

## **ANEJO Nº 4. CARTOGRAFÍA**



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## 1. INTRODUCCIÓN

El presente anexo tiene como objeto describir la cartografía utilizada para esta fase, a escala 1:5.000 y escala 1:1.000, del “Estudio Informativo de la Línea Ferroviaria de Alta Velocidad Madrid – Extremadura. Tramo: Madrid – Oropesa.”

Se ha empleado como base la cartografía oficial del Instituto Geográfico Nacional (I.G.N.) a escala 1:25.000 y 5.000 disponibles.

En cuanto al municipio de Talavera de la Reina, se dispone de la cartografía elaborada para la redacción del documento “El de integración urbana del AVE en Talavera de la Reina”, basada en un vuelo digital realizado en septiembre de 2008 a escala 1:4.000 que permite restituciones de planos a escala 1:1000 y también a escala 1:500 la cual se ha procedido a su actualización.

El objeto de los apartados que se desarrollan a continuación es la descripción de la metodología y de los aspectos técnicos necesarios para obtener la cartografía utilizada. Asimismo se justifica que esta cumple los requerimientos de precisión exigidos en la escala de trabajo de la presente fase.

## 2. VUELO FOTOGRAMÉTRICO

Con fecha 1 de agosto de 2019 y 12 de julio de 2019 se han realizado vuelos fotogramétricos exprofeso para la generación y actualización de cartografías a escalas 1/5.000 y 1/1.000. Estos vuelos tienen un GSD (Ground Sample Distance) de 25 cm en el caso del vuelo para cartografía a escala 1/5.000 y de 9 cm en el caso de la escala 1/1.000.

El vuelo realizado se ha ajustado previamente sobre cartografía a escala 1:25.000 de forma que cubriera ampliamente la zona a cartografiar.

El vuelo ha sido realizado por la empresa colaboradora Servicios Politécnicos Aéreos, S.A. (SPASA), con autorización de la Dirección General de Aviación Civil.

El avión empleado ha sido un avión bimotor CESSNA T-310-R provisto de sistema de navegación GPS NOVATEL de doble frecuencia, con una precisión mayor de 0,15m.

Las imágenes fotográficas se han obtenido con una cámara métrica aérea digital UltraCam Eagle-80 con un tamaño de pixel de 5.2  $\mu$ m, la cual se instala sobre plataforma giroestabilizada que permite mantener su verticalidad y de modo que atenúa los efectos de las vibraciones del avión, además de estar dotada de un mecanismo compensador del desplazamiento del avión (FMC).

La cámara tiene una distancia focal de 79.8 mm y un formato de imagen de 13080 x 20010 pixeles. Se entrega el correspondiente certificado de calibración de la cámara empleada.

El vuelo se ha realizado de acuerdo a las siguientes condiciones técnicas, que han sido verificadas una vez recibida toda la documentación:

- Los últimos fotogramas de cada pasada se superponen a los primeros de la siguiente pasada.
- Los ejes de los fotogramas de número de orden “n” y “n+2” han de estar comprendidos entre 195 a 205 grados centesimales.
- El recubrimiento longitudinal es de un 60%, con un error máximo del 5%.
- La pasada se ha realizado de forma ininterrumpida.
- La altura media del vuelo ha sido de 3837 metros en el caso del GSD de 25 cm y de 1381 metros en el caso del GSD de 9 cm.

- El vuelo se ha realizado con cielo despejado para poder obtener imágenes bien definidas y con el terreno en situación normal.

Se adjuntan los datos de Informe y gráfico de vuelo.

### 3. SISTEMA DE REFERENCIA

En el desarrollo de los trabajos se ha utilizado el Sistema de Referencia Europeo (ETRS89), actualmente el único oficial en España, constituido por:

Elipsoide GRS80:

Longitud del Semieje mayor del elipsoide ( $a$ ) = 6.378.137 metros

Coeficiente de aplanamiento ( $\alpha$ ) = 1:298,257223563

Orígenes de coordenadas geodésicas:

Latitudes, referidas al Ecuador, positivas al Norte del mismo.

Longitudes referidas al Meridiano de Greenwich, consideradas positivas al Este y negativas al Oeste de dicho Meridiano.

Para realizar el enlace al sistema de referencia ETRS89, se ha empleado la red activa del Instituto Geográfico Nacional (IGN), mediante observaciones GPS en tiempo real desde esta red.

La altimetría se ha referido al nivel medio del mar en Alicante, enlazando con la Red de Nivelación de Alta Precisión (R.N.A.P) mediante la aplicación del modelo del geoide EGM08-REDNAP.

El sistema utilizado de proyección es el UTM, referido al Huso 30.

### 4. APOYO DE CAMPO

Se han realizado los trabajos de campo necesarios para determinar la posición planimétrica y altimétrica de los puntos de apoyo necesarios para la restitución fotogramétrica.

Los puntos de apoyo se han observado siguiendo estas pautas:

- Se han obtenido 2 puntos de apoyo en el primer modelo y último de cada pasada, y un punto más cada ocho modelos.
- Los puntos de apoyo en el primer y último modelo de cada pasada están a una distancia de la esquina del fotograma no inferior a 1,5 cm y no superior de 4 cm.
- Hay al menos un punto de apoyo en el interior de la pasada.

La observación de los puntos de apoyo se ha realizado mediante técnicas GPS, contando con equipos Trimble SPS 985, compuestos por receptores GPS de doble frecuencia. La observación de los puntos se ha realizado en tiempo real (RTK). La configuración de la constelación de satélites ha sido tal que la precisión por la posición de los satélites (PDOP) ha sido inferior a 5 en todas las observaciones.

Se han cumplimentado hojas de campo para cada punto de apoyo con los parámetros y comentarios que facilitan la detección e identificación de posibles errores de cálculo.

El número total de puntos de apoyo observados ha sido de 67.

Para la transformación de coordenadas geodésicas ETRS89 con cota elipsoidal a la proyección UTM en el sistema ETRS89 con alturas ortométricas se ha utilizado la técnica descrita en el enlace al sistema de referencia.

Se ha verificado que las precisiones que se han obtenido para los puntos de apoyo son inferiores a las tolerancias necesarias para este tipo de trabajos.

En los apéndices correspondientes se adjuntan los siguientes datos:

- Gráfico de distribución de los puntos de apoyo de campo.
- Coordenadas ETRS89 de los puntos de apoyo.
- Reseñas de los puntos de apoyo.

## 5. AEROTRIANGULACIÓN DIGITAL

A partir de los datos obtenidos del vuelo fotogramétrico (fotocentros y datos GPS/INS) y de los puntos apoyo obtenidos en campo, se realiza el cálculo de la aerotriangulación digital del vuelo.

Se utiliza la aplicación MATCH-AT de INPHO, que permite realizar el cálculo de grandes bloques de fotogramas, proporcionando una aerotriangulación automática y de alta precisión.

El proceso de aerotriangulación automática combina técnicas de correlación para generar puntos de paso automáticamente, mientras que la auto-orientación interna reduce la interacción del operador y permite la detección de marcas fiduciales. La medición de puntos de control en 3D se realiza en un estereocomparador tridimensional que permite su realización incluso en áreas de pobre detalle.

Es posible manejar datos de centros de proyección y ángulos inerciales de diferentes sistemas, y adicionalmente se pueden introducir parámetros adicionales de deriva y desplazamiento así como el cálculo de la desalineación de la antena o "boresight". Permite la división en sub-bloques y el análisis y representación gráfica de los resultados, lo que posibilita la fácil inspección de grandes cantidades de datos, la representación del apoyo y los puntos de paso y el control de calidad y análisis de datos interactivo. Los resultados pueden ser utilizados directamente en las estaciones fotogramétricas digitales.

Preparado el bloque, una vez que las imágenes digitales y sus datos GPS/INS están listos, el único proceso interactivo es la medida de los puntos de control y el establecimiento de los parámetros de cálculo.

Los procesos que se han seguido son los siguientes:

- Generación de imágenes piramidales: MATCH-AT funciona con imágenes piramidales, que son utilizadas sobre todo en los procesos de correlación a la hora de generar los puntos de paso automáticos.
- Creación del proyecto: Hemos definido el proyecto introduciendo los datos de la cámara (certificado de calibración), importando las imágenes del vuelo, importando los datos GPS/INS, importando los puntos de apoyo como puntos de control y fijando las desviaciones estándar.

- Comprobación del bloque: Se ha comprobado la posición relativa de todos los elementos y el solape de las imágenes dentro del bloque.
- Generación puntos de paso: A través de algoritmos de correlación se han extraído automáticamente puntos de paso y enlace. Estos puntos se han generado en las zonas de Von Grüber que el software localiza automáticamente teniendo en cuenta el proceso de inicialización anterior. Se han medido un mínimo de tres puntos por cada zona.
- En caso de ser necesario, se han realizado mediciones manuales de puntos de paso, no solamente en las áreas de Von Grüber, sino también en aquellas zonas que necesitemos definir.
- Comprobación de puntos de paso y su distribución: Una vez generados los puntos automáticos, hemos podido comprobar la distribución y número de puntos generados. En caso de que no haya una buena distribución o de un número escaso se han medido manualmente más puntos.
- Medición de puntos de control: El programa nos permite medir en modo estereoscópico, y en todas las imágenes donde aparece, los puntos de control (puntos de apoyo).
- Postproceso: Una vez obtenidos los resultados se han analizado, estudiando la distribución de puntos de paso, residuos y errores de puntos de control, elipses de error, etc.

Se ha repetido el proceso hasta que se ha obtenido un resultado satisfactorio y no haya ninguna medida eliminada en el ajuste. Como último proceso se han distribuido los errores residuales aceptados en todo el bloque de forma uniforme.

En todo el proceso de cálculo de la aerotriangulación las precisiones han sido las siguientes:

- El error medio cuadrático en el ajuste interno del bloque ha sido de menos de 5 micras.
- El error medio cuadrático de los errores residuales en los puntos medidos ha sido de menos de 10 cm.

Como resultado final del proceso de aerotriangulación digital se ha obtenido un fichero ASCII compatible con los sistemas de restitución, con los parámetros de orientación externa de los fotogramas, X, Y, Z de los centros de proyección y los giros omega, phi, kappa.

En el Apéndice correspondiente se adjuntan los datos resultantes del proceso de aerotriangulación.

## 6. RESTITUCIÓN

Los planos se han restituido a escala 1:1000 con equidistancia entre curvas de nivel de un metro (1 m), y a escala 1:5000 con equidistancia entre curvas de nivel de cinco metros (5 m) a partir de los vuelos realizados y sus correspondientes apoyos de campo.

Se ha empleado restituidores digitales “Delta DPS” que se componen de codificadores de una micra y para digitalización 3D permiten obtener precisiones mayores que el tamaño del pixel.

Los restituidores “Delta DPS” trabajan sobre el sistema DIGI, que asegura la continuidad numérica de las líneas o entidades que pertenezcan a diferentes pares, el cierre analítico de figuras cerradas y la continuidad de líneas que se apoyan en otras ya existentes.

Una vez realizadas las orientaciones, se ha procedido a la restitución de la cartografía mediante la toma y almacenamiento de registros tridimensionales en el sistema informático DIGI.

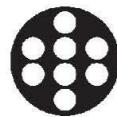
La restitución planimétrica se ha efectuado punto a punto, posicionándose en las líneas poligonales en cada uno de los puntos de inflexión, registrando sus coordenadas y código numérico correspondiente. Las líneas curvas se han restituido también punto a punto para garantizar su máxima precisión.

Los planos reflejan todos los detalles planimétricos del terreno que son visibles e identificables en el vuelo, representándolos a escala y posición exacta siempre que sus dimensiones equivalentes resulten superiores a un milímetro.

Figuran las cotas altimétricas en aquellos puntos que por su situación o condiciones ha convenido definir.

Una vez generada la cartografía en la aplicación DIGI, se exportan a formato DXF, para su tratamiento y edición, con el fin de obtener la cartografía final.

7. APÉNDICE 1: VUELO FOTOGRAMÉTRICO. CERTIFICADO DE CALIBRACIÓN DE LA CÁMARA



VEXCEL  
IMAGING

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Bahia, Brasil 2013

Photo on page 1 courtesy of Hiparc Geotecnologia, Brasil

[www.hiparc.com](http://www.hiparc.com)

UltraCam Lp, GSD25 cm, RGB

# ULTRACAM

## Field Calibration Report



[www.vexcel-imaging.com](http://www.vexcel-imaging.com)

[www.vexcel-imaging.com](http://www.vexcel-imaging.com)



ULTRACAM

## Calibration Procedure

The purpose of the Field Calibration is a verification of the camera status and calibration and consists of three major steps:

1. Test flight performed by customer
2. Processing of images and aerotriangulation (AT) by Vexcel Imaging GmbH
3. Analysis of AT results by Vexcel Imaging GmbH
4. Provide the new calibration data set and the report

### Available Data

Test flight at customer's test site:

- Date of flight: 29/05/2019
- Number of images: 193 (total)
- Flying heights: 1830 m (GSD 7 cm)  
3050 m (GSD 15 cm)
- Number of images: 145 (GSD 7 cm)  
48 (GSD 15 cm)
- Ground Control Points: 7 (15 used as check points)
- Postprocessed GPS/IMU: available

Flight lines look very well done and show good overlap and image quality.

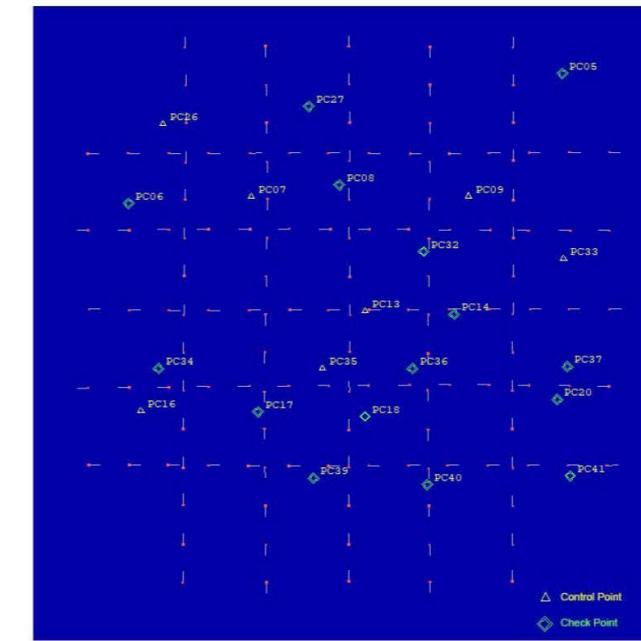
### A-priori standard deviations settings

- Image measurements (x,y): 2,3  $\mu\text{m}$
- Ground Control Points (x/y/z): 50 mm / 50 mm / 70 mm
- GNSS Position (x,y/ z): 30 mm / 30 mm
- IMU Pose (p,o/ k): 30 mgon / 40 mgon

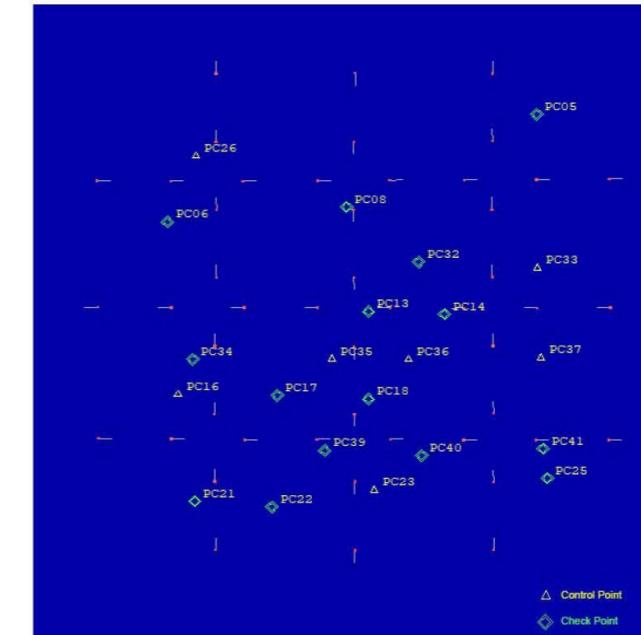


ULTRACAM

- Flight at 1830 m (GSD 7 cm):



- Flight at 3050 m (GSD 15 cm):





**ULTRACAM**

## Results

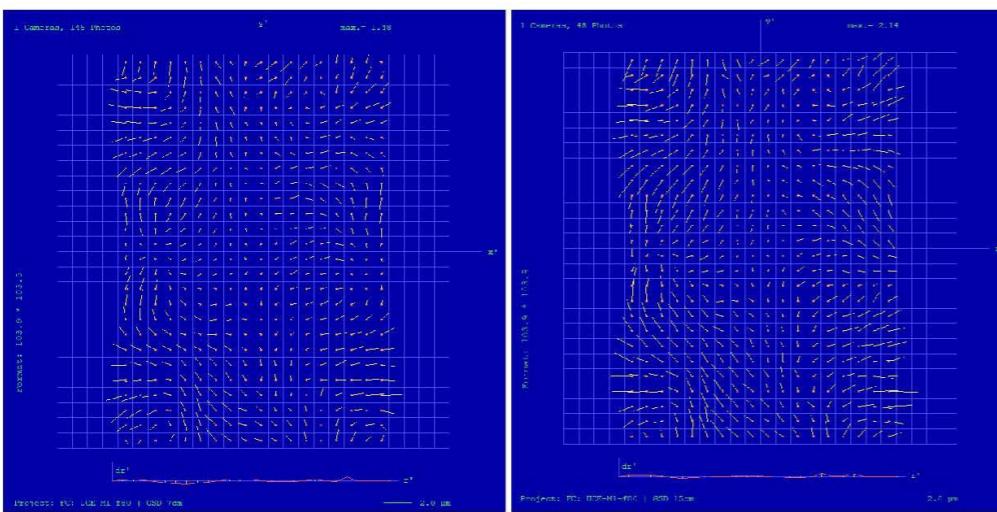
of the Aerial Triangulation with calibration Rev 7.0 (lab calibration), as currently used by the customer.

The data was processed in UltraMap v4.4.7 by Vexcel Imaging GmbH (Process to Lvl02, Automated Tie Point Collection, Ground Control Point measurements, Bundle Adjustment and Analysis).

The results of the Bundle Adjustment are shown in the table below.

	Flight 1830 m (GSD 7 cm)	Flight 3050 m (GSD 15 cm)
<b>Sigma 0</b>	1.29	1.31
<b>Mean photo scale</b>	1:13639	1:28954
<b>RMSE of 15 check points X/Y/Z</b>	39/27/36 mm	31/43/59 mm
<b>RMSE of 7 control points X/Y/Z</b>	38/34/33 mm	37/20/33 mm
<b>Number of used Tiepoints</b>	20546	8165
<b>Refraction Correction</b>	used	used
<b>Earth curvature correction</b>	used	used
<b>Residuals of photo measurements</b>	RMS 1.2, 1.0	RMS 1.2, 1.1
<b>(x', y') in photo space (unit µm):</b>	MAX 5.2, 6.2	MAX 6.7, 5.7

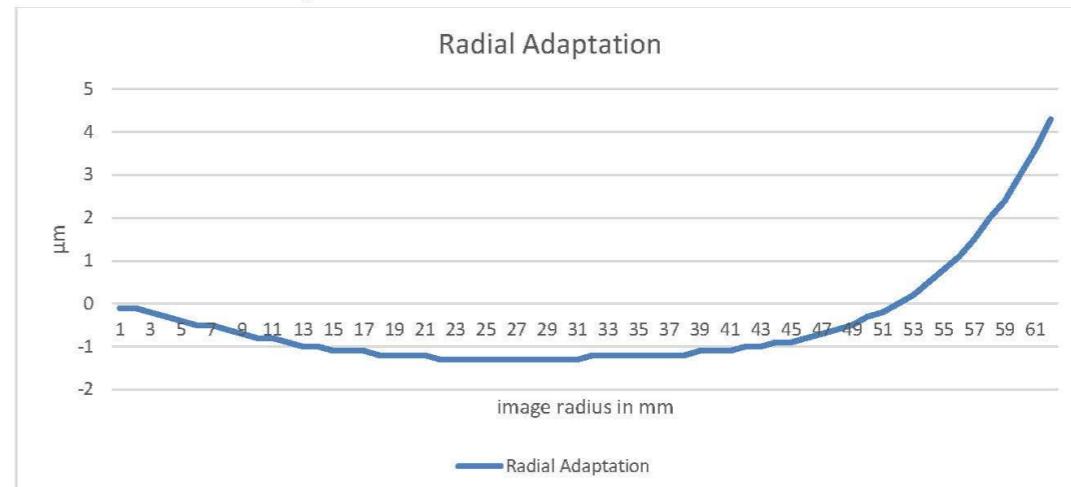
The remaining residuals in the image of the camera are shown in the plots below.



**ULTRACAM**

## Geometric adjustment

### Radial distortion adjustment



Focal Length adjustment      0.0348 mm  
Principal Point adjustment      none

Change in focal length is compensated via a scale parameter in the digital calibration dataset. The nominal focal length and principle point as given on pages 9 and 10 are valid for further photogrammetric processing.

Additional local corrections in the image plane are computed from both flight missions at 7 cm GSD and 15 cm GSD. The averaged correction values are applied to the camera calibration data set based on a 1 mm by 1 mm look up table. The magnitude of these corrections in x and y is illustrated in the figure below and shows the correction values at 117 even spaced image positions.



## ULTRACAM

	-32	-24	-16	-8	0	8	16	24	32
48	10.3	8.2	5.6	2.6	0.0	-2.7	-6.6	-9.8	-12.5
	-13.6	-14.2	-14.2	-14.8	-14.9	-14.9	-15.4	-16.4	-16.8
40	11.4	8.7	5.8	2.7	-0.1	-2.8	-6.6	-10.1	-13.3
	-12.3	-12.5	-12.4	-12.9	-12.9	-13.0	-13.5	-14.3	-14.8
32	11.8	9.0	5.9	2.8	-0.1	-3.0	-6.5	-10.1	-13.5
	-9.8	-10.1	-10.1	-10.5	-10.5	-10.7	-11.0	-11.4	-11.7
24	11.9	9.1	6.0	2.9	-0.1	-3.1	-6.4	-10.0	-13.4
	-6.8	-7.2	-7.5	-7.9	-8.0	-8.3	-8.3	-8.2	-8.0
16	10.7	8.6	6.2	3.0	0.0	-3.0	-6.6	-9.5	-12.1
	-3.4	-4.0	-4.6	-5.1	-5.0	-5.2	-5.0	-4.7	-4.4
8	10.4	8.4	6.1	3.1	0.0	-3.1	-6.5	-9.3	-11.8
	-1.5	-1.9	-2.2	-2.7	-2.6	-2.7	-2.5	-2.2	-2.0
0	10.2	8.2	5.9	3.1	0.0	-3.1	-6.3	-9.0	-11.6
	0.2	0.2	0.2	0.0	0.0	0.0	0.2	0.4	
-8	10.2	8.1	5.9	3.1	0.0	-3.1	-6.2	-9.0	-11.5
	1.9	2.3	2.7	2.7	2.6	2.7	2.5	2.6	2.8
-16	10.2	8.1	5.7	3.0	0.0	-3.0	-6.0	-8.9	-11.5
	3.7	4.4	5.1	5.1	5.0	5.2	5.0	5.1	5.2
-24	11.1	8.7	6.1	3.5	0.3	-2.9	-6.1	-9.2	-12.2
	6.7	7.1	7.5	7.8	7.8	7.9	8.0	8.0	7.9
-32	11.1	8.7	6.0	3.4	0.4	-2.7	-5.9	-9.3	-12.5
	9.6	9.7	9.7	10.2	10.3	10.6	10.6	10.9	11.0
-40	10.8	8.5	6.0	3.4	0.5	-2.5	-5.8	-9.3	-12.5
	11.9	12.0	11.7	12.4	12.7	13.2	13.0	13.5	13.6
-48	9.8	8.1	5.8	3.4	0.6	-2.2	-5.5	-8.9	-11.8
	13.0	13.4	13.2	14.2	14.7	15.3	14.9	15.2	15.0

Image correction in x and y given in  $\mu\text{m}$  at 117 image positions at an 8 mm grid.



## ULTRACAM

## Results

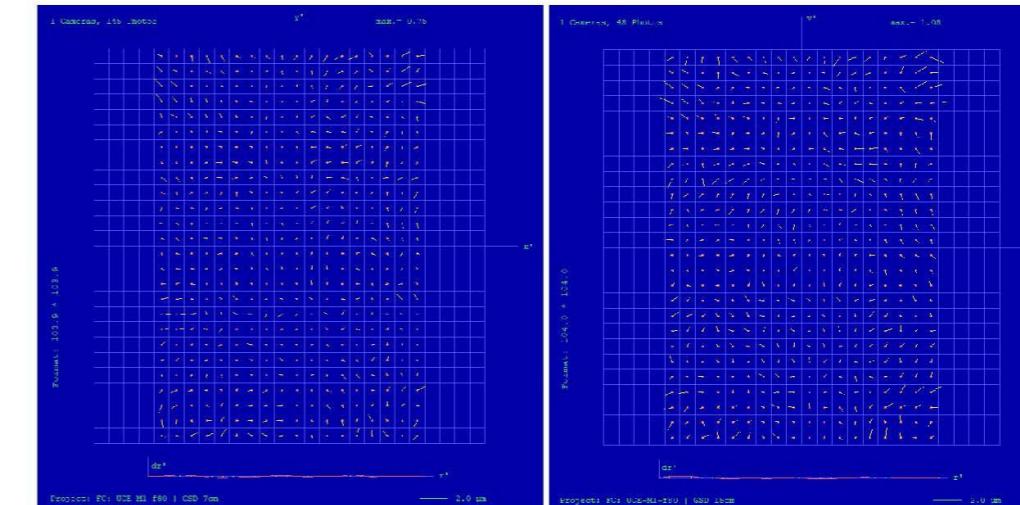
of the Aerial Triangulation with calibration Rev 8.0, this field calibration, which includes the geometric adjustments listed above and will serve as the new calibration for the customer.

The data was processed in UltraMap v4.4.7 by Vexcel Imaging GmbH (Process to Lvl02, Automated Tie Point Collection, Ground Control Point measurements, Bundle Adjustment and Analysis).

The results of the Bundle Adjustment are shown in the table below.

	Flight 1830 m (GSD 7 cm)	Flight 3050 m (GSD 15 cm)
<b>Sigma 0</b>	1.02	1.09
<b>Mean photo scale</b>	1:13634	1:28944
<b>RMSE of 15 check points X/Y/Z</b>	38/18/37 mm	30/41/38 mm
<b>RMSE of 7 control points X/Y/Z</b>	33/25/29 mm	31/28/28mm
<b>Number of used Tiepoints</b>	20564	8033
<b>Refraction Correction</b>	Used	used
<b>Earth curvature correction</b>	Used	used
<b>Residuals of photo measurements (x', y') in photo space:</b>	RMS 1.1, 0.9 MAX 6.3, 6.3	RMS 1.0, 0.9 MAX 5.2, 5.1

The remaining residuals in the image of the camera are shown in the plots below.





### Panchromatic Camera

Large Format Panchromatic Output Image

<b>Image Format</b>	long track cross track	68.016 mm 104.052 mm	13080 pixel 20010 pixel
<b>Image Extent</b>		(-34.008, -52.026) mm	(34.008, 52.026) mm
<b>Pixel Size</b>		5.200 µm*5.200 µm	
<b>Focal Length</b>	ck	79.800 mm	± 0.002 mm
<b>Principal Point (Level 2)</b>	X_ppa	0.000 mm	± 0.002 mm
	Y_ppa	0.000 mm	± 0.002 mm
<b>Lens Distortion</b>	Remaining Distortion less than 0.002 mm		

# ULTRACAM

## Geometric Specifications

**Camera:** UltraCam Eagle Mark 1  
**Serial:** UC-E-1-50016095-f80

**Panchromatic Camera:** ck = 79.800 mm  
**Multispectral Camera:** ck = 79.800 mm

**PPA Information:** X: 0.000 mm  
Y: 0.000 mm

### Multispectral Camera

Medium Format Multispectral Output Image  
(Upscaled to panchromatic image format)

<b>Image Format</b>	long track cross track	68.016 mm 104.052 mm	4360 pixel 6670 pixel
<b>Image Extent</b>		(-34.008, -52.026) mm	(34.008, 52.026) mm
<b>Pixel Size</b>		15.600 µm*15.600 µm	
<b>Focal Length</b>	ck	79.800 mm	± 0.002 mm
<b>Principal Point (Level 2)</b>	X_ppa	0.000 mm	± 0.002 mm
	Y_ppa	0.000 mm	± 0.002 mm
<b>Lens Distortion</b>	Remaining Distortion less than 0.002 mm		



### Conclusion

The tables and plots above show acceptable results for the processing with the new camera calibration (Rev 8.0). The calibration was verified with two datasets of the same test area acquired at different altitudes. The remaining distortions in the image are within an acceptable range.

This equipment is operating within specification as defined by Vexcel Imaging GmbH.

A handwritten signature in blue ink, appearing to read "Michael Gruber".

Dr. Michael Gruber  
Chief Scientist, Photogrammetry  
Vexcel Imaging GmbH

A handwritten signature in blue ink, appearing to read "Philipp Zettl".

