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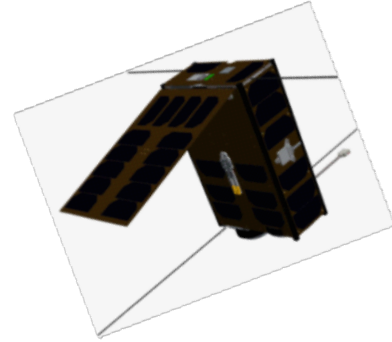
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P.J. Bouwer, T. Prinsloo



Low-Earth Orbit Multi-Spectral Imaging

NAPA-2 Turn-Key Mission:
High-Resolution Images and Data



The Mission

User Requirements

NAPA-2 - Royal Thai Airforce (RTAF)

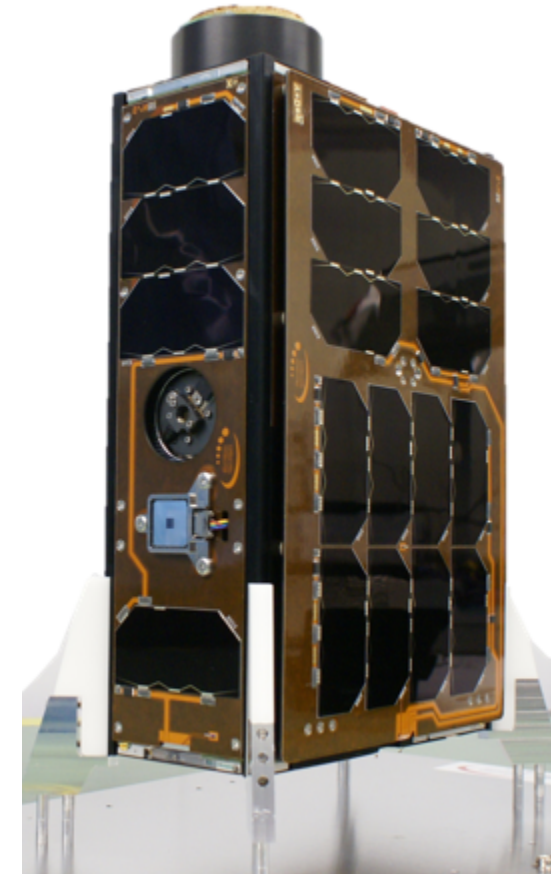
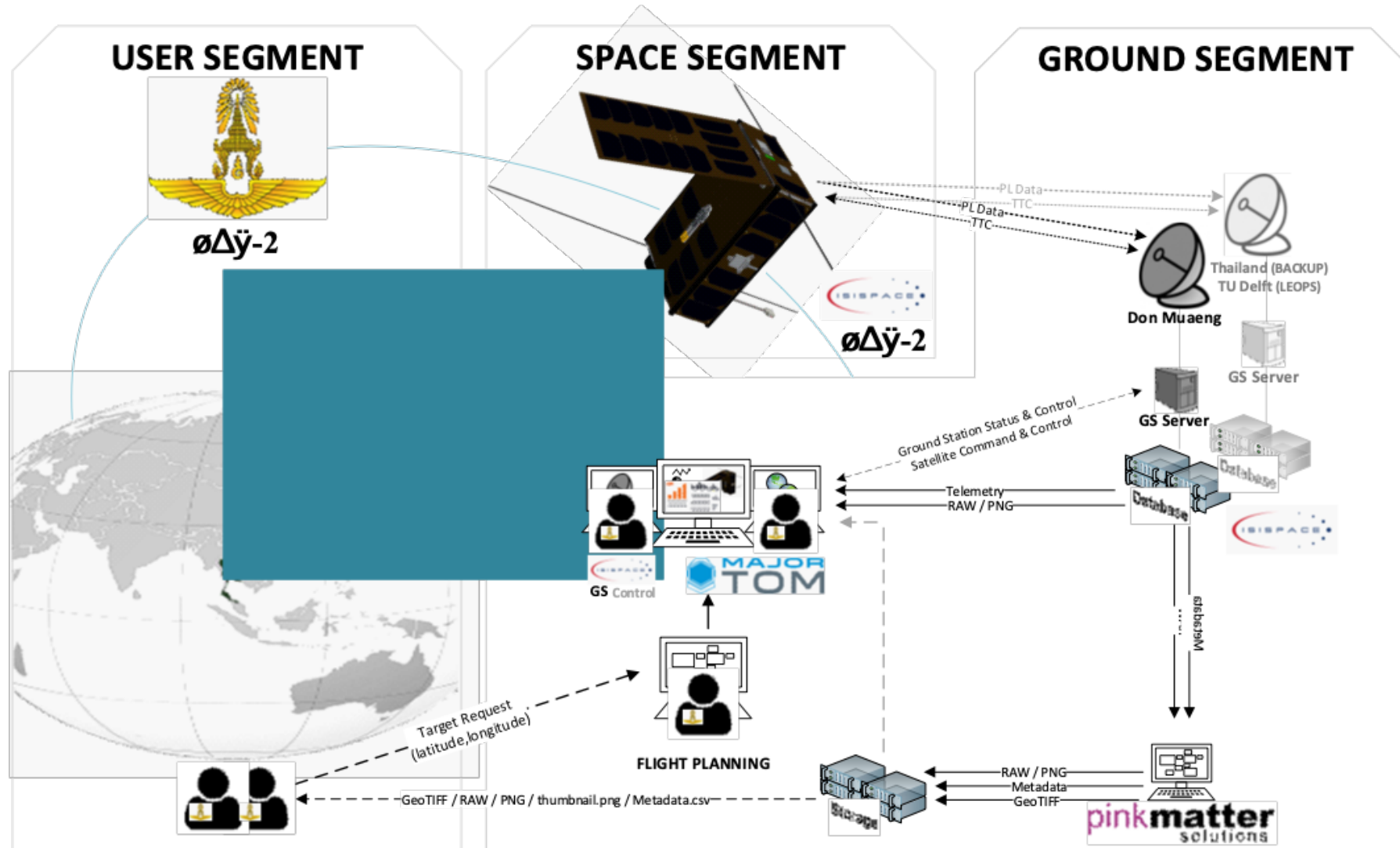


- The satellite shall be able to **capture Thailand** and nearby area defined by latitude and longitude
- Ground targets shall be captured with a **GSD of <5m** at **500km** altitude
- The system shall support target capture **planning >24 hours before**
- All captured data shall be downlinked **within 24 hours** thereafter
- On ground **processing** of data shall be done up to **level L1B**



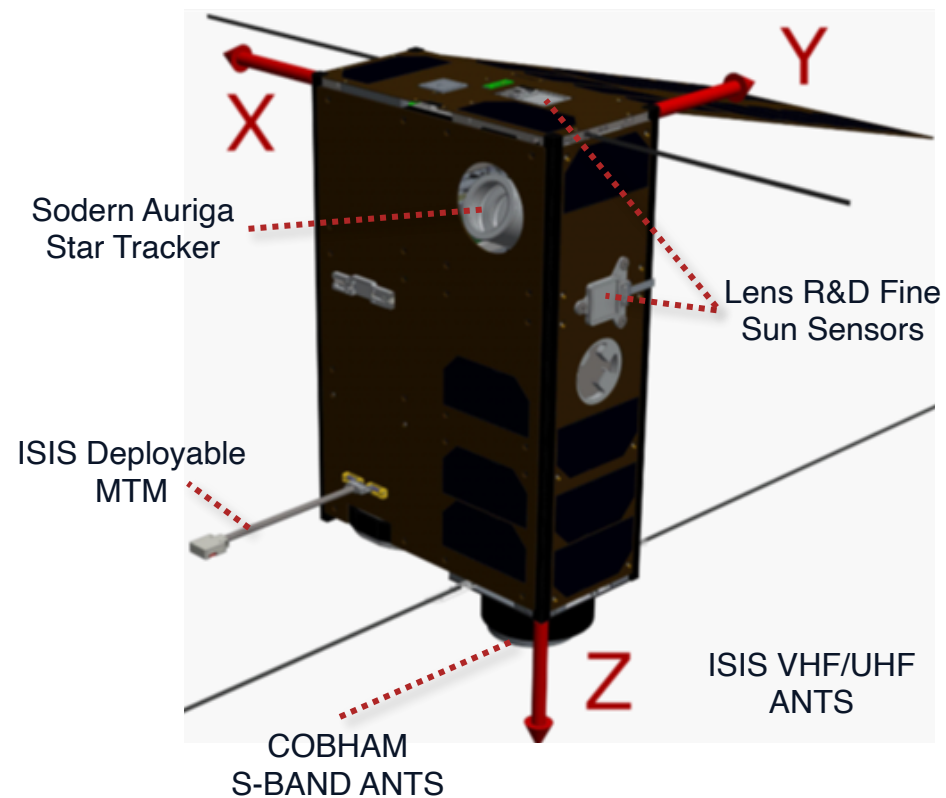
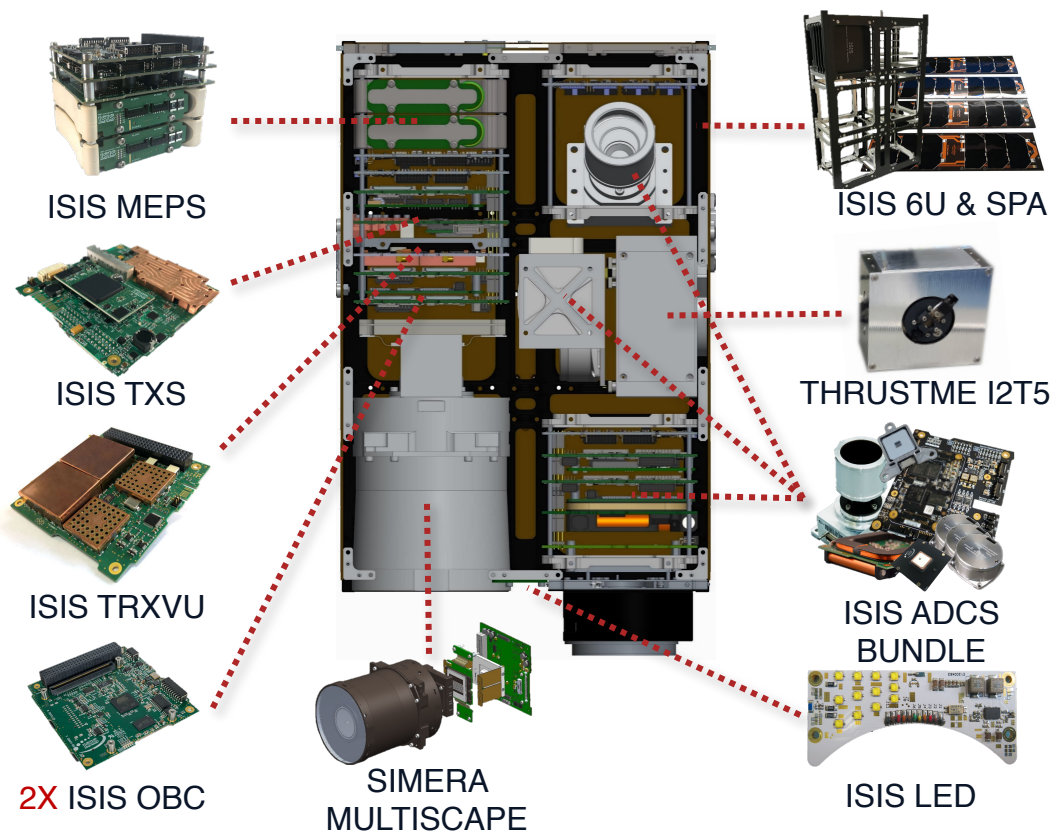
Don Muang, Bangkok, RTAF Headquarters

