Quality Report

AK West Aleutians Islands IFSAR 2019 D19

USGS 15' Tiles

Cell 394



Tile Specific

DSM Data Delivery Quality Checklist DTM Data Delivery Quality Checklist ORI Data Delivery Quality Checklist

Cell Specific

Post-Edit Accuracy Report DEM Void Analysis

Project Specific

Overview of QMS Process Ground Control and Navigation Processing Methods for Alaska Delivery Project Preparation Flow Chart **DSM Data Delivery Quality Checklist**

One Degree Cell 394 15' Tiles DSM Alaska Project No. S/C#USGS G16PC00020-IT AK West Aleutians Islands IFSAR 2019 D19					n 5 3 0 w 1 7 0
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DTM Data Delivery Quality Checklist

One Degree Cell 394 15' Tiles DTM Alaska Project No. S/C#USGS G16PC00020-IT AK West Aleutians Islands IFSAR 2019 D19				
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Vertical				
Height system	Orthometric	Orthometric		
Geoid model	NAVD88/GEOID09	NAVD88/GEOID09		
Value unit	Meters	Meters	7	V
DATA SPECIFICATION				
Intermap product specification type	Ш			
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QC By:	Date:			
J. Hauser		04/22/2020		

ORI Data Delivery Quality Checklist

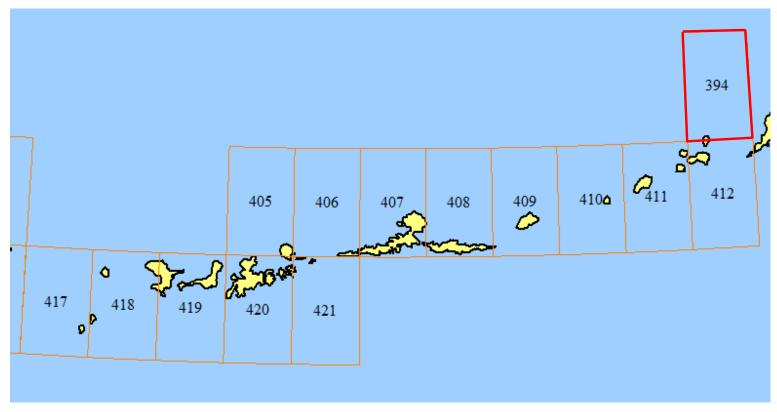
One Degree Cell 394 15' Tiles ORI Alaska Project No. S/C#USGS G16PC00020-IT AK West Aleutians Islands IFSAR 2019 D19					n 5 3 0 w 1 7 0
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QC By:	J. Hauser	Date:	04/22/2020		

Post-Edit Accuracy Report

Project Acquisition Area



- Analysis of Cell # 394
- Total area of 7303.839 km²
- \blacksquare Number of 7.5' tiles = 2
- Mumber of 15' tiles = 2

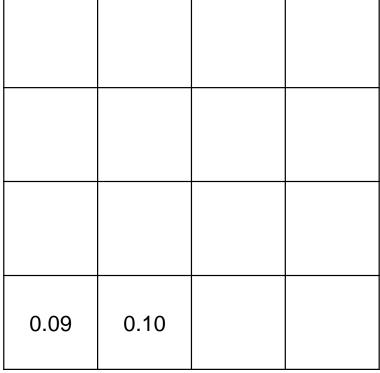


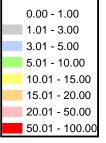
Land Decorrelation



Alaska Cell #:394

- Total land area of 25.766 km²
- 0.843 km² of the cell area is decorrelated (0.01%)
- Percentage of decorrelation in each tile is calculated based on the 0 values in the COR
- Water was excluded based on IES Edit Mask
- None of the 7.5' tiles exceed a decorrelation value of 0.39%
- None of the 15' tiles exceeds a decorrelation value of 0.10%