Philipp Zettl, BSc  
Application Specialist  
Vexcel Imaging GmbH



8. APÉNDICE 2: VUELO FOTOGRAMÉTRICO. INFORME DE VUELO





Informe de vuelo fotogramétrico

Nº DE O.T.: 19/0060

<b>DENOMINACIÓN de vuelo:</b>	ZONAS TOLEDO (LAGARTERA-OROPESA, TALAVERA DE LA REINA, TOLEDO)
<b>TÍTULO:</b>	
<b>LOCALIZACIÓN de vuelo:</b>	
<b>PROVINCIA:</b>	TOLEDO
<b>HUSO:</b>	30
<b>H.M.N:</b>	604, 605, 625, 626, 627, 628 Y 629
<b>MEDIOS utilizados:</b>	
<b>AERONAVE:</b> MATRÍCULA:	EC-NDX
<b>CÁMARA:</b> FOCAL:	ULTRA CAMEAGLE-80 798
<b>CARACTERÍSTICAS del vuelo:</b>	
<b>GSD (Ground Side Distance):</b>	9 CM
<b>ALTURA MEDIA SOBRE EL TERRENO:</b>	1.381 M
<b>RECUBRIMIENTOS:</b> LONGITUDINAL (%):	60
TRANSVERSAL (%):	30
<b>NÚMERO DE PASADAS:</b>	4
<b>FECHA DE VUELO:</b>	12/07/19
<b>Datos IMÁGENES:</b>	
<b>PROCESADO DE IMÁGENES:</b>	PROCESO REALIZADO A 270°
<b>CANALES PROCESADOS:</b>	RGB 08 BITS

Ctra. de la Fortuna S/N. Aeropuerto de Cuatro Vientos, Sector A. 28054 (MADRID)  
Tfl: 91 560 57 17. Fax.: 91 469 49 06. E-Mail: spasa@spasa.com o fotografiaaerea@spasa.es  
Web: www.spasa.com



Informe de vuelo fotogramétrico

Nº DE O.T.: 19/0060

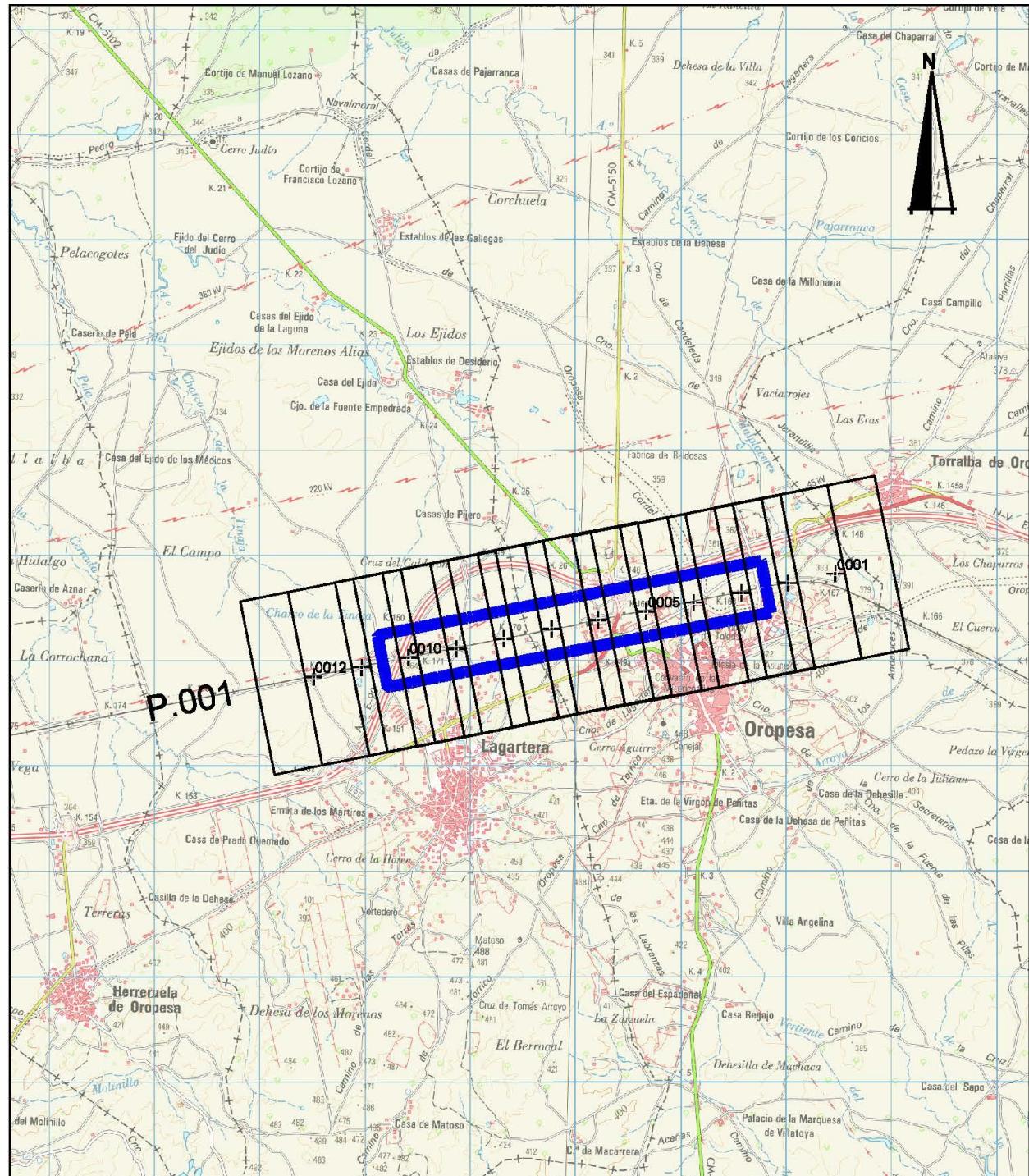
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<b>TÍTULO:</b>	
<b>LOCALIZACIÓN de vuelo:</b>	
<b>PROVINCIA:</b>	TOLEDO
<b>HUSO:</b>	30
<b>H.M.N:</b>	604, 605, 625, 626, 627, 628 Y 629
<b>MEDIOS utilizados:</b>	
<b>AERONAVE:</b> MATRÍCULA:	EC-NDX
<b>CÁMARA:</b> FOCAL:	ULTRA CAMEAGLE-80 798
<b>CARACTERÍSTICAS del vuelo:</b>	
<b>GSD (Ground Side Distance):</b>	25 CM
<b>ALTURA MEDIA SOBRE EL TERRENO:</b>	3.837 M
<b>RECUBRIMIENTOS:</b> LONGITUDINAL (%):	60
TRANSVERSAL (%):	30
<b>NÚMERO DE PASADAS:</b>	8
<b>FECHA DE VUELO:</b>	01/08/19
<b>Datos IMÁGENES:</b>	
<b>PROCESADO DE IMÁGENES:</b>	PROCESO REALIZADO A 270°
<b>CANALES PROCESADOS:</b>	RGB 08 BITS

Ctra. de la Fortuna S/N. Aeropuerto de Cuatro Vientos, Sector A. 28054 (MADRID)  
Tfl: 91 560 57 17. Fax.: 91 469 49 06. E-Mail: spasa@spasa.com o fotografiaaerea@spasa.es  
Web: www.spasa.com





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**Línea Ferroviaria de Alta Velocidad Madrid – Extremadura. Tramo: Madrid - Oropesa**



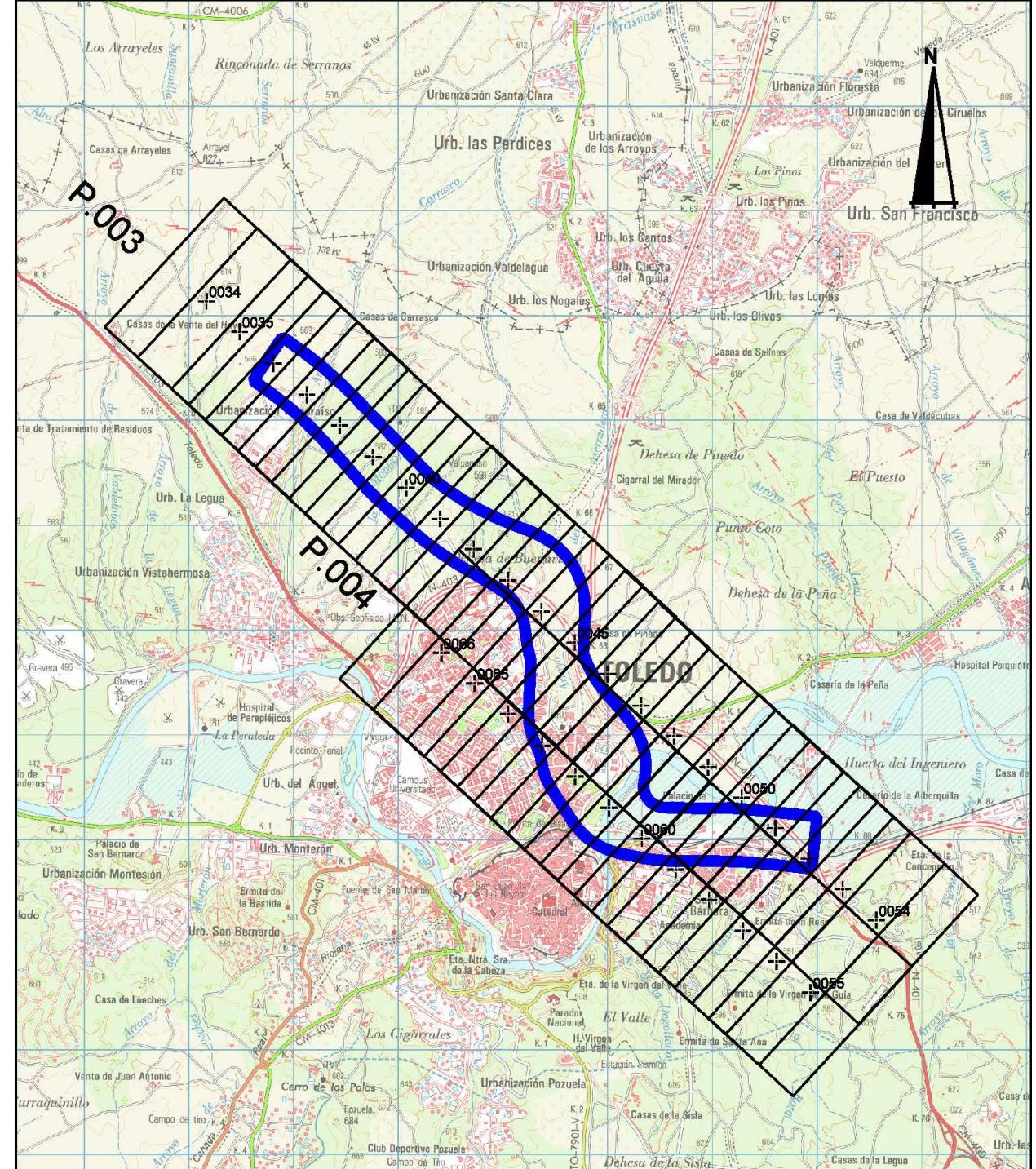
Servicios Politécnicos Aéreos, S.A.  
Ctra. de la Fortuna s/n. Aeropuerto de Cuatro Vientos. Sector A. 28054 (MADRID).

Tlf.: 91 560 57 17- Fax: 91 469 49 06 - E-Mail: spasa@spasa.com

GRÁFICO DE VUELO

Ref.: 19/0060. 1 de 3.

Cliente:	Geo 360
Zona/s:	Lagartera-Oropesa
Provincia/s:	Toledo
H.M.N.:	625
Resolución:	9 CM
Cámara/s:	Ultra CAM Eagle 80
Avión/es:	Cessna 421
Fecha/s de vuelo:	12/07/2019
Sistema geográfico de referencia del gráfico:	Etrs89
Huso/s del gráfico:	30
Escala gráfico:	1:50.000



Servicios Politécnicos Aéreos, S.A.  
Ctra. de la Fortuna s/n. Aeropuerto de Cuatro Vientos. Sector A. 28054 (MADRID).

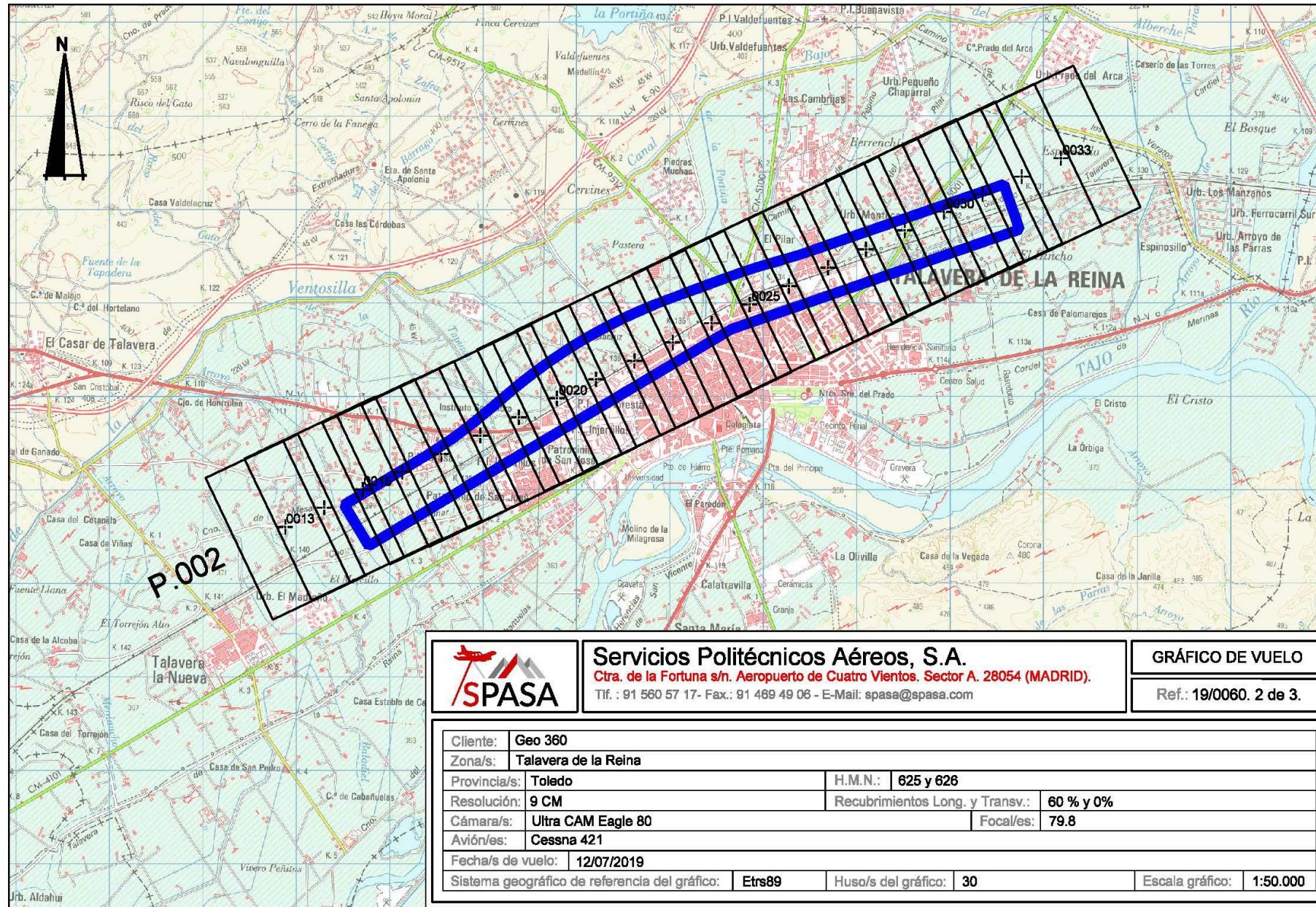
Tlf.: 91 560 57 17- Fax: 91 469 49 06 - E-Mail: spasa@spasa.com

GRÁFICO DE VUELO

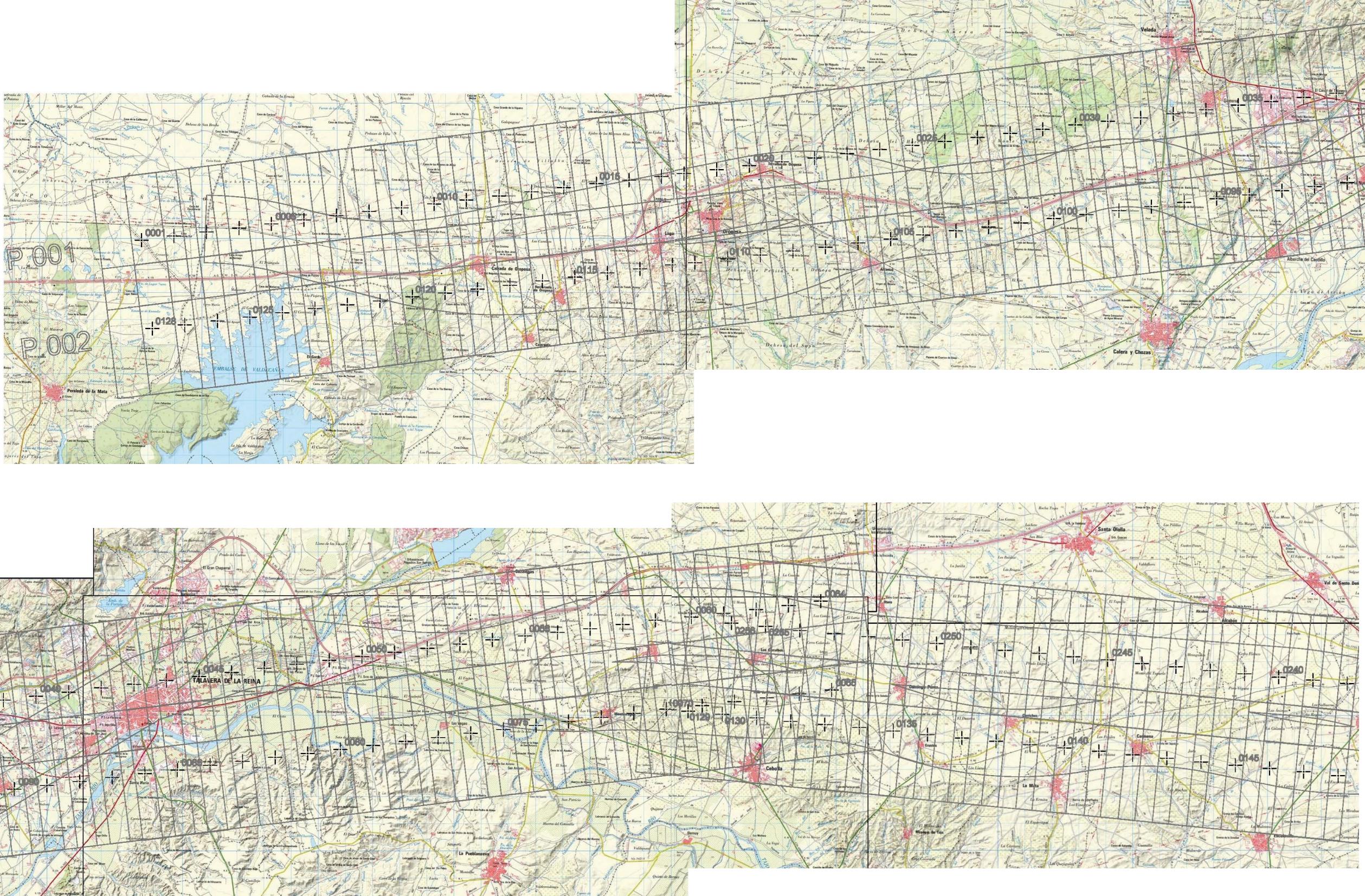
Ref.: 19/0060. 3 de 3.

Cliente:	Geo 360
Zona/s:	Toledo
Provincia/s:	Toledo
H.M.N.:	629
Resolución:	9 CM
Cámara/s:	Ultra CAM Eagle 80
Avión/es:	Cessna 421
Fecha/s de vuelo:	12/07/2019
Sistema geográfico de referencia del gráfico:	Etrs89
Huso/s del gráfico:	30
Escala gráfico:	1:50.000

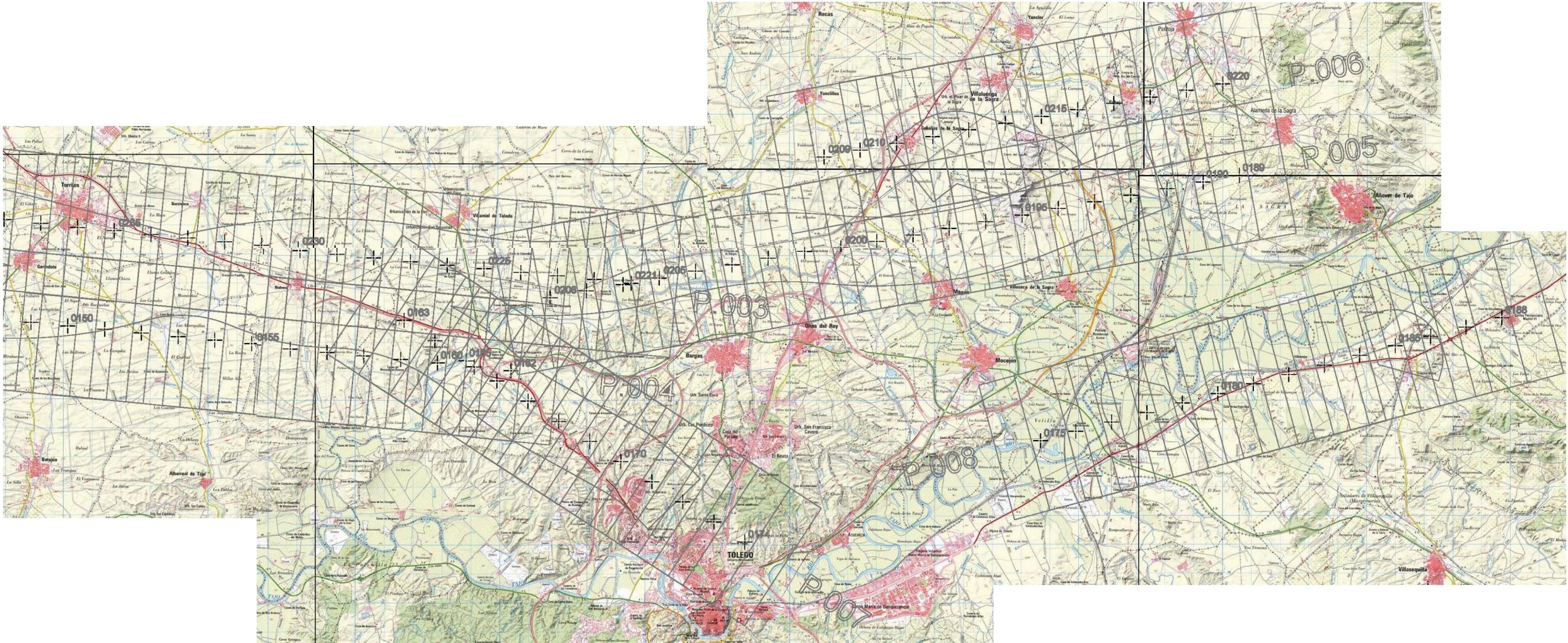








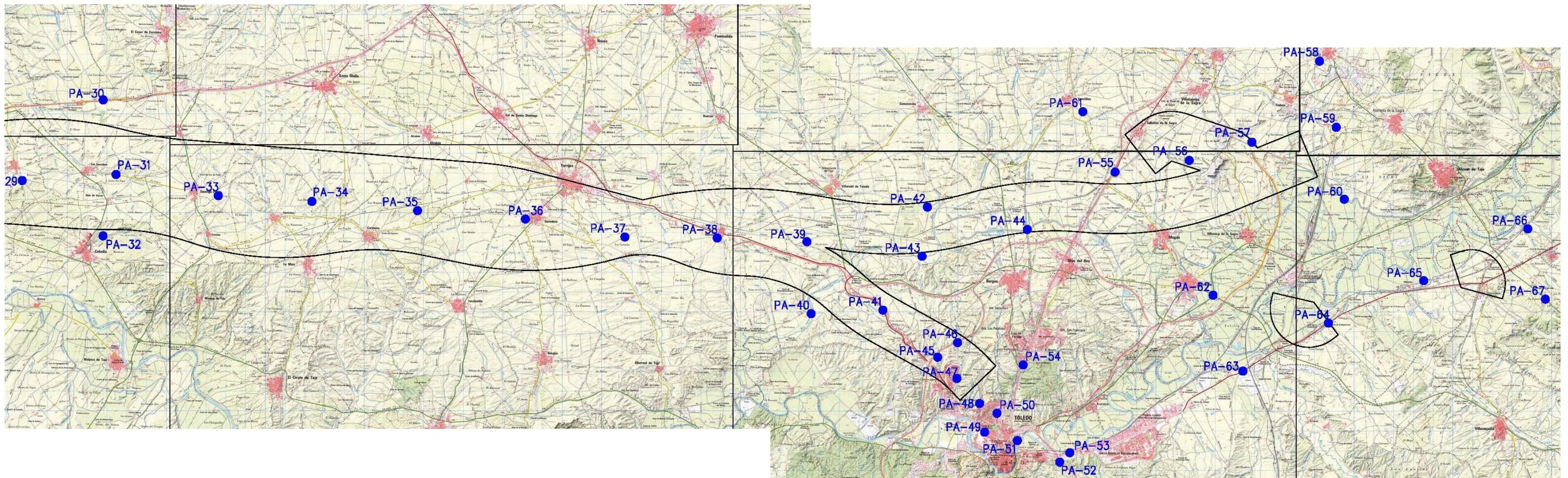
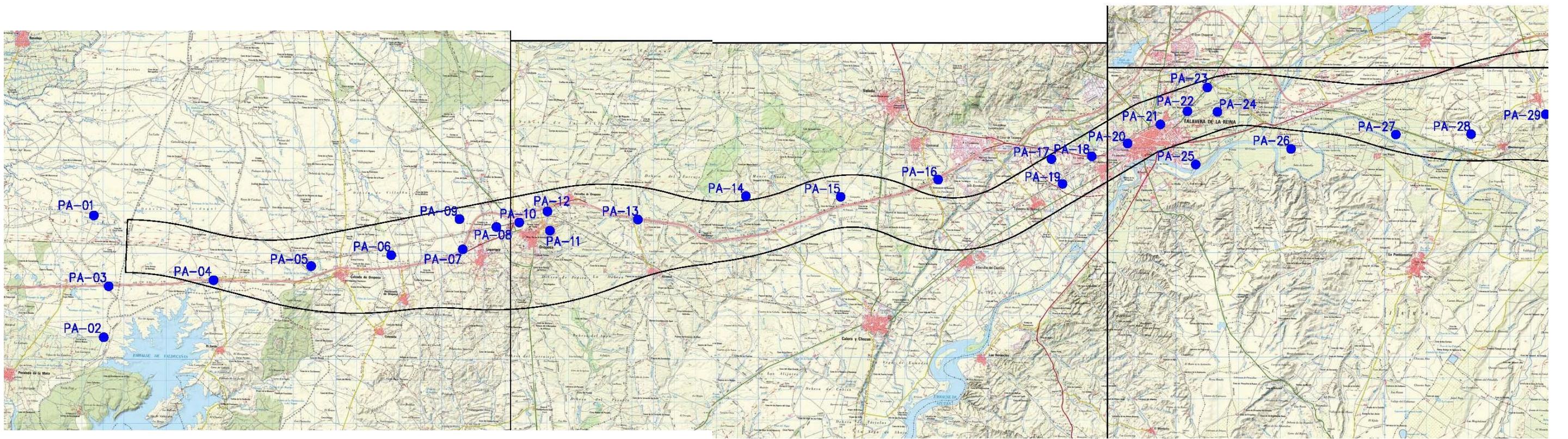






9. **APÉNDICE 3: PUNTOS DE APOYO. GRÁFICO DE DISTRIBUCIÓN**

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10. APÉNDICE 4: PUNTOS DE APOYO. LISTADO DE COORDENADAS

Apoyo Oropesa			
Numero	X	Y	Z
PA-07	311011.506	4420198.126	359.695
PA-08	312597.826	4421257.064	354.722
PA-09	310851.499	4421629.552	352.874
PA-10	313672.953	4421470.230	356.539
PA-11	315122.815	4421082.405	396.705
PA-12	315004.444	4421993.371	359.142

Apoyo Talavera			
Numero	X	Y	Z
PA-17	339043.188	4424483.409	373.868
PA-18	340973.464	4424618.719	369.243
PA-19	339569.934	4423298.136	365.688
PA-20	342689.588	4425235.008	368.210
PA-21	344262.712	4426145.418	370.194
PA-22	345556.599	4426774.267	374.307
PA-23	346511.233	4427916.342	373.788
PA-24	346996.023	4426747.434	371.888

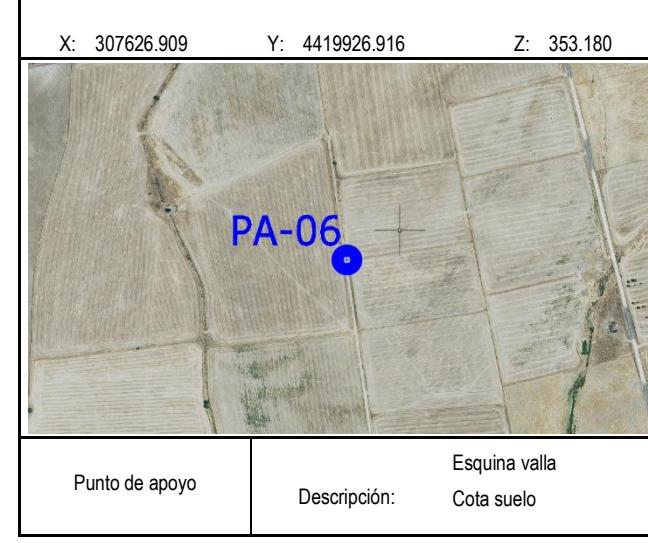
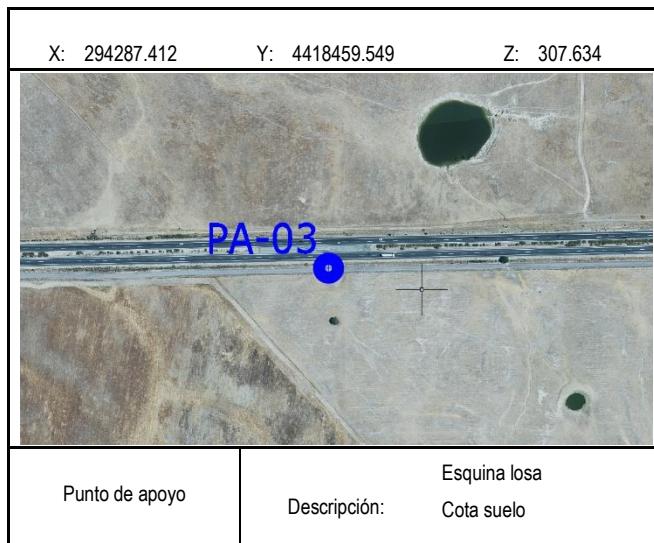
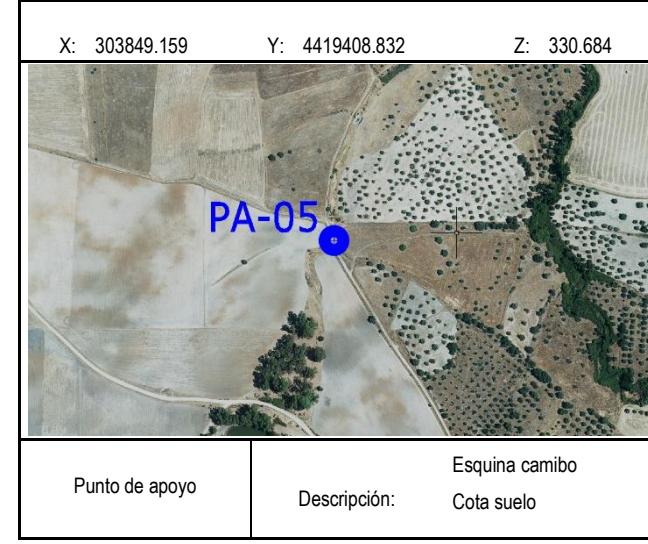
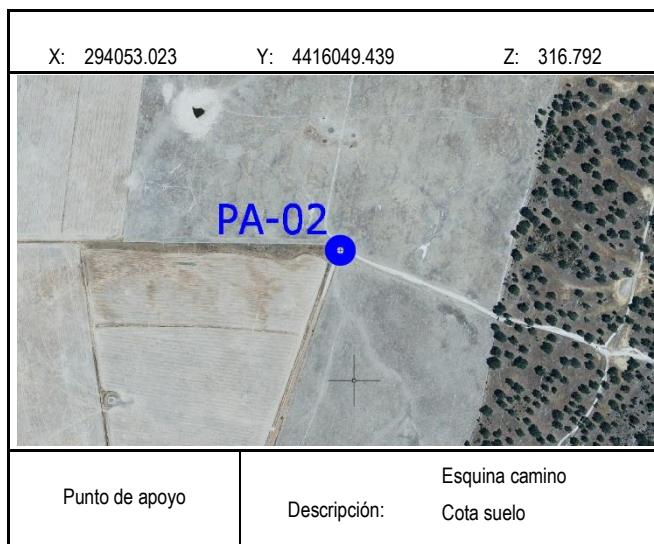
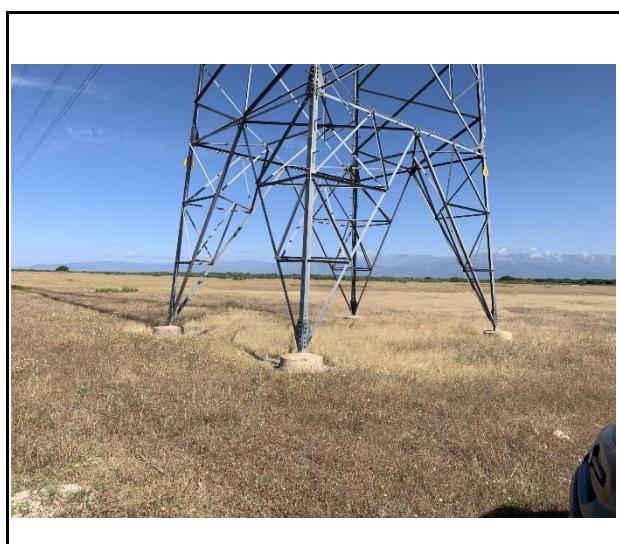
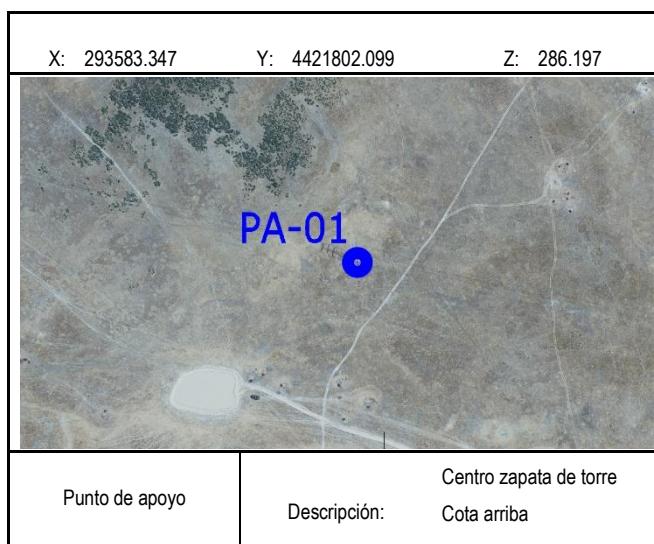
Apoyo Toledo			
Numero	X	Y	Z
PA-45	408974.995	4417723.742	566.743
PA-46	409983.754	4418458.473	563.135
PA-47	409949.657	4416653.369	505.402
PA-48	411096.757	4415391.392	515.912
PA-49	411348.692	4413943.084	451.184
PA-50	411974.180	4414900.866	516.297
PA-51	413003.221	4413522.194	458.509
PA-52	415142.301	4412438.135	489.362
PA-53	415653.258	4412912.794	464.855