The System



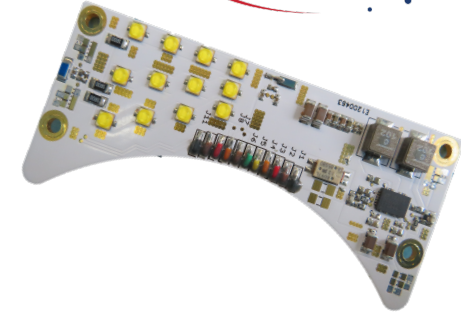
The Satellite

NAPA-2 SATELLITE



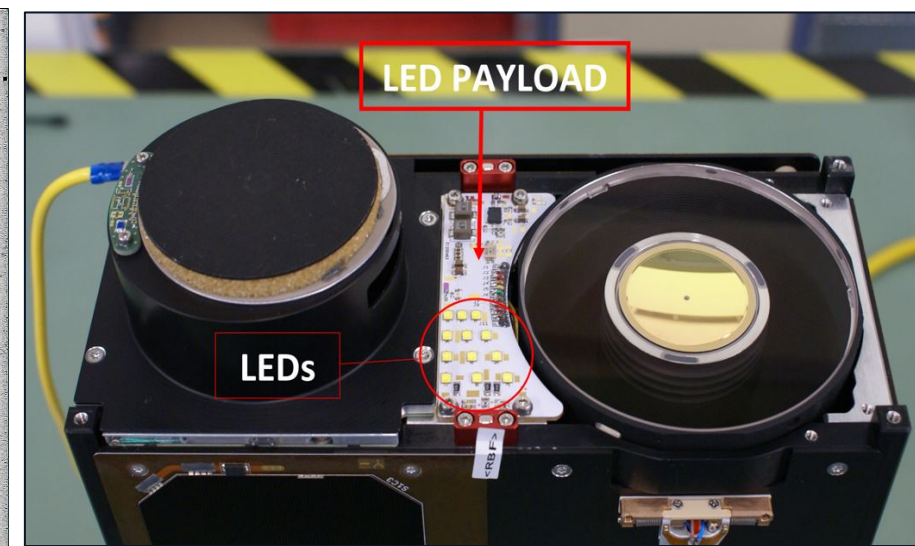
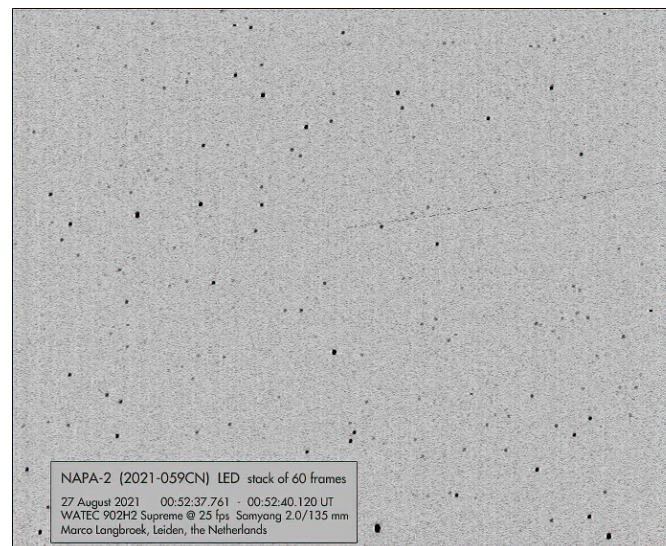
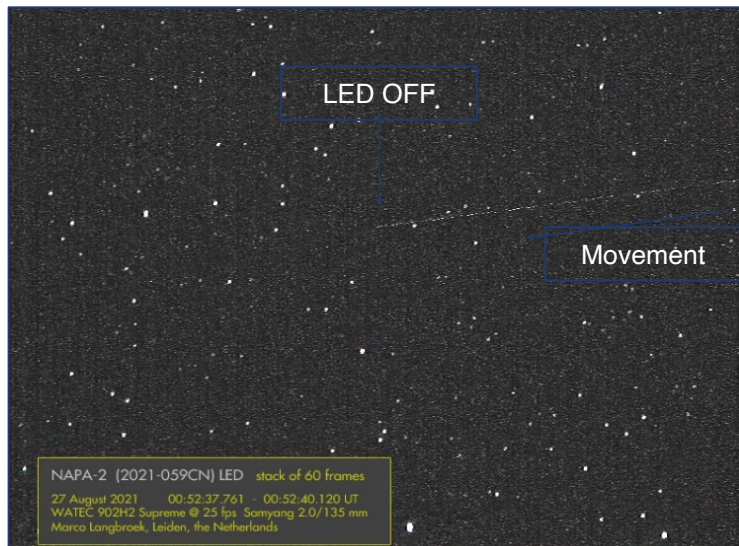
The Payloads

ISISPACE LED Board



LED-based satellite tracking

- Demonstrator for on-ground satellite tracking and telescope calibration
- Design includes 12 white OSOLON LEDs, 150° FoV, ~370 candela
- Power consumption of <10W
- Custom implemented thermal and power FDIR
- Measured Vmag of +9.5

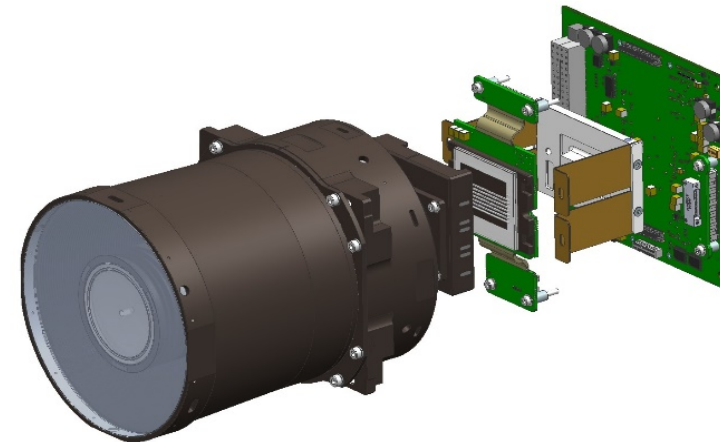
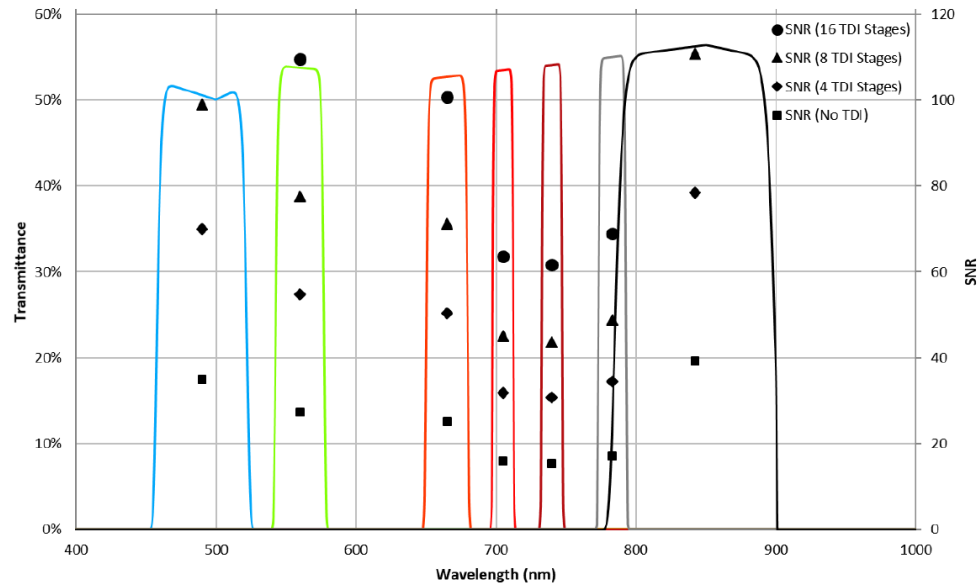
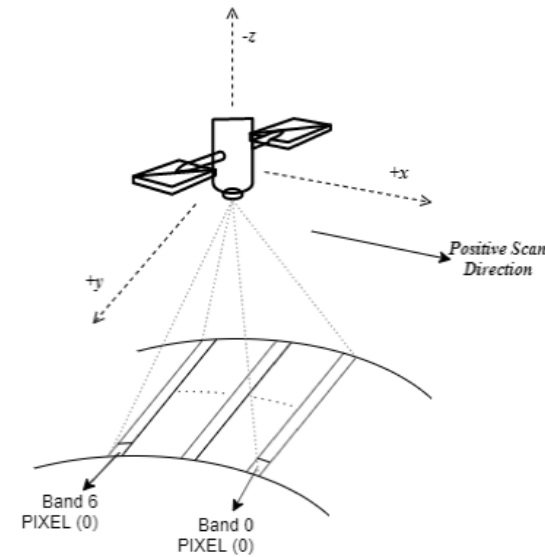