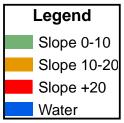


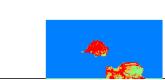
Decorrelation %

Slope Based on DTM (Land Only)

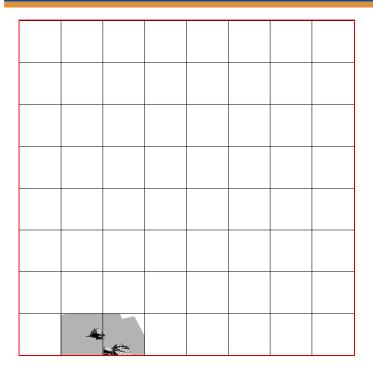
INTERMAP

- Alaska Cell #:394
- Area of slopes $< 10^{\circ}$: 5.888 km² (22.85%)
- Area of slopes 10°- 20°: 5.905 km² (22.92%)
- Area of slopes $> 20^{\circ}$: 13.974 km² (54.23%)





Vertical Accuracy – ICESat Reference Points INTERMAP



Slope (degrees)

O-10

10-20

20-30

30+

Accuracy Requirement
90% Confidence

6m

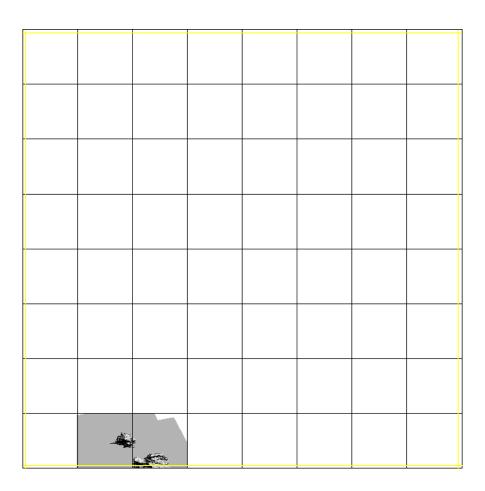
9m

12m

 No ICESat points available for a quantitative vertical accuracy evaluation

Tile Edge Checks





Tile edges were checked visually for matching elevation values and seam lines in the DTM and DSM

No seam lines or ramps were observed between adjacent tiles

Report Summary



- The amount of void in Cell #394 is within the accepted range of 3%
 - Amount of void in DEM is 0.01%
- The amount of void in each 15' tile is within the accepted range of 5%
 - Lowest value 0.09%
 - Highest value 0.10%
- FITS usage appears to be appropriate and consistently used from tile to tile within this cell.
- No seam lines or ramps were identified in the DSM or DTM between adjacent tiles

DEM Void Analysis

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Alaska Cell #394					
Intermap 7.5' Tiles	USGS 15' Tiles	USGS Void %	HRTe3 30' Tiles	HRTe3 Void %	Cell Total Void %
n53w169a7	xxx_n5300w17000	0.3525			
n53w169a6	xxx_n5300w16945	0.3863	us_n5300w17000_uncllimdis_hrte3_dem	0.3694	0.3694

Overview of Quality Management Process

Intermap has implemented a Quality Management System (QMS) corporate-wide. The quality organization consists of the Quality Manager, Registered Internal Audit Team, Engineering and Customer Support personnel. Intermap's QMS is compliant with the ISO 9001:2008 Standard.

Intermap has been audited annually by an independent international organization: Underwriter Laboratories (UL). All offices along with their respective activities are included under the single companywide ISO registration certificate:

The QM group conducts periodic internal audits and all the internal auditors have been trained in auditing procedures under ISO 9001:2008.

The Intermap ISO-9001:2008 compliant OMS fully documents all production and quality control processes. These processes have been designed and implemented in accordance with ISO standards and their application audited by Underwriters Laboratories Inc. and by DQS-UL.

All process documents and work instructions are fully documented within the scope of the certification throughout Intermap's Enterprise Workflow and available to all staff, at all locations, on-line through a web portal.

