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# HyMap Data Acquisition Report

***AUGUST 2006***

*CAMECO AUSTRALIA PTY LTD*

*Arnhem Land, NT*

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## 1. PROJECT OVERVIEW

HyVista Corporation was contracted by Cameco Australia Pty Ltd. to acquire hyperspectral data over selected areas in Arnhem Land, Northern Territory. The data acquisition was proposed to occur during the top end dry season from April to September 2006. The data acquisition occurred on the 19th August 2006. A total of 29 HyMap image strips covering approximately 1,150$km^2$ were acquired at a spatial resolution of 5m. The HyMap data products that have been delivered are radiance, reflectance and geocorrected data. The following report contains information on sensor specifications, survey site parameters, flight logs, image mosaics and HyVista data product information.

## 2. ACQUISITION SUMMARY

| |
|---|
| **Site Name(s) :**<br>cameco |
| **Location :** Arnhem Land, NT |
| **Date of Acquisition :** 19th August 2006 |
| **Company :** Cameco Australia Pty Ltd |
| **Contact :** Geoff Beckitt – Geoff_Beckitt@cameco.com.au |
| **HVC Contact :** Peter Cocks – pac@hyvista.com |

# 3. HYMAP$^{TM}$ AIRBORNE IMAGING SENSOR

The HyMap sensor is an airborne imaging system that is used for earth resources remote sensing. It records a digital image of the earth's sunlit surface underneath the aircraft but unlike standard aerial cameras, the HyMap records images in a large number of wavelengths. In essence, the HyMap is an airborne spectrometer and like spectrometers used in analytical chemistry, it can detect and identify materials by the spectral features contained in the recorded data.

The HyMap records an image of the earth's surface by using a rotating scan mirror which allows the image to build line by line as the aircraft flies forward. The reflected sunlight collected by the scan mirror is then dispersed into different wavelengths by four spectrometers in the system. The spectral and image information from the spectrometers is digitised and recorded on tape.

The HyMap sensor utilizes four 32-element detector arrays (1 Si, 3 liquid-nitrogen cooled InSb) to provide 126 spectral channels covering the 450nm to 2500nm spectral range over a 512 pixel swath.

To minimise distortion induced in the image by aircraft pitch, roll and yaw motions, the HyMap is mounted in a gyro-stabilised platform (Zeiss SM2000). While the platform minimises the effects of aircraft motion, small image distortions remain. These residual motions are monitored with a 3 axis gyro, 3 axis accelerometer system (IMU – inertial monitoring unit). The system currently used with the HyMap is a Boeing C-MIGITS II.

Associated with the actual HyMap optical system is an electronics sub-system which is rack mounted in the aircraft. This electronics sub-system provides the sensor with power and contains a computer system that controls the data acquisition process. There is a touch screen monitor used by the operator to set data acquisition parameters, start and stop recording, view the image as it is being acquired and review various engineering status indicators (power, temperature etc).

The HyMap system has been designed to operate in aircraft that have standard aerial photo-ports. The angular width of the recorded image is 61.3 degrees or about 2.3 km when operating 2000m above ground level. Typically, the spatial resolution achieved with the HyMap is in the range 3 to 10 m.

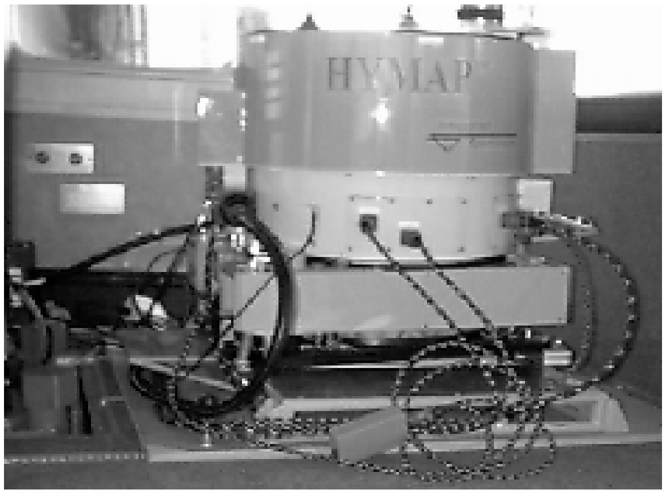
The general technical specifications of the HyMap system are given in the tables below:

| **Typical Operational Parameters** | |
|---|---|
| Platform | Light, twin engine aircraft<br>e.g. Cessna 404, unpressurised |
| Altitudes | 2000 – 5000 m AGL |
| Ground Speeds | 110 – 180 kts |

| **Spatial Configuration** | |
|---|---|
| IFOV | 2.5 mr along track<br>2.0 mr across track |
| FOV | 61.3 degrees (512 pixels) |
| Swath | 2.3 km at 5m IFOV (along track)<br>4.6 km at 10m IFOV (along track) |

| **Typical Spectral Configuration** | | | |
|---|---|---|---|
| *Module* | *Spectral range* | *Bandwidth across module* | *Average spectral sampling interval* |
| VIS | 0.45 – 0.89 um | 15 – 16 nm | 15 nm |
| NIR | 0.89 – 1.35 um | 15 – 16 nm | 15 nm |
| SWIR1 | 1.40 – 1.80 um | 15 – 16 nm | 13 nm |
| SWIR2 | 1.95 – 2.48 um | 18 – 20 nm | 17 nm |

The following figures show the HyMap and associated electronics installed in a light, twin-engine aircraft.



# 4. SURVEY PLANNING AND SPECIFICATIONS

HyVista Corporation established in consultation with the client an optimum survey plan designed to deliver a combination of spatial resolution and survey efficiency.

For survey operations and flight logistics and planning, HyVista utilises two integrated software and hardware packages.

The first is Flitemap (Jeppesen - www.jeppesen.com) which is a high resolution moving map and flight planning application. Using HyVista proprietry software, flight line information is plotted as user waypoints and entered to the FliteMap database. This information then can be used to plan day to day flight logistics and flight logging and reporting. Another important feature of Flitemap is the ability to log the GPS signal from the HyMap system while in flight. A GPS signal is transmitted from the HyMap system via the Omnistar 3000LR DGPS as RTCM. This signal is recorded every second and plotted on the Flitemap display and can also be saved for archiving and reporting purposes to easily and quickly show terrain coverage and target acquisition completion.

The second and most important survey operation software/hardware package is Eztrack Aerial Survey System (TRACK'AIR – www.trackair.com). The system is a combination of specially developed software and hardware tools integrated to streamline airborne survey operations. The system consists of an equipment kit and the TRACKER planning and reporting software. This includes the TECI (Tracker External Camera Interface), snapSHOT software running on a laptop, a panel display for pilot viewing and a complementary cross track indicator (CTI) for the pilot. The Eztrack is a complete Aerial Survey System which starts at the planning stages of a survey mission. Utilising snapXYZ and snapPLAN a survey area consisting of flight lines can be planned in minutes from any waypoint or polygon coordinates. Flight lines are stored in a database system making it easy to archive and report survey missions. Tracker also accepts many different projections and datums making it easy to use with different client needs. Actual flight operation utilises the Eztrack hardware and snapSHOT software. The Eztrack receives a GPS signal transmitted from the HyMap system via the Omnistar 3000LR DGPS as RTCM. This increases the accuracy of flight line operations.

# 4.1 PLANNING REPORT

### *Site Name : NT - Cameco*

Project name: AUS2006
Project number: AUS2006

Flying height agl: 2000 m
Field of view: 61

***TOTAL QUANTITIES***

Totals for runs + strips
Total lines: 29
Total length (km): 489 km
Total length (nm): 264 nm

