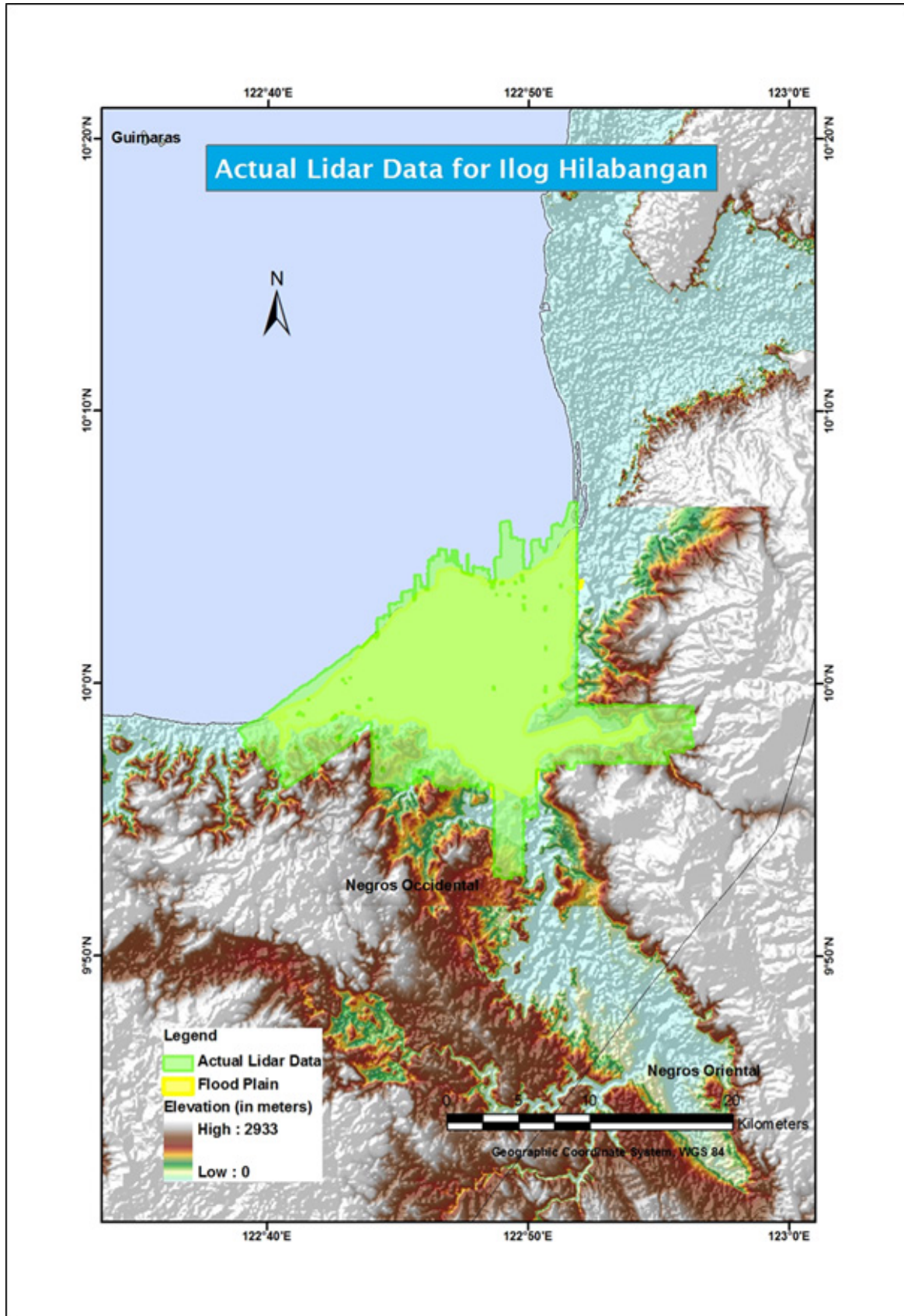


Figure 20. Ilog Hilabangan floodplain data acquisition LAS output

# Results and Discussion

Table 9. Flight Missions for LiDAR Data Acquisition in Ilog Hilabangan floodplain.

Date Surveyed	Name	Flight Plan Area (km <sup>2</sup> )	Surveyed Area (km <sup>2</sup> )	Area Surveyed within the River System (km <sup>2</sup> )	Area Surveyed Outside the River Systems (km <sup>2</sup> )	No. of Images (Frames)	Flying Hours	
							Hours	Minutes
June 6, 2013	IHL 2A	38.532	39.643	23.391	16.252		3	40
June 7, 2013	IHL 2B	67.931	77.034	77.034	0		4	28
June 8, 2013	IHL 2F	35.148	37.923	37.923	0		2	21
June 10, 2014	IHL 2F						4	45
	IHL 2E	36.572	47.089	21.038	26.051			
June 11, 2014	IHL-2C	49.476	48.122	48.122	0		4	30
	IHL-2D	51.807	58.316	58.316	0			

Five (5) missions were conducted to complete the LiDAR Data Acquisition in Ilog Hilabangan floodplain, for a total of twenty (20) hours of flying time for RP-C9122. All five (5) missions were acquired using the Gemini LiDAR System. The total area to be surveyed according to the flight plan and the total area of actual coverage per mission is shown in Table 9.

Ilog Hilabangan floodplain with 179 square kilometers was completely surveyed from June 6, 2013 to June 11, 2013 by Lovely Gracia Acuna, and Pearl Mars as shown in Table 10.

Table 10. Area of Coverage of the LiDAR Data Acquisition in Ilog Hilabangan floodplain

Location	Date Surveyed	Operator	Mission Name	Flood-plain Surveyed Area (km <sup>2</sup> )	Total Flood-plain Area (km <sup>2</sup> )	Water-shed Surveyed Area (km <sup>2</sup> )	Total Water-shed Area (km <sup>2</sup> )
ILOG HILABANGAN	June 6, 2013	LOVELY ACUNA	2IHL2A157B	23.391	179	0	1967
	June 7, 2013	PEARL MARS	2IHL2B158A	52.176		24.858	
	June 8, 2013	LOVELY ACUNA	2IHL2F159A	8.406		29.517	
	June 10, 2013	LOVELY ACUNA	2IHL2EF161A				
				19.405		1.633	
	June 11, 2013	PEARL MARS	2IHL2CD162A	44.924		3.198	
				36.472		21.844	

# Results and Discussion

## 4.2 LiDAR Data Processing

### 4.2.1 Trajectory Computation

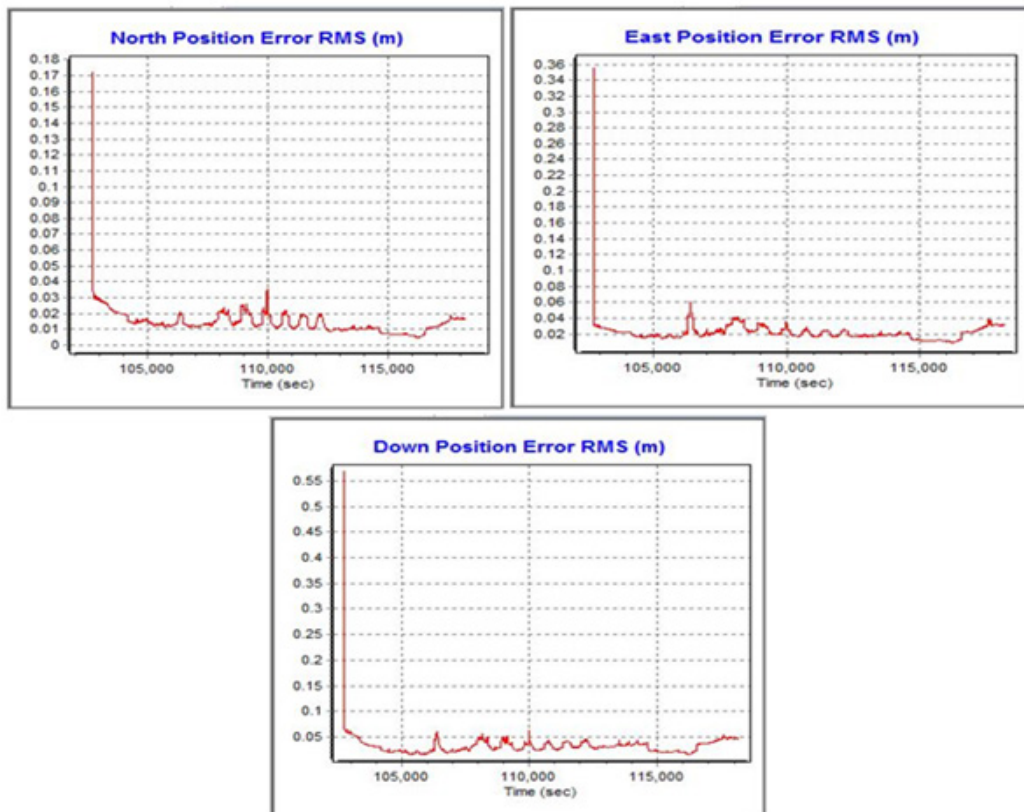


Figure 21. Smoothed Performance Metric Parameters of Ilog Hilabangan flight

The Smoothed Performance Metric parameters of the Ilog Hilabangan flight are shown in Figure 21. The x-axis is the time of flight, which is measured by the number of seconds from the midnight of the start of the GPS week. The y-axis is the RMSE value for a particular aircraft position with respect to GPS survey time. The North (Figure 21a) and east (Figure 21b) position RMSE values fall within the prescribed accuracy of 4 centimeters, and all Down (Figure 21c) position RMSE values fall within the prescribed accuracy of 8 centimeters.