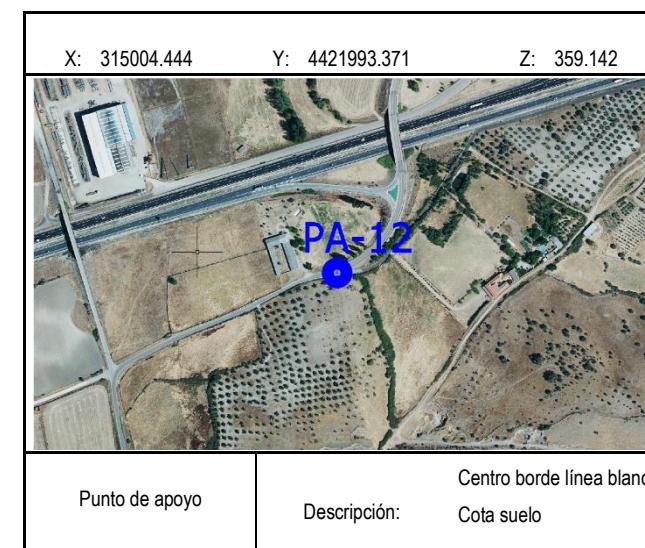
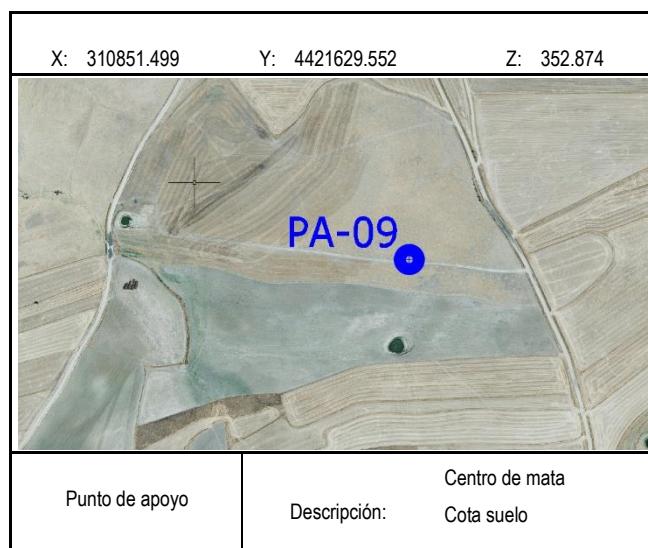
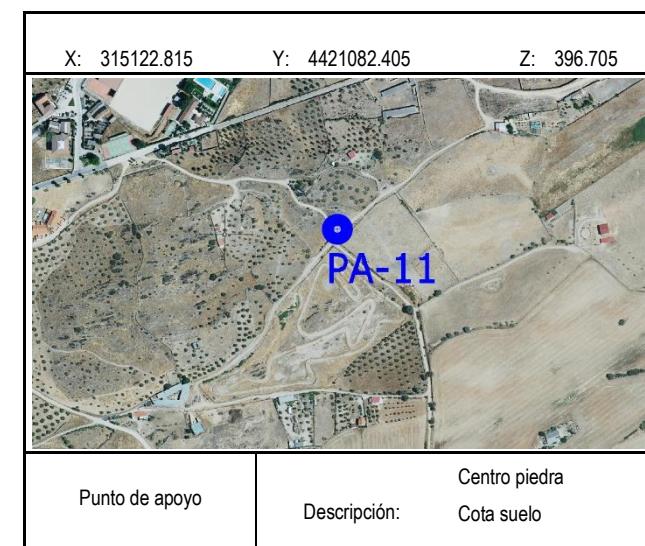
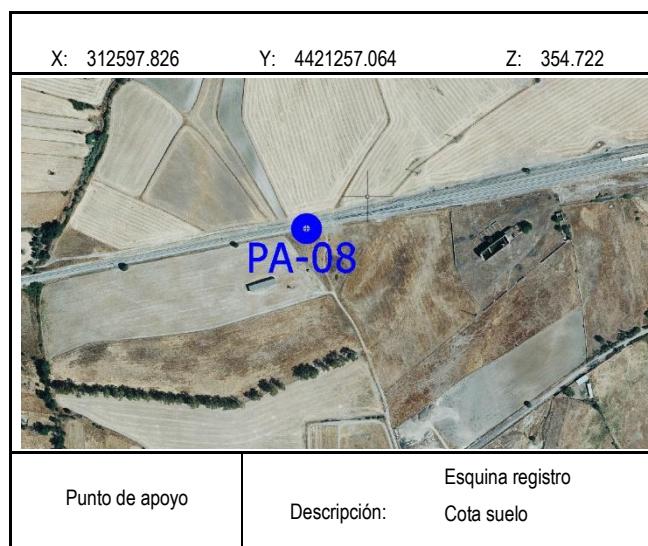
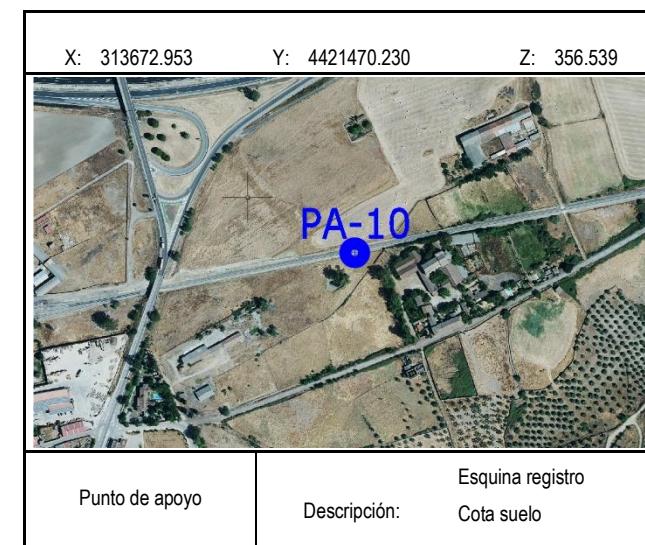
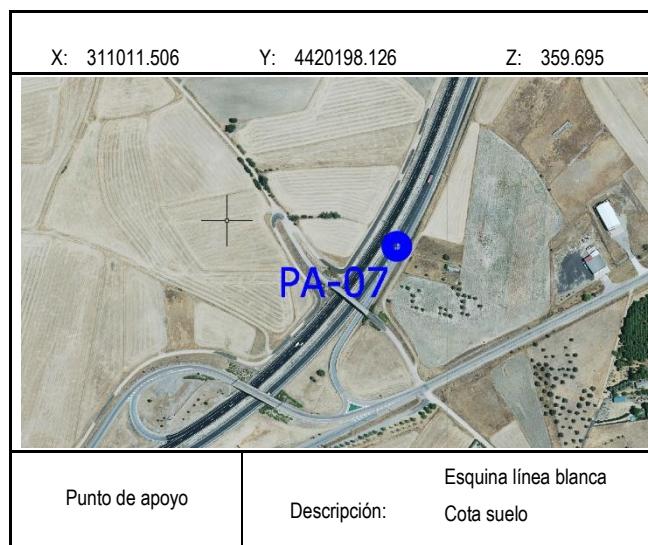
Apoyo Oropesa-Toledo			
Numero	X	Y	Z
PA-01	293583.347	4421802.099	286.197
PA-02	294053.023	4416049.439	316.792
PA-03	294287.412	4418459.549	307.634
PA-04	299237.088	4418741.625	319.616
PA-05	303849.159	4419408.832	330.684
PA-06	307626.909	4419926.916	353.180
PA-07	311011.506	4420198.126	359.695
PA-08	312597.826	4421257.064	354.722
PA-09	310851.499	4421629.552	352.874
PA-10	313672.953	4421470.230	356.539
PA-11	315122.815	4421082.405	396.705
PA-12	315004.444	4421993.371	359.142
PA-13	319275.902	4421609.334	360.737
PA-14	324395.414	4422714.815	395.051
PA-15	328941.101	4422679.876	406.848
PA-16	333612.430	4423504.001	404.267
PA-17	339043.188	4424483.409	373.868
PA-18	340973.464	4424618.719	369.243
PA-19	339569.934	4423298.136	365.688
PA-20	342689.588	4425235.008	368.210
PA-21	344262.712	4426145.418	370.194
PA-22	345556.599	4426774.267	374.307
PA-23	346511.233	4427916.342	373.788
PA-24	346996.023	4426747.434	371.888
PA-25	345954.268	4424229.715	367.927
PA-26	350521.067	4424973.017	372.120
PA-27	355546.962	4425664.369	378.251
PA-28	359149.951	4425676.525	398.713
PA-29	362722.012	4426626.732	488.920
PA-30	366812.924	4430696.015	470.044
PA-31	367464.967	4426932.788	474.144
PA-32	366806.513	4423831.794	450.221
PA-33	372631.973	4425862.248	515.671
PA-34	377357.957	4425572.332	554.235
PA-35	382697.816	4425104.305	564.783
PA-36	388143.265	4424685.962	546.900
PA-37	393168.970	4423780.340	506.934
PA-38	397834.456	4423730.133	492.877
PA-39	402374.281	4423542.739	505.856
PA-40	402586.638	4419919.248	445.849
PA-41	406211.337	4420096.395	558.898
PA-42	408459.115	4425291.713	483.633

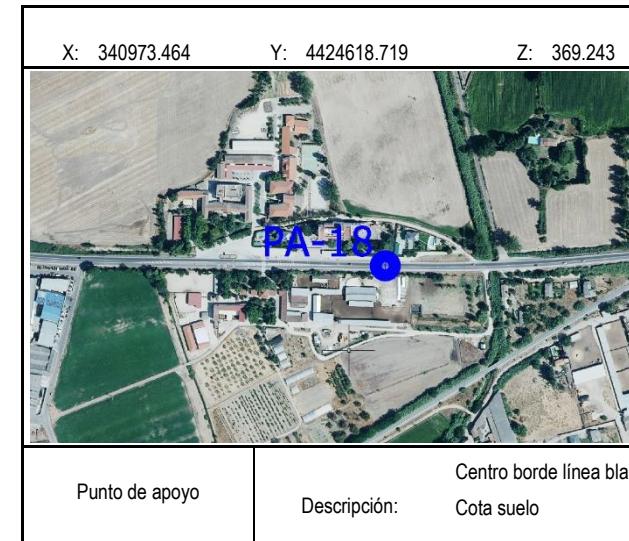
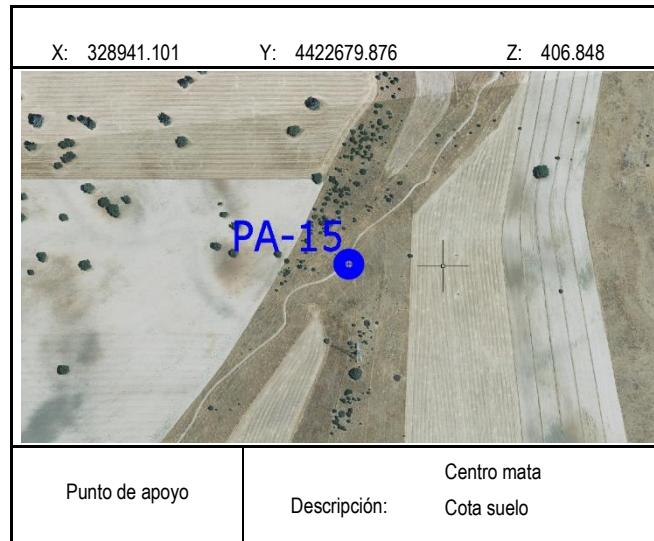
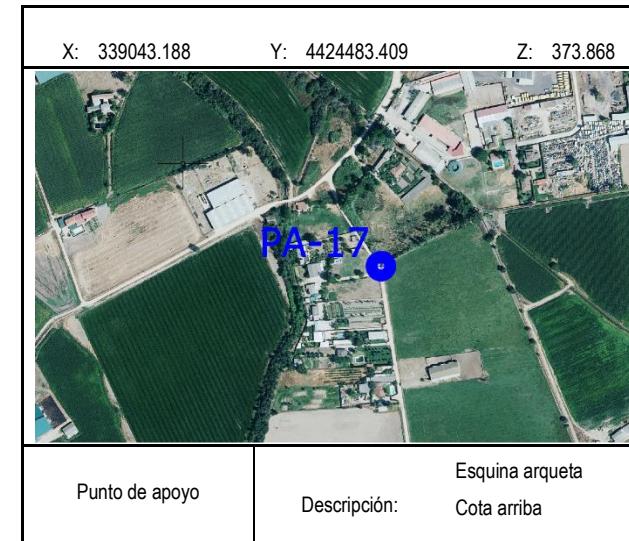
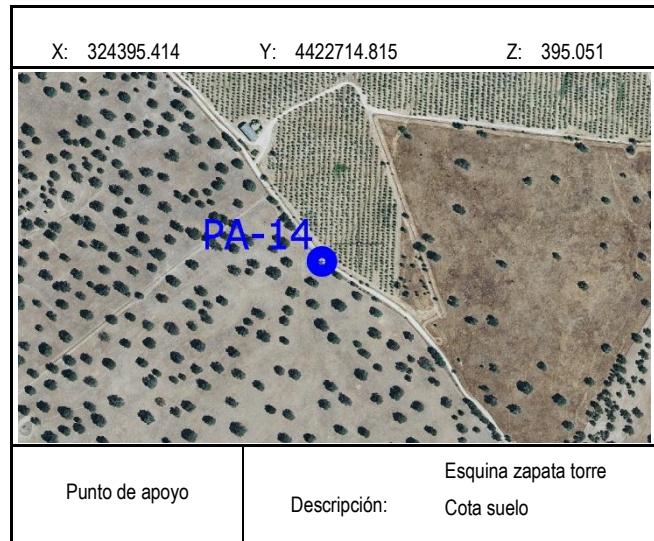
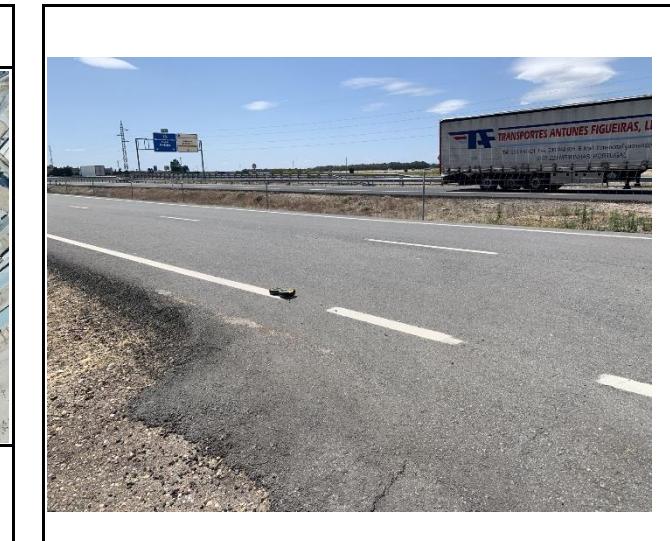
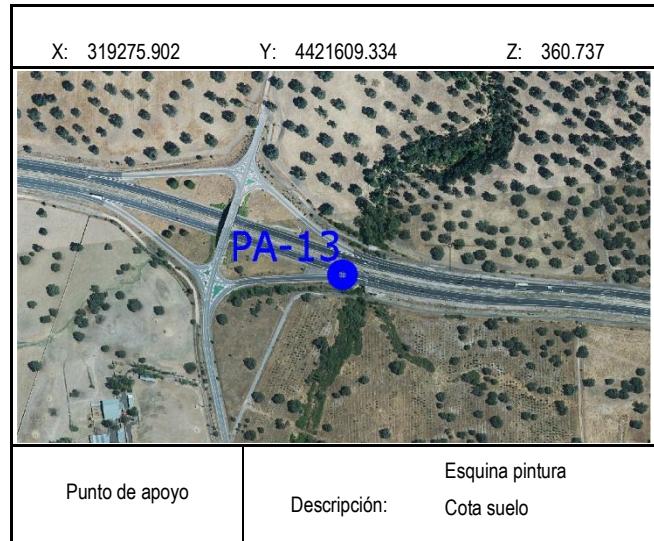
Apoyo Oropesa-Toledo			
Numero	X	Y	Z
PA-43	408189.388	4422811.800	466.891
PA-44	413504.804	4424156.020	520.294
PA-45	408974.995	4417723.742	566.743
PA-46	409983.754	4418458.473	563.135
PA-47	409949.657	4416653.369	505.402
PA-48	411096.757	4415391.392	515.912
PA-49	411348.692	4413943.084	451.184
PA-50	411974.180	4414900.866	516.297
PA-51	413003.221	4413522.194	458.509
PA-52	415142.301	4412438.135	489.362
PA-53	415653.258	4412912.794	464.855
PA-54	413295.541	4417334.178	540.699
PA-55	417940.940	4427053.436	507.479
PA-56	421687.260	4427640.850	529.606
PA-57	424852.065	4428563.147	528.205
PA-58	428273.614	4432645.128	508.307
PA-59	429117.041	4429310.322	516.859
PA-60	429518.026	4425684.244	487.144
PA-61	416310.381	4430094.363	541.745
PA-62	422890.059	4420849.659	478.645
PA-63	424399.303	4417022.752	486.479
PA-64	428719.523	4419443.255	474.198
PA-65	433532.760	4421579.803	478.450
PA-66	439676.748	4420647.354	583.334
PA-67	438787.345	4424195.512	504.232



11. APÉNDICE 5: PUNTOS DE APOYO. RESEÑAS

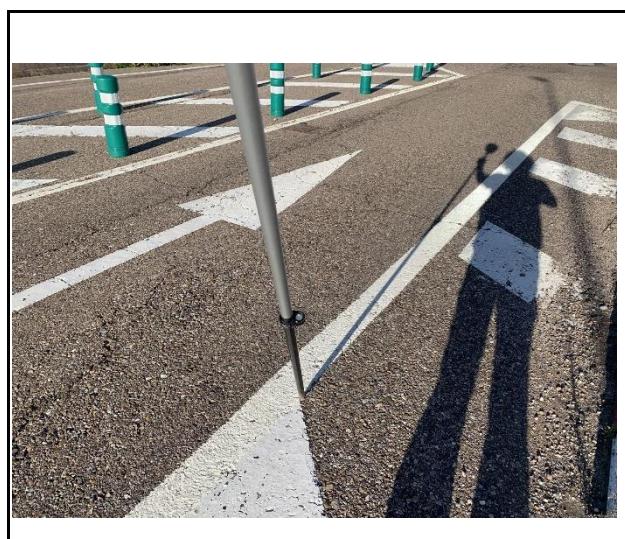
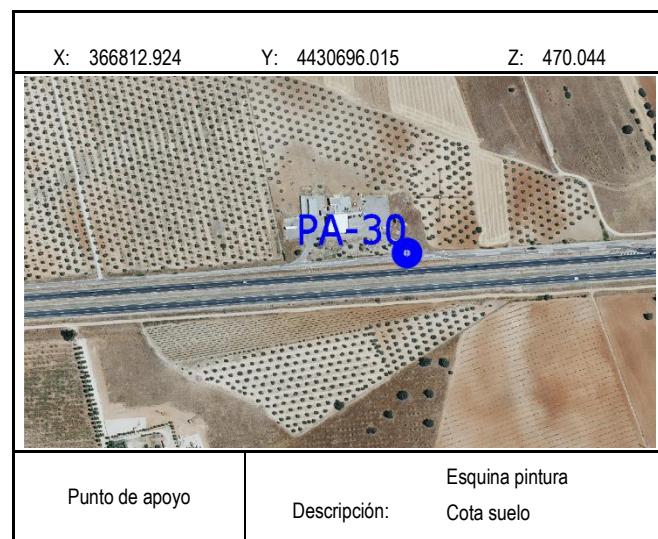
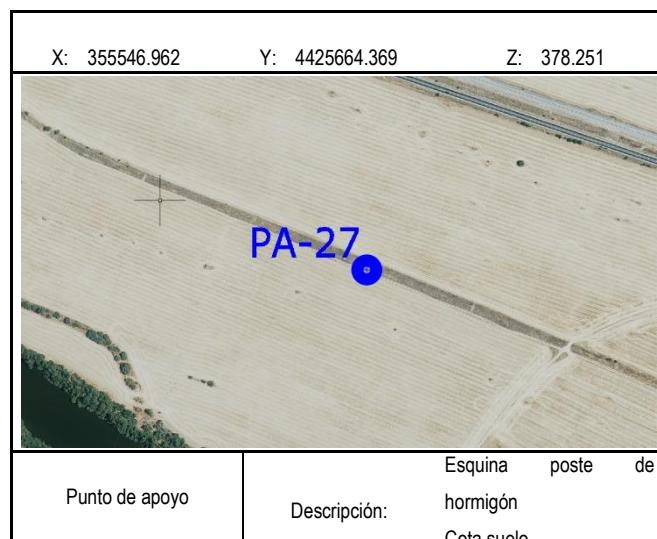
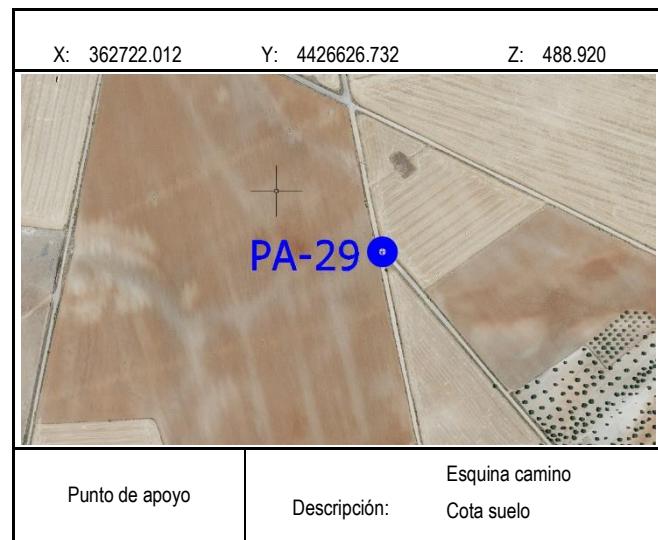
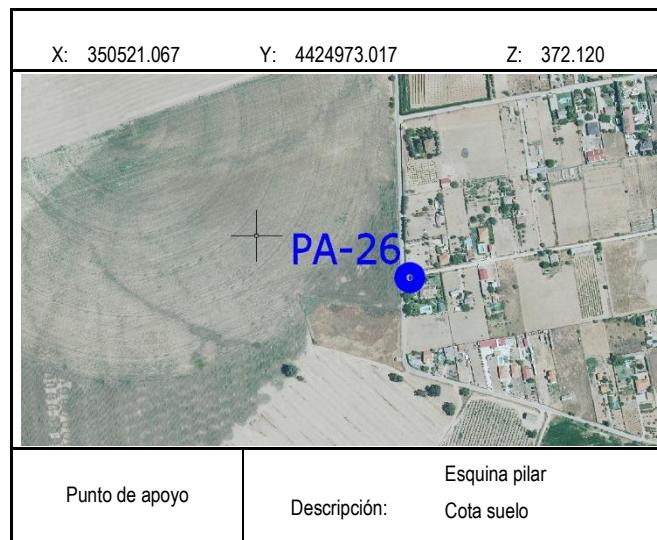
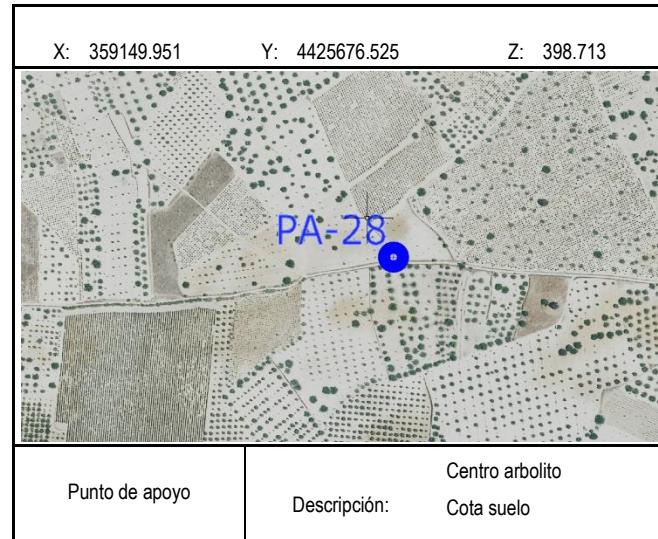