**Strip number: 1**
Course: 090°/270°
Length: 14.4 km
Swath width: 2356 m

WGS84 Start: -12 15.267 / 133 37.294
WGS84 End: -12 15.272 / 133 45.233

UTM Start: [53] 350 074 / 8644 926
UTM End: [53] 364 467 / 8644 987

**Strip number: 2**
Course: 090°/270°
Length: 14.4 km
Swath width: 2356 m

WGS84 Start: -12 16.351 / 133 37.289
WGS84 End: -12 16.357 / 133 45.229

UTM Start: [53] 350 076 / 8642 928
UTM End: [53] 364 469 / 8642 988

**Strip number: 3**
Course: 090°/270°
Length: 14.4 km
Swath width: 2356 m

WGS84 Start: -12 17.441 / 133 37.295
WGS84 End: -12 17.446 / 133 45.235

UTM Start: [53] 350 096 / 8640 919
UTM End: [53] 364 489 / 8640 980

**Strip number: 4**
Course: 090°/270°
Length: 14.4 km
Swath width: 2356 m

WGS84 Start: -12 18.530 / 133 37.295
WGS84 End: -12 18.530 / 133 45.235

UTM Start: [53] 350 107 / 8638 912
UTM End: [53] 364 499 / 8638 981

**Strip number: 5**
Course: 090°/270°
Length: 9.8 km
Swath width: 2356 m

WGS84 Start: -12 20.210 / 133 24.819
WGS84 End: -12 20.220 / 133 30.252

UTM Start: [53] 327 508 / 8635 690
UTM End: [53] 337 357 / 8635 727

**Strip number: 6**
Course: 090°/270°
Length: 9.8 km
Swath width: 2356 m

WGS84 Start: -12 21.304 / 133 24.818
WGS84 End: -12 21.309 / 133 30.252

UTM Start: [53] 327 519 / 8633 673
UTM End: [53] 337 368 / 8633 719

**Strip number: 7**
Course: 090°/270°
Length: 9.8 km
Swath width: 2356 m

WGS84 Start: -12 22.393 / 133 24.803
WGS84 End: -12 22.403 / 133 30.238

UTM Start: [53] 327 504 / 8631 665
UTM End: [53] 337 354 / 8631 702

**Strip number: 8**
Course: 090°/270°
Length: 18.9 km
Swath width: 2356 m

WGS84 Start: -12 23.478 / 133 19.798
WGS84 End: -12 23.497 / 133 30.238

UTM Start: [53] 318 444 / 8629 608
UTM End: [53] 337 365 / 8629 686

**Strip number: 9**
Course: 090°/270°
Length: 9.8 km
Swath width: 2356 m

WGS84 Start: -12 24.585 / 133 24.812
WGS84 End: -12 24.591 / 133 30.242

UTM Start: [53] 327 543 / 8627 623
UTM End: [53] 337 384 / 8627 669

**Strip number: 10**
Course: 000°/180°
Length: 22.4 km
Swath width: 2356 m