# Results and Discussion

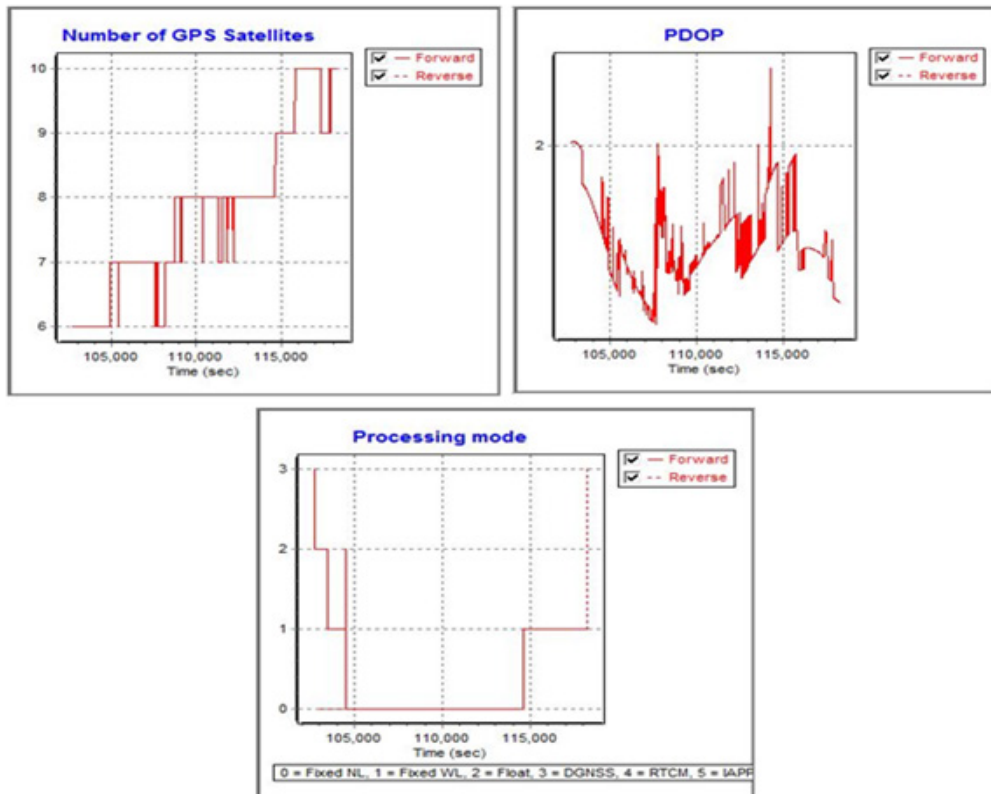


Figure 22. Solution Status Parameters of Ilog Hilabangan flight

The Solution Status parameters of the computed trajectory for Ilog Hilabangan flight, which are the number of GPS satellites, Positional Dilution of Precision (PDOP), and the GPS processing mode used are shown in Figure 22. The processing mode (Figure 22a) stays at a value of 0, which corresponds to a Fixed, Narrow-Lane mode, which indicates an optimum solution for trajectory computation by POSpac MMS v6.2. The PDOP (Figure 22b) value does not exceed the value of 3, indicating optimal GPS geometry. The number of GPS satellites (Figure 22c) graph indicates that the number of satellites during the acquisition was between 7 and 9. All of the parameters satisfied the accuracy requirements for optimal trajectory solutions as indicated in the methodology.

## 4.2.2 LiDAR Point Cloud Computation

The LAS data output contains 14 flight lines, with each flight line containing one channel since the Gemini system employs one channel only. The result of the boresight correction standard deviation values are better than the prescribed  $0.001^\circ$ . The position of the LiDAR system is also accurately computed since all GPS position standard deviations are less than 0.04 meter.

The attitude of the LiDAR system passed accuracy testing since the standard deviation of the corrected roll and pitch values of the IMU attitudes are less than  $0.001^\circ$ .

# Results and Discussion

## 4.2.3 LiDAR Data Quality Checking

The LAS boundary of the LiDAR data on top of the SRTM elevation data is shown in Figure 23. The map shows gaps in the LiDAR coverage that are attributed to cloud cover present during the survey.

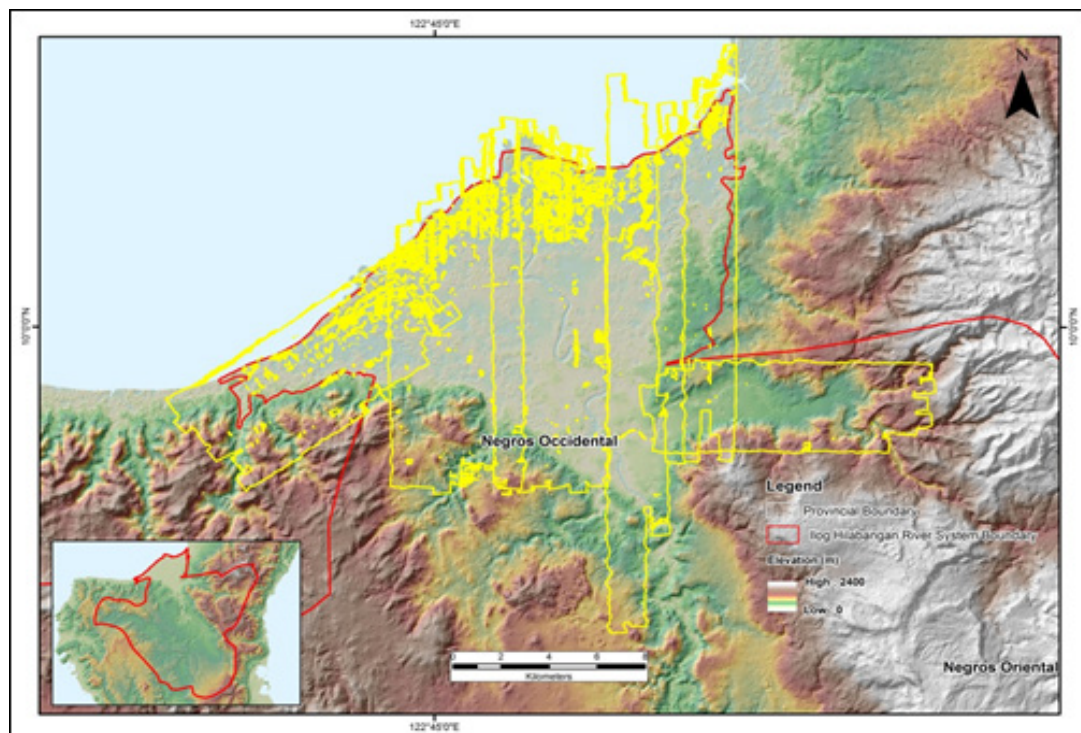


Figure 23. Coverage of LiDAR data for the Ilog Hilabangan mission

The overlap data for the merged LiDAR data showing the number of channels that pass through a particular location is shown in Figure 24. Since the Gemini system employs a single channel, an average value of 2 (blue) for areas where there are only two overlapping flight lines, and a value of 3 (yellow) or more (red) for areas with three or more overlapping flight lines, are expected. The average data overlap for Ilog Hilabangan is 49.44%.