The Payloads

SIMERA Sense MultiScape CIS 100

7-Band high-resolution multispectral imager

- Visual (RGB) and Near IR spectral bands covering the 450 – 900nm range
- 5-meter Ground Sampling Distance (GSD) @500km altitude (swath 19km)
- Up to 16 configurable TDI stages @500km altitude
- CubeSat compatible volume of 1.5U



Band Use Cases

1-3 (RGB):

- Object detection
- Change monitoring
- Reconnaissance

2-7 (RGVNIR):

- Vegetation detection (NVDI)
- Natural disaster monitoring

SIMERA
SENSE

The Operational Concept

Imaging Concept of Operations

Three-staged approach

1. Flight Planning

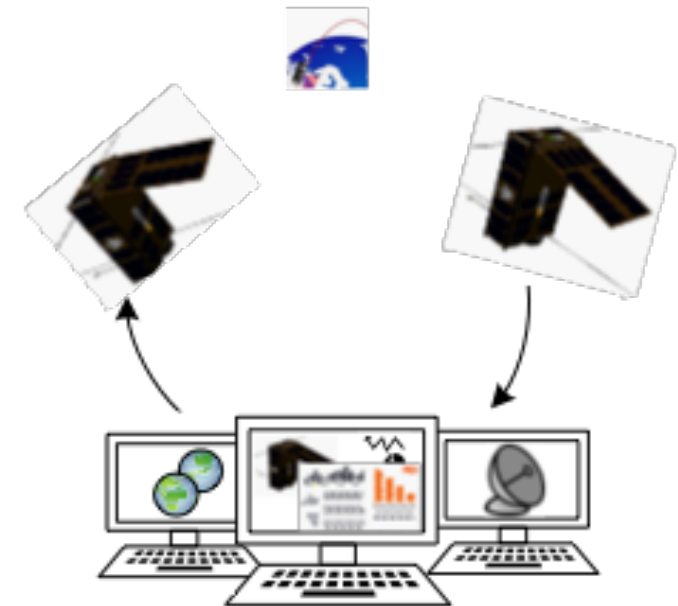
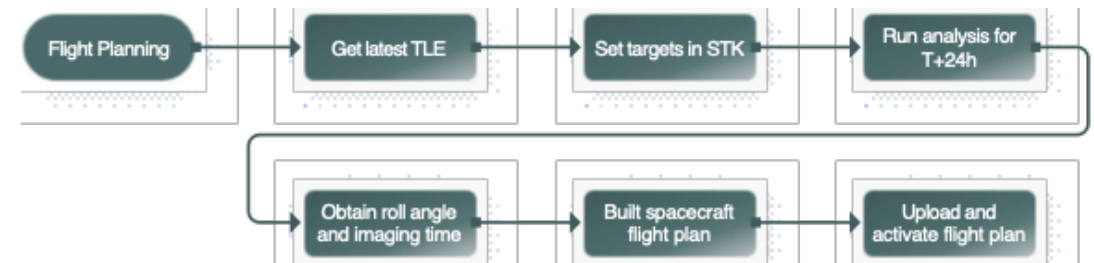
- a) Obtain target requirements
- b) Compute camera and platform settings
- c) Develop satellite flight plan

2. Image Acquisition

- a) Upload and activate flight plan
- b) Ready platform and take image
- c) Transfer data

3. Data Retrieval

- a) Verify image acquisition execution
- b) Download thumbnail and inspect
- c) Download full data set



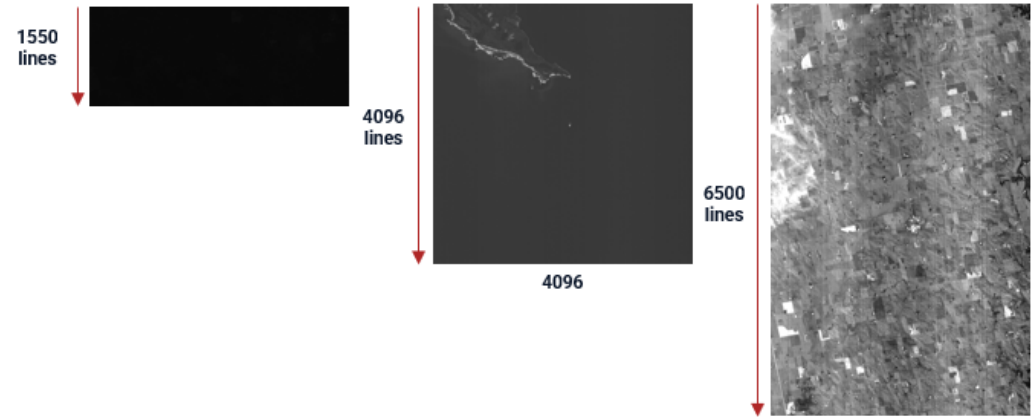
The Operational Concept

Flight Planning Challenges

Time accuracy

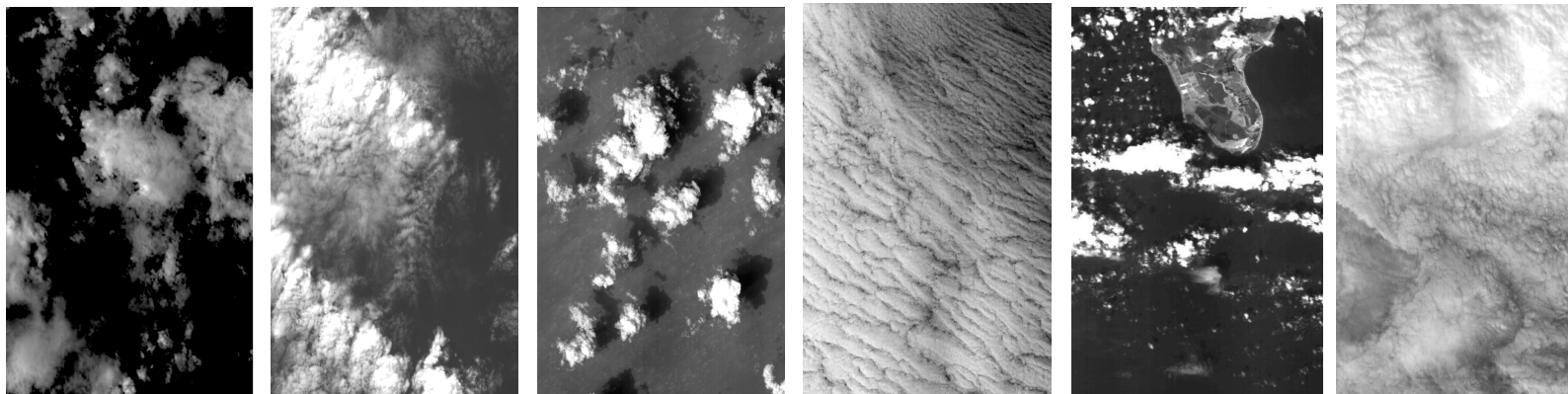
- Two-Line Element age
- Accuracy of command scheduler and command execution (PPS)
- Target in center of image

1s delay in-flight means ~7km delay in ground



Weather forecast

Check the weather forecast for the planned image acquisitions!



The Operational Concept

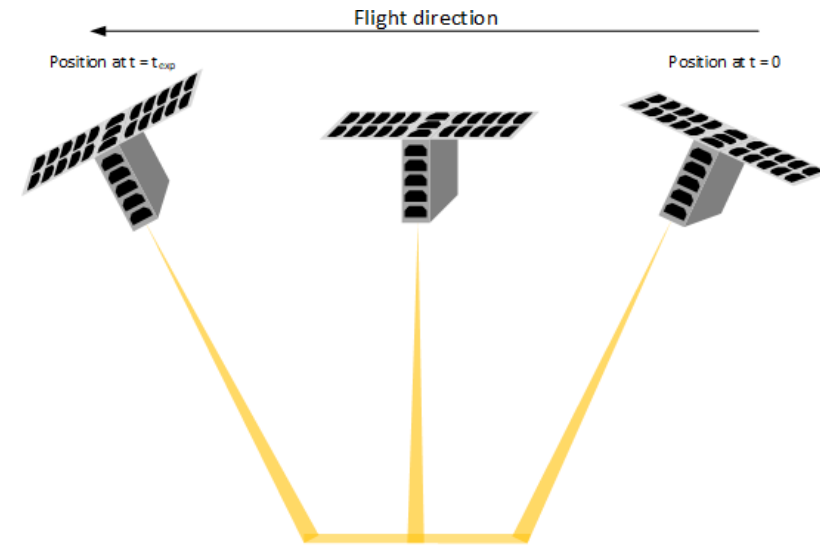
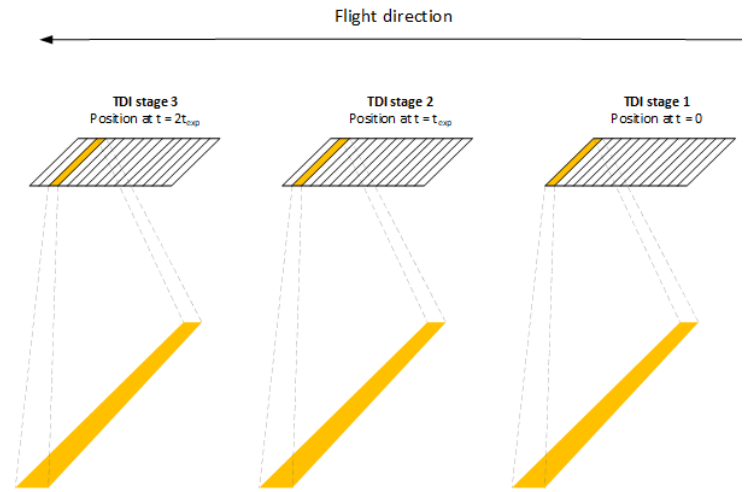
Image Acquisitions