WGS84 Start: -12 45.280 / 133 19.756
WGS84 End: -12 33.112 / 133 19.837

UTM Start: [53] 318 623 / 8589 410
UTM End: [53] 318 628 / 8611 847

**Strip number: 11**
Course: 000°/180°
Length: 22.4 km
Swath width: 2356 m

WGS84 Start: -12 45.281 / 133 20.861
WGS84 End: -12 33.113 / 133 20.946

UTM Start: [53] 320 623 / 8589 422
UTM End: [53] 320 636 / 8611 858

**Strip number: 12**
Course: 000°/180°
Length: 22.4 km
Swath width: 2356 m

WGS84 Start: -12 45.310 / 133 21.975
WGS84 End: -12 33.142 / 133 22.055

UTM Start: [53] 322 640 / 8589 381
UTM End: [53] 322 645 / 8611 817

**Strip number: 13**
Course: 000°/180°
Length: 22.4 km
Swath width: 2356 m

WGS84 Start: -12 45.292 / 133 23.085
WGS84 End: -12 33.128 / 133 23.169

UTM Start: [53] 324 648 / 8589 427
UTM End: [53] 324 662 / 8611 854

**Strip number: 14**
Course: 000°/180°
Length: 22.4 km
Swath width: 2356 m

WGS84 Start: -12 45.311 / 133 24.213
WGS84 End: -12 33.143 / 133 24.297

UTM Start: [53] 326 691 / 8589 404
UTM End: [53] 326 705 / 8611 839

**Strip number: 15**
Course: 000°/180°
Length: 22.4 km
Swath width: 2356 m

WGS84 Start: -12 45.321 / 133 25.318
WGS84 End: -12 33.152 / 133 25.400

UTM Start: [53] 328 690 / 8589 398
UTM End: [53] 328 703 / 8611 834

**Strip number: 16**
Course: 000°/180°
Length: 10.3 km
Swath width: 2356 m

WGS84 Start: -12 45.350 / 133 26.427
WGS84 End: -12 39.740 / 133 26.468

UTM Start: [53] 330 698 / 8589 357
UTM End: [53] 330 709 / 8599 701

**Strip number: 17**
Course: 000°/180°
Length: 10.3 km
Swath width: 2356 m

WGS84 Start: -12 45.364 / 133 27.537
WGS84 End: -12 39.759 / 133 27.572

UTM Start: [53] 332 707 / 8589 343
UTM End: [53] 332 709 / 8599 677

**Strip number: 18**
Course: 000°/180°
Length: 10.3 km
Swath width: 2356 m

WGS84 Start: -12 45.364 / 133 28.647
WGS84 End: -12 39.759 / 133 28.681

UTM Start: [53] 334 715 / 8589 354
UTM End: [53] 334 717 / 8599 689

**Strip number: 19**
Course: 000°/180°
Length: 10.3 km
Swath width: 2356 m

WGS84 Start: -12 45.365 / 133 29.756