All Intermap design, development and production facilities have been certified to the ISO standard by our external registrar. Intermap continually improves the QMS' effectiveness in accordance with the standards requirements.

Intermap's Quality Assurance procedures are an inherent part of the OMS. Through the practice of preventive and corrective action, effective design and development processes, and the monitoring and measuring of acquisition, production processes and deliverables, Intermap produces products that consistently meet specification.



CERTIFICATE



Intermap Technologies, Inc.

has implemented and maintains a Quality Management System

ISO 9001: 2008

Certificate registration no. 439015 QM08

Date of certification 2015-09-27



Janesh Ras

Accredited Body: DQS Inc., 1130 West Lake Cook Road, Suite 340, Buffalo Grove, IL 60089 USA



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Annex to Certificate Registration No. 439015 QM08

Intermap Technologies, Inc.

Englewood, CO 80112 United States of America



Intermap's design and development, acquisition, production and delivery processes contain Quality Control (QC) procedures that allow Intermap to effectively meet product specifications and client requirements. QC procedures are incorporated in testing, inspection and quality control checkpoints in all processes for the production of Intermap products.

Since Intermap's production processes incorporate QC checks on 100% of the data at each stage in the production process the client can employ statistical sampling techniques in their acceptance testing with a very high degree of confidence that sample data will be consistent with the entire dataset. Intermap's data is warranted to comply with the specifications set out in the contract.

Please refer to Intermap's Product Handbook and Quick Start Guide available at Intermap.com. The Product Handbook contains and comprehensive explanation of the product characteristics, specifications, accuracy and quality testing issues.

1. Orthorectified RADAR Imagery

The orthorectified RADAR image is an image formed by the intensity (magnitude) of radio signal backscattered by the surface and returned to the RADAR antennae. It is an 8-bit panchromatic image representing the strength of the return signal which, because of its side-looking geometry, accentuates and differentiates features on the ground. The image has been orthorectified to remove terrain-induced distortions and rectified to conform to the characteristics of a specified map projection.

Projection

Check to ensure that the imagery has been developed on the proper projection and datum – overlay with existing maps developed on the appropriate projection and look for systematic differences in X and Y.

• Tiling, Pixel origin

• Check to ensure that the tiles are created with the correct dimensions (rows, columns) and that each tile edge is at the specified coordinate value. Check to ensure that the tile edge is at the specified point in the pixel i.e. the edge of the pixel or the center of the pixel in each of the X and Y axes.

Metadata

O Check to ensure that the metadata can be read in the appropriate format (.txt, .html, .xml) and that content is complete and correct. Check to ensure that that the defining coordinates for each specific tile are correct.

• Edge checks

Ingest tiles into a GIS environment and check for tile-to-tile consistency across each tile edge.
 Check for precise match, specified overlap (if any), identical pixels in the overlap (if any), check for precise match of linear features crossing tile boundaries.

• Dynamic range (tone), speckle

 Check for consistency in the dynamic range (tones) from tile to tile. Create a mosaic of a number of tiles and ensure tonal consistency.

• Drop outs (de-correlation voids)

Ocheck to ensure that there are no large voids in the image data. There will be a certain amount of void data caused by de-correlation and shadow which is an unavoidable function of RADAR physics and the geometry of the acquisition system. There should not be more that 3% void area in total and no more than 5% on an individual tile.

• Seams (strip-to-strip)

Check for strip-to-strip seams in the imagery. Look for consistency at seam lines joining
adjacent strips. Recognize that there will be a difference in tone across each strip with a
brighter to darker fall-off in return as one moves from the near range to the far range across
the strip. While balancing algorithms are applied to the data to minimize across track fall off
it cannot be removed completely

Accuracy

Ocompare the locations (XY) of well-defined features in the imagery with control points derived from other, higher accuracy data that has been validated previously. Control points may be derived from GPS ground surveys or from other, higher accuracy map products (large scale digital maps, LiDAR surveys etc.) Please refer to the Product Handbook for testing instructions.