# Results and Discussion

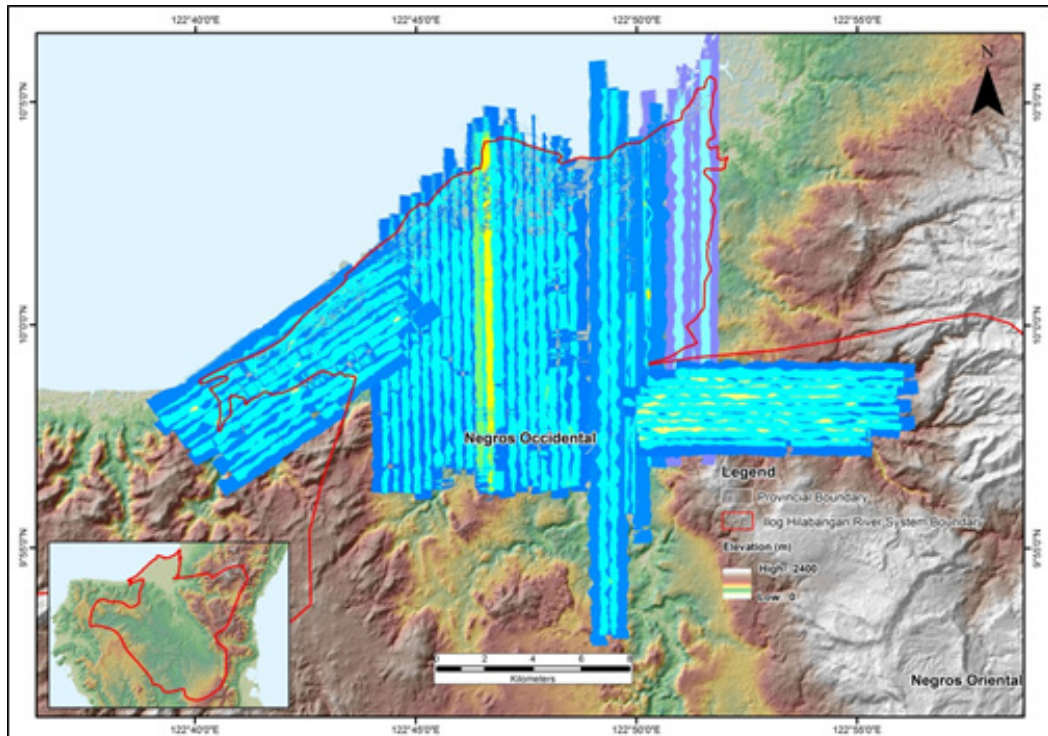


Figure 24. Image of data overlap for the Ilog Hilabangan mission

The density map for the merged LiDAR data, with the red areas showing the portions of the data that satisfy the 2 points per square meter requirement, is shown in Figure 25. It was determined that 71.97% of the total area satisfied the point density requirement.

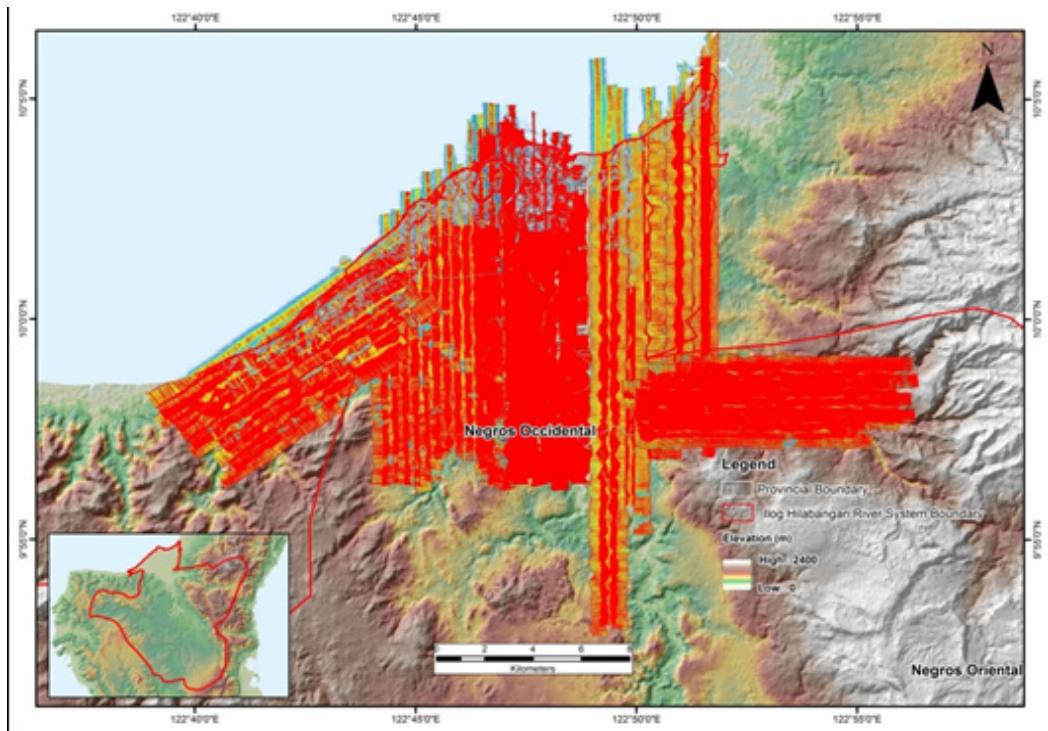


Figure 25. Density map of merged LiDAR data for the Ilog Hilabangan mission

# Results and Discussion

The elevation difference between overlaps of adjacent flight lines is shown in Figure 25. The default color range is from blue to red, where bright blue areas correspond to a -0.20 meter difference, and bright red areas correspond to a +0.20 meter difference. Areas with bright red or bright blue need to be investigated further using QT Modeler.

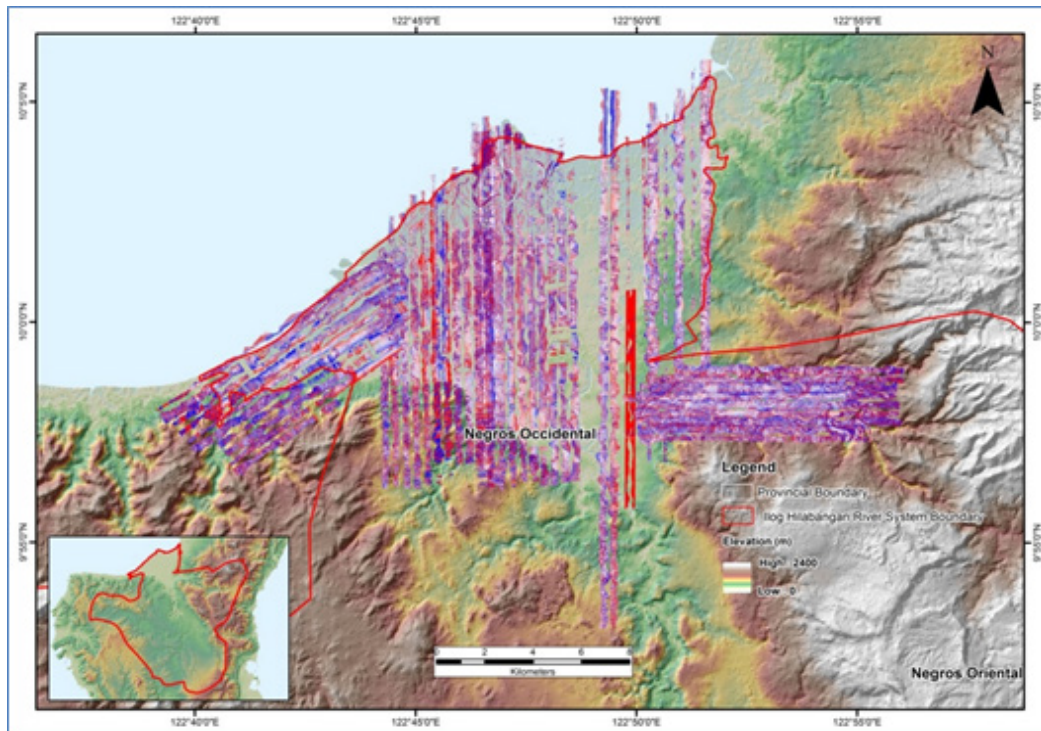


Figure 26. Elevation difference map between flight lines

A screen capture of the LAS data loaded in QT Modeler is shown in Figure 27a. A line graph showing the elevations of the points from all of the flight strips traversed by the profile in red line is shown in Figure 27b. It is evident that there are differences in elevation, but the differences do not exceed the 20 centimeter mark. No reprocessing was necessary for this LiDAR dataset.