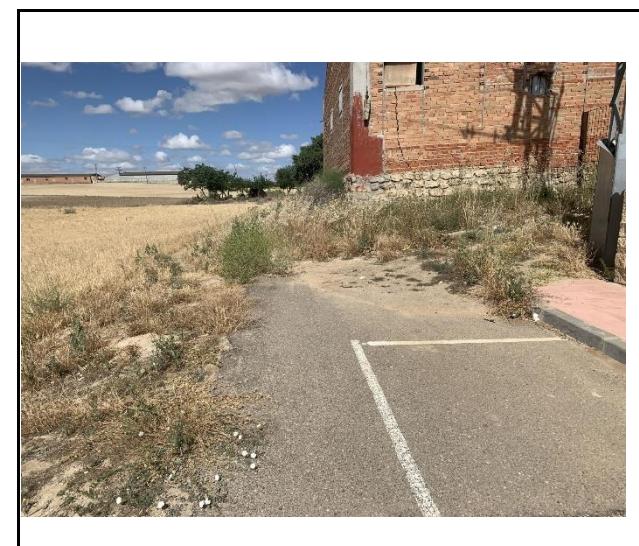
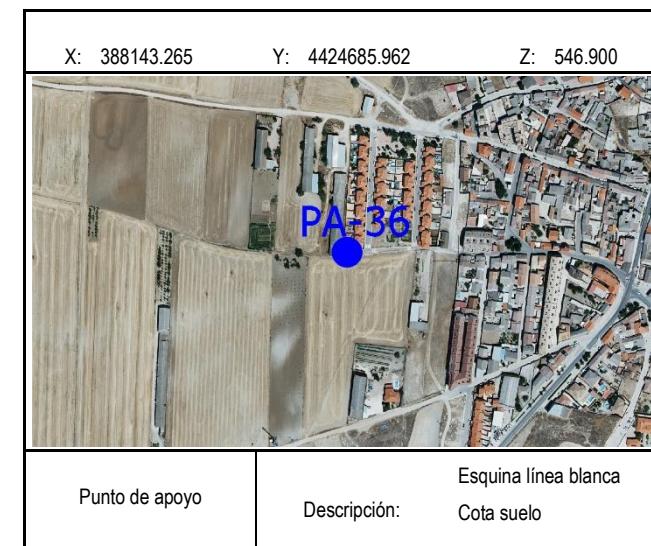
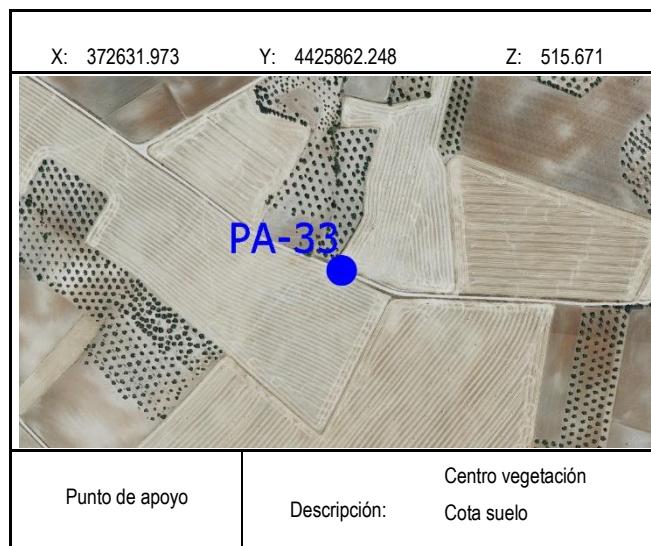
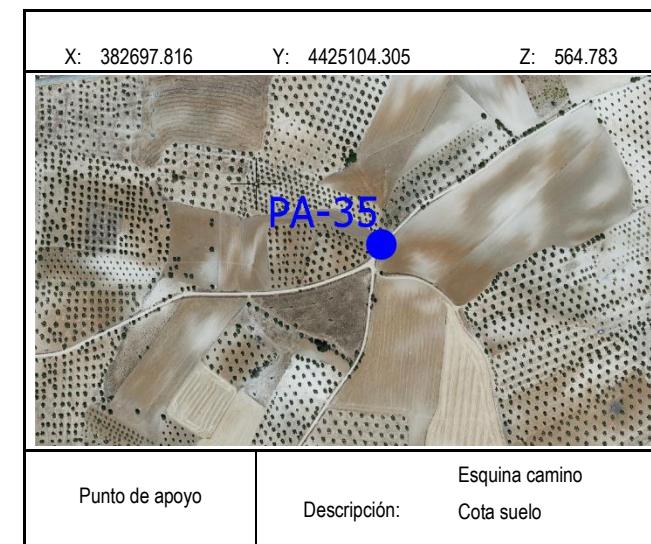
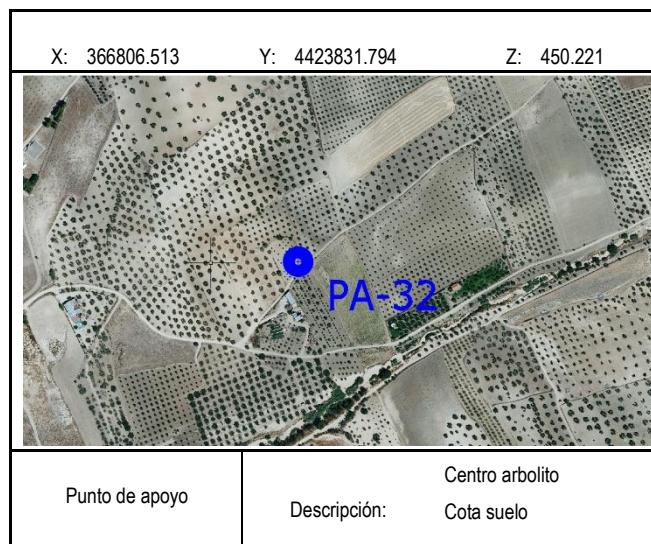
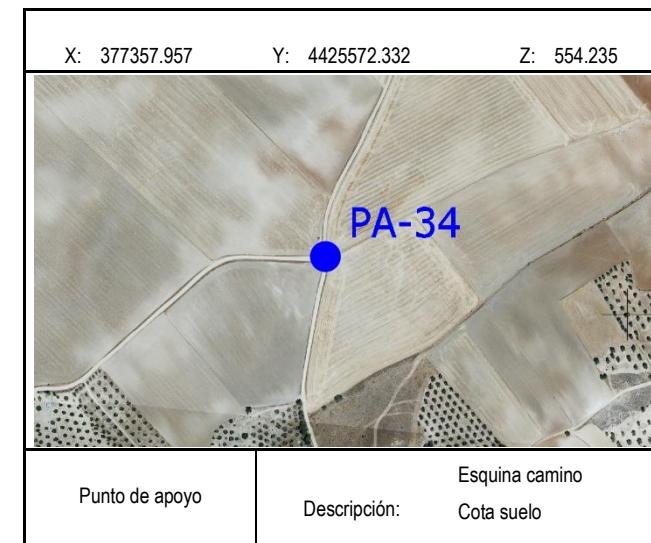
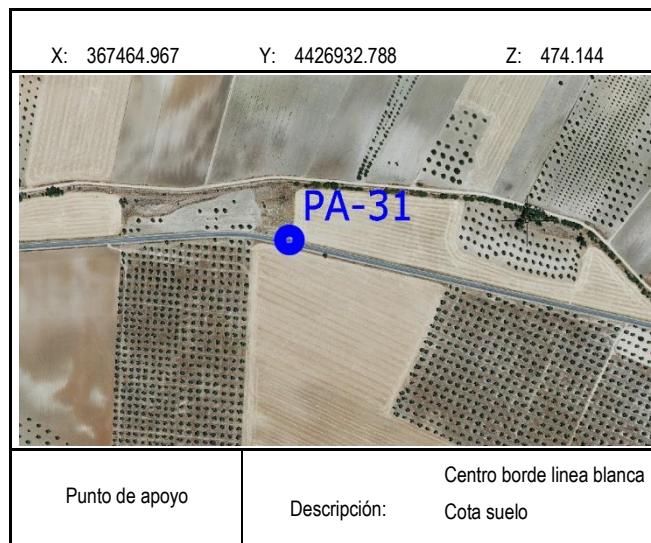


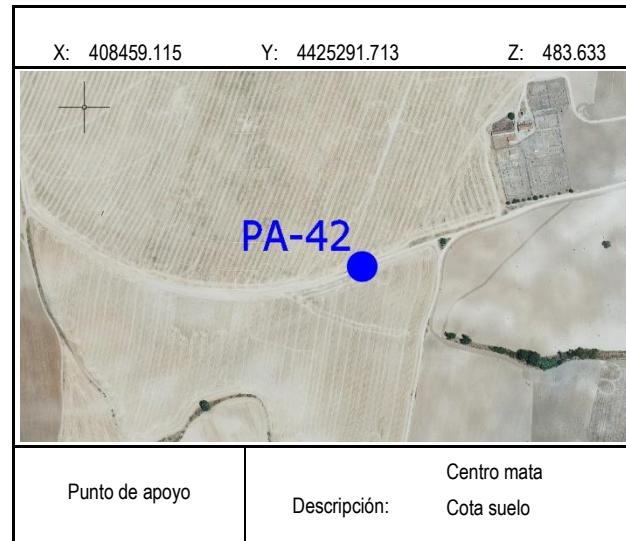
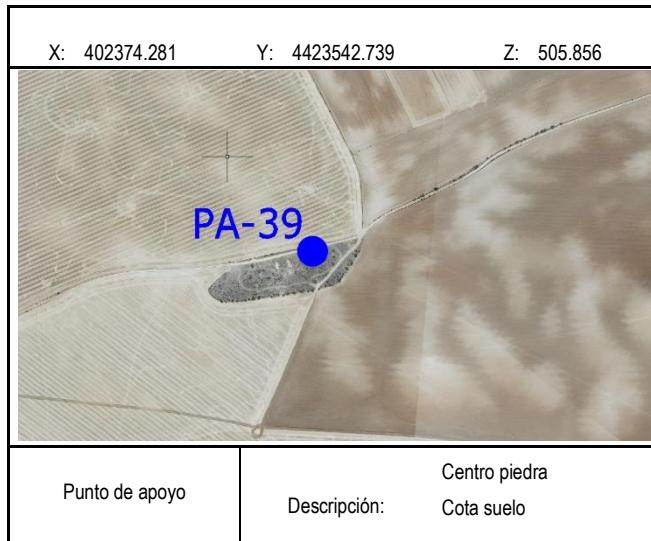
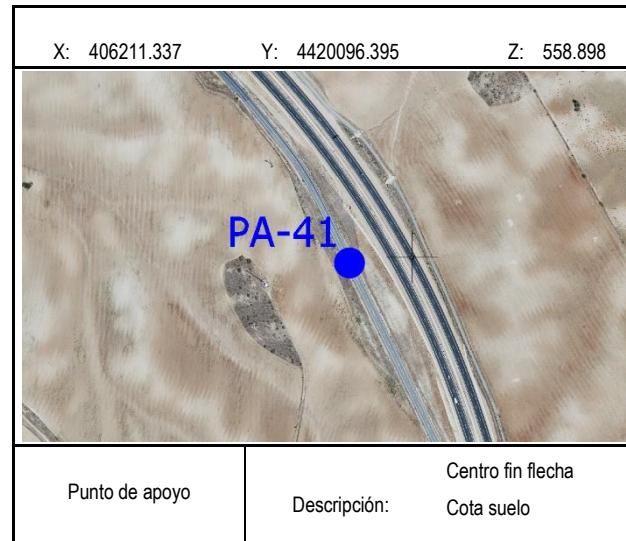
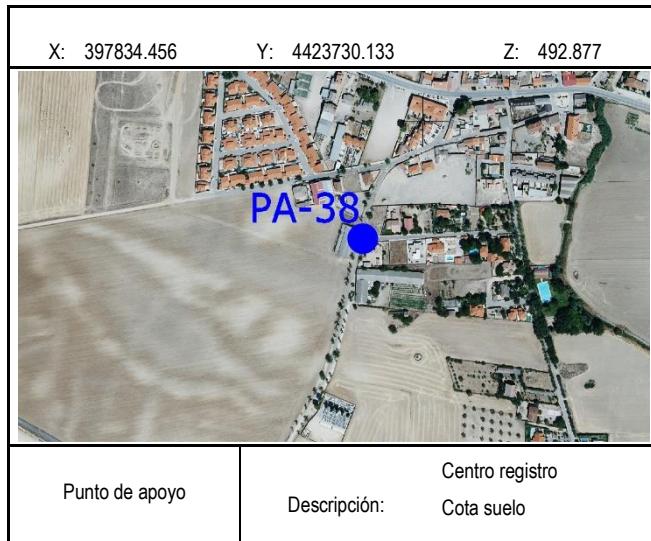
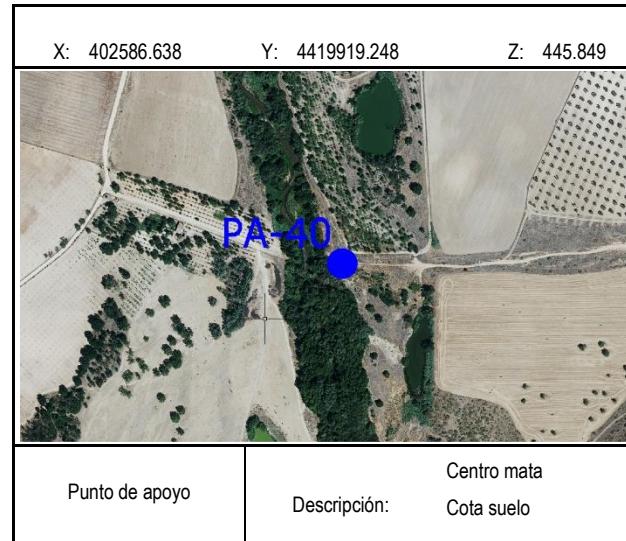
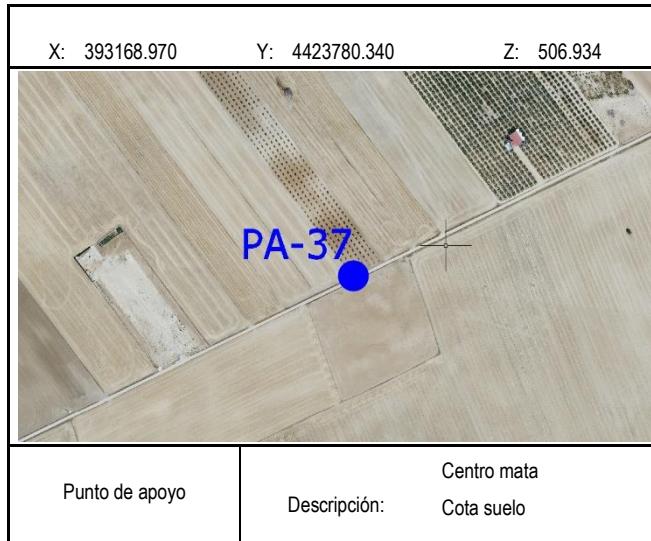


**Estudio Informativo**  
**Línea Ferroviaria de Alta Velocidad Madrid – Extremadura. Tramo: Madrid - Oropesa**

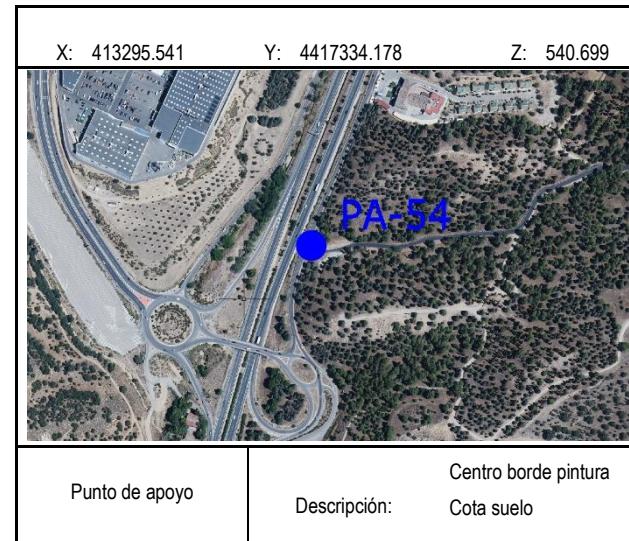
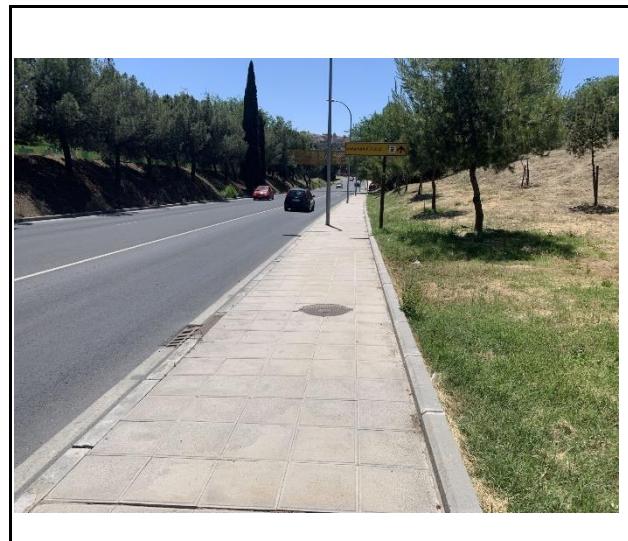
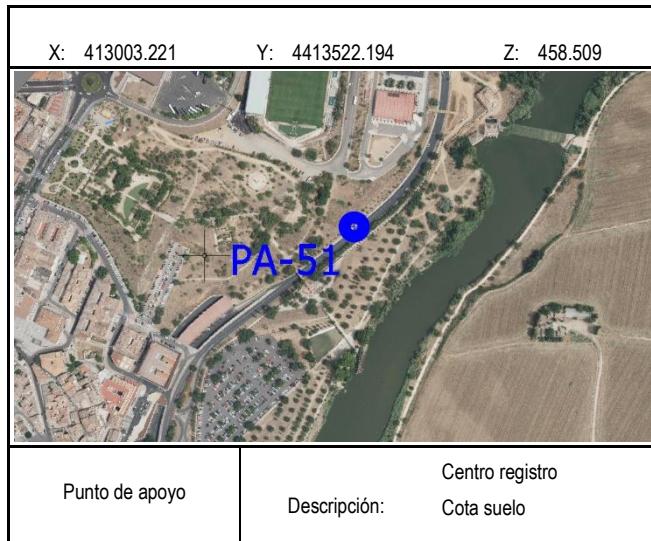
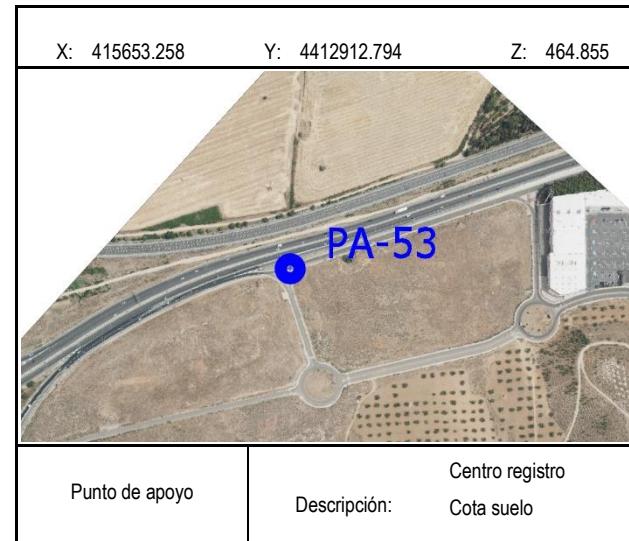
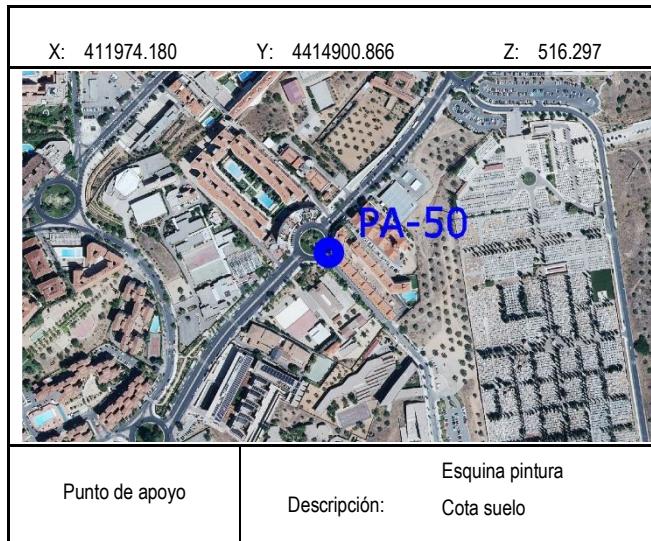
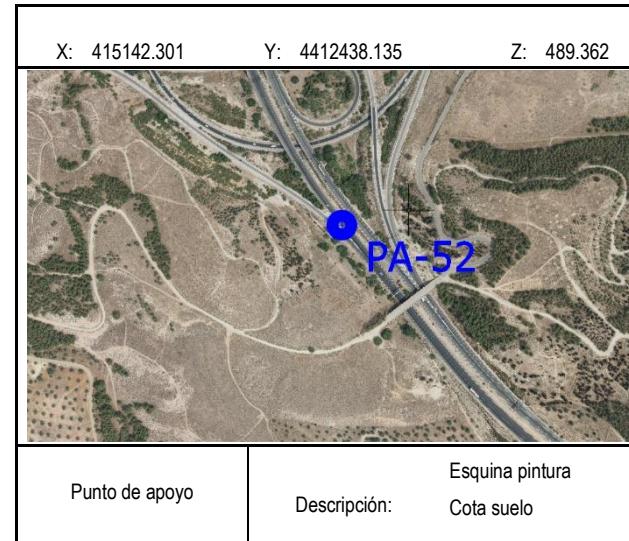
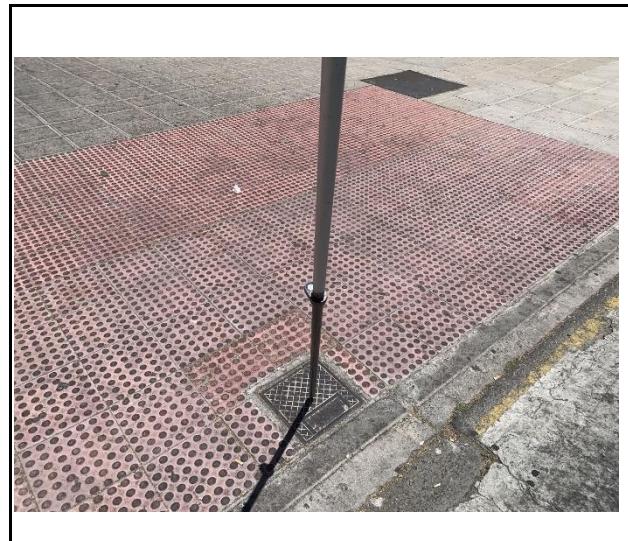
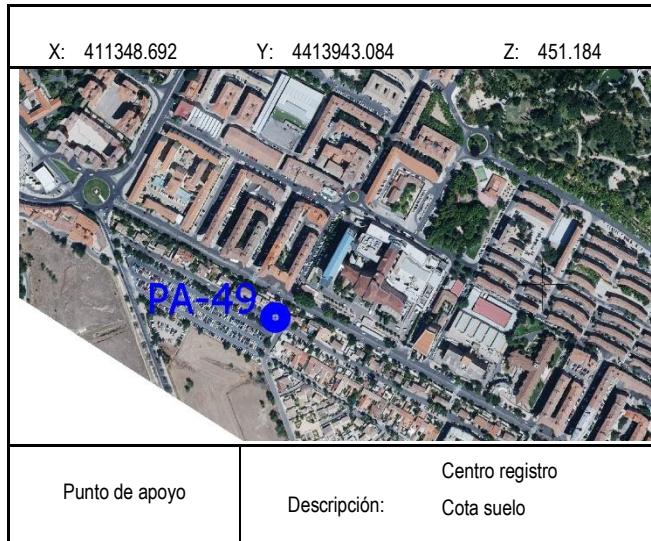


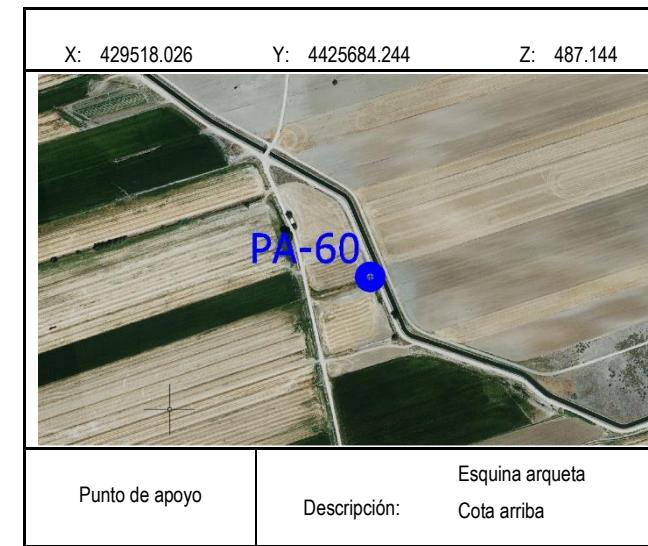
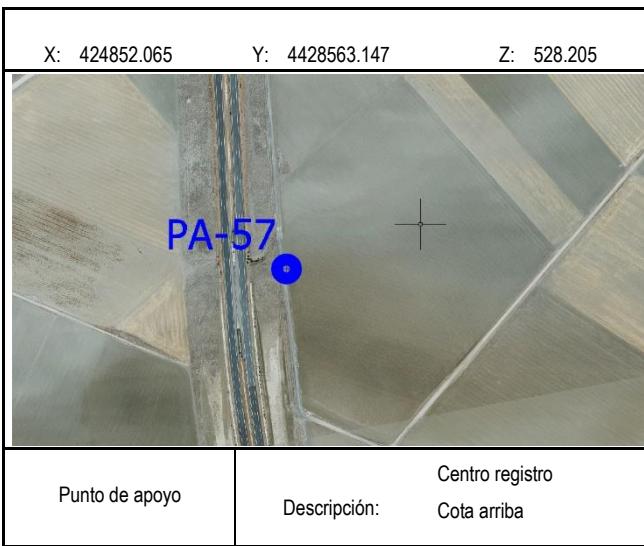
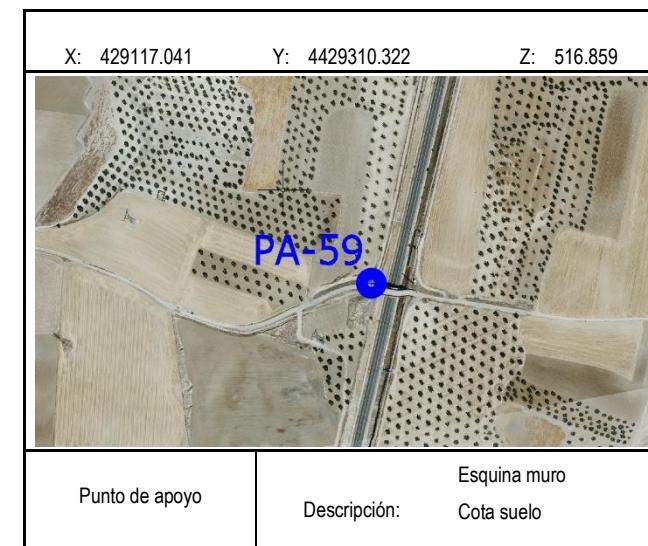
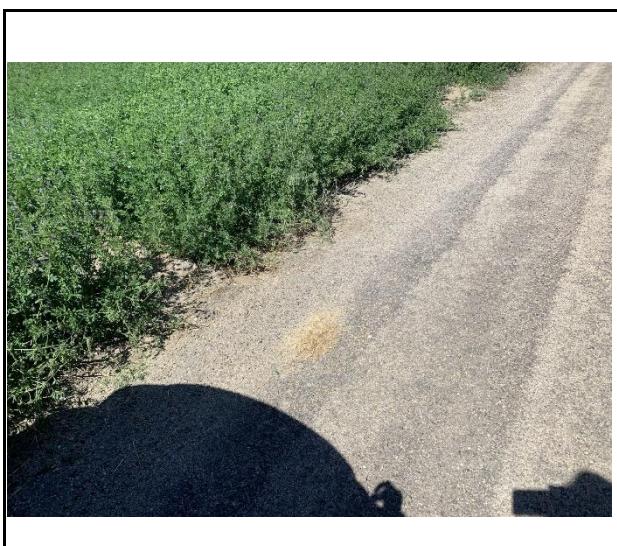
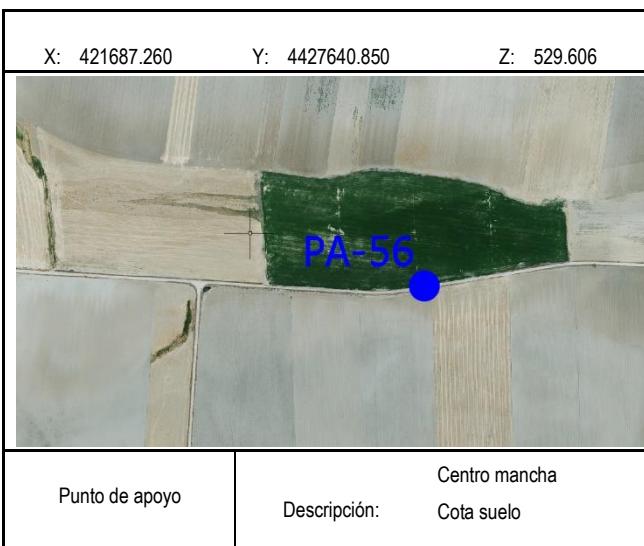
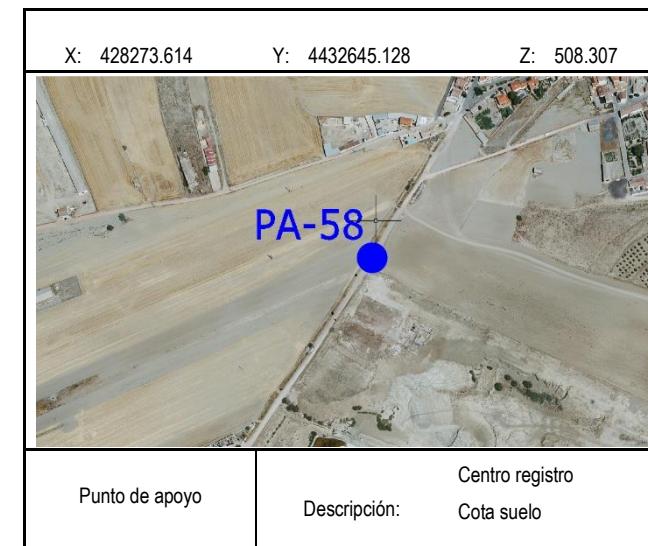
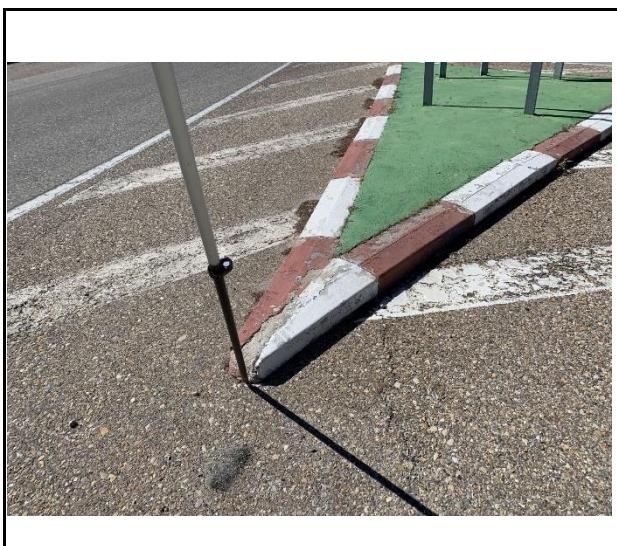
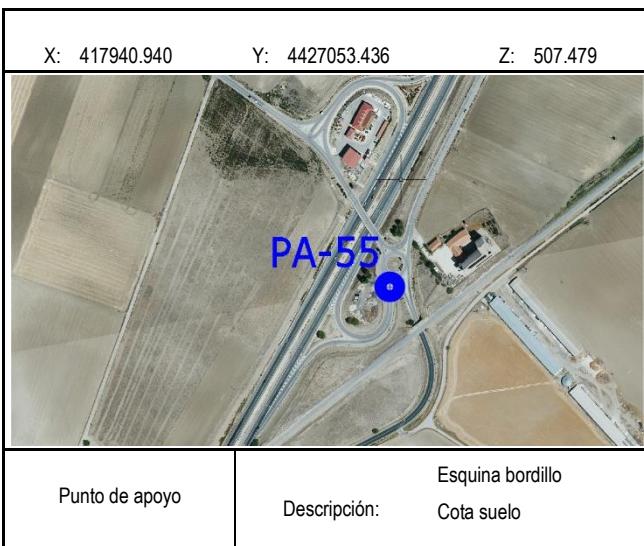