Artifacts

Examine samples of the data for various potential artifacts. Look for layover, rain shadow, signal saturation, motion ripples, and missing islands. Examples of each of these phenomena are found in the Product Handbook. Minor artifacts of these types are to be expected. The user should ensure that these phenomena are not such that they render the data unfit for purpose.

2. Digital Surface Model

The digital surface model (DSM) is a representation of the "first surface" that the RADAR signal interacts with when it is backscattered to the antenna. The DSM is a representation of any object large enough to be resolved by the RADAR. These features include vegetation, and man-made structures as well as the natural terrain. Accordingly, the DSM measures approximate tree canopy height, structure heights and ground heights in open areas. The Z-values contained within the DSM are typically orthometric heights based on a specified ellipsoid-geoid separation model.

Projection

 Check to ensure that the elevation model has been developed on the proper projection and datum (both horizontal and vertical) – overlay with existing maps developed on the appropriate projection and look for systematic differences in X, Y and Z.

• Tiling, Pixel origin

• Check to ensure that the tiles are created with the correct dimensions (rows, columns) and that each tile edge is at the specified coordinate value. Check to ensure that the tile edge is at the specified point in the pixel i.e. the edge of the pixel or the center of the pixel in each of the X and Y axes.

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 Check for precise match, specified overlap (if any), identical pixels in the overlap (if any), check for precise match of linear features crossing tile boundaries.

• Drop outs (de-correlation voids)

O Check to ensure that there are no large voids or areas of interpolation in the elevation data. There will be a certain amount of interpolated elevation data corresponding to the voids in the image data caused by de-correlation and shadow which is an unavoidable function of RADAR physics and the geometry of the acquisition system. There should not be more than 3% interpolated area in total and no more than 5% on an individual tile.

• Seams (strip-to-strip)

O Check for strip-to-strip seams in the imagery. Look for consistency at seam lines joining adjacent strips. Recognize that there will be a difference in texture across each strip with a smoother texture in the near range and a rougher texture in the far range as the signal-to-noise ratio falls off towards the far range and thus the apparent noise (variability in the data) increases. While balancing algorithms are applied to the data to minimize the effects of across track fall off it cannot be removed completely

Accuracy

Compare the locations (XY and Z) of well-defined features in the DSM with control points derived from other, higher accuracy data that has been validated previously. Control points may be derived from GPS ground surveys or from other, higher accuracy map products (large scale digital maps, LiDAR surveys etc.) Please refer to the Product Handbook for testing instructions.

Artifacts

- Examine samples of the data for various potential artifacts. Look for excessive interpolation (smoothed areas), motion ripples, and missing islands. Examples of each of these phenomena are found in the Product Handbook. Minor artifacts of these types are to be expected. The user should ensure that these phenomena are not such that they render the data unfit for purpose.
- Examine the elevation models for improper localized anomalies in the form of vertical spikes or wells that appear to be inconsistent with the features depicted in the imagery. Such elevation "blunders" can occur in association with small areas of shadows behind buildings, landmark trees and transmission line towers and are normally removed during the interactive edit process.
- Check for areas of negative elevations. Negative elevations can be quite common in proximity to ocean shorelines. Negative elevations should be examined in the context of local knowledge to ensure any occurrence is reasonable.

Water Surfaces

- O Check to ensure that water surfaces of specified dimensions have been flattened and that they are monotonic in that they "flow" properly. For single line drains of specified dimensions check that they are monotonic (to the tolerance quoted in the specification). Note that all DEM cell elevation values on land adjacent to water surfaces must depict a height greater than that of the water surface.
- o Check that ocean elevations have been set to zero.
- Check to ensure that bridges have been included or excluded in accordance with the specification. (Bridges frequently included in DSM and removed from DTM.)