WGS84 End: -12 39.759 / 133 29.796

UTM Start: [53] 336 723 / 8589 365
UTM End: [53] 336 734 / 8599 700

**Strip number: 20**
Course: 000°/180°
Length: 10.3 km
Swath width: 2356 m

WGS84 Start: -12 45.365 / 133 30.861
WGS84 End: -12 39.759 / 133 30.900

UTM Start: [53] 338 722 / 8589 376
UTM End: [53] 338 733 / 8599 711

**Strip number: 21**
Course: 000°/180°
Length: 10.3 km
Swath width: 2356 m

WGS84 Start: -12 45.365 / 133 31.971
WGS84 End: -12 39.760 / 133 32.005

UTM Start: [53] 340 730 / 8589 388
UTM End: [53] 340 733 / 8599 722

**Strip number: 22**
Course: 000°/180°
Length: 10.3 km
Swath width: 2356 m

WGS84 Start: -12 45.365 / 133 33.075
WGS84 End: -12 39.760 / 133 33.113

UTM Start: [53] 342 729 / 8589 399
UTM End: [53] 342 740 / 8599 733

**Strip number: 23**
Course: 000°/180°
Length: 10.3 km
Swath width: 2356 m

WGS84 Start: -12 45.365 / 133 34.181
WGS84 End: -12 39.760 / 133 34.218

UTM Start: [53] 344 729 / 8589 410
UTM End: [53] 344 740 / 8599 744

**Strip number: 24**
Course: 000°/180°
Length: 28.7 km
Swath width: 2356 m

WGS84 Start: -12 45.350 / 133 35.304
WGS84 End: -12 29.759 / 133 35.406

UTM Start: [53] 346 762 / 8589 448
UTM End: [53] 346 792 / 8618 192

**Strip number: 25**
Course: 000°/180°
Length: 28.7 km
Swath width: 2356 m

WGS84 Start: -12 45.369 / 133 36.419
WGS84 End: -12 29.783 / 133 36.519

UTM Start: [53] 348 779 / 8589 424
UTM End: [53] 348 809 / 8618 159

**Strip number: 26**
Course: 000°/180°
Length: 28.7 km
Swath width: 2356 m

WGS84 Start: -12 45.392 / 133 37.533
WGS84 End: -12 29.801 / 133 37.628

UTM Start: [53] 350 796 / 8589 392
UTM End: [53] 350 818 / 8618 136

**Strip number: 27**
Course: 000°/180°
Length: 29.0 km
Swath width: 2356 m

WGS84 Start: -12 45.410 / 133 38.643
WGS84 End: -12 29.684 / 133 38.741

UTM Start: [53] 352 804 / 8589 370
UTM End: [53] 352 833 / 8618 363

**Strip number: 28**
Course: 000°/180°
Length: 29.0 km
Swath width: 2356 m

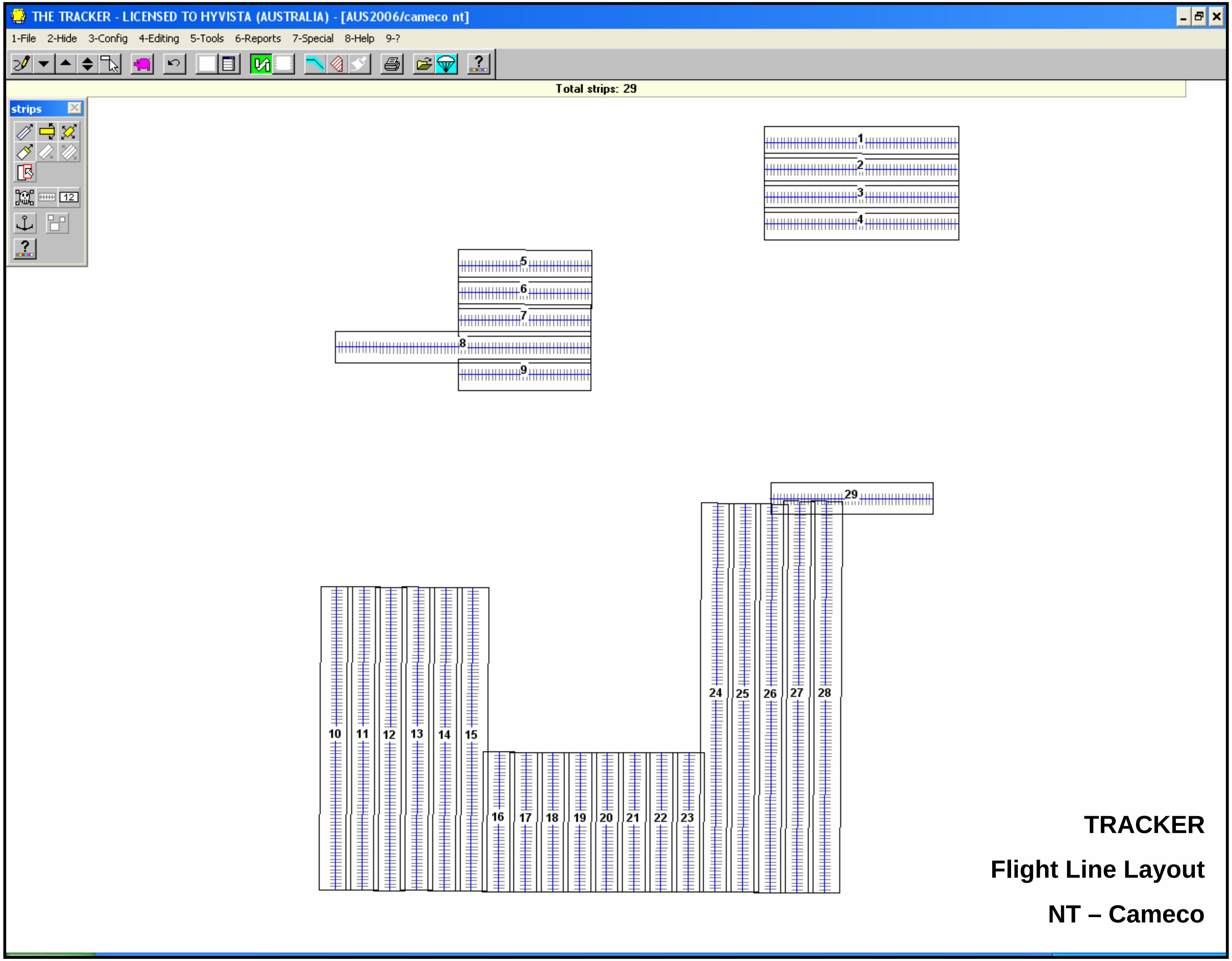
WGS84 Start: -12 45.410 / 133 39.757
WGS84 End: -12 29.683 / 133 39.855