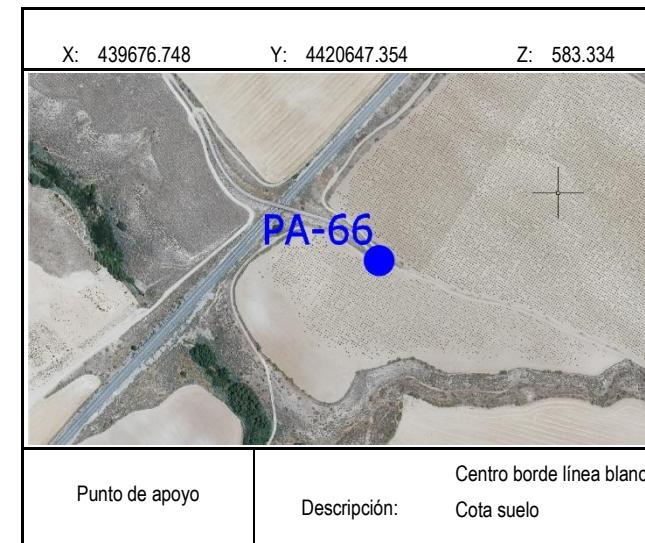
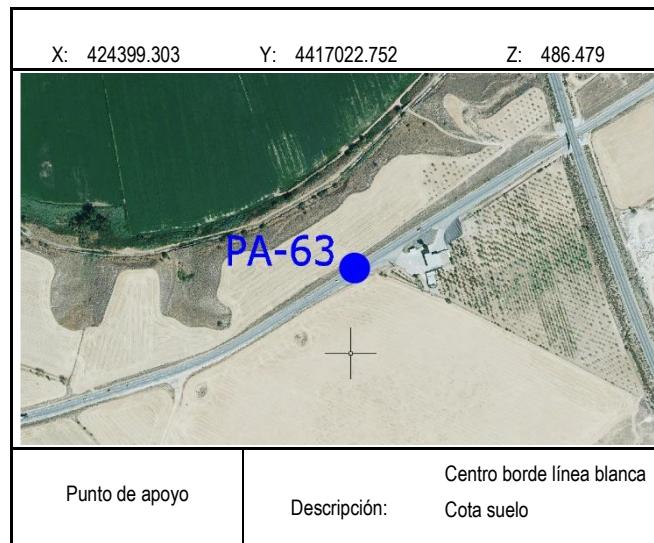
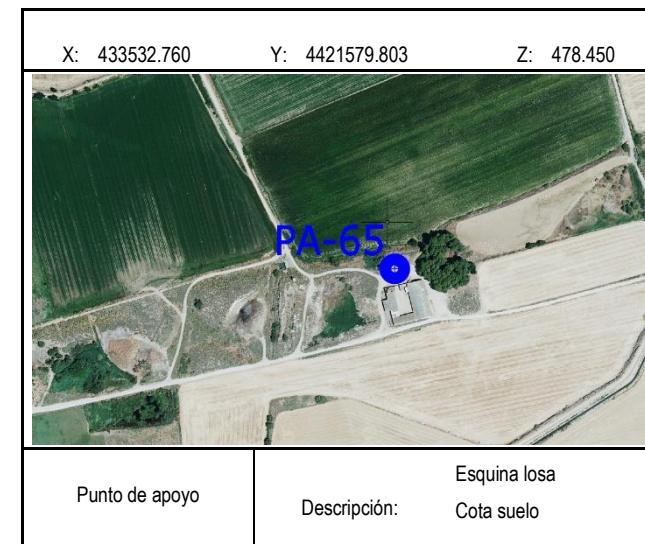
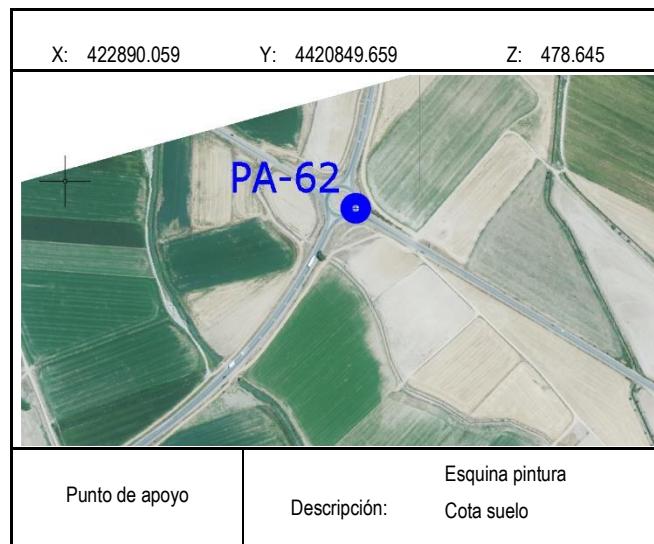
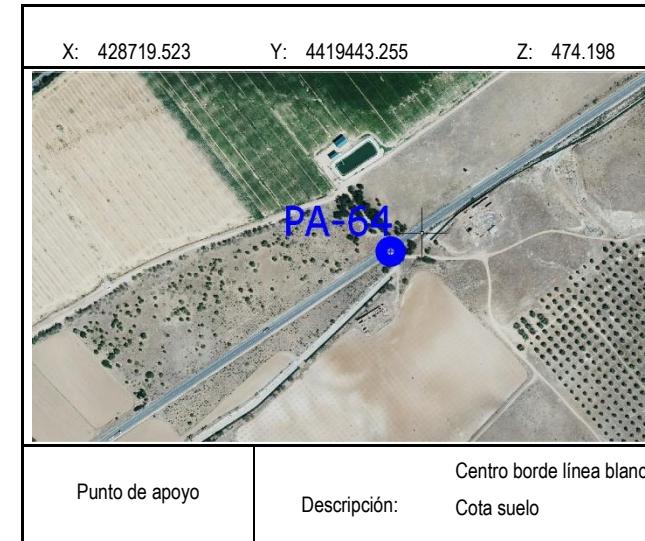
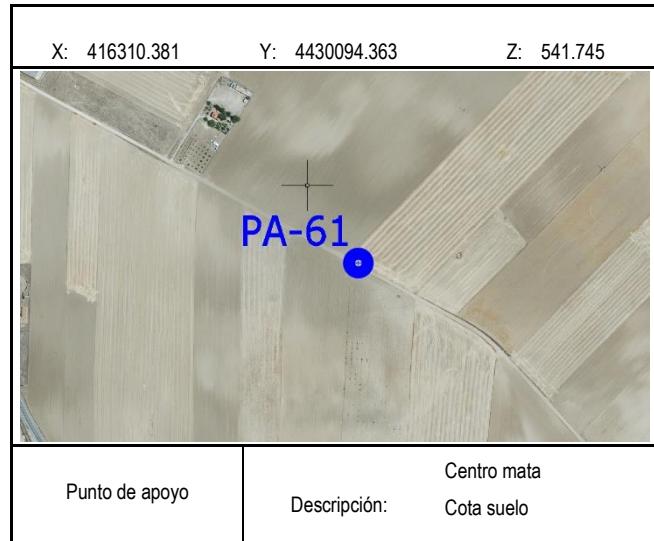


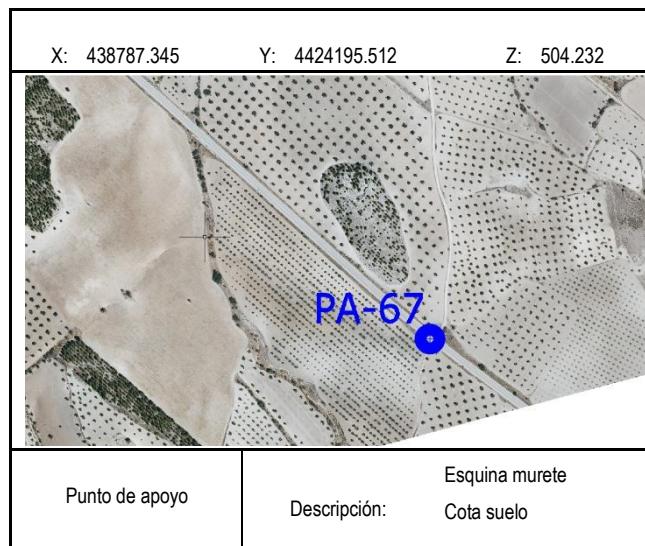














12. APÉNDICE 6: AEROTRIANGULACIÓN

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	IMU-Boresight	: OFF
<b>Aerotriangulación Oropesa</b>	Earth's curvature correction	: ON
	Atmospheric correction	: ON
Start Post Processing: Mon Aug 12 16:21:22 2019	Do not eliminate manual points	: OFF
-----	Do not eliminate GNSS	: ON
Active Block : complete Block	Standard deviations (a-priori) :	
Number of photos : 12	-----	
Number of strips : 1	Ground control (planimetry) [m]	
Photo scale : 1:17606	Set	
Mean terrain height [m] : 355	0 (=default)	: 0.010
Automatic blunder detection : OFF	Ground control (height) [m]	
Use all adjusted points in project file	Set	
as control (absolute mode) : OFF	0 (=default)	: 0.015
Control parameter for block adjustment :	Automatic image points [mm]	
-----	Set	
Selfcalibration : OFF	0 (=default)	: 0.001
GNSS-Mode : ON	Image points of ground control and manual measurements [mm]	: 0.002
Drift-Mode : ON	GNSS X Y Z [m]	: 0.100 0.100 0.100
drift per block : ON only shifts are enabled	INS omega phi kappa [deg]	: 0.010 0.010 0.010
drift for X,Y,Z : ON,ON,ON	Used Cameras in block:	
IMU-Mode : ON	-----	

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**Estudio Informativo  
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1 Eagle		number of unknowns	1161
Distortion	: No correction	redundancy	931
Tie Point Generator	RMS automatic points in photo (number: 984)		
<hr/>			
created 34 observations for photo	01	x	0.2 micron
created 74 observations for photo	02	y	0.3 micron
created 84 observations for photo	03	x	0.8 micron
created 82 observations for photo	04	y	1.0 micron
created 91 observations for photo	05	RMS control points with default standard deviation set (number: 6)	
created 109 observations for photo	06	x	0.002 [meter]
created 106 observations for photo	07	y	0.002 [meter]
created 95 observations for photo	08	RMS control points with default standard deviation set (number: 6)	
created 89 observations for photo	09	z	0.002 [meter]
created 103 observations for photo	10	RMS IMU observations (number: 12)	
created 82 observations for photo	11	omega	0.002 [deg]
created 52 observations for photo	12	phi	0.002 [deg]
total of 1001 measurements in 12 photos are used for adjustment (total 12 photos)		kappa	0.002 [deg]
sigma naught 1.9 micron (16:21:23)		RMS GNSS observations (number: 12)	
sigma naught 0.4 micron (16:21:23)		x	0.024 [meter]
found 82 points connecting 2 photos		y	0.012 [meter]
found 279 points connecting 3 photos		z	0.031 [meter]
number of observations 2092		sigma naught	0.4 micron (16:21:23)

standard deviations of exterior orientation parameters (px, py, pz in [meter] omega,phi,kappa in [deg/1000] )							kappa	0.6 [deg/1000] at photo	01
mean standard deviations of translations									
photo ID px py pz omega phi kappa									
01	0.027	0.029	0.016	1.04472	1.13011	0.59086	x	0.019 [meter]	
02	0.021	0.025	0.013	0.94148	0.86005	0.39236	y	0.024 [meter]	
03	0.018	0.024	0.012	0.92001	0.69666	0.30116	z	0.012 [meter]	
max standard deviations of translations									
04	0.016	0.024	0.012	0.90388	0.61427	0.26615	x	0.027 [meter] at photo	01
05	0.016	0.023	0.012	0.88605	0.61881	0.25875	y	0.029 [meter] at photo	01
06	0.016	0.023	0.013	0.86728	0.60630	0.25298	z	0.016 [meter] at photo	01
07	0.017	0.023	0.013	0.85538	0.62184	0.25303	residuals horizontal control points in [meter]		
08	0.016	0.023	0.012	0.84937	0.60011	0.25834	control point ID	rx	ry
09	0.017	0.024	0.011	0.85609	0.66114	0.26048	PA-07	0.002	-0.001
10	0.018	0.024	0.010	0.80938	0.69300	0.28360	PA-08	-0.004	0.001
11	0.020	0.025	0.010	0.85365	0.82256	0.32253	PA-09	-0.000	-0.000
12	0.025	0.027	0.013	0.86023	1.02686	0.45232	PA-10	0.003	0.003
mean standard deviations of rotations									
omega	0.9 [deg/1000]								
phi	0.7 [deg/1000]								
kappa	0.3 [deg/1000]								
max standard deviations of rotations									
omega	1.0 [deg/1000] at photo			01	control point ID rz				
phi	1.1 [deg/1000] at photo			01	PA-07	0.003			
					PA-08	-0.002			

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PA-09	-0.000	linear part in [meter]	X	-0.000	Y	-0.000	Z	-0.000		
PA-10	-0.001		01	-0.032	-0.016	-0.054				
PA-11	0.000		02	-0.021	-0.000	-0.033				
PA-12	-0.001		03	0.006	-0.016	-0.038				
residuals IMU observations in [deg]			04	-0.022	-0.019	-0.015				
photo ID	omega	phi	kappa				05	0.030	0.007	-0.003
01	-0.000	0.002	0.001				06	0.008	0.024	0.017
02	0.000	0.003	0.003				07	-0.001	0.011	0.012
03	-0.000	0.002	0.003				08	-0.049	0.015	-0.001
04	0.000	0.004	0.002				09	0.022	0.002	-0.002
05	0.001	0.002	0.002				10	0.015	-0.001	0.019
06	0.002	0.003	0.002				11	0.012	-0.001	0.040
07	0.002	0.003	0.003				12	0.032	-0.006	0.057
08	0.002	0.004	0.003		max standard deviations of terrain points					
09	0.002	0.002	0.003		x	0.015 [meter] at point		20000016		
10	0.002	0.002	0.003		y	0.026 [meter] at point		20000030		
11	0.003	0.001	0.002		z	0.043 [meter] at point		20000030		
12	0.003	0.001	0.002		mean standard deviations of terrain points					
residuals GNSS observations in [meter]					x	0.008				
photo ID	rx	ry	rz		y	0.011				
GNSS drift parameter for profile 1					z	0.024				
constant part in [meter]	X	0.042	Y	0.004	Z	0.339		exterior orientation parameters (px, py, pz in [meter] omega,phi,kappa in [deg] )		

rotations from terrain to photo (rotated axes)

photo ID	px	py	pz	omega	phi	kappa
----------	----	----	----	-------	-----	-------

01 315465.925 4421830.257 1765.359 -0.13174 0.27868 -168.54047

02 315018.045 4421741.694 1756.219 -0.20095 0.31392 -168.55346

03 314572.969 4421649.095 1757.387 -0.21129 0.26889 -168.61420

04 314119.854 4421556.556 1762.903 -0.21311 0.26354 -168.62479

05 313667.623 4421471.239 1756.499 -0.18188 0.31881 -168.61737

06 313214.803 4421390.480 1760.091 -0.12208 0.28499 -168.55424

07 312769.679 4421304.586 1762.880 -0.18784 0.25808 -168.49714

08 312318.603 4421209.957 1757.880 -0.23635 0.26572 -168.59717

09 311865.856 4421116.826 1756.673 -0.18725 0.30376 -168.65976

10 311414.424 4421031.213 1760.431 -0.16571 0.29955 -168.52228

11 310968.164 4420940.431 1763.223 -0.26309 0.25283 -168.61196

12 310514.757 4420849.919 1760.051 -0.14720 0.29705 -168.62733

#### Aerotriangulación Talavera

Start Post Processing: Mon Aug 12 17:13:56 2019

=====

Active Block : complete Block

Number of photos : 21

Number of strips : 1

Photo scale : 1:17315

Mean terrain height [m] : 370

Automatic blunder detection : OFF

Use all adjusted points in project file

as control (absolute mode) : OFF

Control parameter for block adjustment :

=====

Selfcalibration : OFF

GNSS-Mode : ON

Drift-Mode : ON

drift per block : ON only shifts are enabled

drift for X,Y,Z : ON,ON,ON

IMU-Mode : ON

IMU-Boresight : OFF

Sigma naught : 0.4 [micron] = 0.1 [pixel in level 0]

**Estudio Informativo  
Línea Ferroviaria de Alta Velocidad Madrid – Extremadura. Tramo: Madrid - Oropesa**

Earth's curvature correction	: ON	Tie Point Generator		
Atmospheric correction	: ON	-----		
Do not eliminate manual points	: OFF	created 58 observations for photo	13	
Do not eliminate GNSS	: ON	created 100 observations for photo	14	
Standard deviations (a-priori) :		created 104 observations for photo	15	
-----		created 98 observations for photo	16	
Ground control (planimetry) [m]		created 104 observations for photo	17	
Set		created 118 observations for photo	18	
0 (=default)	: 0.010	created 115 observations for photo	19	
Ground control (height) [m]		created 99 observations for photo	20	
Set		created 85 observations for photo	21	
0 (=default)	: 0.014	created 84 observations for photo	22	
Automatic image points [mm]		created 85 observations for photo	23	
Set		created 94 observations for photo	24	
0 (=default)	: 0.001	created 84 observations for photo	25	
Image points of ground control and manual measurements [mm]	: 0.002	created 74 observations for photo	26	
GNSS	X Y Z [m]	: 0.100 0.100 0.100	created 75 observations for photo	27
INS	omega phi kappa [deg]	: 0.010 0.010 0.010	created 95 observations for photo	28
Used Cameras in block:		created 117 observations for photo	29	
-----		created 130 observations for photo	30	
1 Eagle		created 105 observations for photo	31	
Distortion	: No correction	created 80 observations for photo	32	

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created 39 observations for photo	33	omega 0.002 [deg]
total of 1943 measurements in 21 photos are used for adjustment (total 21 photos)		phi 0.005 [deg]
sigma naught 1.9 micron (17:13:56)		kappa 0.002 [deg]
sigma naught 0.4 micron (17:13:57)		RMS GNSS observations (number: 21)
found 202 points connecting 2 photos		x 0.034 [meter]
found 513 points connecting 3 photos		y 0.028 [meter]
number of observations 4036		z 0.019 [meter]
number of unknowns 2277		sigma naught 0.4 micron (17:13:57)
redundancy 1759		standard deviations of exterior orientation parameters (px, py, pz in [meter] omega,phi,kappa in [deg/1000] )
RMS automatic points in photo (number: 1919)		photo ID px py pz omega phi kappa
x 0.2 micron		13 0.030 0.028 0.016 0.95720 1.22540 0.55589
y 0.4 micron		14 0.022 0.025 0.011 0.92365 0.89539 0.40518
RMS control and manual points in photo (number: 24)		15 0.019 0.024 0.011 0.90203 0.75285 0.34245
x 0.9 micron		16 0.019 0.023 0.012 0.89655 0.70211 0.30514
y 0.8 micron		17 0.020 0.022 0.013 0.88831 0.72855 0.30931
RMS control points with default standard deviation set (number: 8)		18 0.018 0.022 0.014 0.90751 0.67567 0.32383
x 0.005 [meter]		19 0.018 0.023 0.014 0.93033 0.69380 0.32041
y 0.002 [meter]		20 0.020 0.023 0.015 0.96889 0.72685 0.30810
RMS control points with default standard deviation set (number: 8)		21 0.020 0.023 0.015 0.95576 0.73971 0.36391
z 0.003 [meter]		22 0.022 0.023 0.015 0.96369 0.84400 0.36200
RMS IMU observations (number: 21)		23 0.021 0.023 0.015 0.94484 0.81206 0.34821

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**Estudio Informativo**  
**Línea Ferroviaria de Alta Velocidad Madrid – Extremadura. Tramo: Madrid - Oropesa**

24	0.020	0.022	0.015	0.93961	0.76882	0.32803	max standard deviations of translations		
25	0.020	0.023	0.015	0.94914	0.75846	0.32832	x	0.031 [meter] at photo	33
26	0.021	0.023	0.014	0.96856	0.82192	0.34370	y	0.028 [meter] at photo	33
27	0.021	0.023	0.014	0.92718	0.77254	0.33642	z	0.016 [meter] at photo	13
28	0.020	0.023	0.014	0.92636	0.75943	0.30098	residuals horizontal control points in [meter]		
29	0.018	0.022	0.012	0.86986	0.66634	0.31130	control point ID	rx	ry
30	0.017	0.022	0.011	0.86413	0.64370	0.29960	PA-17	0.001	0.002
31	0.018	0.023	0.011	0.87544	0.70835	0.32022	PA-18	-0.003	-0.002
32	0.022	0.025	0.011	0.91016	0.88168	0.41128	PA-19	-0.001	0.001
33	0.031	0.028	0.015	0.98788	1.23905	0.59787	PA-20	-0.000	0.002
mean standard deviations of rotations							PA-21	-0.004	-0.003
omega	0.9 [deg/1000]						PA-22	0.012	-0.003
phi	0.8 [deg/1000]						PA-23	-0.000	0.001
kappa	0.4 [deg/1000]						PA-24	-0.006	0.002
max standard deviations of rotations							residuals vertical control points in [meter]		
omega	1.0 [deg/1000] at photo	33					control point ID	rz	
phi	1.2 [deg/1000] at photo	33					PA-17	0.003	
kappa	0.6 [deg/1000] at photo	33					PA-18	-0.001	
mean standard deviations of translations							PA-19	-0.003	
x	0.021 [meter]						PA-20	-0.001	
y	0.023 [meter]						PA-21	0.001	
z	0.013 [meter]						PA-22	0.001	

PA-23	0.003				30	-0.003	-0.006	-0.000			
PA-24	-0.004				31	-0.002	-0.006	-0.000			
residuals IMU observations in [deg]					32	-0.002	-0.006	-0.001			
photo ID	omega	phi	kappa		33	-0.003	-0.004	-0.001			
13	0.000	-0.005	0.003		residuals GNSS observations in [meter]						
14	-0.001	-0.005	0.002		photo ID	rx	ry	rz			
15	-0.002	-0.004	0.002		GNSS drift parameter for profile 1						
16	-0.002	-0.004	0.003		constant part in [meter]	X	-0.079	Y	0.048	Z	0.299
17	-0.001	-0.003	0.003		linear part in [meter]	X	-0.000	Y	0.000	Z	-0.000
18	0.001	-0.007	0.003		13	0.043	0.063	-0.030			
19	-0.000	-0.005	0.003		14	0.000	0.055	-0.024			
20	-0.001	-0.005	0.002		15	-0.053	0.020	-0.005			
21	-0.002	-0.006	0.001		16	-0.051	0.009	0.015			
22	-0.003	-0.005	0.002		17	-0.047	0.020	0.021			
23	-0.002	-0.007	0.003		18	0.007	0.024	0.032			
24	-0.003	-0.005	0.003		19	-0.021	0.012	-0.005			
25	-0.002	-0.004	0.003		20	-0.016	-0.005	-0.006			
26	-0.001	-0.005	0.002		21	0.015	-0.011	-0.008			
27	-0.000	-0.004	0.001		22	-0.009	-0.052	-0.014			
28	-0.000	-0.005	0.001		23	0.030	-0.021	-0.021			
29	-0.003	-0.006	-0.000		24	0.005	-0.042	-0.027			

**Estudio Informativo**  
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25	-0.032	-0.012	-0.017	15	339714.540	4424003.301	1751.083	0.23470	-0.22725	25.63333	
26	0.033	-0.008	-0.008	16	340137.761	4424192.392	1750.251	0.19049	-0.26546	25.76599	
27	0.020	0.016	-0.004	17	340556.999	4424380.715	1751.251	0.26186	-0.21618	25.78865	
28	0.040	0.011	-0.003	18	340973.620	4424575.590	1751.792	0.23973	-0.22391	25.80141	
29	0.044	-0.020	0.013	19	341385.403	4424772.214	1750.986	0.26258	-0.21665	25.81282	
30	0.050	-0.017	0.023	20	341792.636	4424975.896	1751.338	0.31396	-0.19862	25.68214	
31	0.019	0.013	0.018	21	342209.829	4425180.522	1751.114	0.23550	-0.24032	25.71002	
32	-0.022	-0.015	0.019	22	342622.242	4425376.253	1750.747	0.23746	-0.23517	25.79861	
33	-0.057	-0.040	0.034	23	343033.213	4425573.531	1751.340	0.22837	-0.22947	25.78463	
max standard deviations of terrain points				24	343449.340	4425780.265	1751.820	0.31032	-0.20802	25.69869	
x	0.020 [meter] at point	20000078		25	343855.651	4425981.448	1750.881	0.23203	-0.23563	25.68566	
y	0.024 [meter] at point	20000085		26	344274.990	4426178.953	1750.177	0.22371	-0.24657	25.68608	
z	0.043 [meter] at point	20000085		27	344692.940	4426374.381	1752.689	0.22745	-0.23995	25.77917	
mean standard deviations of terrain points				28	345101.039	4426570.850	1753.895	0.24072	-0.22756	25.82112	
x	0.010			29	345514.339	4426775.964	1751.587	0.31092	-0.20244	25.61923	
y	0.012			30	345932.873	4426973.160	1751.715	0.22180	-0.24342	25.64803	
z	0.028			31	346346.684	4427158.742	1753.435	0.20518	-0.22788	25.73033	
exterior orientation parameters (px, py, pz in [meter] omega,phi,kappa in [deg] )				32	346766.526	4427348.842	1754.061	0.24439	-0.22078	25.77978	
rotations from terrain to photo (rotated axes)				33	347184.288	4427545.090	1752.767	0.28801	-0.20717	25.72518	
photo ID	px	py	pz	omega	phi	kappa	=====				
13	338888.378	4423601.923	1751.698	0.25160	-0.21081	25.74575	Sigma naught : 0.4 [micron] = 0.1 [pixel in level 0]				
14	339303.655	4423807.104	1751.120	0.27268	-0.20843	25.67717					

Aerotriangulación Toledo

Start Post Processing: Mon Aug 26 17:24:21 2019

		Earth's curvature correction	: ON
		Atmospheric correction	: ON
		Do not eliminate manual points	: OFF
		Do not eliminate GNSS	: ON
		Standard deviations (a-priori) :	
Active Block	: complete Block		
Number of photos	: 33		
Number of strips	: 2	Ground control (planimetry) [m]	
Photo scale	: 1:17654	Set	
Mean terrain height [m]	: 480	0 (=default)	: 0.010
Automatic blunder detection	: OFF	Ground control (height) [m]	
Use all adjusted points in project file		Set	
as control (absolute mode)	: OFF	0 (=default)	: 0.015
Control parameter for block adjustment :		Automatic image points [mm]	
Selfcalibration	: OFF	Set	
GNSS-Mode	: ON	0 (=default)	: 0.001
Drift-Mode	: ON	Image points of ground control and manual measurements [mm]	: 0.002
drift per block	: ON only shifts are enabled	GNSS X Y Z [m]	: 0.100 0.100 0.100
drift for X,Y,Z	: ON,ON,ON	INS omega phi kappa [deg]	: 0.010 0.010 0.010
IMU-Mode	: ON	Used Cameras in block:	
IMU-Boresight	: OFF	1 Eagle	

**Estudio Informativo  
Línea Ferroviaria de Alta Velocidad Madrid – Extremadura. Tramo: Madrid - Oropesa**

Distortion	: No correction		created 211 observations for photo	53
Tie Point Generator			created 128 observations for photo	54
-----			created 143 observations for photo	55
created 66 observations for photo	34		created 214 observations for photo	56
created 106 observations for photo	35		created 234 observations for photo	57
created 127 observations for photo	36		created 216 observations for photo	58
created 136 observations for photo	37		created 181 observations for photo	59
created 156 observations for photo	38		created 183 observations for photo	60
created 161 observations for photo	39		created 195 observations for photo	61
created 130 observations for photo	40		created 203 observations for photo	62
created 133 observations for photo	41		created 190 observations for photo	63
created 132 observations for photo	42		created 196 observations for photo	64
created 152 observations for photo	43		created 172 observations for photo	65
created 169 observations for photo	44		created 110 observations for photo	66
created 170 observations for photo	45		total of 5635 measurements in 33 photos are used for adjustment (total 33 photos)	
created 180 observations for photo	46		sigma naught 2.4 micron (17:24:21)	
created 197 observations for photo	47		sigma naught 0.5 micron (17:24:22)	
created 211 observations for photo	48		found 287 points connecting 2 photos	
created 203 observations for photo	49		found 730 points connecting 3 photos	
created 176 observations for photo	50		found 148 points connecting 4 photos	
created 213 observations for photo	51		found 103 points connecting 5 photos	
created 241 observations for photo	52		found 294 points connecting 6 photos	

number of observations	11495	z	0.016 [meter]	
number of unknowns	4890	sigma naught	0.5 micron (17:24:22)	
redundancy	6605	standard deviations of exterior orientation parameters (px, py, pz in [meter] omega,phi,kappa in [deg/1000])		
RMS automatic points in photo (number: 5603)			photo ID px py pz omega phi kappa	
x	0.4 micron		34 0.031 0.027 0.017 0.98636 1.41416 0.66645	
y	0.4 micron		35 0.025 0.024 0.013 0.93055 1.07713 0.49495	
RMS control and manual points in photo (number: 32)			36 0.023 0.021 0.013 0.84194 0.93700 0.41490	
x	1.0 micron		37 0.022 0.020 0.013 0.79014 0.87667 0.36990	
y	1.2 micron		38 0.022 0.020 0.014 0.77987 0.86450 0.33655	
RMS control points with default standard deviation set (number: 9)			39 0.021 0.020 0.014 0.79416 0.81544 0.32755	
x	0.005 [meter]		40 0.021 0.019 0.014 0.77193 0.79782 0.32961	
y	0.003 [meter]		41 0.021 0.019 0.014 0.75337 0.81557 0.32044	
RMS control points with default standard deviation set (number: 9)			42 0.021 0.019 0.014 0.76569 0.80996 0.30554	
z	0.005 [meter]		43 0.020 0.018 0.013 0.73177 0.77560 0.27209	
RMS IMU observations (number: 33)			44 0.019 0.019 0.013 0.75869 0.74332 0.29203	
omega	0.008 [deg]		45 0.018 0.018 0.013 0.73007 0.66269 0.25463	
phi	0.002 [deg]		46 0.017 0.018 0.013 0.72798 0.62274 0.24442	
kappa	0.009 [deg]		47 0.017 0.018 0.012 0.73047 0.60618 0.23540	
RMS GNSS observations (number: 33)			48 0.017 0.018 0.012 0.73718 0.60354 0.23580	
x	0.066 [meter]		49 0.017 0.019 0.012 0.77060 0.61663 0.24743	
y	0.129 [meter]		50 0.017 0.020 0.013 0.81170 0.62885 0.25094	

**Estudio Informativo**  
**Línea Ferroviaria de Alta Velocidad Madrid – Extremadura. Tramo: Madrid - Oropesa**

51	0.018	0.019	0.012	0.79026	0.64389	0.27090	phi	1.4 [deg/1000] at photo	34
52	0.018	0.019	0.012	0.79624	0.69153	0.29809	kappa	0.7 [deg/1000] at photo	34
53	0.019	0.020	0.013	0.82070	0.73300	0.33359	mean standard deviations of translations		
54	0.022	0.024	0.016	0.90487	0.94462	0.41820	x	0.020 [meter]	
55	0.024	0.022	0.018	0.86176	0.97264	0.41100	y	0.020 [meter]	
56	0.019	0.020	0.015	0.81698	0.74003	0.33768	z	0.013 [meter]	
57	0.018	0.019	0.014	0.78428	0.62784	0.30459	max standard deviations of translations		
58	0.017	0.019	0.013	0.78793	0.60677	0.26827	x	0.031 [meter] at photo	34
59	0.017	0.019	0.013	0.76408	0.59481	0.25360	y	0.027 [meter] at photo	34
60	0.017	0.018	0.012	0.75038	0.63082	0.23558	z	0.018 [meter] at photo	55
61	0.017	0.018	0.012	0.72968	0.62559	0.24420	residuals horizontal control points in [meter]		
62	0.016	0.018	0.011	0.73262	0.58763	0.23840	control point ID rx ry		
63	0.016	0.017	0.011	0.71733	0.59924	0.23548	PA-45	-0.002	0.001
64	0.017	0.018	0.011	0.72772	0.65777	0.25414	PA-46	-0.003	-0.003
65	0.018	0.019	0.011	0.75918	0.73915	0.28105	PA-47	-0.002	-0.003
66	0.023	0.022	0.013	0.80794	0.97887	0.37055	PA-48	-0.001	-0.001
mean standard deviations of rotations							PA-49	0.004	0.005
omega	0.8 [deg/1000]						PA-50	0.010	0.002
phi	0.8 [deg/1000]						PA-51	-0.007	-0.005
kappa	0.3 [deg/1000]						PA-52	-0.001	0.000
max standard deviations of rotations							PA-53	0.001	0.004
omega	1.0 [deg/1000] at photo			34	residuals vertical control points in [meter]				