3. Digital Terrain Model

The digital terrain model (DTM) is a topographic model of the "bare earth" that has had the elevations associated with vegetation and structures removed. The elevations where buildings or structures have been removed are interpolated across the building footprint. The Z-values contained within the DTM are typically orthometric heights based on a specified ellipsoid-geoid separation model.

Projection

- Check to ensure that the elevation model has been developed on the proper projection and datum (both horizontal and vertical) overlay with existing maps developed on the appropriate projection and look for systematic differences in X, Y and Z.
- Tiling, Pixel origin

• Check to ensure that the tiles are created with the correct dimensions (rows, columns) and that each tile edge is at the specified coordinate value. Check to ensure that the tile edge is at the specified point in the pixel i.e. the edge of the pixel or the center of the pixel in each of the X and Y axes.

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• Edge checks

Ingest tiles into a GIS environment and check for tile-to-tile consistency across each tile edge.
 Check for precise match, specified overlap (if any), identical pixels in the overlap (if any), check for precise match of linear features crossing tile boundaries.

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Check to ensure that there are no large voids or areas of interpolation in the elevation data. There will be a certain amount of interpolated elevation data corresponding to the voids in the image data caused by de-correlation and shadow which is an unavoidable function of RADAR physics and the geometry of the acquisition system. There should not be more than 3% interpolated area in total and no more than 5% on an individual tile.

• Seams (strip-to-strip)

O Check for strip-to-strip seams in the imagery. Look for consistency at seam lines joining adjacent strips. Recognize that there will be a difference in texture across each strip with a smoother texture in the near range and a rougher texture in the far range as the signal-to-noise ratio falls off towards the far range and thus the apparent noise (variability in the data) increases. While balancing algorithms are applied to the data to minimize the effects of across track fall off it cannot be removed completely

Accuracy

Ocompare the locations (XY and Z) of well-defined features in the DTM with control points derived from other, higher accuracy data that has been validated previously. Control points may be derived from GPS ground surveys or from other, higher accuracy map products (large scale digital maps, LiDAR surveys etc.) Please refer to the Product Handbook for testing instructions.

Artifacts

- Examine samples of the data for various potential artifacts. Look for excessive interpolation (smoothed areas), motion ripples, and missing islands. Examples of each of these phenomena are found in the Product Handbook. Minor artifacts of these types are to be expected. The user should ensure that these phenomena are not such that they render the data unfit for purpose.
- Examine the elevation models for improper localized anomalies in the form of vertical spikes or wells that appear to be inconsistent with the features depicted in the imagery. Such elevation "blunders" can occur in association with small areas of shadows behind buildings, landmark trees and transmission line towers and are normally removed during the interactive edit process.
- Check for areas of negative elevations. Negative elevations can be quite common in proximity to ocean shorelines. Negative elevations should be examined in the context of local knowledge to ensure any occurrence is reasonable.

Water Surfaces

Check to ensure that water surfaces of specified dimensions have been flattened and that they are monotonic in that they "flow" properly. For single line drains of specified dimensions check that they are monotonic (to within the tolerance quoted in the specification). Note that

- all DEM cell elevation values on land adjacent to water surfaces must depict a height greater than that of the water surface.
- O Check that ocean elevations have been set to zero.
- o Check to ensure that bridges have been included or excluded in accordance with the specification. (Bridges frequently included in DSM and removed from DTM.)

DTM Above DSM

- O Subtract the DTM from the DSM and ensure that there are not large areas where the DTM values exceed the DSM values. There will be small areas where the DTM is higher than the DSM due to the effect s of smoothing algorithms used in the DTM creation, but these areas should be small, and the difference should be substantially within the vertical tolerance quoted in the accuracy specification.
- Compare the DSM-DTM with the RADAR imagery to ensure that substantially all areas of structures and tree canopy have been removed from the DSM in the formation of the DTM.
 (Check for residual DSM heights in the DTM. Compare areas of residual forest canopy with those permitted within the specification e.g. closed canopy extending more that 400m in both axes).