# Results and Discussion

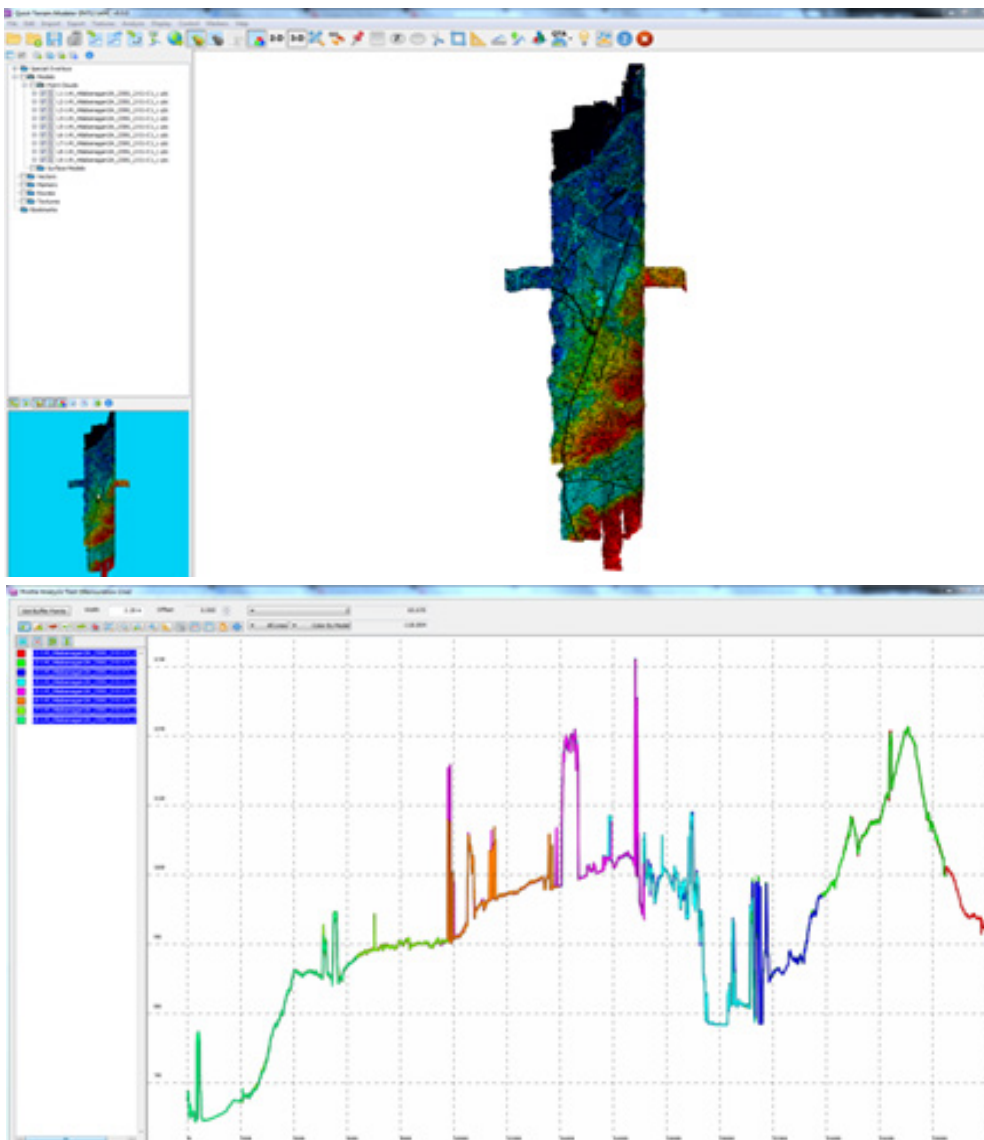


Figure 27. Quality checking with the profile tool of QT Modeler

## 4.2.4 LiDAR Point Cloud Classification and Rasterization

The block system that TerraScan employed for the LiDAR data is shown in Figure 28a generated a total of 1,124 1 kilometer by 1 kilometer blocks. The final classification of the point cloud for a mission in the Ilog Hilabangan floodplain is shown in Figure 28b. The number of points classified to the pertinent categories along with other information for the mission is shown in Table 11.

# Results and Discussion

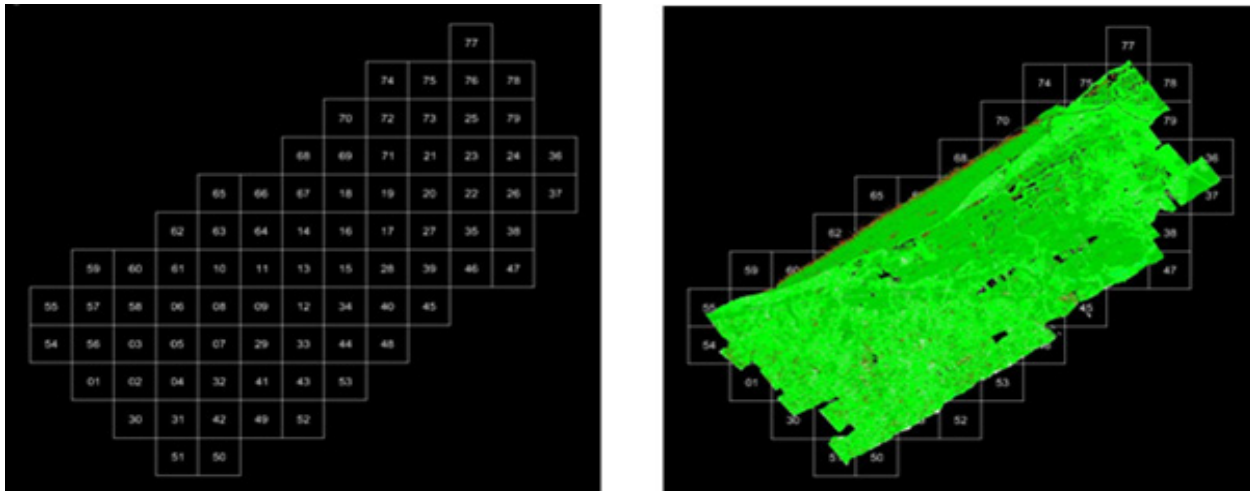


Figure 28. (a) Ilog Hilabangan floodplains and (b) Ilog Hilabangan classification results in TerraScan

Table 11. Ilog Hilabangan classification results in TerraScan

Pertinent Class	Count
Ground	0
Low Vegetation	440,578,881
Medium Vegetation	1,113,323,370
High Vegetation	401,182,187
Building	13,595,038
Number of 1km x 1km blocks	1,124
Maximum Height	588.15
Minimum Height	56.68

An isometric view of an area before (a) and after (b) running the classification routines for the mission is shown in Figure 29. The ground points are in brown, the vegetation is in different shades of green, and the buildings are in cyan. It can be seen that residential structures adjacent or even below canopy are classified correctly, due to the density of the LiDAR data.

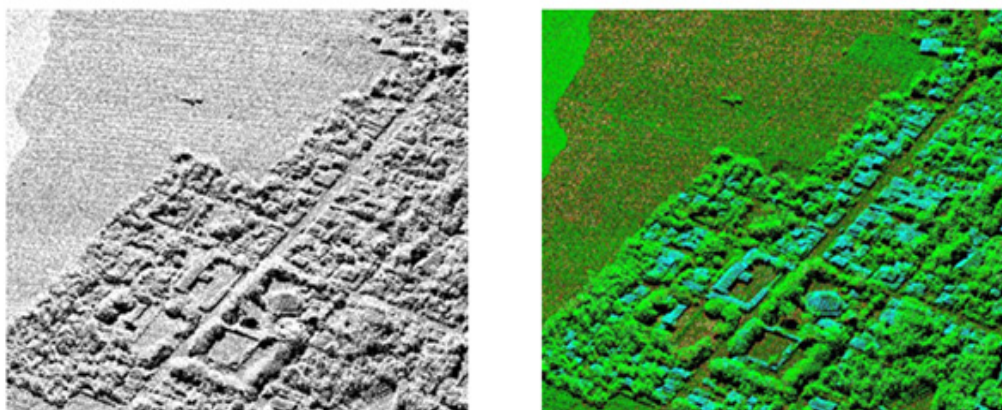


Figure 29. Point cloud (a) before and (b) after classification

# Results and Discussion

## 4.2.5 DEM Editing and Hydro-correction

Portions of DTMs before and after manual editing are shown in Figure 30. It shows that the embankment might have been drastically cut by the classification routine in Figure 30a and clearly needed to be retrieved to complete the surface as in Figure 30b to allow to hydrologically correct flow of water. A small stream suffers from discontinuity of flow due to an existing bridge in Figure 30c. The bridge is removed also in order to hydrologically correct the flow of water through the river in Figure 30d.