				Estudio Informativo Línea Ferroviaria de Alta Velocidad Madrid – Extremadura. Tramo: Madrid - Oropesa				
control point ID	rz			43	-0.008	-0.003	-0.005	
PA-45	0.001			44	-0.008	-0.003	-0.003	
PA-46	-0.006			45	-0.010	-0.003	-0.002	
PA-47	0.005			46	-0.009	-0.003	-0.001	
PA-48	0.002			47	-0.008	-0.004	0.000	
PA-49	-0.009			48	-0.009	-0.005	0.002	
PA-50	0.007			49	-0.004	-0.001	0.003	
PA-51	0.003			50	-0.005	-0.002	0.003	
PA-52	-0.004			51	-0.008	-0.002	0.003	
PA-53	0.000			52	-0.008	-0.002	0.003	
residuals	IMU observations in [deg]			53	-0.005	-0.001	0.003	
photo ID	omega	phi	kappa		54	-0.003	-0.000	0.003
34	-0.010	0.001	-0.014		55	0.013	0.001	-0.012
35	-0.008	0.002	-0.012		56	0.011	0.002	-0.012
36	-0.007	0.001	-0.010		57	0.009	-0.000	-0.011
37	-0.008	-0.001	-0.009		58	0.008	-0.001	-0.012
38	-0.007	-0.001	-0.008		59	0.010	-0.001	-0.012
39	-0.005	-0.001	-0.008		60	0.011	0.002	-0.012
40	-0.008	-0.002	-0.008		61	0.010	-0.000	-0.012
41	-0.006	-0.001	-0.007		62	0.008	-0.002	-0.012
42	-0.005	-0.003	-0.006		63	0.008	-0.001	-0.012

**Estudio Informativo**  
**Línea Ferroviaria de Alta Velocidad Madrid – Extremadura. Tramo: Madrid - Oropesa**

64	0.008	0.000	-0.012		64	0.026	0.151	-0.003			
65	0.006	-0.002	-0.013		46	0.053	-0.124	-0.008			
66	0.005	-0.003	-0.013		63	0.051	0.162	-0.016			
residuals GNSS observations in [meter]					47	0.072	-0.118	-0.014			
photo ID	rx	ry	rz		62	0.063	0.143	-0.017			
GNSS drift parameter for profile 1					48	0.097	-0.159	-0.027			
constant part in [meter]	X	-0.004	Y	0.078	Z	0.409		61	0.037	0.182	-0.014
linear part in [meter]	X	-0.000	Y	-0.000	Z	0.000		49	-0.013	-0.076	-0.022
34	-0.168	-0.143	-0.014		60	-0.030	0.196	-0.001			
35	-0.166	-0.082	-0.018		50	-0.009	-0.108	-0.029			
36	-0.109	-0.048	0.001		59	0.041	0.191	0.004			
37	-0.059	-0.056	0.002		51	-0.013	-0.197	-0.011			
38	-0.036	-0.041	0.007		58	0.053	0.122	0.012			
39	-0.022	0.017	0.019		52	-0.021	-0.201	-0.014			
40	0.018	-0.056	0.027		57	0.012	0.142	-0.007			
41	-0.016	-0.031	0.004		53	-0.060	-0.141	-0.001			
42	0.031	-0.007	0.015		56	-0.051	0.175	0.014			
43	0.031	-0.065	0.011		54	-0.077	-0.076	-0.004			
66	0.109	0.099	0.034		55	-0.023	0.216	0.036			
44	0.041	-0.060	0.016		max standard deviations of terrain points						
65	0.075	0.103	0.011		x	0.029 [meter] at point	30000087				
45	0.061	-0.111	0.007		y	0.029 [meter] at point	20000103				

z	0.052 [meter] at point	20000053	47	413319.149	4414282.627	1891.982	-0.09848	-0.30816	-42.47187
mean standard deviations of terrain points			48	413632.212	4413993.689	1890.937	-0.06157	-0.33976	-42.46030
x	0.010		49	413958.442	4413694.602	1890.941	-0.12983	-0.33394	-42.44537
y	0.011		50	414279.909	4413403.187	1893.925	-0.14277	-0.26954	-42.41783
z	0.026		51	414602.118	4413114.536	1892.689	-0.13070	-0.28317	-42.38663
exterior orientation parameters (px, py, pz in [meter] omega,phi,kappa in [deg] )			52	414923.394	4412822.801	1891.003	-0.14492	-0.27368	-42.45210
rotations from terrain to photo (rotated axes)			53	415245.186	4412529.828	1890.197	-0.09907	-0.32010	-42.44462
photo ID	px	py	pz	omega	phi	kappa			
34	409170.780	4418144.232	1892.998	-0.11013	-0.29343	-42.44431	54	415565.710	4412234.313
35	409487.587	4417852.776	1889.263	-0.14739	-0.27283	-42.40772	55	414936.835	4411544.674
36	409808.378	4417552.126	1888.449	-0.08380	-0.33508	-42.42841	56	414613.156	4411841.444
37	410129.301	4417252.352	1890.745	-0.14870	-0.27174	-42.53971	57	414293.317	4412134.652
38	410441.686	4416957.510	1889.679	-0.09590	-0.35205	-42.41541	58	413969.190	4412429.559
39	410761.452	4416659.108	1889.538	-0.09912	-0.32034	-42.46791	59	413650.674	4412718.216
40	411080.145	4416361.271	1891.686	-0.14625	-0.25598	-42.32180	60	413327.298	4413013.822
41	411400.616	4416067.135	1894.694	-0.12127	-0.32045	-42.38335	61	413013.059	4413307.458
42	411722.331	4415777.259	1894.296	-0.09154	-0.30544	-42.41100	62	412690.938	4413607.598
43	412050.144	4415479.147	1891.587	-0.11653	-0.29718	-42.44367	63	412375.118	4413901.503
44	412369.380	4415183.364	1889.266	-0.13940	-0.31206	-42.46038	64	412053.111	4414202.864
45	412686.408	4414886.299	1891.753	-0.07940	-0.32766	-42.49573	65	411734.316	4414496.538
46	412999.664	4414586.046	1892.671	-0.12384	-0.28625	-42.39719	66	411413.110	4414787.392

Sigma naught : 0.5 [micron] = 0.1 [pixel in level 0]

Aerotriangulación Oropesa – Toledo

Start Post Processing: Wed Aug 14 17:21:13 2019

=====

Block : complete Block

Number of photos : 243

Number of strips : 7

Photo scale : 1:48219

Mean terrain height [m] : 440

Automatic blunder detection : OFF

Use all adjusted points in project file

as control (absolute mode) : OFF

Control parameter for block adjustment :

-----  
Selfcalibration : OFF

GPS-Mode : ON

Drift-Mode : ON

GPS Antenna Excentricity [m] : 0.000 0.000 0.000

INS-Mode : ON

INS-Boresight : OFF

Earth's curvature correction : ON

Atmospheric correction : ON

Do not eliminate manual points	: OFF		created 36 observations for photo	5
Standard deviations (a-priori) :			created 47 observations for photo	6
-----			created 80 observations for photo	7
Ground control (planimetry) [m]			created 76 observations for photo	8
Set			created 75 observations for photo	9
0 (=default)	: 0.027		created 65 observations for photo	10
Ground control (height) [m]			created 64 observations for photo	11
Set			created 73 observations for photo	12
0 (=default)	: 0.040		created 69 observations for photo	13
Automatic image points [mm]			created 64 observations for photo	14
Set			created 57 observations for photo	15
0 (=default)	: 0.001		created 74 observations for photo	16
Image points of ground control and manual measurements [mm]	: 0.002		created 91 observations for photo	17
GPS	X Y Z [m]	: 0.100 0.100 0.100	created 65 observations for photo	18
INS	omega phi kappa [deg]	: 0.010 0.010 0.010	created 38 observations for photo	19
Tie Point Generator			created 46 observations for photo	20
-----			created 52 observations for photo	21
created 48 observations for photo	1		created 58 observations for photo	22
created 81 observations for photo	2		created 63 observations for photo	23
created 90 observations for photo	3		created 69 observations for photo	24
created 58 observations for photo	4		created 72 observations for photo	25

**Estudio Informativo  
Línea Ferroviaria de Alta Velocidad Madrid – Extremadura. Tramo: Madrid - Oropesa**

created 58 observations for photo	26	created 46 observations for photo	48
created 56 observations for photo	27	created 57 observations for photo	49
created 43 observations for photo	28	created 39 observations for photo	50
created 39 observations for photo	29	created 47 observations for photo	51
created 50 observations for photo	30	created 37 observations for photo	52
created 72 observations for photo	31	created 57 observations for photo	53
created 76 observations for photo	32	created 53 observations for photo	54
created 55 observations for photo	33	created 61 observations for photo	55
created 60 observations for photo	34	created 48 observations for photo	56
created 74 observations for photo	35	created 52 observations for photo	57
created 81 observations for photo	36	created 48 observations for photo	58
created 54 observations for photo	37	created 95 observations for photo	59
created 29 observations for photo	38	created 126 observations for photo	60
created 64 observations for photo	39	created 132 observations for photo	61
created 84 observations for photo	40	created 140 observations for photo	62
created 82 observations for photo	41	created 118 observations for photo	63
created 56 observations for photo	42	created 91 observations for photo	64
created 54 observations for photo	43	created 102 observations for photo	65
created 60 observations for photo	44	created 87 observations for photo	66
created 65 observations for photo	45	created 123 observations for photo	67
created 61 observations for photo	46	created 121 observations for photo	68
created 53 observations for photo	47	created 125 observations for photo	69

created	74 observations for photo	70	created	39 observations for photo	91
created	41 observations for photo	71	created	60 observations for photo	92
created	42 observations for photo	72	created	71 observations for photo	93
created	43 observations for photo	73	created	75 observations for photo	94
created	55 observations for photo	74	created	68 observations for photo	95
created	53 observations for photo	75	created	52 observations for photo	96
created	44 observations for photo	76	created	68 observations for photo	97
created	38 observations for photo	77	created	56 observations for photo	98
created	33 observations for photo	78	created	63 observations for photo	99
created	46 observations for photo	79	created	52 observations for photo	100
created	50 observations for photo	80	created	49 observations for photo	101
created	57 observations for photo	81	created	51 observations for photo	102
created	43 observations for photo	82	created	55 observations for photo	103
created	37 observations for photo	83	created	65 observations for photo	104
created	35 observations for photo	84	created	63 observations for photo	105
created	30 observations for photo	85	created	74 observations for photo	106
created	44 observations for photo	86	created	61 observations for photo	107
created	56 observations for photo	87	created	42 observations for photo	108
created	84 observations for photo	88	created	43 observations for photo	109
created	67 observations for photo	89	created	50 observations for photo	110
created	68 observations for photo	90	created	73 observations for photo	111

**Estudio Informativo  
Línea Ferroviaria de Alta Velocidad Madrid – Extremadura. Tramo: Madrid - Oropesa**

created 67 observations for photo	112	created 58 observations for photo	134
created 75 observations for photo	113	created 58 observations for photo	135
created 58 observations for photo	114	created 62 observations for photo	136
created 75 observations for photo	115	created 58 observations for photo	137
created 67 observations for photo	116	created 61 observations for photo	138
created 79 observations for photo	117	created 46 observations for photo	139
created 62 observations for photo	118	created 51 observations for photo	140
created 61 observations for photo	119	created 59 observations for photo	141
created 61 observations for photo	120	created 45 observations for photo	142
created 65 observations for photo	121	created 54 observations for photo	143
created 65 observations for photo	122	created 42 observations for photo	144
created 69 observations for photo	123	created 67 observations for photo	145
created 40 observations for photo	124	created 61 observations for photo	146
created 63 observations for photo	125	created 53 observations for photo	147
created 90 observations for photo	126	created 55 observations for photo	148
created 80 observations for photo	127	created 61 observations for photo	149
created 53 observations for photo	128	created 47 observations for photo	150
created 96 observations for photo	129	created 44 observations for photo	151
created 122 observations for photo	130	created 61 observations for photo	152
created 95 observations for photo	131	created 75 observations for photo	153
created 66 observations for photo	132	created 71 observations for photo	154
created 75 observations for photo	133	created 55 observations for photo	155

created	33 observations for photo	156	created	69 observations for photo	191
created	35 observations for photo	157	created	64 observations for photo	192
created	76 observations for photo	158	created	58 observations for photo	193
created	95 observations for photo	159	created	50 observations for photo	194
created	91 observations for photo	160	created	37 observations for photo	195
created	107 observations for photo	161	created	43 observations for photo	196
created	108 observations for photo	162	created	63 observations for photo	197
created	102 observations for photo	163	created	62 observations for photo	198
created	112 observations for photo	164	created	60 observations for photo	199
created	123 observations for photo	165	created	68 observations for photo	200
created	116 observations for photo	166	created	47 observations for photo	201
created	105 observations for photo	167	created	63 observations for photo	202
created	57 observations for photo	168	created	41 observations for photo	203
created	54 observations for photo	169	created	46 observations for photo	204
created	53 observations for photo	170	created	55 observations for photo	205
created	54 observations for photo	171	created	85 observations for photo	206
created	55 observations for photo	172	created	90 observations for photo	207
created	43 observations for photo	173	created	109 observations for photo	208
created	28 observations for photo	174	created	40 observations for photo	209
created	40 observations for photo	189	created	64 observations for photo	210
created	65 observations for photo	190	created	78 observations for photo	211

**Estudio Informativo  
Línea Ferroviaria de Alta Velocidad Madrid – Extremadura. Tramo: Madrid - Oropesa**

created 72 observations for photo	212	created 58 observations for photo	234
created 51 observations for photo	213	created 52 observations for photo	235
created 31 observations for photo	214	created 44 observations for photo	236
created 36 observations for photo	215	created 61 observations for photo	237
created 38 observations for photo	216	created 54 observations for photo	238
created 49 observations for photo	217	created 41 observations for photo	239
created 67 observations for photo	218	created 48 observations for photo	240
created 53 observations for photo	219	created 54 observations for photo	241
created 36 observations for photo	220	created 37 observations for photo	242
created 58 observations for photo	221	created 52 observations for photo	243
created 91 observations for photo	222	created 57 observations for photo	244
created 99 observations for photo	223	created 66 observations for photo	245
created 71 observations for photo	224	created 41 observations for photo	246
created 64 observations for photo	225	created 42 observations for photo	247
created 64 observations for photo	226	created 57 observations for photo	248
created 62 observations for photo	227	created 73 observations for photo	249
created 48 observations for photo	228	created 63 observations for photo	250
created 30 observations for photo	229	created 55 observations for photo	251
created 40 observations for photo	230	created 52 observations for photo	252
created 47 observations for photo	231	created 86 observations for photo	253
created 50 observations for photo	232	created 108 observations for photo	254
created 67 observations for photo	233	created 143 observations for photo	255

created 124 observations for photo	256	y 0.4 micron
created 107 observations for photo	257	RMS control points in photo
total of 15483 measurements in 243 photos are used for adjustment		x 2.0 micron
sigma naught 2.0 micron (17:21:15)		y 1.6 micron
sigma naught 0.5 micron (17:21:15)		RMS control points with default standard deviation set
found 515 points connecting 2 photos		x 0.030 [meter]
found 1440 points connecting 3 photos		y 0.023 [meter]
found 290 points connecting 4 photos		RMS control points with default standard deviation set
found 357 points connecting 5 photos		z 0.022 [meter]
found 899 points connecting 6 photos		RMS INS observations
found 46 points connecting 7 photos		omega 0.006 [deg]
found 44 points connecting 8 photos		phi 0.005 [deg]
found 54 points connecting 9 photos		kappa 0.011 [deg]
found 22 points connecting 10 photos		RMS GPS observations
found 7 points connecting 11 photos		x 0.057 [meter]
found 28 points connecting 12 photos		y 0.051 [meter]
number of observations 32568		z 0.043 [meter]
number of unknowns 12609		standard deviations of exterior orientation parameters (px, py, pz in [meter] omega,phi,kappa in [deg/1000] )
redundancy 19959		photo ID px py pz omega phi kappa
RMS automatic points in photo		1 0.050 0.065 0.033 0.8110 0.7309 0.4747
x 0.4 micron		10 0.044 0.055 0.027 0.7667 0.6069 0.3179

**Estudio Informativo**  
**Línea Ferroviaria de Alta Velocidad Madrid – Extremadura. Tramo: Madrid - Oropesa**

100	0.044	0.063	0.037	0.9436	0.5682	0.3521									120	0.041	0.046	0.027	0.6767	0.5524	0.3201
101	0.044	0.062	0.038	0.9176	0.5698	0.3811									121	0.040	0.048	0.028	0.6937	0.5490	0.3453
102	0.044	0.060	0.037	0.9142	0.5950	0.3500									122	0.041	0.049	0.031	0.7266	0.5823	0.3320
103	0.043	0.060	0.036	0.8909	0.5937	0.3428									123	0.043	0.050	0.031	0.7425	0.5805	0.3534
104	0.045	0.060	0.035	0.9027	0.6057	0.3460									124	0.042	0.052	0.032	0.7623	0.5733	0.3361
105	0.043	0.059	0.035	0.8864	0.5753	0.3875									125	0.042	0.048	0.029	0.6797	0.5434	0.3845
106	0.044	0.058	0.033	0.8716	0.6007	0.3807									126	0.043	0.048	0.028	0.6658	0.6005	0.3457
107	0.045	0.057	0.034	0.8616	0.6542	0.3481									127	0.044	0.048	0.029	0.6731	0.6367	0.3502
108	0.046	0.058	0.034	0.8772	0.6572	0.3959									128	0.049	0.054	0.033	0.7452	0.7228	0.4868
109	0.050	0.059	0.034	0.8881	0.7302	0.4594									129	0.034	0.047	0.024	0.6260	0.4442	0.2419
11	0.044	0.054	0.026	0.7631	0.5823	0.3710									13	0.042	0.053	0.027	0.7467	0.5698	0.3546
110	0.048	0.056	0.034	0.8476	0.6950	0.3556									130	0.033	0.045	0.023	0.6006	0.4473	0.2135
111	0.042	0.055	0.030	0.7980	0.5540	0.3747									131	0.032	0.046	0.024	0.6139	0.4285	0.2054
112	0.043	0.053	0.032	0.7810	0.5954	0.3464									132	0.041	0.049	0.026	0.6523	0.5626	0.2461
113	0.045	0.051	0.030	0.7623	0.6250	0.3498									133	0.037	0.049	0.028	0.6598	0.5092	0.2509
114	0.045	0.053	0.031	0.8041	0.6056	0.3244									134	0.044	0.052	0.031	0.7110	0.6357	0.2967
115	0.041	0.052	0.030	0.7800	0.5619	0.3298									135	0.043	0.054	0.033	0.7666	0.5829	0.3289
116	0.043	0.050	0.030	0.7473	0.5935	0.3582									136	0.047	0.050	0.032	0.7105	0.6434	0.3937
117	0.040	0.048	0.029	0.7318	0.5185	0.2959									137	0.044	0.050	0.030	0.7149	0.6266	0.3194
118	0.044	0.050	0.029	0.7394	0.5961	0.3412									138	0.044	0.050	0.029	0.7199	0.5575	0.3741
119	0.044	0.046	0.027	0.6723	0.6147	0.3727									139	0.042	0.050	0.029	0.7266	0.5860	0.3475
12	0.039	0.053	0.028	0.7582	0.5251	0.2828									14	0.040	0.051	0.027	0.7249	0.5239	0.2989

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## Línea Ferroviaria de Alta Velocidad Madrid – Extremadura. Tramo: Madrid - Oropesa

140	0.043	0.050	0.027	0.7310	0.6403	0.3703		16	0.042	0.052	0.025	0.7302	0.5995	0.3267
141	0.040	0.048	0.027	0.6977	0.5373	0.3355		160	0.035	0.047	0.025	0.6363	0.4719	0.2115
142	0.041	0.052	0.029	0.7401	0.5898	0.3437		161	0.034	0.043	0.024	0.5967	0.4435	0.1928
143	0.041	0.052	0.029	0.7572	0.5439	0.3604		162	0.038	0.045	0.025	0.6224	0.5299	0.2099
144	0.048	0.054	0.031	0.8005	0.6923	0.3765		163	0.042	0.047	0.024	0.6530	0.6049	0.2419
145	0.046	0.052	0.029	0.7772	0.6641	0.4447		164	0.034	0.049	0.023	0.6832	0.4838	0.2168
146	0.047	0.051	0.032	0.7836	0.7237	0.3589		165	0.032	0.046	0.024	0.6591	0.4290	0.2053
147	0.045	0.049	0.027	0.7175	0.5733	0.3803		166	0.033	0.045	0.025	0.6497	0.4654	0.2247
148	0.043	0.050	0.029	0.7306	0.6527	0.3527		167	0.040	0.046	0.028	0.6728	0.5650	0.2588
149	0.042	0.049	0.028	0.7037	0.5907	0.3670		168	0.049	0.048	0.030	0.7355	0.7161	0.2964
15	0.041	0.049	0.025	0.7001	0.5193	0.3127		169	0.057	0.057	0.031	0.9023	0.7734	0.3818
150	0.042	0.052	0.029	0.7569	0.5779	0.3534		17	0.042	0.049	0.025	0.6900	0.5774	0.4050
151	0.043	0.053	0.029	0.7760	0.5773	0.3316		170	0.063	0.068	0.035	1.0745	0.9109	0.4315
152	0.045	0.050	0.028	0.7120	0.6394	0.4233		171	0.067	0.067	0.035	1.0328	0.9270	0.5260
153	0.040	0.047	0.029	0.6951	0.5298	0.2979		172	0.066	0.072	0.033	1.0517	0.8705	0.4390
154	0.044	0.049	0.029	0.7044	0.5911	0.3578		173	0.072	0.084	0.037	1.1708	0.9767	0.5454
155	0.043	0.052	0.029	0.7258	0.5525	0.3960		174	0.082	0.092	0.051	1.2044	1.1924	0.8146
156	0.045	0.055	0.030	0.7617	0.6023	0.3180		18	0.042	0.050	0.027	0.7156	0.5940	0.3142
157	0.045	0.056	0.030	0.7572	0.6065	0.3565		189	0.060	0.081	0.042	0.9581	0.9111	0.4856
158	0.045	0.053	0.029	0.7294	0.6324	0.2902		19	0.051	0.053	0.030	0.7688	0.7014	0.4516
159	0.037	0.049	0.027	0.6661	0.5024	0.2287		190	0.050	0.076	0.035	0.9434	0.7227	0.3425

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191	0.044	0.067	0.032	0.8552	0.5929	0.3106							210	0.056	0.082	0.039	1.1168	0.7649	0.3740
192	0.046	0.068	0.035	0.9047	0.5927	0.3529							211	0.052	0.080	0.038	1.1018	0.6884	0.3600
193	0.053	0.067	0.038	0.9293	0.7340	0.3464							212	0.050	0.077	0.038	1.0662	0.6687	0.3470
194	0.048	0.065	0.037	0.9151	0.6672	0.3653							213	0.048	0.072	0.037	1.0033	0.6410	0.3750
195	0.049	0.063	0.035	0.8772	0.6879	0.4379							214	0.055	0.073	0.039	1.0434	0.7792	0.3984
196	0.046	0.060	0.035	0.8495	0.6304	0.3308							215	0.052	0.066	0.034	0.9139	0.6675	0.4200
197	0.046	0.057	0.034	0.8180	0.5708	0.4037							216	0.055	0.071	0.036	0.9684	0.7586	0.3813
198	0.045	0.056	0.035	0.8161	0.6090	0.3865							217	0.051	0.070	0.034	0.9497	0.6473	0.3900
199	0.046	0.056	0.036	0.8221	0.6498	0.3723							218	0.054	0.076	0.033	1.0009	0.7233	0.3605
2	0.046	0.059	0.028	0.7735	0.6492	0.3528							219	0.064	0.085	0.036	1.0972	0.9123	0.3931
20	0.048	0.056	0.036	0.8393	0.6936	0.4323							22	0.044	0.048	0.027	0.7170	0.6036	0.3434
200	0.052	0.056	0.035	0.8239	0.7167	0.3986							220	0.075	0.096	0.046	1.1854	1.0864	0.6074
201	0.052	0.062	0.037	0.9187	0.7648	0.4298							221	0.049	0.062	0.036	0.8925	0.6935	0.3676
202	0.053	0.065	0.038	0.9772	0.7737	0.4324							222	0.040	0.055	0.035	0.7581	0.5783	0.3222
203	0.055	0.066	0.041	0.9904	0.8267	0.5279							223	0.042	0.053	0.035	0.7345	0.5895	0.2926
204	0.054	0.063	0.040	0.9402	0.7594	0.4419							224	0.042	0.054	0.035	0.7348	0.5537	0.2977
205	0.049	0.060	0.038	0.8479	0.7238	0.4016							225	0.039	0.053	0.034	0.7362	0.4968	0.2974
206	0.046	0.060	0.035	0.8459	0.6535	0.3449							226	0.042	0.055	0.033	0.7658	0.5795	0.2941
207	0.041	0.056	0.032	0.7906	0.5801	0.3273							227	0.042	0.055	0.033	0.7766	0.5765	0.3006
208	0.048	0.057	0.031	0.8125	0.6787	0.2709							228	0.044	0.055	0.032	0.7714	0.5940	0.3608
209	0.067	0.094	0.047	1.2578	0.9324	0.4515							229	0.051	0.058	0.034	0.8463	0.6967	0.3657
21	0.043	0.050	0.029	0.7230	0.6076	0.3648							23	0.040	0.047	0.025	0.6639	0.5499	0.3553

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230	0.043	0.052	0.029	0.7415	0.5596	0.4214		25	0.039	0.045	0.024	0.6400	0.5160	0.3697
231	0.048	0.057	0.031	0.8214	0.6736	0.3730		250	0.044	0.051	0.026	0.6917	0.5669	0.3820
232	0.048	0.055	0.030	0.7972	0.6809	0.4608		251	0.046	0.052	0.026	0.7393	0.6270	0.2870
233	0.042	0.050	0.028	0.7229	0.5765	0.3486		252	0.045	0.057	0.026	0.7873	0.6389	0.3592
234	0.047	0.052	0.029	0.7514	0.6957	0.3773		253	0.041	0.047	0.021	0.6225	0.5507	0.2569
235	0.043	0.048	0.026	0.6846	0.5388	0.4033		254	0.038	0.045	0.020	0.5930	0.5329	0.2208
236	0.041	0.048	0.027	0.6906	0.5866	0.3250		255	0.034	0.044	0.018	0.5823	0.4769	0.1898
237	0.043	0.048	0.026	0.6992	0.6158	0.3676		256	0.035	0.044	0.020	0.5829	0.4890	0.2034
238	0.048	0.050	0.030	0.7486	0.7133	0.4100		257	0.038	0.051	0.027	0.7299	0.5194	0.2434
239	0.046	0.052	0.029	0.7768	0.6225	0.3964		26	0.044	0.046	0.026	0.6859	0.6309	0.3007
24	0.042	0.046	0.025	0.6742	0.5936	0.3378		27	0.042	0.046	0.025	0.6756	0.5297	0.3821
240	0.047	0.053	0.031	0.8129	0.6973	0.3749		28	0.045	0.052	0.029	0.7861	0.6515	0.3519
241	0.045	0.049	0.026	0.7184	0.6076	0.4334		29	0.045	0.052	0.028	0.7830	0.6149	0.4104
242	0.049	0.051	0.027	0.7484	0.7391	0.3883		3	0.043	0.057	0.027	0.7517	0.6057	0.3217
243	0.042	0.047	0.025	0.6806	0.5581	0.3610		30	0.045	0.052	0.029	0.7635	0.6294	0.4118
244	0.042	0.049	0.025	0.7199	0.6094	0.3530		31	0.041	0.046	0.025	0.6794	0.5843	0.3718
245	0.043	0.046	0.024	0.6608	0.5669	0.4042		32	0.036	0.044	0.025	0.6493	0.5151	0.3000
246	0.047	0.050	0.026	0.7091	0.7050	0.3453		33	0.045	0.049	0.026	0.7030	0.6312	0.3622
247	0.040	0.045	0.024	0.6313	0.5175	0.3711		34	0.043	0.045	0.025	0.6628	0.5529	0.3619
248	0.041	0.047	0.026	0.6648	0.5714	0.3060		35	0.040	0.045	0.025	0.6506	0.5920	0.3727
249	0.041	0.048	0.026	0.6628	0.5906	0.3290		36	0.040	0.046	0.025	0.6612	0.6002	0.3714

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37	0.047	0.051	0.028	0.7210	0.7084	0.3730		57	0.045	0.051	0.026	0.7310	0.5871	0.3608
38	0.046	0.050	0.024	0.7019	0.6140	0.4350		58	0.044	0.057	0.033	0.8276	0.6556	0.3254
39	0.044	0.045	0.025	0.6300	0.6337	0.3204		59	0.043	0.051	0.027	0.7345	0.5716	0.3047
4	0.047	0.063	0.028	0.8515	0.6473	0.3463		6	0.048	0.064	0.032	0.8732	0.6588	0.3900
40	0.040	0.043	0.023	0.6077	0.5464	0.3805		60	0.034	0.047	0.026	0.6753	0.4595	0.2452
41	0.039	0.044	0.025	0.6404	0.5386	0.3083		61	0.032	0.043	0.023	0.6119	0.4356	0.2234
42	0.047	0.050	0.027	0.7093	0.6573	0.4136		62	0.031	0.042	0.022	0.5794	0.4351	0.2039
43	0.047	0.050	0.027	0.7415	0.6227	0.3350		63	0.035	0.044	0.023	0.6039	0.5191	0.2164
44	0.045	0.051	0.027	0.7355	0.6419	0.3368		64	0.038	0.047	0.026	0.6282	0.5570	0.2762
45	0.043	0.045	0.023	0.6308	0.6183	0.3360		65	0.035	0.043	0.021	0.5765	0.5066	0.2181
46	0.047	0.047	0.024	0.6600	0.6757	0.3278		66	0.034	0.044	0.020	0.5823	0.4972	0.2034
47	0.043	0.048	0.025	0.6564	0.6110	0.3799		67	0.028	0.041	0.019	0.5501	0.3837	0.1847
48	0.047	0.054	0.028	0.7866	0.6436	0.4346		68	0.030	0.041	0.020	0.5591	0.4206	0.1933
49	0.046	0.054	0.027	0.8168	0.6489	0.3601		69	0.030	0.042	0.021	0.5805	0.4192	0.2139
5	0.045	0.061	0.030	0.8421	0.5882	0.3693		7	0.045	0.058	0.031	0.8140	0.6171	0.3515
50	0.046	0.056	0.029	0.8162	0.6919	0.3944		70	0.035	0.045	0.023	0.6168	0.4955	0.2420
51	0.047	0.057	0.028	0.8331	0.6856	0.4706		71	0.047	0.052	0.027	0.7193	0.6744	0.3076
52	0.047	0.055	0.029	0.7858	0.6629	0.3673		72	0.040	0.049	0.026	0.6886	0.5276	0.3359
53	0.041	0.049	0.026	0.6675	0.5664	0.4052		73	0.044	0.053	0.030	0.7948	0.6315	0.3397
54	0.041	0.049	0.026	0.6831	0.5576	0.3585		74	0.044	0.051	0.027	0.7607	0.5984	0.3789
55	0.040	0.048	0.025	0.6628	0.5356	0.3350		75	0.046	0.055	0.030	0.8406	0.6569	0.3917
56	0.043	0.050	0.027	0.7043	0.6134	0.3345		76	0.049	0.055	0.029	0.8273	0.7160	0.4745

