





Linear Infrastructure and Permafrost Monitoring with Airborne SAR and Optical System – Theme 2

Usman Iqbal Ahmed

Supervisor: Bernhard Rabus

Affiliation: SARlab Simon Fraser University



Area of Interest (AOI)

Base Station : Silver City Airstrip Near Kluane Lake, Yukon **Area of Interest :** Alaska Highway near northern part of the Lake







Silver City Air Strip





Methodology

- Bi-Annual Airborne (Synthetic Aperture Radar) SAR and Optical Data collection over the AOI
- Time series analysis of Fodar (Photogrammetric) driven DEMS
- Interferometric SAR (InSAR) time-series analysis
- Motion Compensation from photogrammetric block adjustment parameters for enhanced SAR/InSAR measurements

(e.g. linear infrastructure change detection)





Research Objective

- Linear Infrastructure and Permafrost Monitoring
 - Direct Change with fodar driven DEMs
 - Indirect change with InSAR stack analysis
- Enhanced SAR Motion Compensation for improved SAR/InSAR product accuracy
- SAR/Optical Fusion
 - Land Cover / Land Use Segmentation
 - Change Detection for focused land types, etc

System Specifications and Configuration

• Fodar (Optical System)

SFU

- System Components
 - DSLR Camera (Nikon-D850)
 - Intervalometer
 - Synchronizes the Camera Flash events with the IMU data
 - Inertial Measurement Unit (IMU)
 - Agisoft Metashape[®] Professional Edition
 - Processing the photogrammetric data
- System Configuration
 - Oblique Looking vs Nadir Looking (Conventional)
 - Co-incident Optical and SAR footprint
 - More sensor fusion potential

















System Specifications and Configuration

- SAR System SlimSAR (X & L Band) and MicroASAR (C Band)
 - C & X Band in Across Track Configuration
 - Snow Penetration and Topography Generation etc
 - L-Band Along Track Configuration
 - Radial Velocity and Motion Compensation etc
 - Repeat Pass for Deformation Monitoring



Parameter	X-band	L-band	C-band
Waveform	Pulsed LFM	Pulsed LFM	LFM-CW
Frequency (GHz)	9.35 – 9.65	1.215 – 1.4	5.43
Max. Bandwidth (MHz)	245	185	160
Transmit Power (W)	25 (+ 50 w/ amplifier)	60	1.0
Antennas	1 Tx, 2 Rx	2 Rx/Tx	1 Tx, 2 Rx
Polarizations	VV	HH, HV, VH, VV	VV

System Specifications





Experimental Setup

- Transport Canada Certified Mounts
- Helio-courier (propeller driven aircraft)
 - Operated IceField Discovery
 - Tourist flight operators







Fodar™

SFU

- Foto Detection and Ranging
- Photogrammetry Technique
 - Structure from Motion (SfM)
- Courtesy Fairbanks Fodar[™] Dr. Matt Nolan
- Different from conventional photogrammetry
 - COTS small format camera (DSLR) vs
 Sophisticated Photogrammetric Imagers
 - On-boards survey grade GPS/IMU vs Ground Control Points (GCPs) for georeferencing





SFU



Fodar Outputs & Research Objectives

Outputs:

- High Resolution DEMs ~10x10 cm²
 - Time series analysis Direct Change
 - DEMs as reference surface for SAR/InSAR chains
- Motion Compensation estimates for orbit refinement of Airborne SAR / InSAR with Photogrammetric Block adjustment parameters
 - Refined Interferometric measurements
 - Precise change detection time series / InSAR stack analysis

Fodar Benchmarking



105 Reference vs Nadir, Mean=.45 m, Std Dev=.78 m



SFU

Nadir vs Reference Mean 0.45 m Std Dev 0.78 m 🖁 01.026 **Oblique Vs Nadir** Mean 0.29 m Std Dev 0.74 m Oblique vs WorldDEM[™]

Mean 0.61 m Std Dev 1.04 m



Oblique vs WorldDEM[™]

Difference between Reference and Nadir (meters)







Motion Compensation Potential





-0.4

Image No

SFU





Interferrogra



SFU Fodar Analysis over Northern Site (Under Investigation)







April 2022 Orthomosaic & DEM







Difference of the DEMs





Future Work

- Motion Estimates from Photogrammetric block adjustment has improvement potential – yet to be tested
- Direct Change resulting from fodar DEM time-series analysis can be a strong tool at submeter scale under investigation