UTM Start: [53] 354 820 / 8589 381
UTM End: [53] 354 850 / 8618 374

**Strip number: 29**
Course: 090°/270°
Length: 12.0 km
Swath width: 2356 m

WGS84 Start: -12 29.576 / 133 37.566
WGS84 End: -12 29.572 / 133 44.207

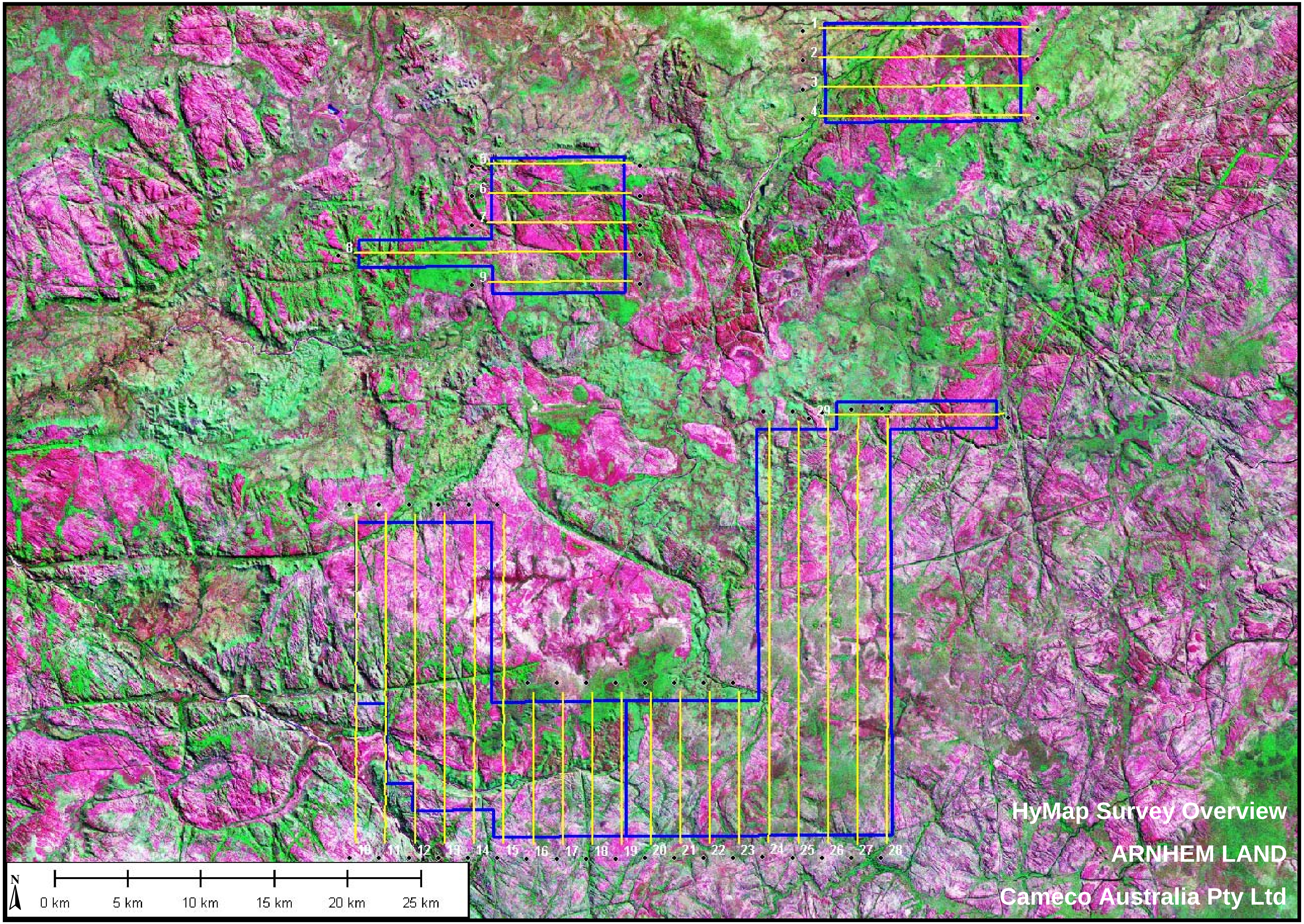
UTM Start: [53] 350 703 / 8618 550
UTM End: [53] 362 732 / 8618 617