77	0.049	0.056	0.031	0.8612	0.6984	0.3912		96	0.046	0.061	0.035	0.9205	0.6521	0.3631
78	0.046	0.053	0.031	0.7872	0.6893	0.4100		97	0.045	0.059	0.033	0.8813	0.5730	0.3760
79	0.045	0.052	0.029	0.7797	0.6381	0.4066		98	0.042	0.060	0.034	0.8840	0.5987	0.3348
8	0.044	0.054	0.028	0.7457	0.6086	0.3535		99	0.042	0.061	0.034	0.8965	0.5491	0.3601
80	0.039	0.049	0.030	0.7100	0.5650	0.3487	mean standard deviations of rotations							
81	0.042	0.051	0.029	0.7477	0.5898	0.4068			omega	0.8 [deg/1000]				
82	0.045	0.052	0.031	0.7815	0.6424	0.3827			phi	0.6 [deg/1000]				
83	0.044	0.051	0.029	0.7289	0.6142	0.4377			kappa	0.4 [deg/1000]				
84	0.049	0.054	0.031	0.7842	0.6836	0.4347	max standard deviations of rotations							
85	0.048	0.053	0.029	0.7590	0.7059	0.4614			omega	1.3 [deg/1000] at photo	209			
86	0.046	0.051	0.029	0.7381	0.6222	0.3690			phi	1.2 [deg/1000] at photo	174			
87	0.047	0.052	0.028	0.7287	0.6419	0.4196			kappa	0.8 [deg/1000] at photo	174			
88	0.042	0.050	0.028	0.7293	0.5680	0.3215	mean standard deviations of translations							
89	0.046	0.054	0.032	0.7935	0.6394	0.3905			x	0.044 [meter]				
9	0.039	0.052	0.027	0.7332	0.5310	0.2829			y	0.054 [meter]				
90	0.047	0.053	0.031	0.8014	0.6567	0.3731			z	0.030 [meter]				
91	0.044	0.058	0.032	0.8475	0.6026	0.3267	max standard deviations of translations							
92	0.043	0.057	0.032	0.8397	0.5894	0.3435			x	0.082 [meter] at photo	174			
93	0.043	0.056	0.032	0.8304	0.5932	0.3572			y	0.096 [meter] at photo	220			
94	0.043	0.056	0.032	0.8347	0.5962	0.3358			z	0.051 [meter] at photo	174			
95	0.041	0.058	0.032	0.8741	0.5599	0.3268	residuals horizontal control points in [meter]							

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control point ID	rx	ry		PA-28	0.010	0.017
PA-01	0.005	0.002		PA-29	-0.050	-0.025
PA-02	-0.046	-0.012		PA-30	0.010	-0.013
PA-03	0.037	-0.020		PA-31	0.024	-0.010
PA-04	0.003	0.024		PA-32	-0.001	0.020
PA-05	-0.037	0.013		PA-34	-0.010	0.002
PA-06	0.068	-0.020		PA-35	0.012	0.018
PA-07	-0.020	-0.006		PA-36	0.005	0.037
PA-08	0.015	-0.007		PA-37	-0.069	-0.108
PA-12	0.009	0.005		PA-38	0.016	0.028
PA-13	-0.093	0.017		PA-39	-0.011	0.024
PA-15	0.075	0.009		PA-40	0.010	0.023
PA-16	-0.019	-0.014		PA-41	-0.002	-0.010
PA-17	-0.019	-0.005		PA-43	0.035	-0.020
PA-18	0.011	-0.012		PA-44	-0.004	0.012
PA-19	0.014	0.035		PA-45	-0.025	0.012
PA-20	-0.056	-0.008		PA-46	0.013	-0.007
PA-21	-0.010	0.002		PA-47	0.005	-0.008
PA-22	0.037	-0.007		PA-48	-0.004	-0.008
PA-23	-0.005	-0.009		PA-49	0.003	0.014
PA-25	0.040	0.010		PA-54	0.003	-0.003
PA-27	0.013	0.011		PA-55	0.022	0.024

PA-57	-0.009	-0.022	PA-19	-0.005
PA-58	0.013	-0.012	PA-20	-0.007
PA-59	0.007	0.022	PA-21	0.004
PA-60	-0.011	0.008	PA-22	0.000
PA-61	-0.017	-0.022	PA-23	0.009
residuals vertical control points in [meter]			PA-25	0.014
control point ID	rz		PA-27	-0.105
PA-01	-0.008		PA-28	-0.007
PA-02	0.022		PA-29	0.004
PA-03	0.024		PA-30	0.002
PA-04	-0.036		PA-31	0.012
PA-05	0.016		PA-32	-0.028
PA-06	0.038		PA-34	-0.025
PA-07	0.003		PA-35	-0.009
PA-08	-0.011		PA-36	-0.010
PA-12	-0.005		PA-37	0.000
PA-13	0.028		PA-38	0.036
PA-15	-0.002		PA-39	0.023
PA-16	0.006		PA-40	-0.032
PA-17	0.023		PA-41	-0.004
PA-18	0.020		PA-43	0.014

**Estudio Informativo**  
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PA-44	-0.002				105	-0.003	-0.007	0.012
PA-45	0.007				106	-0.003	-0.006	0.011
PA-46	0.004				107	-0.005	-0.006	0.010
PA-47	0.009				108	-0.005	-0.006	0.009
PA-48	0.009				109	-0.005	-0.005	0.008
PA-49	-0.026				11	0.007	0.007	0.014
PA-54	0.002				110	-0.004	-0.005	0.007
PA-55	-0.007				111	-0.003	-0.003	0.006
PA-57	0.011				112	-0.004	-0.003	0.006
PA-58	-0.016				113	-0.004	-0.004	0.005
PA-59	0.022				114	-0.005	-0.002	0.005
PA-60	-0.006				115	-0.004	-0.002	0.005
PA-61	-0.014				116	-0.004	-0.002	0.004
residuals INS observations in [deg]					117	-0.003	-0.001	0.004
photo ID	omega	phi	kappa		118	-0.002	-0.001	0.004
1	0.008	0.007	0.014		119	-0.001	-0.001	0.003
10	0.006	0.007	0.014		12	0.009	0.009	0.014
100	-0.002	-0.004	0.010		120	-0.001	-0.002	0.002
101	-0.004	-0.003	0.011		121	-0.004	-0.002	0.002
102	-0.003	-0.006	0.011		122	-0.002	-0.003	0.001
103	-0.002	-0.006	0.012		123	0.000	-0.002	0.001
104	-0.003	-0.007	0.012		124	-0.001	-0.002	0.001

				Estudio Informativo Línea Ferroviaria de Alta Velocidad Madrid – Extremadura. Tramo: Madrid - Oropesa				
125	-0.002	-0.002	0.001		144	-0.007	-0.006	0.012
126	-0.002	-0.003	0.002		145	-0.006	-0.003	0.010
127	-0.001	-0.004	0.001		146	-0.007	-0.005	0.012
128	-0.002	-0.003	0.001		147	-0.006	-0.005	0.012
129	-0.013	-0.000	0.014		148	-0.007	-0.005	0.012
13	0.007	0.008	0.014		149	-0.008	-0.006	0.013
130	-0.009	-0.004	0.013		15	0.007	0.008	0.013
131	-0.010	-0.006	0.013		150	-0.006	-0.006	0.013
132	-0.012	-0.005	0.013		151	-0.006	-0.009	0.011
133	-0.010	-0.004	0.013		152	-0.005	-0.005	0.009
134	-0.008	-0.006	0.012		153	-0.005	-0.006	0.008
135	-0.008	-0.004	0.012		154	-0.004	-0.005	0.005
136	-0.007	-0.003	0.011		155	-0.006	-0.006	0.004
137	-0.007	-0.006	0.012		156	-0.007	-0.006	0.005
138	-0.008	-0.006	0.013		157	-0.007	-0.006	0.006
139	-0.007	-0.005	0.012		158	-0.008	-0.006	0.005
14	0.009	0.009	0.013		159	-0.009	-0.004	0.005
140	-0.008	-0.005	0.011		16	0.007	0.008	0.013
141	-0.007	-0.005	0.011		160	-0.007	-0.007	0.005
142	-0.008	-0.005	0.012		161	-0.008	-0.004	0.005
143	-0.008	-0.006	0.013		162	-0.009	-0.003	0.005

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163	-0.008	-0.002	0.003		196	0.006	0.007	-0.004
164	-0.009	-0.002	0.004		197	0.008	0.007	-0.005
165	-0.009	-0.001	0.004		198	0.008	0.006	-0.004
166	-0.010	-0.002	0.003		199	0.006	0.005	-0.005
167	-0.012	-0.003	0.004		2	0.010	0.007	0.015
168	-0.012	-0.000	0.005		20	0.006	0.006	0.015
169	-0.013	-0.000	0.005		200	0.009	0.004	-0.005
17	0.007	0.008	0.013		201	0.006	0.004	-0.006
170	-0.012	-0.001	0.006		202	0.005	0.005	-0.006
171	-0.014	-0.002	0.004		203	0.004	0.006	-0.008
172	-0.015	-0.001	0.003		204	0.005	0.007	-0.007
173	-0.014	-0.000	0.003		205	0.003	0.006	-0.007
174	-0.017	0.001	0.002		206	0.004	0.006	-0.007
18	0.008	0.007	0.013		207	0.005	0.006	-0.007
189	0.008	0.008	0.000		208	0.005	0.002	-0.007
19	0.007	0.006	0.014		209	-0.004	-0.005	-0.002
190	0.009	0.009	-0.000		21	0.006	0.006	0.014
191	0.009	0.009	-0.001		210	-0.002	-0.005	-0.002
192	0.010	0.006	-0.001		211	-0.002	-0.005	-0.002
193	0.009	0.007	-0.002		212	-0.003	-0.006	-0.002
194	0.008	0.009	-0.003		213	-0.003	-0.005	-0.002
195	0.008	0.010	-0.004		214	-0.004	-0.006	-0.003

				Estudio Informativo Línea Ferroviaria de Alta Velocidad Madrid – Extremadura. Tramo: Madrid - Oropesa			
215	-0.004	-0.005	-0.004	234	0.009	0.003	-0.006
216	-0.005	-0.006	-0.004	235	0.008	0.003	-0.006
217	-0.005	-0.006	-0.005	236	0.006	0.004	-0.005
218	-0.006	-0.006	-0.006	237	0.009	0.005	-0.004
219	-0.005	-0.008	-0.005	238	0.007	0.006	-0.005
22	0.006	0.007	0.014	239	0.008	0.005	-0.004
220	-0.006	-0.005	-0.007	24	0.007	0.005	0.016
221	0.005	0.005	-0.001	240	0.005	0.006	-0.005
222	0.005	0.005	-0.001	241	0.005	0.007	-0.004
223	0.004	0.004	-0.002	242	0.003	0.007	-0.005
224	0.002	0.002	-0.003	243	0.003	0.005	-0.009
225	0.006	0.005	-0.003	244	0.002	0.004	-0.010
226	0.005	0.002	-0.004	245	0.004	0.003	-0.010
227	0.003	0.006	-0.005	246	0.004	0.003	-0.008
228	0.005	0.003	-0.007	247	0.005	0.004	-0.007
229	0.004	0.003	-0.008	248	0.004	0.005	-0.008
23	0.005	0.007	0.015	249	0.005	0.003	-0.007
230	0.006	0.005	-0.009	25	0.005	0.006	0.014
231	0.007	0.003	-0.009	250	0.005	0.006	-0.006
232	0.006	0.003	-0.009	251	0.003	0.004	-0.006
233	0.009	0.002	-0.008	252	0.004	0.004	-0.007

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253	0.005	0.003	-0.007		41	0.005	0.005	0.013
254	0.003	0.003	-0.006		42	0.002	0.004	0.013
255	0.004	0.002	-0.006		43	0.002	0.005	0.014
256	0.006	0.001	-0.005		44	0.003	0.006	0.014
257	0.002	0.002	-0.005		45	0.002	0.006	0.014
26	0.006	0.007	0.015		46	0.004	0.004	0.013
27	0.006	0.006	0.015		47	0.005	0.006	0.011
28	0.007	0.008	0.016		48	0.004	0.005	0.010
29	0.008	0.007	0.016		49	0.004	0.003	0.010
3	0.009	0.006	0.015		5	0.008	0.007	0.013
30	0.009	0.009	0.015		50	0.003	0.002	0.009
31	0.006	0.010	0.013		51	0.002	0.003	0.007
32	0.006	0.006	0.013		52	0.002	0.004	0.009
33	0.004	0.006	0.015		53	0.001	0.006	0.009
34	0.005	0.006	0.014		54	0.002	0.006	0.010
35	0.003	0.007	0.013		55	0.002	0.006	0.010
36	0.003	0.004	0.014		56	0.001	0.007	0.011
37	0.003	0.005	0.015		57	-0.001	0.006	0.011
38	0.004	0.006	0.013		58	0.002	0.007	0.010
39	0.004	0.007	0.013		59	0.002	0.006	0.009
4	0.008	0.007	0.014		6	0.007	0.008	0.014
40	0.004	0.006	0.013		60	0.004	0.007	0.009

				Estudio Informativo Línea Ferroviaria de Alta Velocidad Madrid – Extremadura. Tramo: Madrid - Oropesa			
61	0.004	0.006	0.009	80	-0.006	-0.007	0.017
62	0.004	0.005	0.008	81	-0.006	-0.006	0.017
63	0.003	0.005	0.007	82	-0.006	-0.006	0.016
64	0.002	0.004	0.007	83	-0.006	-0.006	0.015
65	-0.006	-0.006	0.021	84	-0.005	-0.006	0.016
66	-0.008	-0.007	0.021	85	-0.007	-0.005	0.015
67	-0.006	-0.007	0.021	86	-0.007	-0.006	0.015
68	-0.006	-0.005	0.021	87	-0.006	-0.006	0.016
69	-0.008	-0.005	0.021	88	-0.008	-0.006	0.016
7	0.009	0.008	0.014	89	-0.010	-0.006	0.015
70	-0.006	-0.003	0.021	9	0.007	0.009	0.013
71	-0.007	-0.006	0.021	90	-0.009	-0.007	0.015
72	-0.006	-0.005	0.020	91	-0.011	-0.009	0.015
73	-0.007	-0.004	0.019	92	-0.008	-0.007	0.015
74	-0.006	-0.004	0.017	93	-0.009	-0.008	0.014
75	-0.006	-0.004	0.017	94	-0.007	-0.007	0.013
76	-0.005	-0.005	0.016	95	-0.007	-0.006	0.013
77	-0.005	-0.008	0.017	96	-0.006	-0.004	0.011
78	-0.006	-0.008	0.018	97	-0.004	-0.006	0.011
79	-0.005	-0.008	0.018	98	-0.006	-0.004	0.012
8	0.007	0.008	0.013	99	-0.005	-0.003	0.011

**Estudio Informativo  
Línea Ferroviaria de Alta Velocidad Madrid – Extremadura. Tramo: Madrid - Oropesa**

residuals GPS observations in [meter]				18	0.001	0.109	0.018
photo ID	rx	ry	rz	19	0.014	-0.035	-0.014
GPS drift parameter for profile 1				20	-0.002	-0.083	0.072
constant part in [meter] X -0.043 Y 0.103 Z -0.633				21	-0.068	0.016	0.053
linear part in [meter] X -0.000 Y 0.001 Z 0.008				22	-0.137	0.003	0.003
1	-0.008	-0.000	0.030	23	-0.122	-0.034	-0.003
2	0.030	0.009	-0.061	24	0.033	0.071	-0.010
3	-0.008	-0.002	-0.065	25	-0.024	0.003	-0.035
4	0.053	-0.073	-0.024	26	-0.010	0.057	-0.022
5	-0.011	0.027	-0.067	27	0.044	-0.029	0.015
6	-0.035	-0.002	-0.034	28	-0.033	0.011	-0.051
7	-0.029	0.028	-0.073	29	0.074	-0.030	0.018
8	-0.062	-0.039	0.012	30	-0.019	0.076	-0.090
9	-0.051	0.007	-0.043	31	-0.089	0.004	-0.064
10	0.082	-0.010	-0.030	32	0.125	0.019	0.011
11	0.062	0.009	0.003	33	0.076	0.030	0.075
12	0.003	0.120	0.024	34	-0.050	0.030	0.028
13	0.113	-0.075	0.064	35	-0.088	-0.073	0.015
14	-0.046	0.018	0.024	36	0.150	-0.012	0.012
15	0.023	-0.020	0.066	37	0.033	-0.046	-0.011
16	0.001	-0.018	0.064	38	0.012	-0.020	0.075
17	0.018	-0.057	0.100	39	-0.003	0.047	-0.001

Estudio Informativo Línea Ferroviaria de Alta Velocidad Madrid – Extremadura. Tramo: Madrid - Oropesa							
40	-0.056	0.012	0.040		61	-0.026	
41	0.025	0.084	0.018		62	0.028	
42	0.044	0.006	0.034		63	-0.024	
43	0.049	-0.042	0.055		64	0.007	
44	-0.024	0.017	0.048	GPS drift parameter for profile 2			
45	0.024	-0.020	0.052	constant part in [meter]			
46	0.038	-0.023	0.014	linear	part in [meter]	X	-0.010
47	-0.081	0.043	-0.001			Y	0.199
48	-0.070	-0.017	-0.032			Z	-0.102
49	0.022	-0.023	0.001				
50	0.030	-0.076	-0.054				
51	-0.049	-0.053	-0.074				
52	-0.026	0.043	-0.034				
53	-0.030	-0.029	-0.070				
54	-0.017	0.070	-0.085				
55	0.010	-0.015	-0.058				
56	-0.022	0.017	-0.061				
57	0.106	-0.143	0.009				
58	-0.001	-0.017	0.014				
59	0.054	-0.058	0.002				
60	-0.060	-0.013	0.030				
				93	0.059	-0.060	-0.024

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**Línea Ferroviaria de Alta Velocidad Madrid – Extremadura. Tramo: Madrid - Oropesa**

107	-0.089	-0.006	-0.010	118	-0.026	0.021	0.032
92	-0.054	0.019	0.065	81	-0.017	0.035	0.023
108	-0.039	-0.018	-0.003	119	-0.066	0.040	0.029
91	0.029	-0.031	0.039	80	0.000	0.010	0.003
109	-0.008	-0.029	0.036	120	0.047	0.023	0.030
90	0.004	0.018	0.028	79	-0.006	0.035	-0.009
110	-0.009	-0.018	0.008	121	-0.002	-0.079	-0.017
89	-0.030	-0.068	0.008	78	0.031	-0.024	-0.062
111	-0.070	0.116	0.046	122	0.085	0.003	-0.027
88	-0.010	0.050	-0.028	77	0.088	0.023	-0.012
112	-0.027	-0.014	0.002	123	0.023	0.013	0.002
87	-0.027	0.032	-0.018	76	-0.023	0.018	-0.099
113	0.084	0.004	-0.013	124	0.009	-0.062	0.047
86	0.031	-0.039	0.007	75	-0.012	0.023	-0.108
114	0.009	-0.070	0.008	125	0.030	-0.014	0.053
85	-0.039	-0.017	0.010	74	0.031	0.082	-0.101
115	0.015	-0.017	0.006	126	0.015	-0.064	0.053
84	0.023	-0.003	0.026	73	-0.016	0.024	-0.092
116	0.064	-0.062	0.000	127	0.026	0.048	0.101
83	0.022	-0.019	0.046	72	0.059	0.094	-0.004
117	-0.070	-0.014	0.057	128	-0.093	-0.040	0.093
82	0.020	0.022	0.013	71	0.083	0.012	-0.085

							Estudio Informativo Línea Ferroviaria de Alta Velocidad Madrid – Extremadura. Tramo: Madrid - Oropesa			
70	-0.130	0.126	-0.051				141	-0.028	0.068	-0.060
69	-0.051	-0.147	-0.030				142	-0.027	0.038	-0.103
68	-0.063	0.030	0.026				143	0.037	0.025	-0.016
67	0.039	0.033	0.035				144	0.101	0.036	-0.058
66	0.037	-0.102	0.010				145	-0.033	0.113	-0.094
65	-0.034	-0.037	0.024				146	0.030	0.029	-0.059
GPS drift parameter for profile 3							147	0.028	0.024	0.046
constant part in [meter] X -0.063 Y 0.285 Z 0.184							148	-0.039	0.009	0.074
linear part in [meter] X 0.001 Y -0.001 Z -0.004							149	-0.050	-0.076	0.047
129	-0.135	-0.073	0.039				150	-0.085	-0.015	0.062
130	0.025	0.043	0.059				151	0.056	-0.064	0.028
131	0.147	-0.001	0.023				152	-0.120	-0.054	0.056
132	0.032	-0.105	-0.043				153	-0.061	-0.132	0.131
133	-0.039	-0.091	-0.014				154	-0.001	-0.013	0.063
134	0.108	0.055	-0.028				155	0.055	-0.044	0.044
135	-0.084	-0.024	0.068				156	0.010	-0.024	0.031
136	-0.039	0.039	0.004				157	0.045	0.023	-0.016
137	0.092	0.047	-0.017				158	0.017	0.018	-0.081
138	-0.004	0.027	-0.030				159	-0.096	-0.059	-0.080
139	-0.041	0.038	0.005				160	0.132	0.049	-0.042
140	-0.037	0.001	-0.024				161	-0.020	0.036	-0.007

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**Línea Ferroviaria de Alta Velocidad Madrid – Extremadura. Tramo: Madrid - Oropesa**

162	0.022	0.053	-0.009		192	0.108	0.078	0.032			
GPS drift parameter for profile 4					193	0.042	-0.041	0.020			
constant part in [meter]	X	0.013	Y	0.445	Z	0.189					
linear part in [meter]	X	0.002	Y	0.037	Z	0.005					
163	-0.064	0.038	-0.054		196	0.027	-0.041	-0.018			
164	0.032	-0.003	-0.013		197	0.004	-0.006	0.016			
165	0.011	-0.011	0.012		198	0.020	0.078	-0.010			
166	0.030	-0.003	0.035		199	-0.010	-0.074	0.000			
167	0.067	-0.054	0.006		200	0.062	0.107	0.003			
168	-0.037	0.011	0.030		201	0.021	0.016	-0.052			
169	-0.043	-0.009	0.037		202	0.034	-0.016	-0.039			
170	-0.030	0.059	-0.014		203	-0.005	-0.036	-0.054			
171	0.046	-0.047	-0.029		204	0.033	0.017	0.030			
172	-0.011	-0.012	0.035		205	0.027	-0.059	-0.033			
173	0.014	0.021	-0.005		206	-0.016	-0.054	0.029			
174	-0.016	0.010	-0.041		207	-0.057	0.018	0.058			
GPS drift parameter for profile 5					208	-0.045	0.040	0.025			
constant part in [meter]	X	0.133	Y	-0.035	Z	0.264	GPS drift parameter for profile 6				
linear part in [meter]	X	-0.010	Y	0.014	Z	-0.001	constant part in [meter]	X			
189	-0.020	-0.015	-0.001				0.077	Y	0.029	Z	0.457
190	-0.025	-0.037	-0.009		linear part in [meter]	X	-0.009	Y	0.020	Z	-0.004
191	-0.079	-0.011	0.054		209	-0.052	-0.046	-0.003			
210	0.015	0.012	-0.093								

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211	0.017	0.023	-0.007		229	-0.025	-0.052	-0.001
212	0.030	0.004	0.055		230	-0.140	0.056	-0.032
213	-0.007	0.003	0.046		231	-0.053	-0.068	-0.065
214	0.030	0.004	0.019		232	-0.093	-0.042	-0.026
215	0.009	-0.019	0.004		233	0.000	-0.007	-0.045
216	-0.010	0.043	0.022		234	-0.038	0.007	0.015
217	-0.023	0.019	0.012		235	-0.062	-0.095	-0.043
218	-0.061	-0.020	0.031		236	0.033	-0.085	0.017
219	0.084	0.005	-0.062		237	-0.000	0.022	-0.067
220	-0.033	-0.029	-0.026		238	-0.007	-0.019	-0.030
GPS drift parameter for profile 7					239	0.066	0.018	0.035
constant part in [meter] X 0.205 Y 0.018 Z 0.474					240	0.050	-0.007	-0.015
linear part in [meter] X -0.001 Y -0.004 Z 0.004					241	-0.013	-0.008	0.050
221	0.031	0.020	0.033		242	-0.054	0.034	-0.007
222	0.016	-0.012	0.036		243	-0.003	-0.073	0.006
223	0.041	-0.014	0.005		244	0.003	-0.032	-0.042
224	0.194	-0.051	0.066		245	-0.027	0.061	-0.042
225	-0.069	0.193	0.061		246	-0.016	0.013	-0.026
226	0.188	0.085	-0.047		247	-0.025	0.021	0.020
227	-0.081	-0.037	0.049		248	-0.094	-0.089	0.016
228	0.001	0.041	-0.031		249	0.041	0.077	-0.000

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250	-0.098	0.030	0.001	101	325595.905	4420635.388	4226.626	-0.1355	0.3110	-172.7317			
251	0.039	-0.118	0.038	102	324399.218	4420486.842	4225.459	-0.1480	0.3121	-172.7337			
252	-0.051	-0.016	0.062	103	323197.435	4420346.609	4224.968	-0.2258	0.2992	-172.7979			
253	0.011	0.043	0.000	104	321991.810	4420191.043	4224.371	-0.1649	0.2997	-172.8152			
254	-0.005	-0.070	-0.022	105	320792.826	4420042.269	4225.021	-0.2015	0.2930	-172.6489			
255	0.025	-0.019	-0.001	106	319591.746	4419894.342	4224.327	-0.1762	0.3082	-172.7390			
256	0.090	0.097	-0.005	107	318392.038	4419743.282	4225.224	-0.2716	0.2818	-172.7603			
257	0.129	0.094	0.038	108	317192.672	4419599.957	4225.364	-0.1608	0.3106	-172.7843			
mean standard deviations of terrain points				109	315992.513	4419455.800	4225.880	-0.1914	0.3021	-172.6775			
x	0.023 [meter]			11	304773.545	4421426.826	4235.089	0.1581	-0.2871	7.3341			
y	0.028 [meter]			110	314786.891	4419309.073	4226.806	-0.1910	0.2989	-172.7920			
z	0.064 [meter]			111	313583.198	4419169.831	4226.854	-0.2145	0.2915	-172.7695			
max standard deviations of terrain points				112	312384.967	4419025.639	4225.492	-0.1663	0.3076	-172.7301			
x	0.066 [meter] at point	40001130		113	311186.009	4418875.136	4223.978	-0.1992	0.3065	-172.7176			
y	0.105 [meter] at point	30000911		114	309985.832	4418727.399	4223.872	-0.1731	0.3006	-172.7169			
z	0.310 [meter] at point	50000241		115	308779.180	4418574.653	4224.484	-0.1932	0.2836	-172.7336			
exterior orientation parameters (px, py, pz in [meter] omega,phi,kappa in [deg] )				116	307580.455	4418428.282	4226.024	-0.1645	0.3018	-172.6704			
rotations from terrain to photo (rotated axes)				117	306378.455	4418271.031	4226.092	-0.0172	0.0726	-172.8290			
photo ID	px	py	pz	omega	phi	kappa							
1	292773.215	4419939.666	4232.353	0.1341	-0.2795	7.4287							
10	303579.010	4421279.733	4234.778	0.1564	-0.2932	7.2452							
100	326799.834	4420795.448	4226.913	-0.1694	0.2899	-172.7367							
							120	302778.852	4417848.098	4225.965	-0.2267	0.2845	-172.8104

121	301580.881	4417688.688	4226.949	-0.2646	0.2627	-172.7878		140	377469.369	4423802.771	4347.932	0.1488	-0.3474	-5.3867
122	300374.854	4417549.248	4226.244	-0.2111	0.2883	-172.6836		141	378743.616	4423677.442	4349.442	0.1210	-0.3232	-5.3433
123	299174.095	4417408.738	4225.290	-0.1862	0.3045	-172.7575		142	380001.444	4423546.079	4350.327	0.1192	-0.3120	-5.3155
124	297973.346	4417255.688	4226.645	-0.2042	0.2910	-172.7611		143	381269.335	4423416.752	4348.977	0.1358	-0.3186	-5.3810
125	296773.556	4417092.930	4225.660	-0.1034	0.3065	-172.8178		144	382536.452	4423281.545	4349.324	0.1126	-0.3145	-5.3340
126	295578.539	4416951.769	4226.002	-0.1983	0.3081	-172.7879		145	383813.863	4423159.555	4352.209	0.0737	-0.3202	-5.3972
127	294366.714	4416807.294	4226.411	-0.1966	0.2738	-172.7099		146	385081.398	4423038.438	4350.212	0.1180	-0.3128	-5.4017
128	293170.674	4416670.596	4225.941	-0.2801	0.2818	-172.6071		147	386344.746	4422920.275	4351.835	0.0969	-0.3166	-5.3817
129	363502.907	4425166.949	4348.554	0.0989	-0.3194	-5.3656		148	387622.090	4422773.441	4352.120	0.0746	-0.3018	-5.2582
13	307178.904	4421731.986	4233.006	0.1592	-0.2911	7.3164		149	388884.736	4422643.352	4351.921	0.1372	-0.3124	-5.4326
130	364772.544	4425048.741	4350.123	0.1331	-0.3132	-5.3498		15	309578.533	4422031.704	4233.582	-0.0133	-0.1346	7.1451
131	366043.329	4424920.862	4347.703	0.0811	-0.3097	-5.3708		150	390152.997	4422516.058	4351.141	0.0888	-0.3156	-5.4186
132	367309.990	4424787.885	4348.398	0.1048	-0.3247	-5.2382		151	391428.810	4422404.662	4351.295	0.0865	-0.3185	-5.4664
133	368577.026	4424670.015	4349.226	0.1100	-0.3255	-5.3522		152	392692.193	4422274.645	4351.427	0.1284	-0.3381	-5.3864
134	369855.542	4424562.216	4349.561	-0.0174	0.2229	-5.5506		153	393968.164	4422146.189	4351.631	0.1469	-0.3276	-5.2943
135	371117.353	4424425.804	4350.918	0.1163	-0.3323	-5.3552		154	395230.052	4422028.685	4351.490	0.1000	-0.3242	-5.3822
136	372384.669	4424295.779	4349.330	0.1532	-0.3380	-5.3006		155	396502.978	4421907.572	4352.759	0.0798	-0.3174	-5.4547
137	373663.822	4424170.916	4349.014	0.1372	-0.3234	-5.3730		156	397767.937	4421769.734	4352.391	0.1643	-0.3315	-5.3587
138	374932.542	4424048.242	4350.710	0.1456	-0.3256	-5.3559		157	399037.701	4421650.621	4351.225	0.0995	-0.3310	-5.3530
139	376191.442	4423923.000	4351.455	0.1245	-0.3340	-5.3267		158	400304.031	4421531.885	4352.385	0.1371	-0.3184	-5.3439
14	308374.759	4421885.889	4233.561	0.1662	-0.2684	7.2529		159	401579.900	4421409.888	4352.532	0.1191	-0.3247	-5.3764

