

error in the position estimate as GPS was used in S/A mode. When the IPS started tracking the 'Crossing 1' (fig. 4.5) the position accuracy could be increased significantly. After flying a sharp curve at the 'Turning Point', 'Crossing 2' was the next landmark (fig. 4.6). The flight loop ended with a successful landing approach on the 'Heli H West'. At a distance of 600m tracking of the taxiways was started; at a distance of 150m the frame and the white 'Heli H' were also used for tracking.

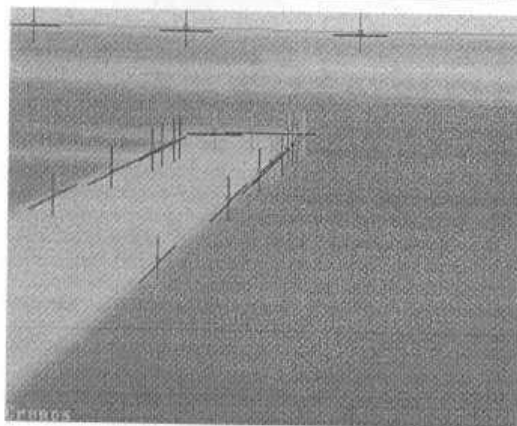
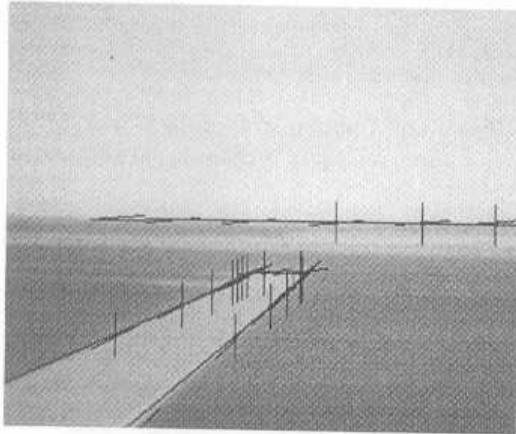


Figure 4.2: Runway at lowest LOD as a rectangle.

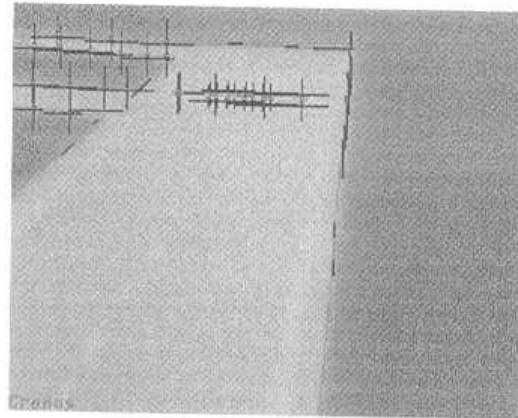
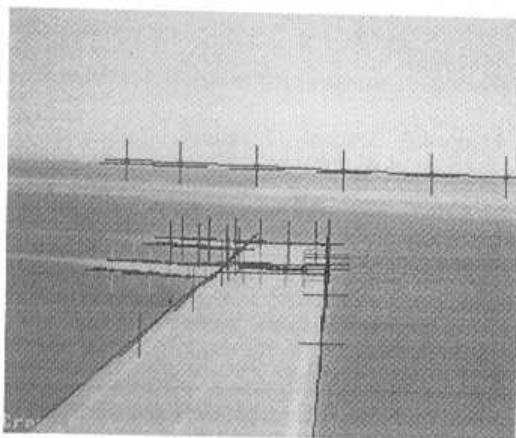


Figure 4.3: Runway and taxiways active; threshold had just been activated.

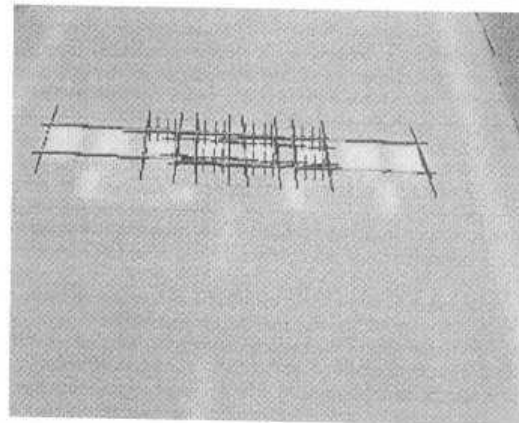
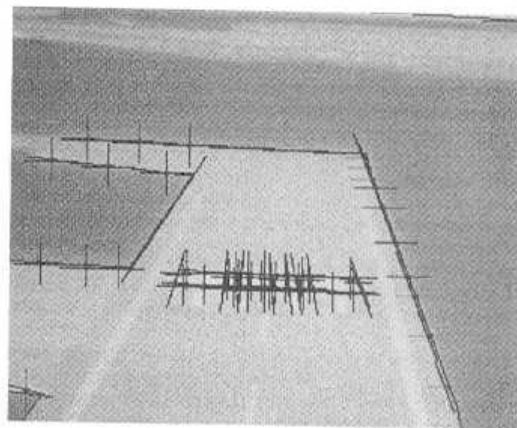


Figure 4.4: Low altitude fly-by at 'Threshold 09' with all LODs active.