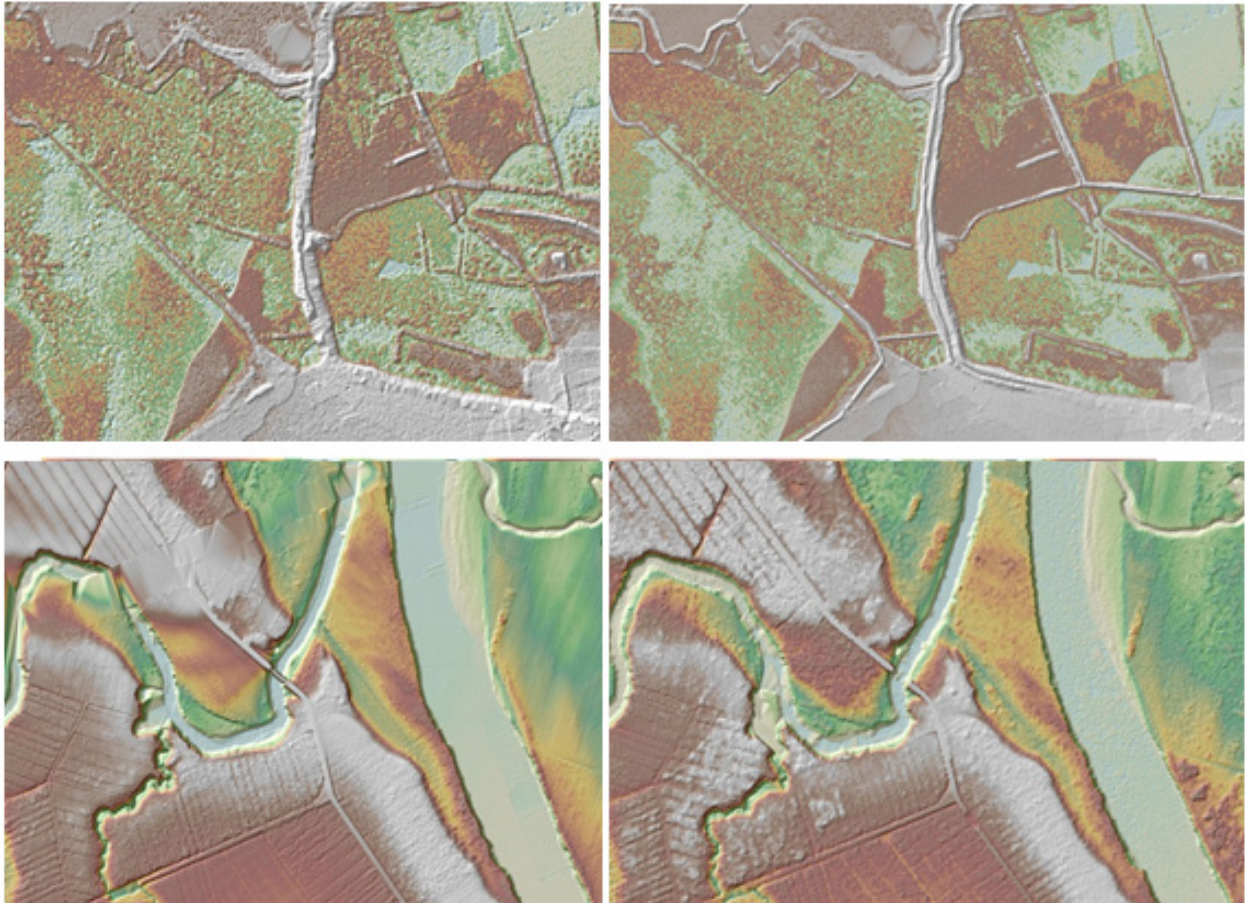


Figure 30. Images of DTMs before and after manual editing

The extent of the validation survey done by the Data Validation Component (DVC) in Ilog Hilabangan to collect points with which the LiDAR dataset is validated is shown in Figure 31. A total of 3,854 control points were collected. The good correlation between the airborne LiDAR elevation values and the ground survey elevation values, which reflects the quality of the LiDAR DTM is shown in Figure 32. The computed RMSE between the LiDAR DTM and the surveyed elevation values is 10.952 centimeters with a standard deviation of 10.952 centimeters. The LE 90 value represents the linear vertical distance that 90% of the sampled DEM points and their respective DVC validation point counterparts should be found from each other. Other statistical information can be found in Table 12. The final DTM and extent of the bathymetric survey done along the river is shown in Figure 33.

# Results and Discussion

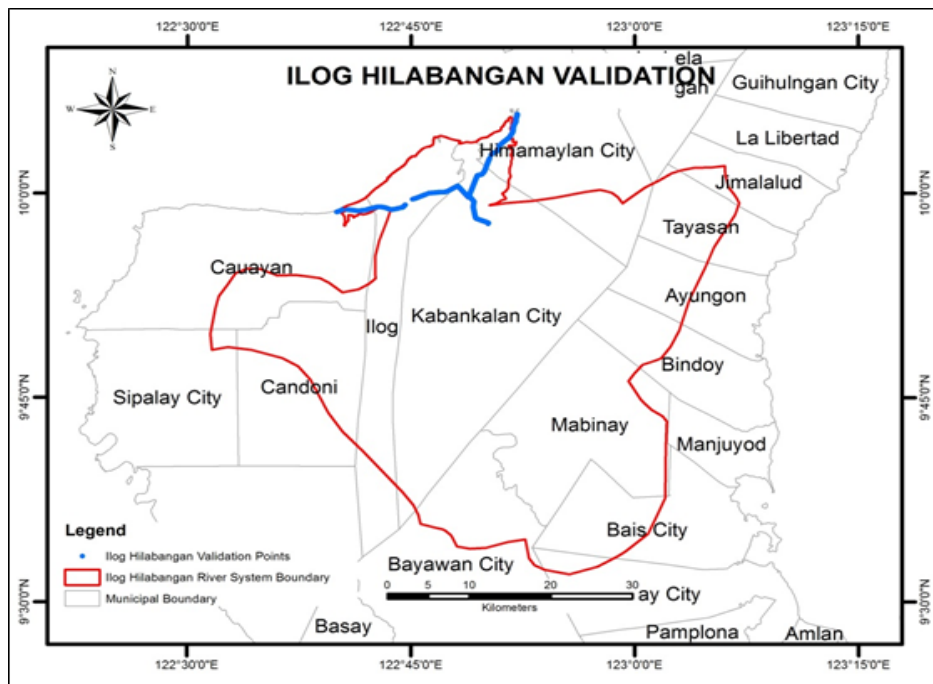


Figure 31. Map of Ilog Hilabangan River System with validation survey shown in blue

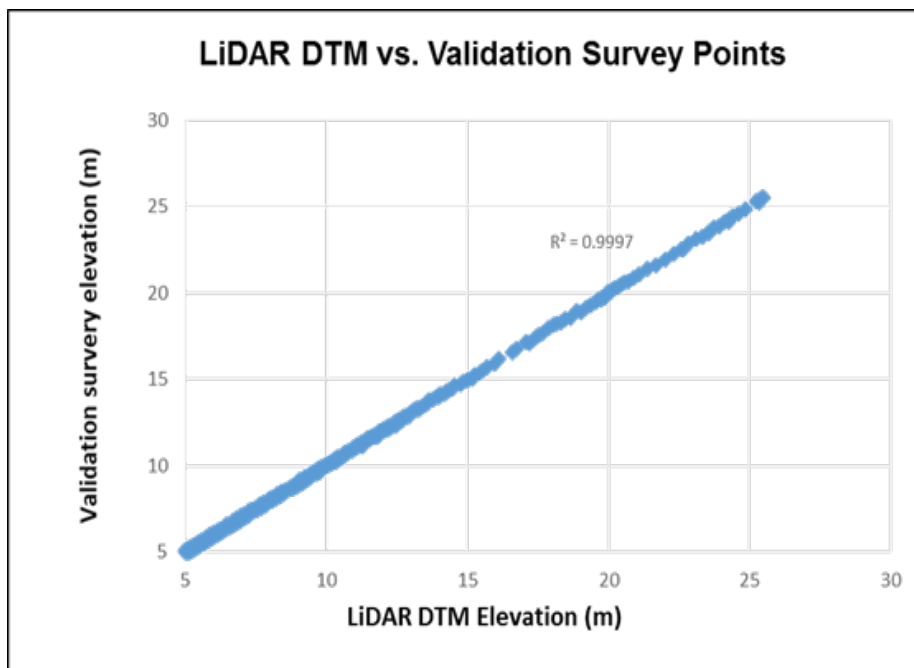


Figure 32. One-one Correlation plot between topographic and LiDAR data

Table 12. Statistical values for calibration of Ilog Hilabangan flights.