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16	310783.868	4422158.337	4234.680	0.2609	-0.0594	7.1840		192	426808.765	4427203.168	4357.971	-0.1936	0.2859	-169.4166
160	402849.083	4421288.975	4352.637	0.1174	-0.3347	-5.3669		193	425554.511	4426978.760	4356.919	-0.1305	0.2935	-169.3311
161	404116.301	4421153.173	4353.273	0.1130	-0.3165	-5.3845		194	424301.573	4426747.552	4355.953	-0.2632	0.2755	-169.2798
162	405386.344	4421018.974	4352.258	0.0992	-0.3199	-5.3526		195	423048.459	4426519.544	4355.685	-0.1893	0.2933	-169.3503
163	401700.249	4422760.651	4362.499	0.4001	-0.3730	-32.8201		196	421789.010	4426290.315	4356.467	-0.2964	0.2477	-169.3577
164	402760.217	4422057.816	4363.350	-0.1132	-0.3036	-32.7762		197	420528.618	4426056.648	4355.705	-0.1792	0.2781	-169.3620
165	403834.746	4421361.328	4365.012	-0.0283	-0.3506	-32.7729		198	419280.873	4425828.524	4356.640	-0.1791	0.2844	-169.3565
166	404901.065	4420669.289	4361.333	-0.0609	-0.3457	-32.7088		199	418027.019	4425604.370	4358.343	-0.2263	0.2606	-169.3846
167	405972.258	4419971.360	4365.632	0.0324	-0.3848	-32.6330		2	293965.554	4420096.985	4233.391	0.2985	-0.2759	7.2435
168	407036.137	4419266.082	4362.209	-0.1126	-0.2798	-32.5434		20	315587.289	4422741.895	4233.448	0.1846	-0.2880	7.2480
169	408103.726	4418580.077	4356.633	-0.0848	-0.3159	-32.7802		200	416774.710	4425379.438	4354.213	-0.2170	0.2904	-169.2007
17	311980.957	4422292.070	4235.052	0.1809	-0.2934	7.3498		201	415521.615	4425141.799	4354.246	-0.2146	0.2603	-169.3517
170	409176.524	4417887.268	4361.305	-0.0785	-0.3119	-32.8087		202	414263.948	4424905.581	4354.526	-0.1655	0.2856	-169.3371
171	410248.935	4417189.383	4368.608	-0.0152	-0.3060	-32.7141		203	413014.570	4424678.130	4354.865	-0.2199	0.2697	-169.3192
172	411311.615	4416494.336	4364.710	-0.0241	-0.3621	-32.6890		204	411755.451	4424460.027	4354.123	-0.2316	0.2632	-169.2947
173	412386.585	4415800.968	4374.269	-0.0754	-0.2730	-32.8197		205	410503.283	4424219.591	4353.673	-0.1953	0.2811	-169.3911
174	413450.617	4415107.217	4366.655	-0.0206	-0.3652	-32.8058		206	409249.668	4423994.752	4353.333	-0.2115	0.2711	-169.3831
18	313181.974	4422452.492	4233.929	0.1713	-0.2858	7.2439		207	407990.022	4423780.782	4354.778	-0.1775	0.2830	-169.2773
189	430572.196	4427893.066	4356.544	-0.1416	0.2926	-169.3625		208	406732.807	4423541.124	4352.612	-0.1529	0.2930	-169.4135
19	314385.350	4422596.317	4233.912	0.2766	-0.2903	7.3232		209	416195.468	4428533.386	4357.730	0.1178	-0.2701	10.6671
190	429316.927	4427662.883	4356.394	-0.2275	0.2701	-169.4036		21	316786.720	4422886.273	4234.241	0.2319	-0.2819	7.1933
191	428063.335	4427428.543	4357.537	0.2983	-0.0348	-169.3063		210	417446.069	4428765.392	4355.967	0.2670	-0.2372	10.6355

211	418706.834	4429007.720	4356.918	0.2096	-0.2565	10.5711		230	398104.355	4425166.686	4347.398	-0.0786	0.3182	174.6790
212	419956.542	4429232.942	4358.287	0.1567	-0.2798	10.6809		231	396842.017	4425301.895	4347.347	-0.1087	0.3325	174.7134
213	421204.510	4429474.732	4355.995	1.1478	-1.1530	10.5584		232	395570.903	4425416.253	4346.583	-0.1275	0.3370	174.6390
214	422468.751	4429697.321	4356.199	0.1825	-0.2690	10.7094		233	394297.267	4425551.828	4346.044	-0.0959	0.3232	174.6279
215	423719.880	4429936.192	4354.911	0.2030	-0.2821	10.6721		234	393028.423	4425670.222	4344.717	-0.1517	0.3352	174.5966
216	424968.510	4430166.085	4353.740	-0.1457	0.3725	10.6501		235	391759.626	4425801.571	4345.165	-0.2007	0.3278	174.6765
217	426224.114	4430383.893	4356.871	0.2283	-0.2690	10.5802		236	390493.918	4425911.384	4346.323	-0.1368	0.3145	174.6325
218	427482.452	4430602.580	4356.490	0.0240	-0.5163	10.7555		237	389222.668	4426057.689	4345.226	-0.5141	-0.1982	174.6366
219	428739.446	4430842.348	4355.359	0.1478	-0.2873	10.6293		238	387958.203	4426189.028	4342.979	-0.1051	0.3507	174.6190
22	317985.928	4423025.576	4234.356	-0.2272	-0.7127	7.4193		239	386689.519	4426317.477	4346.502	-0.0865	0.3268	174.7457
220	429997.482	4431062.677	4355.707	0.2202	-0.2689	10.5840		24	320387.850	4423333.776	4233.849	0.1817	-0.2924	7.3053
221	409529.628	4424040.694	4347.176	-0.3772	-0.0527	174.6671		240	385416.650	4426426.539	4344.441	-0.0498	0.3201	174.6338
222	408259.316	4424169.550	4347.697	-0.1184	0.3273	174.6858		241	384148.940	4426552.682	4343.573	-0.4631	-0.0011	174.8640
223	406991.012	4424299.242	4347.131	-0.0763	0.3259	174.6945		242	382876.285	4426670.691	4347.092	0.3500	-0.2504	174.5462
224	405723.544	4424414.194	4348.464	-0.1105	0.3070	174.7071		243	381605.713	4426810.296	4346.485	-0.0158	0.3253	174.7280
225	404450.287	4424542.856	4347.884	-0.1115	0.3303	174.6756		244	380343.635	4426931.647	4345.075	-0.0275	0.3362	174.6714
226	403186.269	4424660.665	4347.903	-0.0578	0.2957	174.7108		245	379073.540	4427067.755	4345.807	-0.1925	0.3288	174.6495
227	401913.817	4424785.145	4346.258	-0.0375	0.3191	174.6756		246	377804.000	4427186.248	4346.306	-0.1571	0.3058	174.6712
228	400646.224	4424916.117	4346.611	-0.3200	0.0241	174.6509		247	376535.957	4427306.922	4347.933	-0.1016	0.3104	174.7136
229	399379.551	4425042.030	4348.131	-0.0756	0.3292	174.7213		248	375261.695	4427420.541	4346.070	-0.0869	0.3303	174.6905
23	319191.027	4423184.573	4233.838	0.1822	-0.2909	7.2291		249	373994.531	4427546.666	4344.065	-0.0992	0.3168	174.7074

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25	321593.527	4423488.033	4233.918	0.2158	-0.2889	7.2513										38	337203.176	4425405.989	4233.922	0.1905	-0.2973	7.3651
250	372725.445	4427677.092	4343.912	-0.0587	0.3198	174.6993										39	338400.602	4425557.849	4233.904	0.1989	-0.2980	7.2542
251	371454.026	4427807.489	4343.113	-0.0791	0.3367	174.6496										4	296375.463	4420388.738	4234.483	0.6905	0.4872	7.1222
252	370186.993	4427930.384	4342.047	-0.1053	0.3258	174.6915										40	339597.985	4425702.157	4235.091	0.2178	-0.2880	7.2999
253	368914.359	4428045.736	4346.919	-0.0982	0.3130	174.7134										41	340804.836	4425849.573	4235.444	0.1488	-0.2754	7.2564
254	367648.359	4428158.991	4345.146	-0.1206	0.3011	174.6149										42	342001.705	4426007.595	4235.085	-0.0119	-0.0044	7.0670
255	366378.880	4428309.753	4344.999	1.3914	-1.7944	174.8002										43	343210.060	4426141.815	4236.520	0.1969	-0.2781	7.2433
256	365112.086	4428432.031	4343.588	-0.0268	0.3557	174.6446										44	344406.648	4426283.130	4236.272	0.1206	-0.2966	7.2326
257	363843.614	4428576.007	4340.484	-10.6502	3.3167	174.8633										45	345609.927	4426429.675	4235.790	0.2094	-0.2801	7.2082
26	322787.192	4423634.749	4233.539	0.1470	-0.2936	7.2992										46	346808.576	4426575.698	4236.561	0.2055	-0.2859	7.3505
27	323990.050	4423778.433	4233.976	0.1855	-0.2931	7.1843										47	348010.783	4426735.125	4235.951	0.0762	-0.1333	7.3480
28	325192.867	4423929.833	4234.012	0.1925	-0.2996	7.2113										48	349205.382	4426883.692	4235.833	0.2007	-0.2827	7.2184
29	326392.917	4424082.001	4233.895	0.1657	-0.3043	7.3008										49	350408.245	4427022.300	4235.810	0.2090	-0.2786	7.2754
3	295169.528	4420244.424	4233.765	0.1747	-0.2809	7.2590										5	297568.348	4420542.545	4233.901	0.1757	-0.3007	7.1887
30	327593.361	4424244.196	4233.718	0.3722	-0.5647	7.1463										50	351612.887	4427167.247	4235.693	0.1660	-0.2925	7.2646
31	328793.135	4424373.960	4233.348	0.2119	-0.3113	7.2531										51	352810.047	4427316.882	4235.190	0.1961	-0.2883	7.2890
32	330000.075	4424500.160	4234.636	0.5287	0.1527	7.3212										52	354018.841	4427465.162	4235.271	0.1702	-0.2854	7.3498
33	331202.862	4424646.702	4234.419	0.1079	-0.3099	7.3277										53	355217.221	4427620.044	4235.555	0.1782	-0.2885	7.2850
34	332404.569	4424800.003	4234.944	0.1694	-0.2911	7.3022										54	356417.076	4427776.263	4236.055	0.2387	-0.2918	7.1860
35	333593.022	4424965.544	4234.161	1.8849	-1.9207	7.0617										55	357615.756	4427919.317	4235.825	0.2021	-0.2918	7.2968
36	334805.683	4425100.788	4234.247	0.1811	-0.1767	7.3455										56	358816.501	4428050.427	4236.201	0.0837	-0.2906	7.2212
37	336004.252	4425251.061	4233.243	0.1777	-0.3024	7.2644										57	360016.373	4428188.603	4236.784	0.3826	-0.1616	7.3854

58	361218.053	4428344.520	4236.797	0.2173	-0.3047	7.2534		77	354417.268	4424180.434	4226.942	-0.2108	0.2791	-172.7891
59	362420.102	4428500.481	4236.820	0.1691	-0.3044	7.2361		78	353220.452	4424038.798	4226.194	-0.2084	0.2937	-172.6947
6	298770.472	4420689.070	4234.739	0.1701	-0.2911	7.2365		79	352019.603	4423888.700	4225.371	-0.1889	0.2878	-172.7392
60	363624.520	4428655.763	4237.109	0.1781	-0.3016	7.2204		8	301178.226	4420998.646	4234.221	0.1133	-0.2902	7.2675
61	364818.798	4428793.537	4237.091	0.2144	-0.2911	7.2493		80	350815.118	4423740.225	4225.080	-0.1858	0.3000	-172.7509
62	366027.619	4428933.287	4237.349	0.2232	-0.2919	7.1568		81	349610.997	4423592.734	4225.040	-0.1709	0.2936	-172.6817
63	367225.551	4429085.977	4237.345	0.1799	-0.3115	7.2798		82	348413.200	4423449.903	4223.416	-0.2655	0.2766	-172.5861
64	368426.507	4429245.604	4237.228	0.1706	-0.3018	7.2622		83	347210.017	4423301.560	4226.899	-0.1965	0.2565	-172.7617
65	368831.390	4425951.312	4227.444	-0.2481	0.4075	-172.7868		84	346015.000	4423153.000	4226.311	-0.1975	0.3062	-172.7363
66	367630.578	4425810.216	4227.652	-0.1781	0.3087	-172.7585		85	344808.661	4422982.146	4224.835	-0.0807	0.0908	-172.8526
67	366429.183	4425660.636	4226.564	-0.3199	0.3117	-172.6464		86	343612.391	4422849.226	4225.506	-0.2770	0.2729	-172.7099
68	365220.619	4425520.837	4227.667	-0.2565	0.2807	-172.5613		87	342407.857	4422708.982	4225.659	-0.1819	0.2996	-172.6510
69	364026.103	4425368.693	4227.440	-0.1771	0.2932	-172.7539		88	341210.579	4422560.569	4225.030	-0.0867	0.3148	-172.6771
7	299972.759	4420851.506	4234.464	0.2627	-0.2457	7.2071		89	340001.630	4422410.357	4224.891	-0.2485	0.2853	-172.7814
70	362823.904	4425219.951	4226.210	-0.1728	0.2961	-172.7420		9	302376.911	4421134.709	4234.721	0.2153	-0.2864	7.1988
71	361622.141	4425072.740	4227.021	-0.0787	0.3161	-172.6932		90	338802.621	4422278.674	4225.803	-0.3504	0.0328	-172.5349
72	360423.822	4424924.196	4227.152	-0.1793	0.2886	-172.6944		91	337606.130	4422116.756	4225.435	-0.1939	0.3026	-172.8127
73	359217.282	4424774.185	4225.636	-0.2414	0.2687	-172.5994		92	336407.296	4421974.754	4226.219	-0.2354	0.2834	-172.4036
74	358021.402	4424625.473	4225.168	-0.2176	0.2912	-172.7750		93	335205.021	4421819.551	4225.947	-0.2522	0.2891	-172.6732
75	356820.130	4424474.627	4225.811	-0.1480	0.2999	-172.7130		94	334002.455	4421667.120	4225.028	-0.2002	0.2729	-172.7354
76	355614.768	4424337.569	4226.836	-0.3423	-0.0515	-172.7710		95	332798.641	4421528.238	4223.654	-0.1709	0.2859	-172.7102

**Estudio Informativo**  
**Línea Ferroviaria de Alta Velocidad Madrid – Extremadura. Tramo: Madrid - Oropesa**

96 331601.988 4421392.142 4223.850 -0.1862 0.2909 -172.6215	Atmospheric correction	: ON
97 330394.169 4421236.123 4224.858 -0.1704 0.2985 -172.6575	Do not eliminate manual points	: OFF
98 329201.297 4421088.924 4226.002 -0.2072 0.2945 -172.7651	Do not eliminate GNSS	: ON
99 327997.183 4420942.038 4226.398 -0.2162 0.2982 -172.7791	Standard deviations (a-priori) :	
Start Post Processing: Mon Aug 19 10:58:07 2019		-----
=====	Ground control (planimetry) [m]	
Active Block : complete Block	Set	
Number of photos : 14	0 (=default)	: 0.050
Number of strips : 1	Ground control (height) [m]	
Photo scale : 1:48522	Set	
Mean terrain height [m] : 490	0 (=default)	: 0.148
Automatic blunder detection : OFF	Automatic image points [mm]	
Use all adjusted points in project file	Set	
as control (absolute mode) : OFF	0 (=default)	: 0.002
Control parameter for block adjustment :	Image points of ground control and manual measurements [mm]	: 0.002
-----	GNSS X Y Z [m]	: 0.100 0.100 0.100
Selfcalibration : OFF	INS omega phi kappa [deg]	: 0.008 0.008 0.008
GNSS-Mode : ON	Used Cameras in block:	
Drift-Mode : OFF	-----	
IMU-Mode : ON	1 Eagle	
IMU-Boresight : OFF	Distortion	: No correction
Earth's curvature correction : ON	List of observations with status deactivated	

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		sigma naught    0.7 micron (10:58:08)
hz control point	1073	found    148 points connecting 2 photos
ve control point	1073	found    277 points connecting 3 photos
Tie Point Generator		number of observations    2356
		number of unknowns    1359
created 46 observations for photo	175	redundancy    997
created 81 observations for photo	176	RMS automatic points in photo (number: 1110)
created 101 observations for photo	177	x    0.2 micron
created 96 observations for photo	178	y    0.5 micron
created 88 observations for photo	179	RMS control and manual points in photo (number: 17)
created 93 observations for photo	180	x    0.9 micron
created 92 observations for photo	181	y    0.9 micron
created 91 observations for photo	182	RMS control points with default standard deviation set (number: 6)
created 84 observations for photo	183	x    0.017 [meter]
created 71 observations for photo	184	y    0.026 [meter]
created 68 observations for photo	185	RMS control points with default standard deviation set (number: 6)
created 77 observations for photo	186	z    0.078 [meter]
created 82 observations for photo	187	RMS IMU observations (number: 14)
created 57 observations for photo	188	omega    0.001 [deg]
total of 1127 measurements in 14 photos are used for adjustment (total 14 photos)		phi    0.007 [deg]
sigma naught    2.1 micron (10:58:08)		kappa    0.007 [deg]

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**Estudio Informativo  
Línea Ferroviaria de Alta Velocidad Madrid – Extremadura. Tramo: Madrid - Oropesa**

RMS GNSS observations (number: 14)							mean standard deviations of rotations		
x	0.022 [meter]								omega 0.4 [deg/1000]
y	0.016 [meter]								phi 0.5 [deg/1000]
z	0.021 [meter]								kappa 0.4 [deg/1000]
sigma naught 0.7 micron (10:58:08)							max standard deviations of rotations		
standard deviations of exterior orientation parameters (px, py, pz in [meter] omega,phi,kappa in [deg/1000] )							omega	0.5 [deg/1000] at photo	184
photo ID	px	py	pz	omega	phi	kappa	phi	0.6 [deg/1000] at photo	188
175	0.030	0.029	0.020	0.42958	0.52285	0.49992	kappa	0.6 [deg/1000] at photo	188
176	0.028	0.026	0.017	0.40595	0.44170	0.36570	mean standard deviations of translations		
177	0.028	0.026	0.016	0.42114	0.44859	0.35349	x	0.029 [meter]	
178	0.028	0.026	0.016	0.42158	0.44695	0.39906	y	0.027 [meter]	
179	0.029	0.027	0.016	0.44245	0.46418	0.42819	z	0.017 [meter]	
180	0.029	0.027	0.016	0.44948	0.46003	0.39115	max standard deviations of translations		
181	0.029	0.027	0.016	0.44916	0.46347	0.39339	x	0.031 [meter] at photo	188
182	0.029	0.027	0.017	0.44887	0.45962	0.42440	y	0.029 [meter] at photo	188
183	0.030	0.028	0.017	0.45607	0.49079	0.45809	z	0.021 [meter] at photo	188
184	0.029	0.028	0.017	0.46742	0.48387	0.44240	residuals horizontal control points in [meter]		
185	0.030	0.028	0.017	0.45471	0.50807	0.44077	control point ID	rx	ry
186	0.029	0.027	0.017	0.44009	0.49467	0.43150	1064	-0.012	0.017
187	0.029	0.028	0.018	0.44965	0.48630	0.44000	1066	-0.006	-0.000
188	0.031	0.029	0.021	0.46254	0.55128	0.56756	1068	0.017	0.023
							1070	0.014	-0.055

				Estudio Informativo Línea Ferroviaria de Alta Velocidad Madrid – Extremadura. Tramo: Madrid - Oropesa			
1074	-0.015	0.012		184	0.001	-0.007	0.005
1077	0.027	0.009		185	0.002	-0.006	0.003
residuals vertical control points in [meter]				186	0.000	-0.005	0.002
control point ID	rz			187	-0.000	-0.005	0.002
1064	0.162			188	-0.002	-0.005	0.001
1066	0.011			residuals GNSS observations in [meter]			
1068	0.048			photo ID	rx	ry	rz
1070	0.046			175	-0.024	-0.005	0.034
1074	-0.067			176	0.010	0.003	-0.013
1077	0.036			177	0.000	0.028	-0.016
residuals IMU observations in [deg]				178	-0.002	0.019	0.008
photo ID	omega	phi	kappa	179	0.021	0.010	-0.006
175	-0.001	-0.007	0.007	180	-0.005	0.010	-0.023
176	-0.001	-0.008	0.008	181	0.005	-0.040	0.026
177	-0.002	-0.007	0.009	182	0.065	0.002	0.018
178	-0.002	-0.007	0.009	183	-0.015	0.004	0.003
179	-0.002	-0.007	0.009	184	0.032	-0.013	0.014
180	-0.000	-0.007	0.009	185	-0.007	0.007	-0.006
181	-0.000	-0.007	0.009	186	0.002	-0.012	0.026
182	0.002	-0.008	0.009	187	0.017	-0.005	0.047
183	0.001	-0.006	0.007	188	-0.002	0.016	-0.005

**Estudio Informativo  
Línea Ferroviaria de Alta Velocidad Madrid – Extremadura. Tramo: Madrid - Oropesa**

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max standard deviations of terrain points 186 437229.041 4422213.764 4369.793 -0.18310 0.94242 15.10687

x 0.066 [meter] at point 30000194 187 438459.461 4422537.605 4360.761 0.18340 -0.28085 15.20253

y 0.105 [meter] at point 30000363 188 439704.575 4422868.220 4350.937 0.16748 -0.30018 15.23623

z 0.158 [meter] at point 30000363 =====

mean standard deviations of terrain points Sigma naught : 0.7 [micron] = 0.1 [pixel in level 0]

x 0.031

y 0.046

z 0.102

exterior orientation parameters (px, py, pz in [meter] omega,phi,kappa in [deg] )

rotations from terrain to photo (rotated axes)

photo ID px py pz omega phi kappa

175 423681.246 4418592.510 4363.441 0.14339 -0.27357 15.25101

176 424905.444 4418921.994 4353.274 0.21724 -0.23906 15.35141

177 426149.540 4419244.460 4360.273 -0.13048 0.10286 15.24871

178 427376.416 4419572.551 4360.666 0.23432 -0.25488 15.18915

179 428605.394 4419905.030 4363.140 0.21200 -0.24516 15.18056

180 429839.900 4420229.777 4360.486 0.21871 -0.25199 15.16605

181 431073.810 4420572.751 4364.955 1.29620 -1.18766 15.16087

182 432302.473 4420891.983 4360.767 0.21066 -0.26349 15.26836

183 433539.332 4421216.640 4363.578 0.17163 -0.26427 15.25127

184 434765.414 4421557.074 4364.752 0.30335 -0.20603 15.18943

185 436000.633 4421891.176 4372.359 0.26527 -0.23784 15.32047



**13. APÉNDICE 7: RESTITUCIÓN. LISTADO DE CÓDIGOS**

Código	LISTADO DE CÓDIGOS DE RESTITUCIÓN			
	O	O	mpo	olo
10 1	curva directora	Nivel	-	
10 2	curva normal	Nivel	-	
10 3	curva depresión directora	Nivel	-	
10 4	curva depresión normal	Nivel	-	
10 5	cota curva	Texto	-	
10 6	punto acotado	Punto	-	
10 7	cota izquierda	Texto	-	
10 8	cabeza talud	Planim	-	
10 9	pie talud	Planim	-	

Código	Elemento	Tipo	Símbolo
		m	
110	escarpado	Planim	-
111	afloramiento rocas	Planim	-
112	escombrera	Planim	-
113	zanja	Planim	-
114	cueva	Planim	-
201	carretera	Planim	-
202	carretera abandonada	Planim	-
203	autovía/autopista	Planim	-
204	borde de asfalto	Planim	-
205	camino	Planim	-
206	acera	Planim	-
207	bordillo	Planim	-
208	guardarrail metálico	Planim	-
209	guardarrail obra	Planim	-
210	señalización horizontal	Planim	-
211	señalización vertical	Símbolo	2211
212	viales en construcción	Planim	-
250	ffcc	Planim	-

Código	Elemento	Tipo	Símbolo
251	ffcc abandonado	Planim	-
252	andén	Planim	-
253	poste catenaria	Símbolo	2253
254	cabeza balasto	Planim	-
255	pie balasto	Planim	-
256	raíles	Planim	-
257	armario	Planim	-
258	señalización horizontal	Planim	-
301	edificación	Planim	-
302	divisiones casa	Planim	-
303	edificio singular	Planim	-
304	caseta	Planim	-
305	nave	Planim	-
306	patio	Planim	-
307	porche/marquesina	Planim	-
308	ruinas	Planim	-
309	aparcamiento cubierto	Planim	-
310	cementerio	Planim	-
311	chimenea	Planim	-
312	depósito elevado, silo	Planim	-

Código	Elemento	Tipo	Símbolo
313	depósito nivel	Planim	-
314	edificio en construcción	Planim	-
315	elemento sin identificar	Planim	-
316	escalera	Planim	-
317	estructura en general	Planim	-
318	monumento	Planim	-
319	invernadero	Planim	-
320	transformador	Planim	-
321	instalaciones	Planim	-
341	alambrada o cerca metálica	Planim	-
342	muro, pared, tapia	Planim	-
343	muro de contención	Planim	-
344	muralla	Planim	-
351	obra de fábrica	Planim	-
352	puente de hormigón	Planim	-
353	puente metálico	Planim	-
354	paso inferior/superior	Planim	-
355	plataforma hormigón	Planim	-
356	boca de túnel	Planim	-
357	boca de metro	Planim	-

Código	Elemento	Tipo	Símbolo
358	azud	Planim	-
359	dique	Planim	-
360	pasarela	Planim	-
361	presa	Planim	-
362	gradas	Planim	-
363	líneas catastrales	Planim	-
401	aerogenerador	Símbolo	2401
402	antena	Símbolo	2402
403	conducción subterránea	Planim	-
404	conducción superficie	Planim	-
405	farola	Símbolo	2405
406	tubería en general	Planim	-
407	línea eléctrica	Planim	-
408	mojón	Símbolo	2408
409	poste	Símbolo	2409
410	poste teleférico/funicular	Planim	-
411	punto kilométrico	Símbolo	2411
412	punto kilométrico	Texto	-
413	registro	Planim	-

Código	Elemento	Tipo	Símbolo
414	registro circular	Símbolo	2414
415	registro cuadrado	Símbolo	2415
416	semáforo	Símbolo	2416
417	subestación eléctrica	Planim	-
418	sumidero	Planim	-
419	sumidero	Símbolo	2419
420	teleférico/funicular	Planim	-
421	torre metálica	Planim	-
422	torre metálica	Símbolo	2422
423	baliza	Planim	-
424	baliza	Símbolo	2424
425	barandilla	Planim	-
426	báscula	Planim	-
427	campo deportes	Planim	-
428	cartel informativo/publicitario	Planim	2428
429	mobiliario urbano	Planim	-
430	paso con barrera	Planim	2430
431	pórticos y banderolas	Planim	2431
432	kiosko	Planim	-

Código	Elemento	Tipo	Símbolo
433	banco	Planim	-
434	instalación fotovoltaica	Planim	-
501	parcela	Planim	-
502	división cultivo	Planim	-
503	masa árboles	Planim	-
504	árbol	Símbolo	2504
505	alcorque	Planim	-
506	palmera	Símbolo	2506
507	jardín	Planim	-
508	seto	Planim	-
509	cortafuegos	Planim	-
510	Er	Texto	-
511	Fr	Texto	-
512	H	Texto	-
513	J	Texto	-
514	Ma	Texto	-
515	Mb	Texto	-
516	Na	Texto	-
517	O	Texto	-
518	Pd	Texto	-

Código	Elemento	Tipo	Símbolo
519	Rpf	Texto	-
520	Tc	Texto	-
521	V	Texto	-
601	abrevadero	Planim	-
602	acequia de tierra	Planim	-
603	acequia obra	Planim	-
604	acueducto	Planim	-
605	balsa de obra/estanque	Planim	-
606	balsa de tierra/charca	Planim	-
607	canal de obra	Planim	-
608	canal de tierra	Planim	-
609	cuneta de obra	Planim	-
610	cuneta de tierra	Planim	-
611	depuradora	Planim	-
612	desagüe	Planim	-
613	embalse	Planim	-
614	fuente	Planim	-
615	lago	Planim	-
616	línea de costa	Planim	-
617	muelle-puerto-embarcadero	Planim	-

Código	Elemento	Tipo	Símbolo
618	piscina	Planim	-
619	piscina exterior	Planim	-
620	pozo	Planim	-
621	pozo	Símbolo	2621
622	rambla	Planim	-
623	río/arroyo	Planim	-
624	salinas	Planim	-
625	vaguada	Planim	-
701	límite autonómico	Planim	-
702	límite de municipio	Planim	-
703	límite nación	Planim	-
704	límite provincia	Planim	-
705	límite de zona	Planim	-
801	cuadrícula	Símbolo	2801
802	cuadrícula	Texto	-
803	punto de apoyo	Símbolo	2803
804	punto de apoyo	Texto	-
805	vértice geodésico	Símbolo	2805
806	vértice geodésico	Texto	-

Código	Elemento	Tipo	Símbolo
807	vértice red básica	Símbolo	2807
808	vértice red básica	Texto	-
901	hidrografía	Texto	-
902	callejero	Texto	-
903	caminos, cañadas	Texto	-
904	carreteras y ffcc	Texto	-
905	casas, cortijos	Texto	-
906	comunidad autónoma	Texto	-
907	parajes	Texto	-
908	provincia	Texto	-
909	término municipal	Texto	-
910	textos informativos	Texto	-
911	textos catastro	Texto	-