Calibration: Fly-over

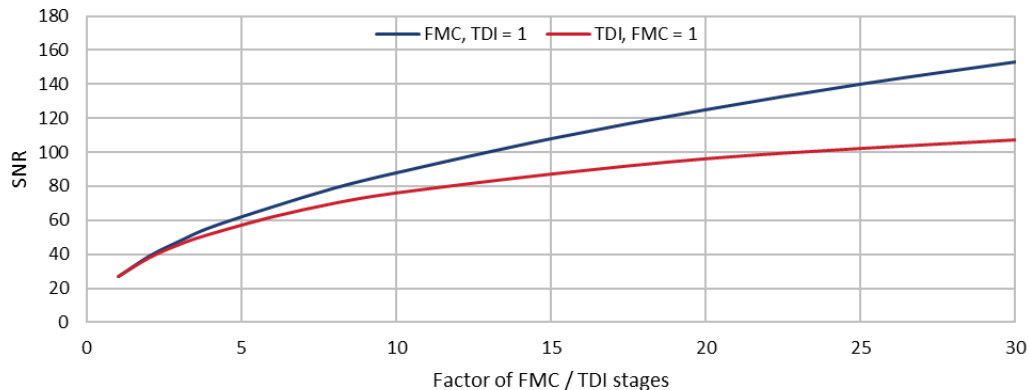
- Nadir pointing [0,0,0] or with a pre-determined roll angle
- Varying the TDI-levels (1,2,4,8,16) pending target (pixel smear)
- Fixed line period/integration time based on NAPA-2's orbital altitude

Performance: Forward Motion Compensation

- Reduces effective ground speed velocity; increased integration time
- Can also be used as 'fly-over' (FMC1) **eliminating along-track time errors**
- Significantly impacts ADCS requirement(s) related to stability (pixel smear)



SNR increase for a 560 nm spectral band, MultiScape100



The Data

Thumbnail and RAW

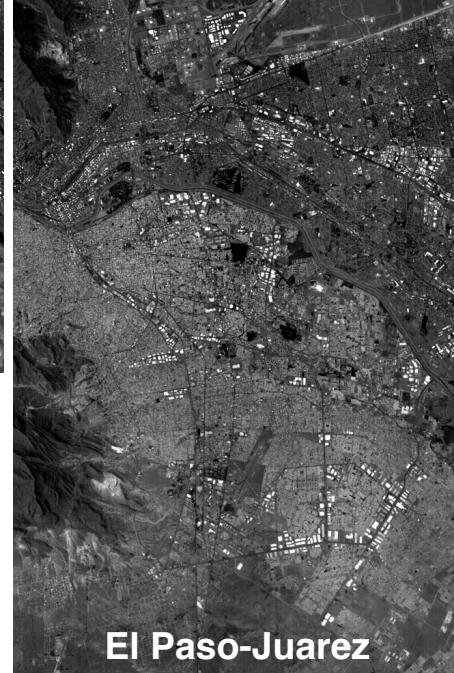
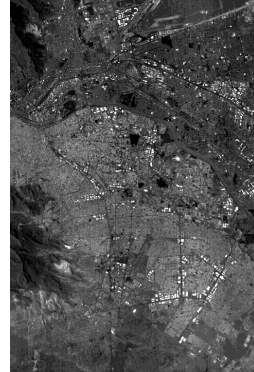


~500KB

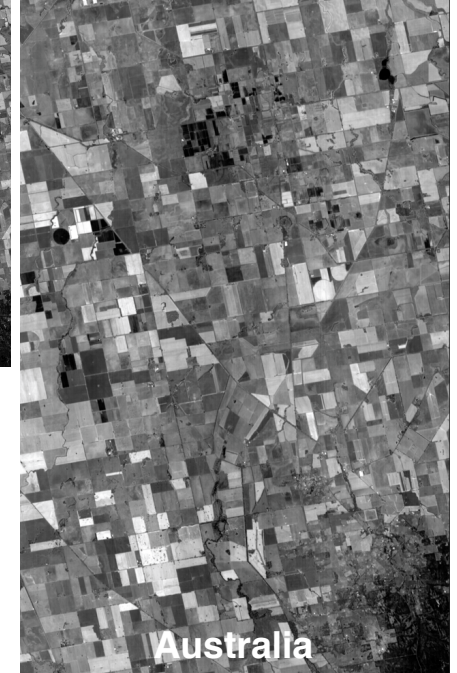


San Francisco

~40MB



El Paso-Juarez



Australia

Thumbnail usage

- Visual inspection and optimize downlink bandwidth usage

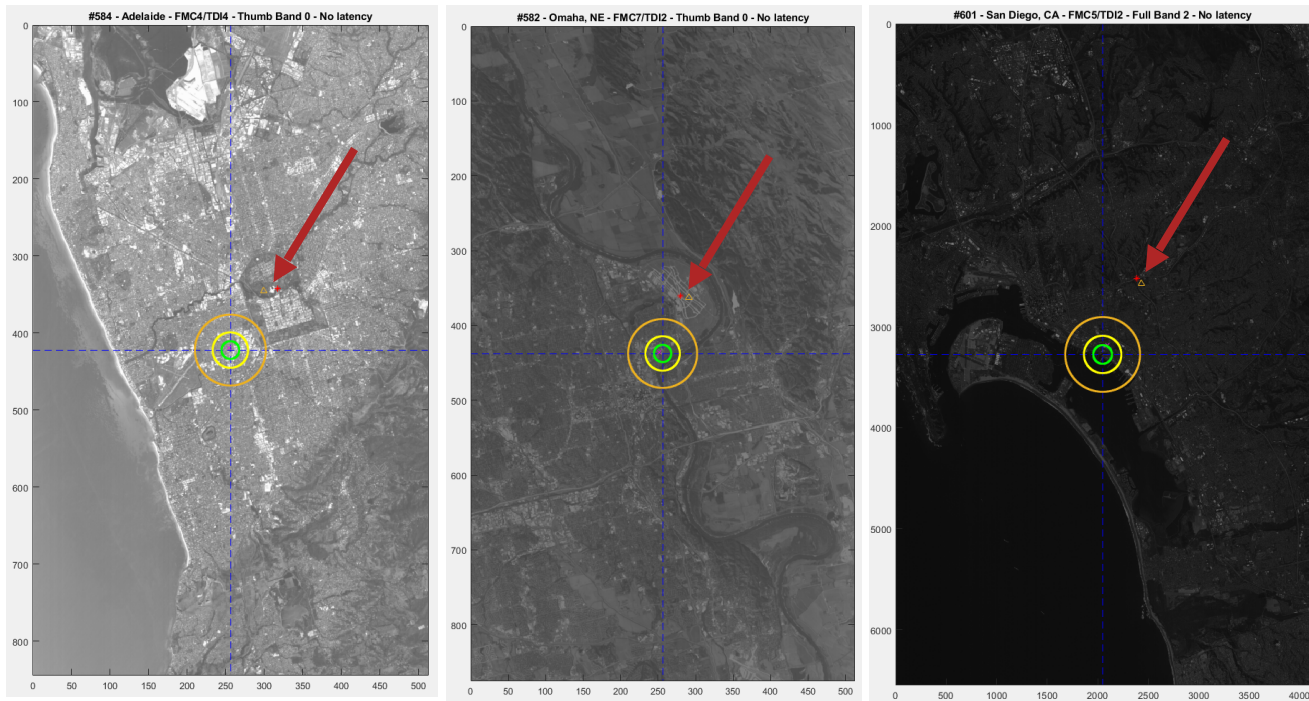
RAW data usage

- Determine ADCS/Platform performance
- Input for image processing

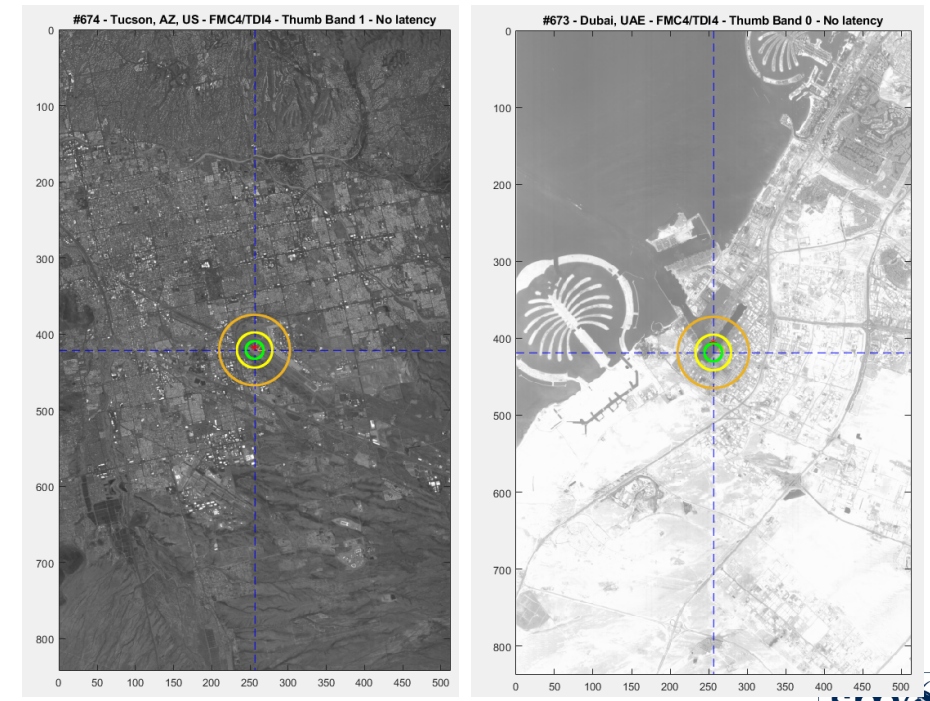
The Performance

Pointing Accuracy and Knowledge

- Initial images and metadata showed both overall pointing **accuracy** and **knowledge** to be $>0.2^\circ$
- After acquiring **many** images, a consistent bias was observed in reported ADCS roll and pitch angles
 - Henceforth, the bias was considered during image acquisition planning to improve the pointing **accuracy**
 - ADCS configuration (STR mounting angles) updated to improve pointing **knowledge** (metadata)