Statistical Information	Values (cm)
Min	-10.654
Max	11.258
RMSE	5.487
Stdev	5.479
LE90	9.100



# Results and Discussion

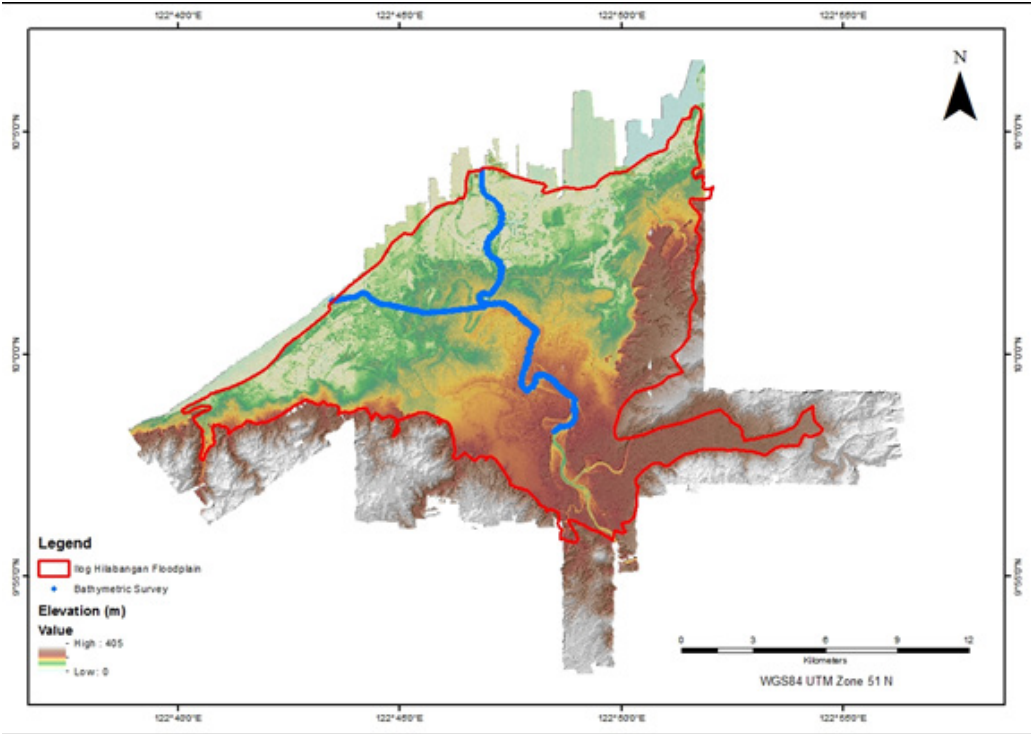


Figure 33. Final DTM of Ilog Hilabangan with validation survey shown in blue

The floodplain extent for Ilog Hilabangan is also presented, showing the completeness of the LiDAR dataset and DSM produced, is shown in Figure 34. Samples of 1 kilometer by 1 kilometer of DSM and DTM are shown in Figure 35 and Figure 36, respectively.