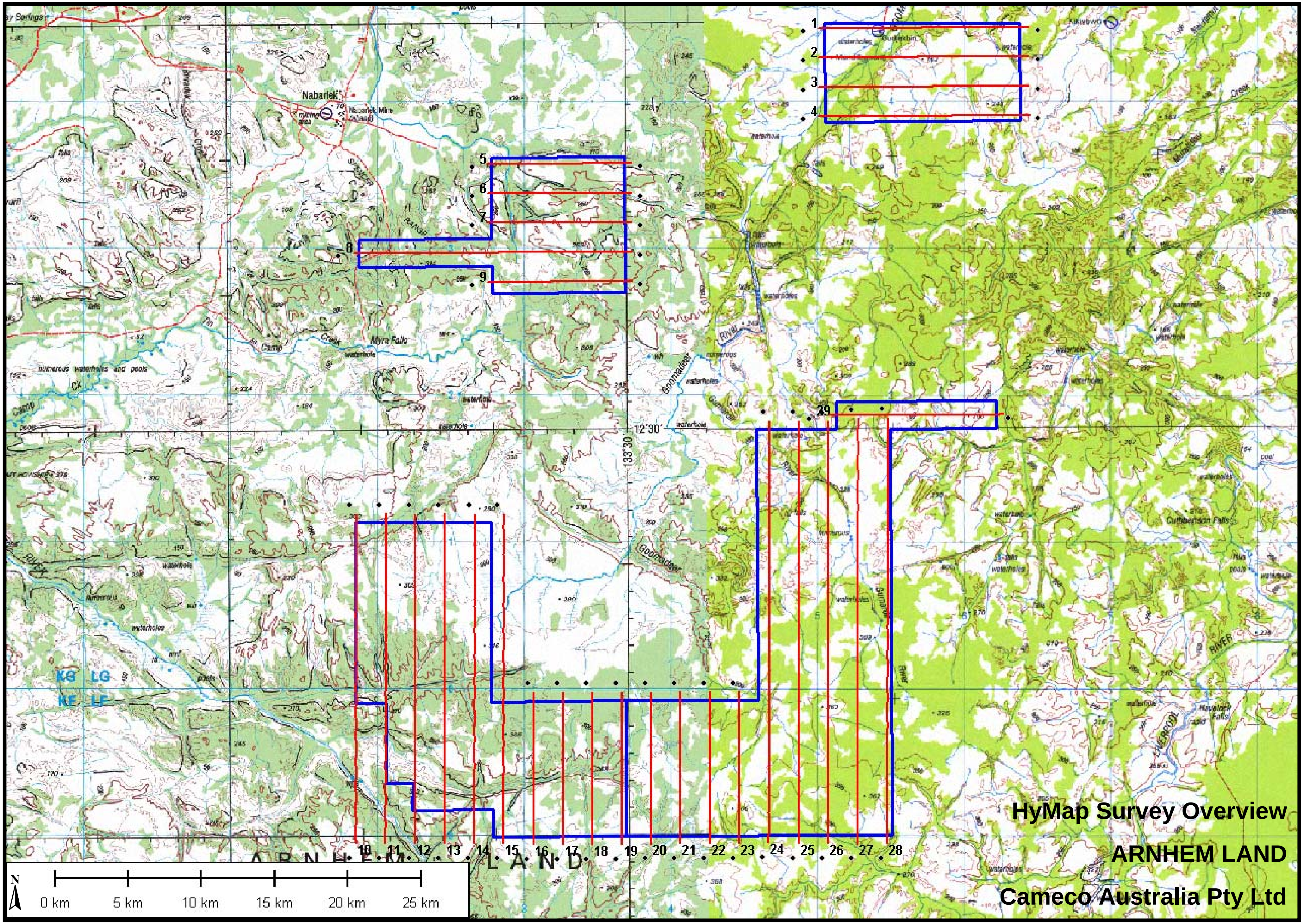



**TRACKER**

**Flight Line Layout**

**NT – Cameco**


1
2
3
4
5
6
7
8
9
29
10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28
0 km 5 km 10 km 15 km 20 km 25 km
N
HyMap Survey Overview
ARNHEM LAND
Cameco Australia Pty Ltd


HyMap Survey Overview
ARNHEM LAND
Cameco Australia Pty Ltd
0 km
5 km
10 km
15 km
20 km
25 km
N
Nabarlek
ARNHEM LAND
12°30'
133°30'

# 5. HYMAP DATA PRODUCTS

The data processing and data products that HyVista Corporation delivered were radiance calibrated data (at sensor), atmospheric correction (to apparent reflectance) and geometric correction. All data are delivered as ENVI™ compatible files and was delivered on a Maxtor external hard drive.

In operation, the HyMap sensor records 128 spectral bands of data. However, the delivered data contains 126 bands because two bands (band 1 and 33 of the VIS module) are deleted during the pre-processing steps.