Pointing accuracy $> 0.2^\circ$, knowledge $> 0.2^\circ$

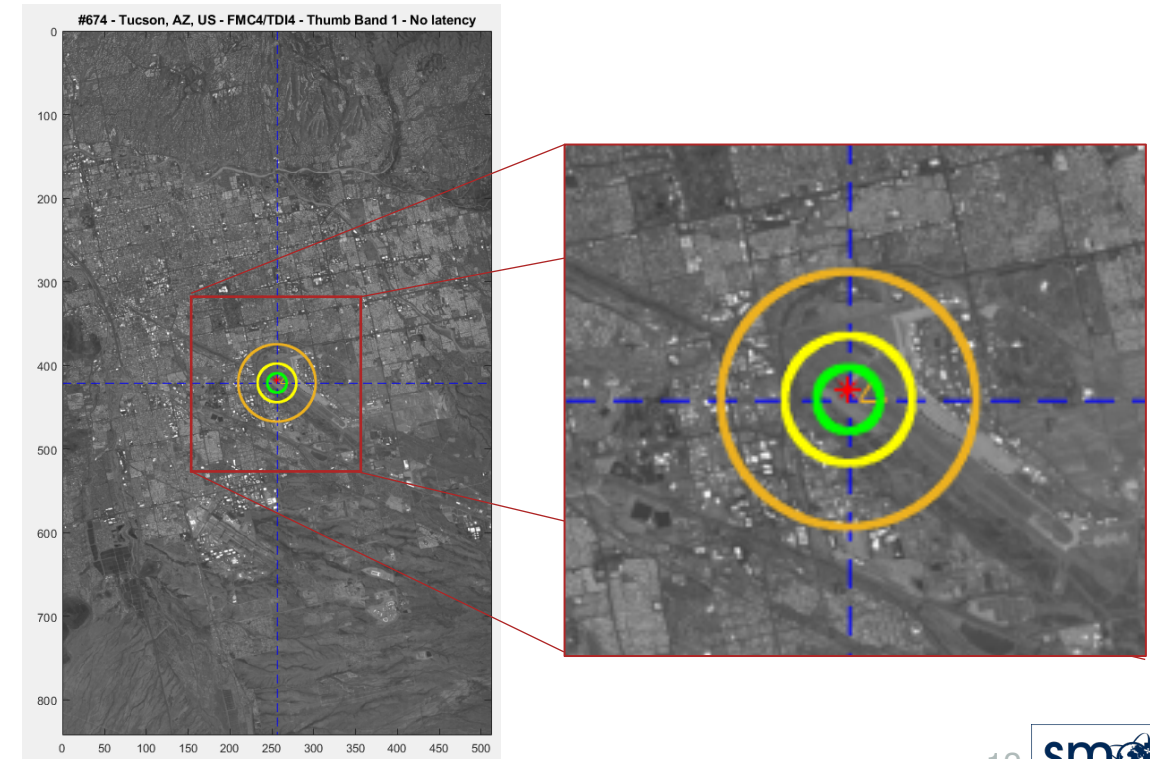
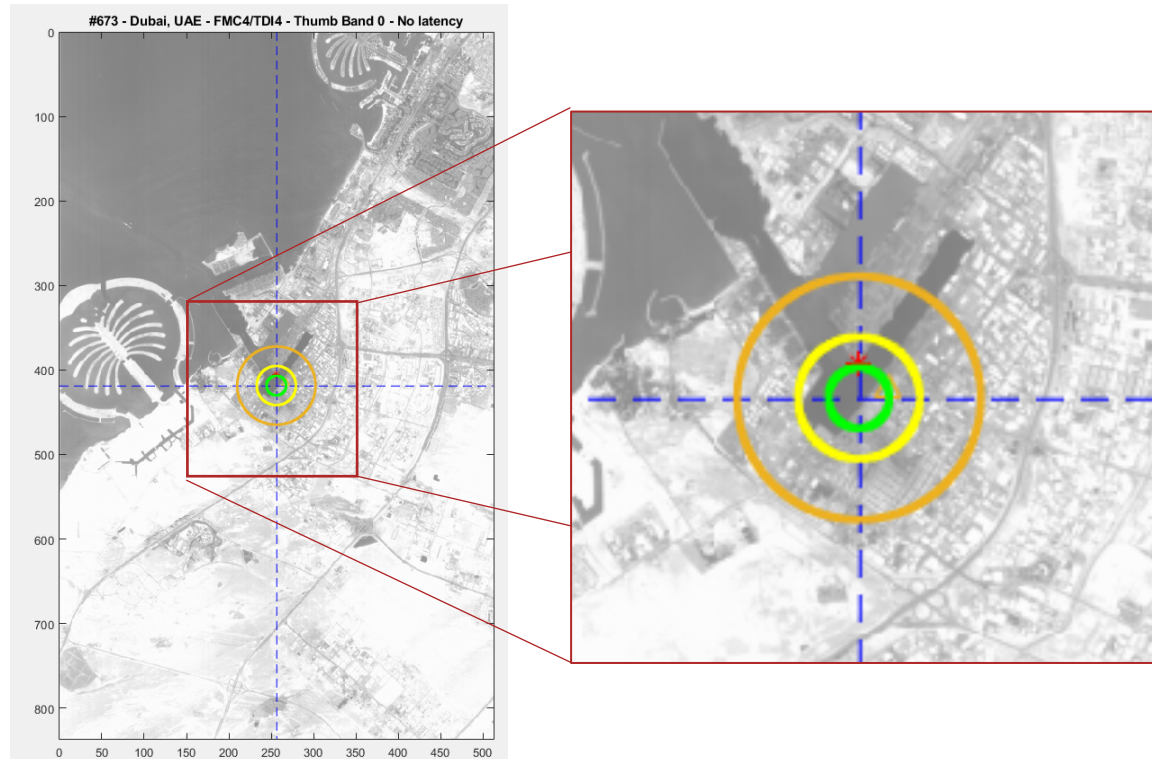


Pointing accuracy $< 0.1^\circ$, knowledge $< 0.1^\circ$

The Performance

Pointing Accuracy and Knowledge

- **Red Star:** Targeted point at a certain time-stamp
- **Orange Triangle:** AOCS attitude estimate on that time-stamp

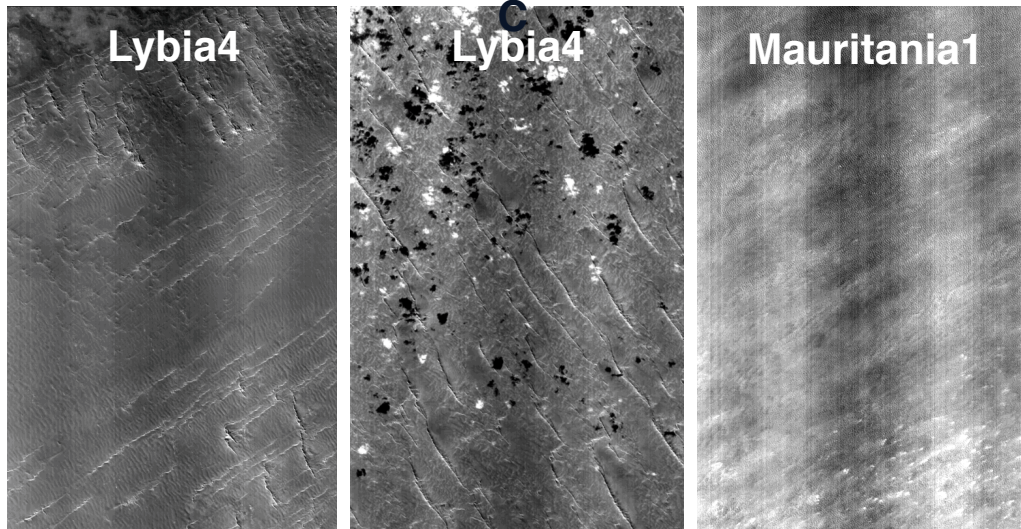


The Processing

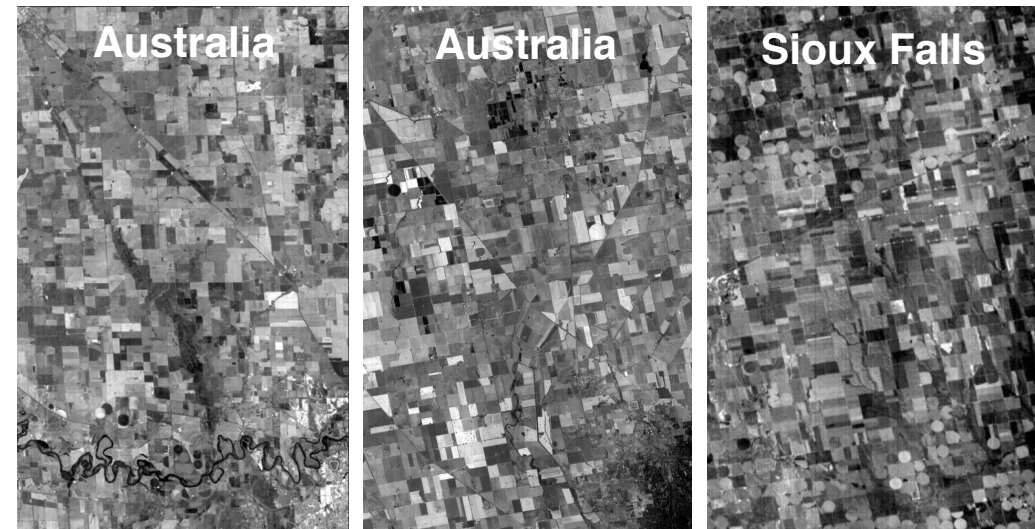
Geometric and Radiometric Calibration Inputs