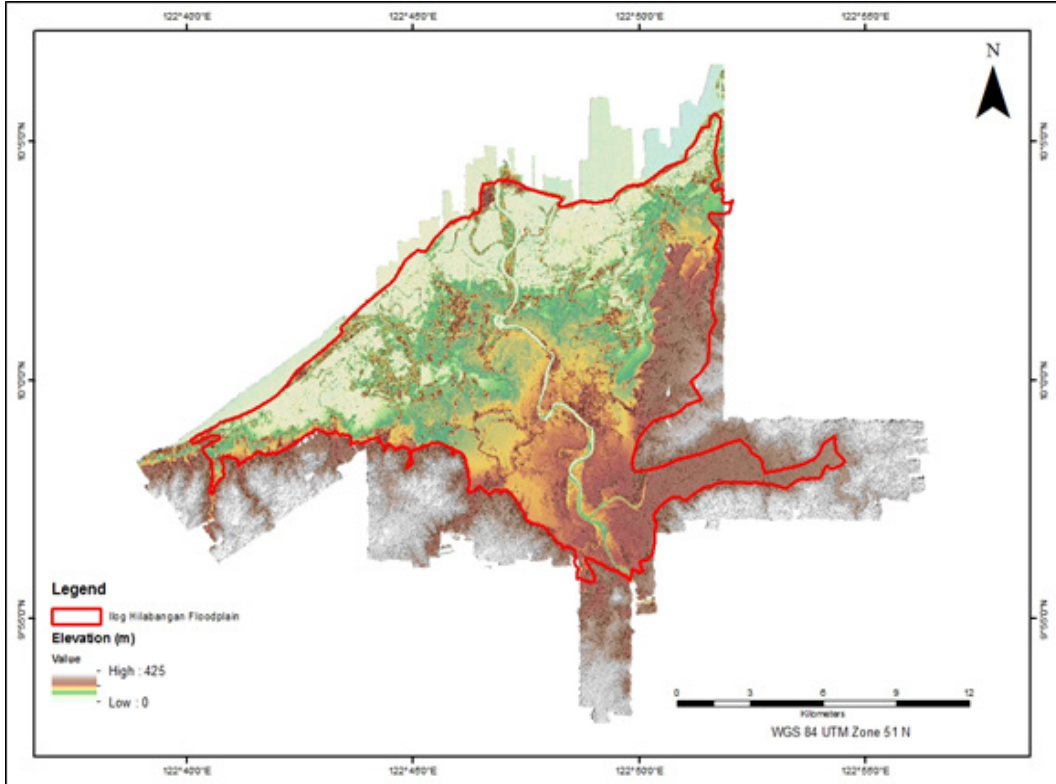


Figure 34. Final DSM in Ilog Hilabangan

# Results and Discussion

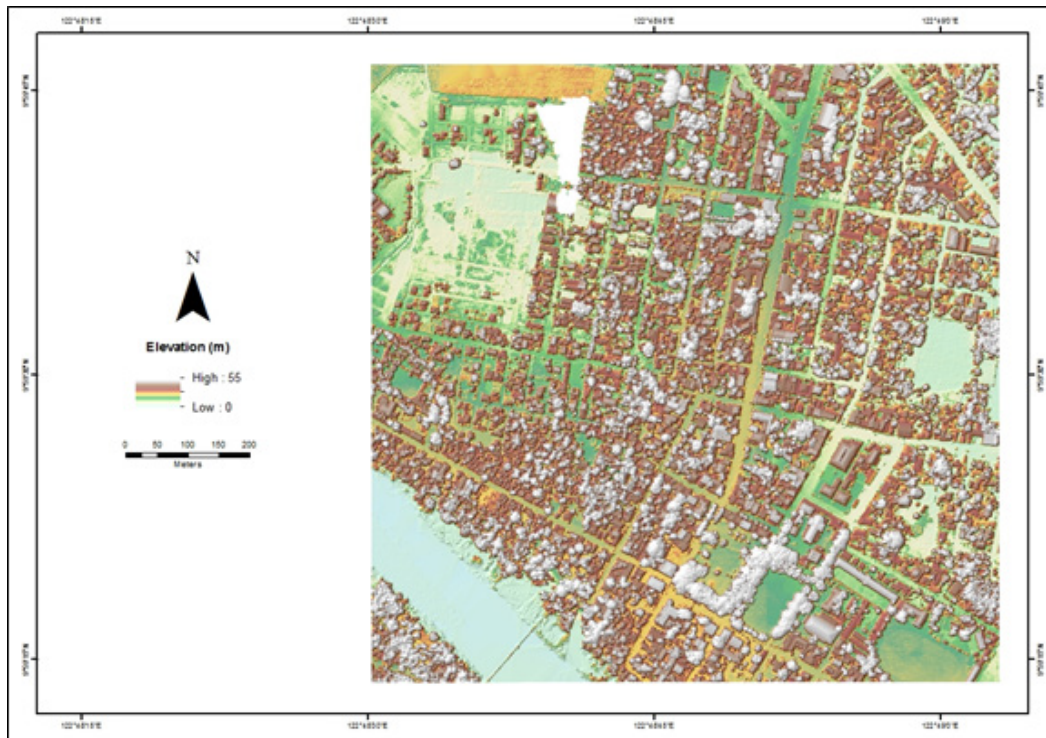


Figure 35. Sample 1x1 square kilometer DSM

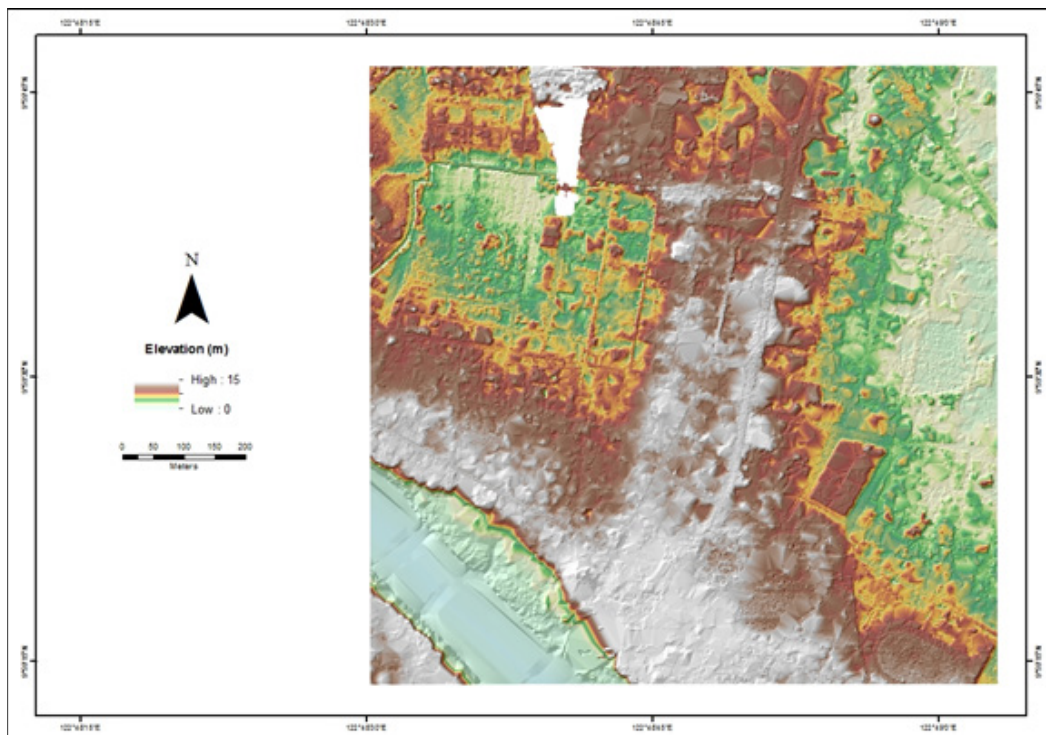


Figure 36. Sample 1x1 square kilometer DTM



# Annexes

# Annex A

## ANNEX A. OPTECH TECHNICAL SPECIFICATION OF THE SENSOR

Parameter	Specification
Operational envelope (1,2,3,4)	150-4000 m AGL, nominal
Laser wavelength	1064 nm
Horizontal accuracy (2)	1/5,500 x altitude, (m AGL)
Elevation accuracy (2)	<5-35 cm, 1 $\sigma$
Effective laser repetition rate	Programmable, 33-167 kHz
Position and orientation system	POS AV™AP50 (OEM); 220-channel dual frequency; GPS/GNSS/Galileo/L-Band receiver
Scan width (FOV)	Programmable, 0-50°
Scan frequency (5)	Programmable, 0-70 Hz (effective)
Sensor scan product	1000 maximum
Beam divergence	Dual divergence: 0.25 mrad (1/e) and 0.8 mrad (1/e), nominal
Roll compensation	Programmable, $\pm 5^\circ$ (FOV dependent)
Range capture	Up to 4 range measurements, including 1st, 2nd, 3rd, and last returns
Intensity capture	Up to 4 intensity returns for each pulse, including last (12 bit)
Video Camera	Internal video camera (NTSC or PAL)
Full waveform capture	12-bit Optech IWD-2 Intelligent Waveform Digitizer (optional)
Data storage	Removable solid state disk SSD (SATA II)
Power requirements	28 V, 900 W, 35 A (peak)
Dimensions and weight	Sensor: 260x 190 x 570 mm; 23 kg;
	Control rack: 650 x 590 x 530 mm; 53 kg
Operating Temperature	-10°C to +35°C (with insulating jacket)
Relative humidity	0-95% non-condensing



## Annex B

### ANNEX B. OPTECH TECHNICAL SPECIFICATION OF THE D-8900 AERIAL DIGITAL CAMERA

Parameter	Specification
Camera Head	
Sensor type	60 Mpix full frame CCD, RGB
Sensor format (H x V)	8, 984 x 6, 732 pixels
Pixel size	6µm x 6 µm
Frame rate	1 frame/2 sec.
FMC	Electro-mechanical, driven by piezo technology (patented)
Shutter	Electro-mechanical iris mechanism 1/125 to 1/500++ sec. f-stops: 5.6, 8, 11, 16
Lenses	50 mm/70 mm/120 mm/210 mm
Filter	Color and near-infrared removable filters
Dimensions (H x W x D)	200 x 150 x 120 mm (70 mm lens)
Weight	~4.5 kg (70 mm lens)
Controller Unit	
Computer	Mini-ITX RoHS-compliant small-form-factor embedded computers with AMD Turion™ 64 X2 CPU 4 GB RAM, 4 GB flash disk local storage IEEE 1394 Firewire interface
Removable storage unit	~500 GB solid state drives, 8,000 images
Power consumption	~8 A, 168 W
Dimensions	2U full rack; 88 x 448 x 493 mm
Weight	~15 kg
Image Pre-Processing Software	
Capture One	Radiometric control and format conversion, TIFF or JPEG
Image output	8,984 x 6,732 pixels 8 or 16 bits per channel (180 MB or 360 MB per image)

# Annex C

## ANNEX C. THE SURVEY TEAM

<b>Data Acquisition Component Sub-team</b>	<b>Designation/Affiliation</b>	<b>Name</b>	<b>Agency</b>
Data Acquisition Component Leader	Data Component Project Leader –I	ENGR. CZAR JAKIRI S. SARMIENTO	UP-TCAGP
Survey Supervisor	Chief Science Research Specialist (CSRS)	ENGR. CHRISTOPHER CRUZ	UP TCAGP
LiDAR Operation	Supervising Science Research Specialist (Supervising SRS)	LOVELY GRACIA ACUNA	UP TCAGP
LiDAR Operation	Research Associate	PEARL MARS	UP TCAGP
Data Download and Transfer	Research Associate	PATRICIA YSABEL ALCANTARA	UP TCAGP
Ground Survey	Research Associate	ENGR. JAMES BEL-TRAN	UP TCAGP
LiDAR Operation	Airborne Security	SSG. EDILITO NAN-QUIL	Philippine Air Force (PAF)
LiDAR Operation	Pilot	CAPT. RAUL SAMAR II	ASIAN AEROSPACE CORP (AAC)
LiDAR Operation	Co-pilot	CAPT. FERDINAND DE OCAMPO	AAC



# Annex D

## ANNEX D. NAMRIA CERTIFICATION FOR NGW-102



Republic of the Philippines  
Department of Environment and Natural Resources  
**NATIONAL MAPPING AND RESOURCE INFORMATION AUTHORITY**

June 13, 2013

### CERTIFICATION

To whom it may concern:

This is to certify that according to the records on file in this office, the requested survey information is as follows -

<b>Province: NEGROS OCCIDENTAL</b>		
<b>Station Name: NGW-102</b>		
<b>Order: 2nd</b>		
Island: <b>VISAYAS</b>		Barangay: <b>CARADIO-AN</b>
Municipality: <b>HIMAMAYLAN</b>		
<i>PRS92 Coordinates</i>		
Latitude: <b>10° 4' 7.80723"</b>	Longitude: <b>122° 51' 27.93169"</b>	Ellipsoidal Hgt: <b>9.32000 m.</b>
<i>WGS84 Coordinates</i>		
Latitude: <b>10° 4' 3.65341"</b>	Longitude: <b>122° 51' 33.20873"</b>	Ellipsoidal Hgt: <b>69.05100 m.</b>
<i>PTM Coordinates</i>		
Northing: <b>1113346.406 m.</b>	Easting: <b>484408.636 m.</b>	Zone: <b>4</b>
<i>UTM Coordinates</i>		
Northing: <b>1,112,956.72</b>	Easting: <b>484,414.09</b>	Zone: <b>51</b>

Location Description

**NGW-102**  
The station is located on the SW corner of the Toyuman bridge which is at the km. 80+830. Mark is the head of a 4" copper nail drilled and grouted at the center of a 30 x 30 cm. cement putty embedded on the concrete pavement of the bridge's sidewalk with inscriptions "NGW-102; 2007; NAMRIA".

Requesting Party: **UP-TCAGP**  
Purpose: **Reference**  
OR Number: **FREE ISSUE**  
T.N.: **2013-0567**



**RUEL M. BELEN, MNSA**  
Director, Mapping and Geodesy Department



9 9 0 6 1 3 2 0 1 3 1 4 1 0 3 2



CERTIFICATION  
INTERNATIONAL  
ISO 9001:2008  
CIP/4701/12/09/814

**NAMRIA OFFICES:**  
Main : Lawton Avenue, Fort Bonifacio, 1634 Taguig City, Philippines Tel. No.: (632) 810-4831 to 41  
Branch : 421 Borraico St. San Nicolas, 1010 Manila, Philippines, Tel. No. (632) 241-3494 to 98  
[www.namria.gov.ph](http://www.namria.gov.ph)

# Annex E

## ANNEX E. DATA TRANSFER SHEETS

Data Transfer Sheet for 2IHLA157, 2IHL2B158A, 2IHL2F159A, 2IHL1E161A, 2IHL2CD162A