Ground Control and Navigation Processing Methods for Alaska 2019 Far Islands and West Aleutians

2019-09-15

Project Area

The project area consisted of two acquisition blocks designated 4753 and 4754. The location of the blocks is illustrated in Figure 1 below.

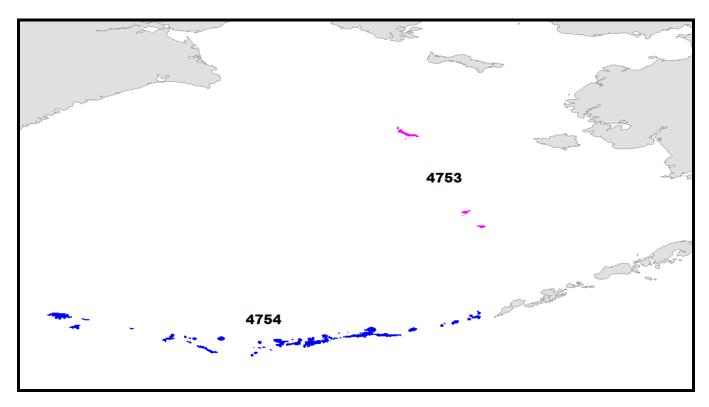


Figure 1: Acquisition Blocks

Ground Control Points

Intermap used ground control points (GCPs) to control the radar image and elevation data for Alaska. Intermap GCPs consisted of 5 directional aluminum reflectors (corner reflectors or CRs). The relative position of each GCP is depicted in Figures 2, 3, and 4 below.

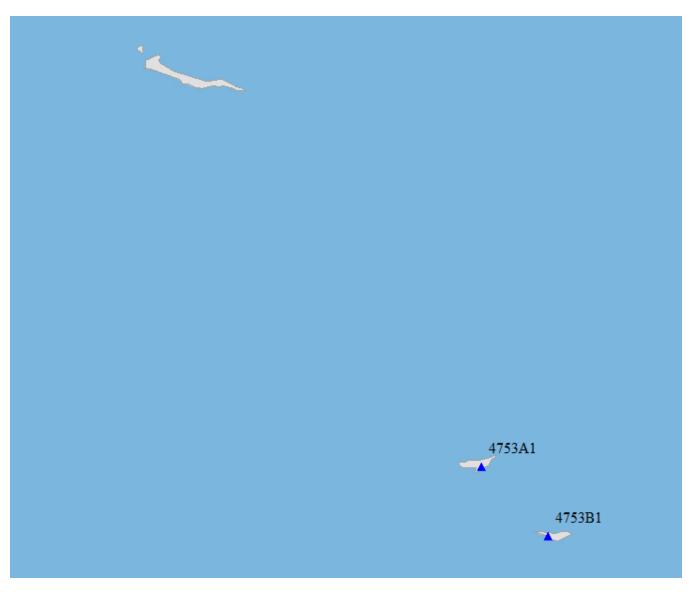


Figure 2: Relative GCP placement 4753

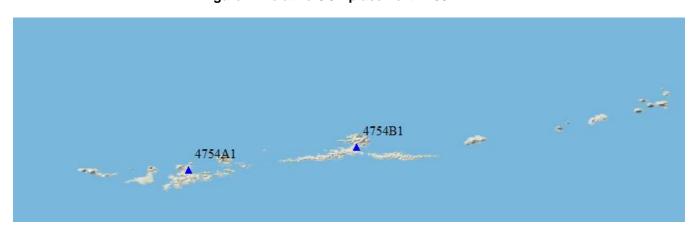


Figure 3: Relative GCP placement 4754 (Western Hemisphere)



Figure 4: Relative GCP placement 4754 (Eastern Hemisphere)

All GCPs were surveyed using survey-grade GPS receivers and were measured to ground level.