- Iterative calibration process between ISISPACE and Pinkmatter Solutions
 - Different TDI settings: 1, 2, 4, 8, 16
 - Integration time fixed: $f(\text{altitude})$
 - Constant satellite angle (nadir)
- Radiometric sites and Geometric sites targeted
 - **Radiometric:** Desert or snow-covered areas, high solar elevation
 - **Geometric:** Rectangular or clear architectural features (agriculture, urban areas)

RADIOMETRI



GEOMETRIC



The Processing

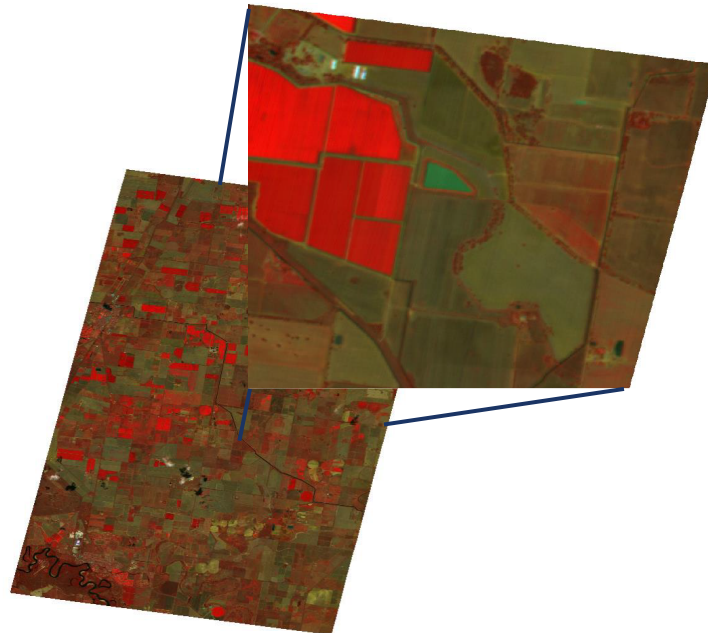
Pinkmatter Solutions FarEarth

- Radiometric correction through **pre-flight calibration parameters** and **radiometric parameter file (RPF)**
- Geometric correction through **orthorectification**, **band alignment**, **viewing angle generation**
- Level 1B product data: GeoTIFF for each band, browse files .png, and metadata

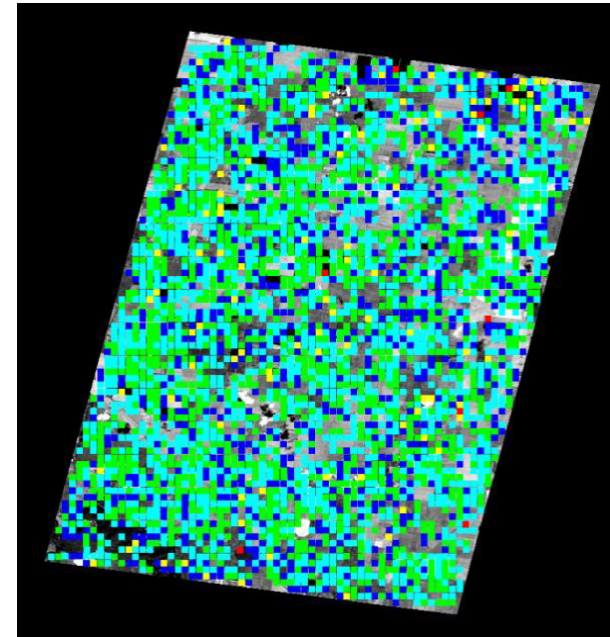
RPF input



Band alignment



Geometric accuracy



Green: disparity between 0 and 0.5 pixels
Teal: disparity between 0.5 and 1.0 pixels
Blue: disparity between 1.0 and 2.0 pixels
Yellow: disparity between 2.0 and 5.0 pixels
Red: disparity larger than 5.0 pixels

The Processing

Achieved performance (so far)

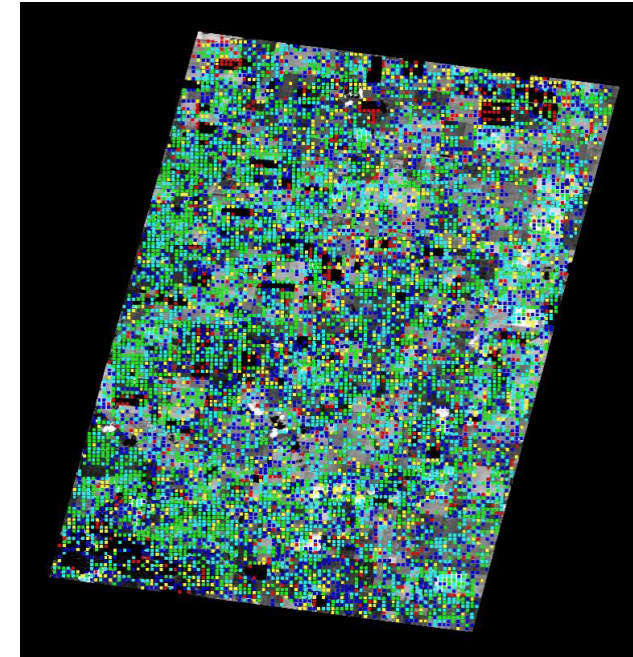
Geometric

- Band aligned scenes within 1 pixel (outliers expected on edge of the scene)
- Absolute geometric accuracy compared to Sentinel 2 is ~1-2 pixels

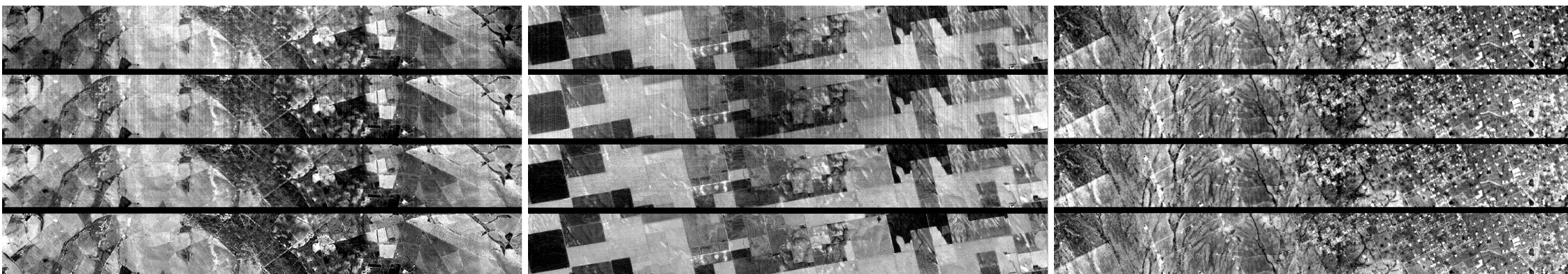
Radiometric

- Top Of Atmosphere (TOA) reflectance values (error & st.dev) compared to Sentinel-2 **<5%**

Ground Sampling Distance in the range of 5-8m



Disparity between NAPA-2 Band 3 (red) and Sentinel-2 L1C Band 4 (red)



Raw

Pre-flight parameters

In-orbit calibration parameters

Sentinel-2 reference image

Cape Town, Band 4 (Red-edge)

Kansas, Band 1 (Blue)

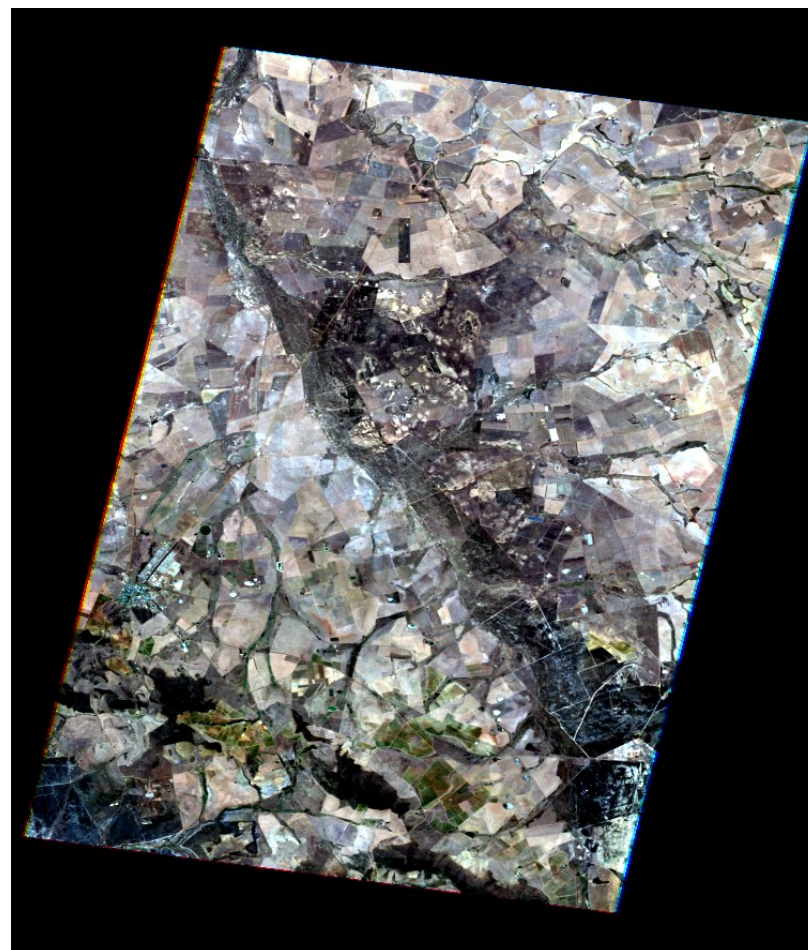
Permian Basin, US, Band 2 (Green)