### DATA TRANSFER SHEET

Jun 17, 2013

DATE	FLIGHT NO.	MISSION NAME	SENSOR	RAW LAS	LOGS	POS	RAW IMAGES	MISSION LOG FILE	RANGE	DIGITIZER	BASE STATION(S)	OPERATOR COMMENTS (DPC LOGS)	FLIGHT PLAN	SERVER LOCATION
Jun 6, 2013	230G	2IHL2A157B	GEMINI	N/A	150 BYTES	333MB	23.4GB	234KB	9.05GB	18 GB	7.27 MB	212KB	206KB	Z:\Airborne_R aw230G
Jun 7, 2013	232G	2IHL2B158A	GEMINI	N/A	922KB	279MB	43.9 GB	367KB	16.9GB	66.7GB	45.4MB	534KB	534KB	Z:\Airborne_R aw230G
Jun 8, 2013	234G	2IHL2F159A	GEMINI	N/A	109KB	212MB	5.54GB	37.4KB	2.27GB	N/A	47.3MB	55.1KB		Z:\Airborne_R aw232G
Jun 10, 2013	236G	2IHL1E161A	GEMINI	N/A	720KB	461MB	34.1GB	286KB	16.4GB	N/A	47.7MB	144KB	173KB	Z:\Airborne_R aw234G
Jun 11, 2013	238G	2IHL2CD162A	GEMINI	N/A	1.09MB	443MB	18.6GB	152KB	17.4GB	N/A	14.7MB	647B	338KB	Z:\Airborne_R aw236G
Jun 12, 2013	240G	2LMSCAL	GEMINI	N/A	327KB	279MB	16.1GB	139KB	5.72GB	N/A	12.6MB	1KB	5.8KB	Z:\Airborne_R aw238G

Received from

Name/Signature *Janey Davis / [Signature]*  
 Position *SR*  
 Date *June 13, 2013*

Received by

Name/Signature *JO-PA REIETO / [Signature]*  
 Position *SR*  
 Date *06/18/13*

Verified by

Name/Signature \_\_\_\_\_  
 Position \_\_\_\_\_  
 Date \_\_\_\_\_





# Annex F

## ANNEX F. FLIGHT LOGS

### 1. Flight Log for 2IHLA157 Mission

Flight Log No.: 230

DREAM Data Acquisition Flight Log

1 LIDAR Operator: <i>R. Samy</i>	2 ALTM Model: <i>Cosmos T206H</i>	3 Mission Name: <i>Cosmos T206H</i>	4 Type: VFR	5 Aircraft Type: <i>Cosmos T206H</i>	6 Aircraft Identification:
7 Pilot: <i>R. Samy</i>	8 Co-Pilot: <i>F. De Camps</i>	9 Route:	10 Date: <i>6 June 2013</i>	11 Airport of Arrival (Airport, City/Province):	12 Airport of Departure (Airport, City/Province):
13 Engine On: <i>15:25</i>	14 Engine Off: <i>19:05</i>	15 Total Engine Time: <i>3:40</i>	16 Take off:	17 Landing:	18 Total Flight Time:
19 Weather:	20 Remarks: <i>windy pos name. (2IHLA157) → should be 2IHLA157B</i>				

21 Problems and Solutions:


- digital hangs but camera & pos ok.
- retested the system / in-cir reignment

Acquisition Flight Approved by: \_\_\_\_\_  
Signature over Printed Name (End User Representative)

Acquisition Flight Certified by: \_\_\_\_\_  
Signature over Printed Name (PAF Representative)

Pilot-in-Command: \_\_\_\_\_  
Signature over Printed Name

Lidar Operator: \_\_\_\_\_  
Signature over Printed Name

  
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## 2. Flight Log for 2IHL2B158A Mission


Flight Log No.: 232

**DREAM Data Acquisition Flight Log**

1 LIDAR Operator: <u>POKAL MIZCC</u>	2 ALTM Model: <u>4699001</u>	3 Mission Name: <u>2IHL2B158A</u>	4 Type: <u>VFR</u>	5 Aircraft Type: <u>Cessna T206H</u>	6 Aircraft Identification: <u>BLA989162H</u>
7 Pilot: <u>R. S. ANWAR</u>	8 Co-Pilot: <u>F. DE GONNARD</u>	9 Route: <u>BAKALOO-SILVY AIRPORT - KARANJALATA CAMP</u>	10 Date: <u>7 June 2018</u>	11 Airport of Arrival (Airport, City/Province): <u>BAKALOO-SILVY AIRPORT</u>	12 Airport of Departure (Airport, City/Province): <u>KARANJALATA CAMP</u>
13 Engine On: <u>10:41</u>	14 Engine Off: <u>15:09</u>	15 Total Engine Time: <u>4:28</u>	16 Take off:	17 Landing:	18 Total Flight Time:
19 Weather: <u>Fair</u>					
20 Remarks: <u>Finished mission. included five 1 for IHL 2A</u>					

21 Problems and Solutions:  
digitizer hanged after 5 lines. in air re-start. decided not to use the digitizer to finish the survey

Acquisition Flight Approved by  Signature over Printed Name (End User Representative)	Acquisition Flight Certified by  Signature over Printed Name (PAF Representative)	Pilot-in-Command  <u>R. S. ANWAR</u> Signature over Printed Name	Lidar Operator  <u>POKAL MIZCC</u> Signature over Printed Name
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## 3. Flight Log for 2IHL2F159A Mission

DREAM Data Acquisition Flight Log				Flight Log No.: 274	
1 LIDAR Operator: <u>Quay</u>	2 ALTM Model: <u>QRM01</u>	3 Mission Name: <u>2IHL F159A</u>	4 Type: <u>VFR</u>	5 Aircraft Type: <u>Cessna T206H</u>	6 Aircraft Identification:
7 Pilot: <u>S. Amor</u>	8 Co-Pilot: <u>R. Ocampo</u>	9 Route:	10 Date: <u>8 June 2013</u>	11 Airport of Arrival (Airport, City/Province):	12 Airport of Departure (Airport, City/Province):
13 Engine On: <u>0813</u>	14 Engine Off: <u>1034</u>	15 Total Engine Time: <u>2:21</u>	16 Take off:	17 Landing:	18 Total Flight Time:
19 Weather: <u>cloudy / rainy</u>	20 Remarks:				
21 Problems and Solutions: <u>Finished 3/3 lines due to unfavorable weather condition over the <sup>Survey</sup> area</u>					
Acquisition Flight Approved by <u>Christopher Oca</u> Signature over/Printed Name (End User Representative)		Acquisition Flight Certified by <u>M. B. B. B. B.</u> Signature over/Printed Name (PAF Representative)		Lidar Operator <u>Quay</u> Signature over/Printed Name	



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## 4. Flight Log for 2HL1E161A Mission

Flight Log No.: 236


DREAM Data Acquisition Flight Log		14P		5 Aircraft Type: Cessna T206H		6 Aircraft Identification:	
1 LIDAR Operator: <u>Lady Hawke</u>	2 ALTM Model: <u>CPX10i</u>	3 Mission Name: <u>DRL 2C</u>	4 Type: <u>VFR</u>				
7 Pilot: <u>Squaw</u>	8 Co-Pilot: <u>Dr. Deanna</u>	9 Route:					
10 Date: <u>10 June 2013</u>	12 Airport of Departure (Airport, City/Province):		13 Airport of Arrival (Airport, City/Province):				
13 Engine On: <u>1217</u>	14 Engine Off: <u>1702</u>	15 Total Engine Time: <u>445</u>	16 Take off:	17 Landing:	18 Total Flight Time:		
19 Weather: <u>Fair</u>							
20 Remarks: <u>Positive data voids due to cloud formation finished at 2E &amp; 2F</u>							
21 Problems and Solutions:							

Acquisition Flight Approved by  
[Signature]  
Signature Over Printed Name  
(End User Representative)

Acquisition Flight Certified by  
M. BERGALLA  
Signature Over Printed Name  
(PAF Representative)

Pilot-in-Command  
R. SQUAW  
Signature Over Printed Name

Lidar Operator  
[Signature]  
Signature Over Printed Name



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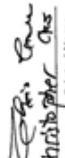



# Annex F


## 5. Flight Log for 2HL2CD162A Mission

Flight Log No.: 238

DREAM Data Acquisition Flight Log					
1 LIDAR Operator: <u>Carl Moss</u>	2 ALTM Model: <u>2HL2CD162A</u>	3 Mission Name:	4 Type: VFR	5 Aircraft Type: <u>Cessna T206H</u>	6 Aircraft Identification:
7 Pilot: <u>Somer</u>	8 Co-Pilot: <u>Dr Ocampo</u>	9 Route:			
10 Date: <u>11 June 2013</u>	12 Airport of Departure (Airport, City/Province):	13 Engine On: <u>11:45</u>	14 Engine Off: <u>1:15</u>	15 Total Engine Time: <u>4:30</u>	16 Take off: <u>17 Landing:</u>
18 Total Flight Time:	19 Weather: <u>fair</u>	20 Remarks: <u>pos strong gust winds. cloudy at some occs. finished 20 &amp; 20 missing MS data. mathins don't have images</u>			
21 Problems and Solutions:					

Acquisition Flight Approved by  Christopher One Signature over Printed Name (End User Representative)	Acquisition Flight Certified by  M. Deppolus Signature over Printed Name (PMF Representative)	Pilot in Command  R. C. SHAW Signature over Printed Name	Lidar Operator  Rick Pechter Signature over Printed Name
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**DREAM**  
 Disaster Risk Exposure and Assessment for Mitigation

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