A charter plane was required to reach all the GCP sites for this project.

Equipment

Intermap used Sokkia GSR2600 L1/L2 GPS receivers (or equivalent) equipped with Sokkia SK-600 or SK-702 geodetic-quality antennas.

Specifications

Each GCP survey consisted of a 2-6 hour static session with 30 second epochs (Figure 5).



Figure 5: Corner reflector survey

The required accuracy for each GCP survey was 2.5 cm RMSE after processing.

Processing Software

Intermap used OPUS online processing using precise satellite ephemeris/clock data to process the GCPs.

GCP Coordinates

The final coordinates for the GCPs are listed in Table 1 below.

Name	Latitude (DMS)	Longitude (DMS)	Ellipsoid Height (m)	Role	Session Type	Duration (min)	Date
4753A1	N 57 9 31.75434	W 170 13 41.11439	22.141	Reflector	OPUS	120	6/30/2019
4753B1	N 56 34 33.90074	W 169 39 58.26308	42.317	Reflector	OPUS	240	6/30/2019
4754A1	N 51 53 19.41266	W 176 38 2.61172	9.003	Reflector	OPUS	180	7/1/2019
4754B1	N 52 13 6.92663	W 174 12 25.43263	18.456	Reflector	OPUS	360	7/4/2019
4754C1	N 52 42 50.62169	E 174 7 38.98772	45.819	Reflector	OPUS	120	7/2/2019

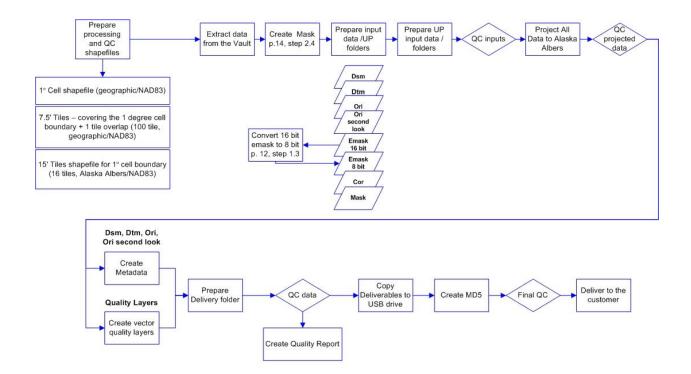
Table 1: GCP coordinates

All coordinates are in the NAD83(2011) datum.

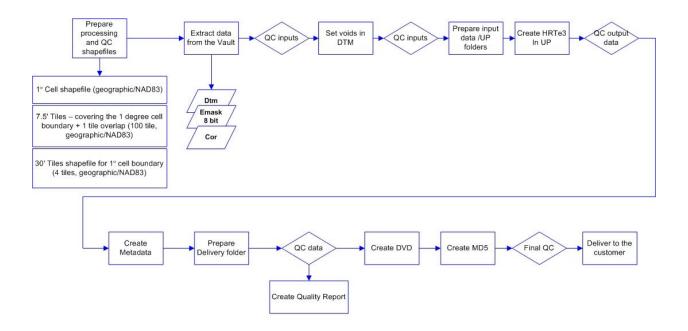
Navigation Processing

Intermap used of precise point positioning (PPP) processing to correct the autonomous GPS data collected by the aircraft. PPP processing required precise satellite ephemeris and clock data from the International GNSS Service (IGS). Intermap then used StarNav to integrate the corrected GPS solution with the measurements of the inertial measuring unit (IMU) to create a final navigation solution which was then used to georeference the radar data. The final navigation solution was processed by a Kalman filter to confirm that the accuracy goals for the project had been obtained. The required vertical accuracy of the navigation solution was < 20 cm for this project.

Delivery Product Preparation



USGS Deliverables Processing



NGA Deliverables Processing