The Product

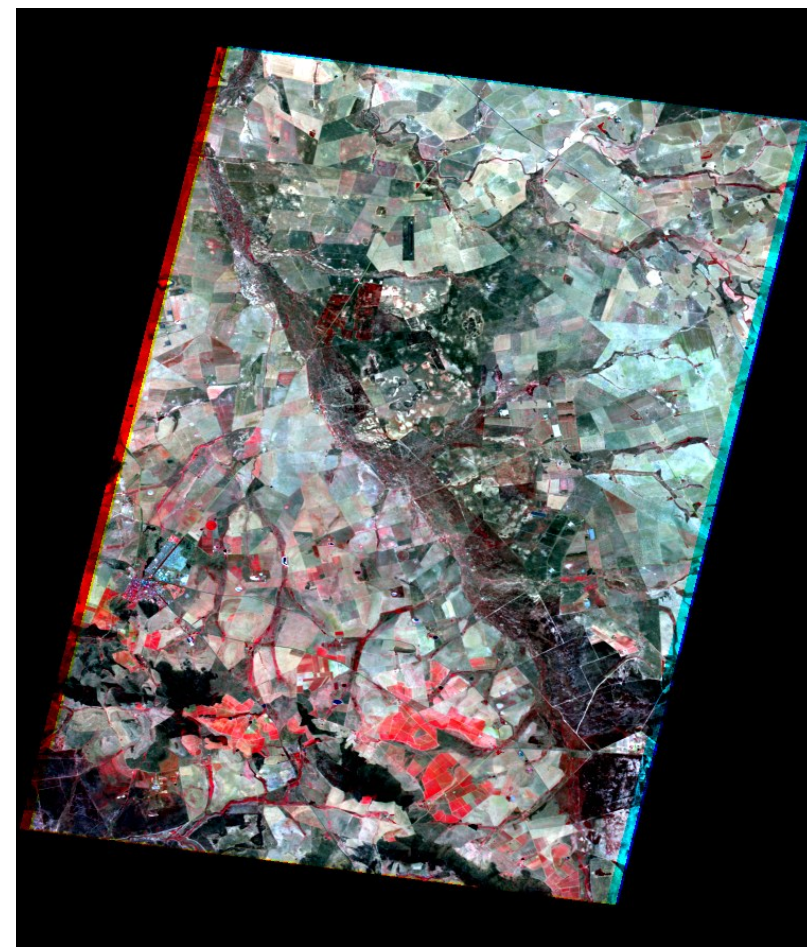
South Africa (north of Cape Town)



RAW (enhanced)



RGB - L1B



NRG - L1B

The Product

Cities (RGB – L1B)

San Diego



San Francisco



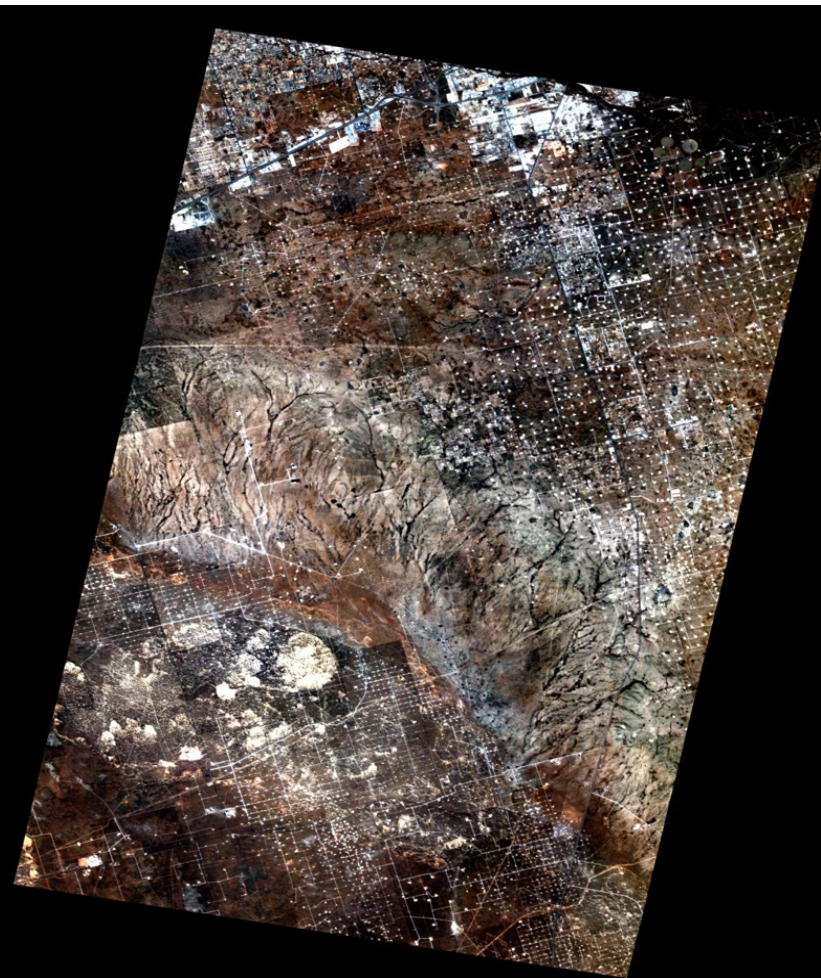
Jeddah



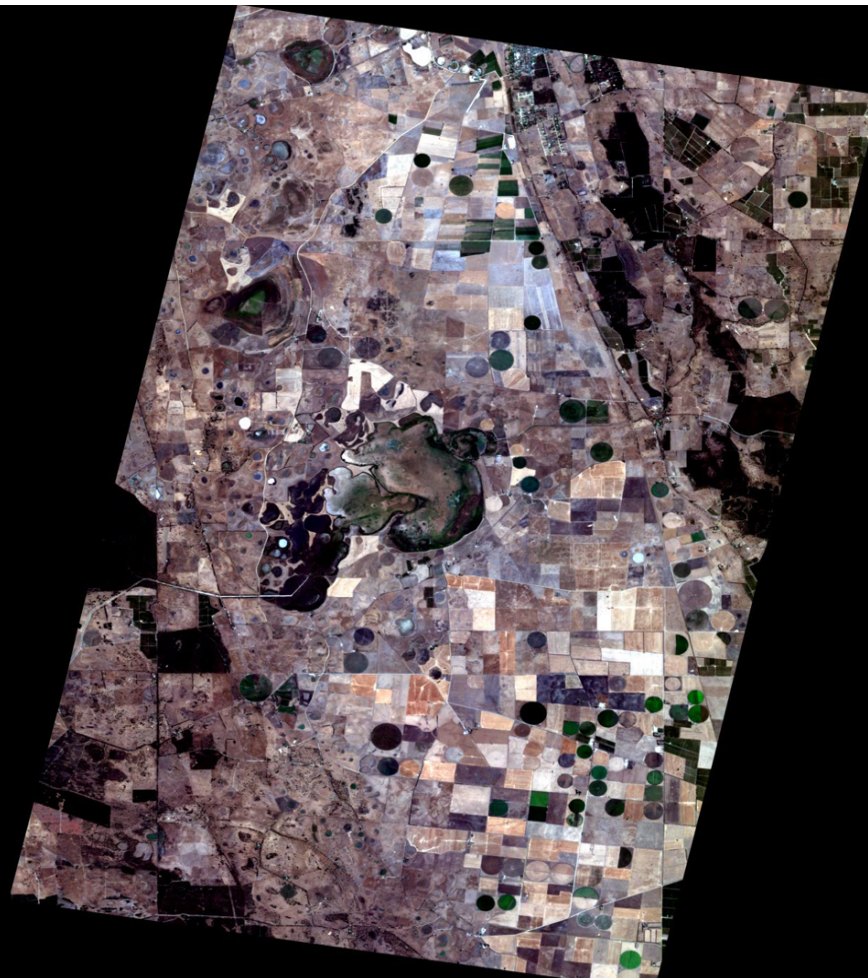
The Product

Landscape (RGB – L1B)

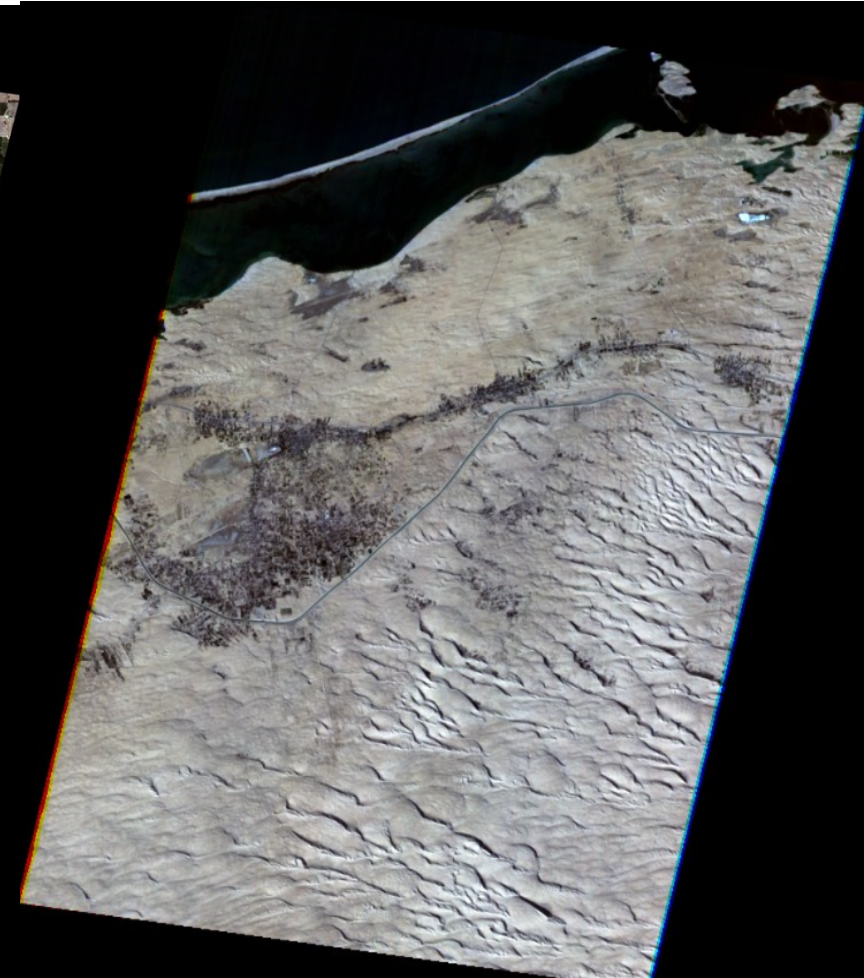
Permian Basin



Australia



Egypte coastline



The Product

Zoom-in (RGB – L1B)

Dubai, UAE



The Product

Not so successful attempts...

Satellite instabilities



Airport not safe for landing!



Operational errors...

Behind every successful acquisition there are multiple failed acquisitions.
Taking multi-spectral images from space is challenging!

The Product

Dealing with the not-so-successful attempts

FMC factors of up to 50x were executed but instability occurs caused by reaction wheels

- Zero-wheel crossings
- Wheel speeds in unfavorable frequency range(s)

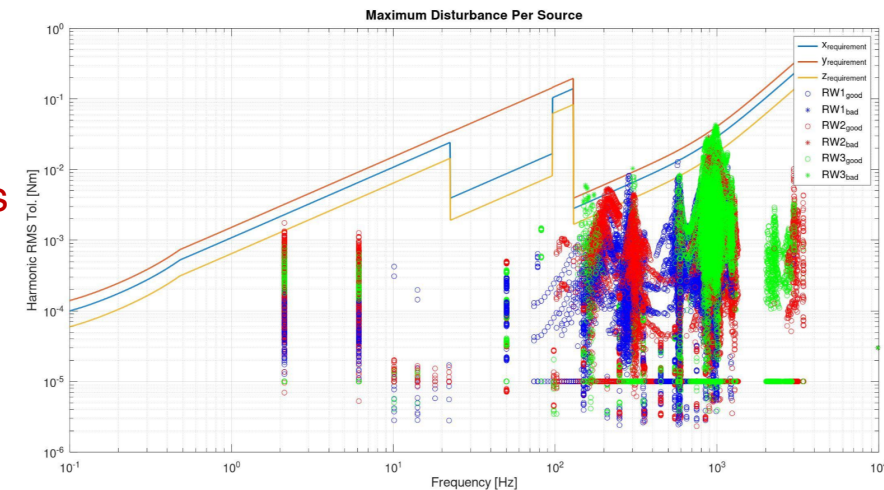
Assessment of micro-vibrations

- Ongoing cooperation with ESA to identify the cause of the instabilities
- Identify the effect of micro-vibrations on optical quality

Initial lesson/implementation for future missions: Fly **four reaction wheels**

Allow (some) flexibility in choosing reaction wheel speeds (set a bias) to avoid:

- Critical frequency ranges
- Zero-wheel crossings



The Future

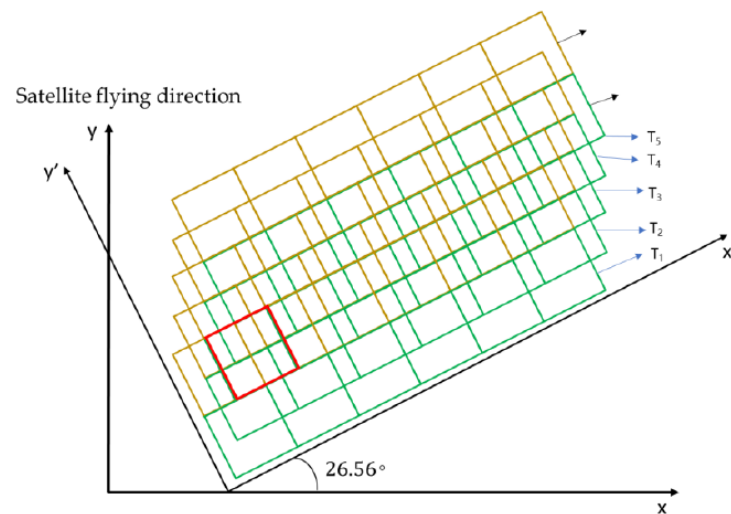
Processing Improvements and Imaging

Improve on-ground processing

- Improve radiometric calibration files (more data)
- Employ on-ground processing techniques to increase resolution (GSD)

Employ super-resolution technique

- Improve spatial resolution by flying at a fixed yaw rotation and increasing the sensor frame rate - potential factor 2 increase in resolution
- First results are promising yet not constant



Potential successful super-resolution images obtained

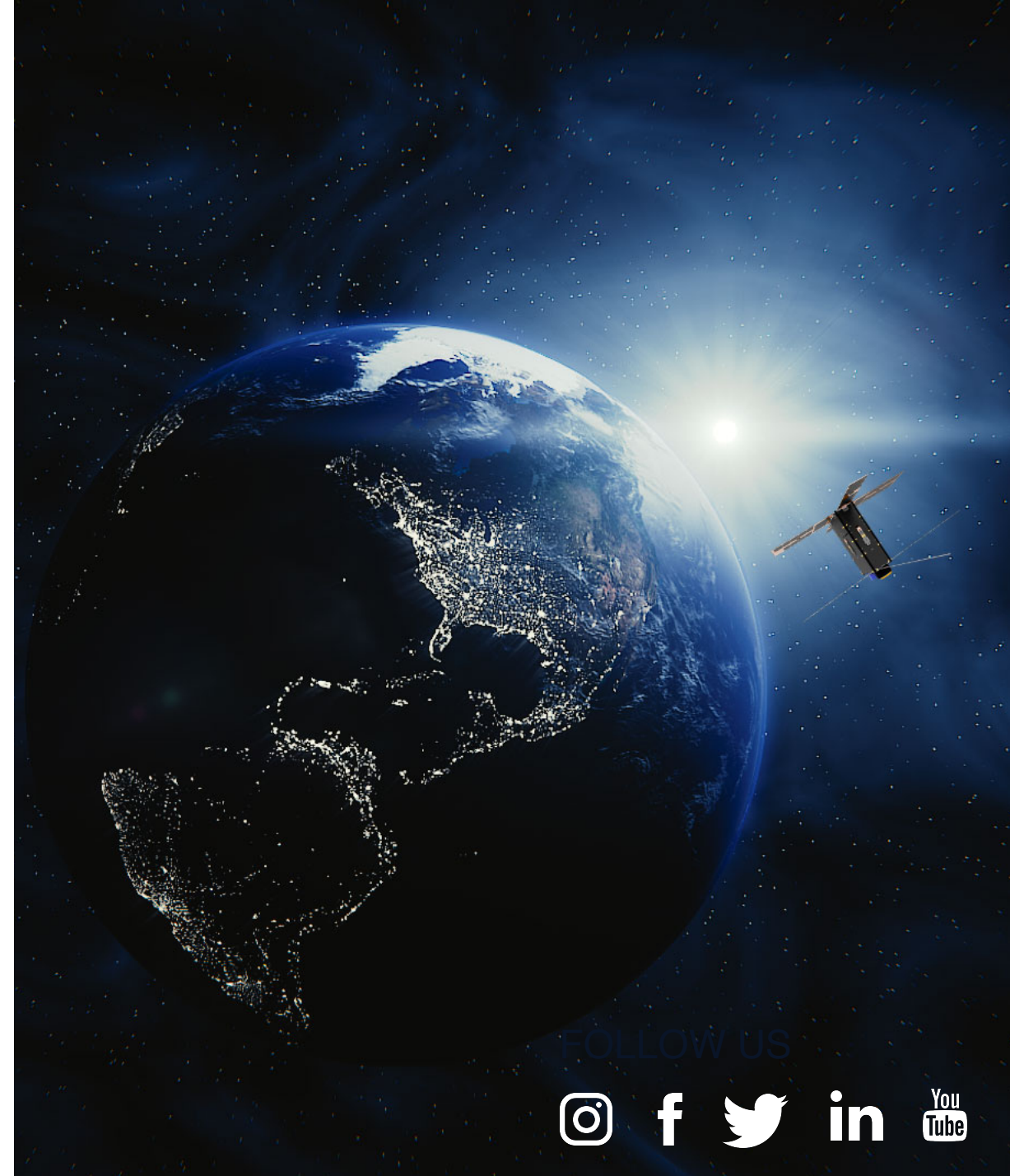
Thank you



Hugo Brouwer & NAPA-2 OPS Team

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Booth #007



FOLLOW US