Spectral and radiometric calibration of the HyMap sensor was accomplished prior to the survey and this information was used to allow the conversion of the raw DN counts to radiance values in $\mu W/cm^2$ nm sr.

Atmospheric correction (spectral processing to remove the effects of atmospheric absorptions and scattering) was performed using the HyCorr software package. HyCorr is a program for converting raw, "near-raw" or radiance HYMAP images to apparent surface reflectance. HyCorr offers two levels of processing. The simpler level is essentially compatible with ATREM3 processing. The more advanced level consists of an ATREM pass followed by an EFFORT polishing pass to remove systematic ATREM errors.

Geometric correction algorithms were used to correct the hyperspectral data. The HyMap system is mounted on a Zeiss SM2000 gyro-stabilised platform that provides 5 degrees of pitch and roll correction and 8 degrees of yaw correction. High quality DGPS integrated with a Boeing CMIGITS II GPS/INS inertial monitoring unit was used to provide sensor pointing data to precisely geocode the raw data. Geometric correction factors are provided to convert the data to map coordinates and provide GIS ready, map-based products.

Listed below is a summary of the pre-processing stages.

| | | |
|---|---|---|
| **Radiance** | *Radiometric Calibration Date* | 01/08/2006 |
| | *DN_Rad File* | calibration_hymap2_01aug2006.txt |
| | *Software Version* | 2.3 |
| **Reflectance** | *Software* | HyCorr v2 |
| | *Aerosol Model* | Continental |
| | *Atmospheric Model* | Mid Lattitude Summer |
| | *Total Ozone* | 0.34 (atm-cm) |
| | *Visibility* | 50 km |
| | *H2O vapour modeling* | Minerals, Rocks and Soils |
| | *EFFORT correction* | YES |
| **Geocorrection** | *Software* | HyGeo v1.6 |
| | *Digital Elevation Model* | SRTM 3 |

Below is listed the files that are delivered followed by a complete description of each.

***Radiance Data Files***

*"filename"*_rad.bil – HyMap image data, 126 channels x 512 pixels x N lines (BIL format).
*"filename"*_rad.hdr – associated ENVI header file.
*"filename"*_q.img – single band (VIS ch25) quicklook image (BSQ format*). *image will be flipped*
*"filename"*_q.hdr – associated ENVI header file.
*"filename"*_mask.bsq – masking output file (BSQ format).
*"filename"*_mask.hdr – associated ENVI header file.
*"filename"*_c.cal – internal lamp data, 128 channels x 10 pixels.
*"filename"*_c.hdr – associated ENVI header file.
*"filename"*_d.drk – dark current data, 128 channels x 10 pixels.
*"filename"*_d.hdr – associated ENVI header file.
*"filename"*.JPG – composite true colour (3 band RGB) image in JPG format.

***Reflectance Data Files***

*"filename"*_ref.bil – HyMap image data, 126 channels x 512 pixels x N lines (BIL format).
*"filename"*_ref.hdr – associated ENVI header file.
*"filename"*_h2o.bil – water vapour band image.
*"filename"*_h2o.hdr – associated ENVI header file.
*"filename"*_eff_gain_sli – HyCorr EFFORT gain spectral library.
*"filename"*_eff_gain_sli.hdr – associated ENVI header file.
*"filename"*_eff_model_sli – HyCorr EFFORT model spectral library.
*"filename"*_eff_model_sli.hdr – associated ENVI header file.
*"filename"*_eff_raw_sli – HyCorr EFFORT final calibration spectral library.
*"filename"*_eff_raw_sli.hdr – associated ENVI header file.

***Geocorrection Data Files***

"*filename"*_geo.img – 3 band colour (RGB) geocoded "quicklook" image.
"*filename"*_geo.hdr – associated ENVI header file.
*"filename"*_geo.ers – associated ER-MAPPER header file.
*"filename"*_glt.bsq – Geographic Lookup Table file.
*"filename"*_glt.hdr – associated ENVI header file.
*"filename"*_igm.bil – Input Geometry file.
*"filename"*_igm.hdr – associated ENVI header file.
*"filename"*.gps – HyMap navigation file.
*"filename"*_ephemeris.txt – Aircraft ephemeris data for each scan line.
*"filename"*_report.txt – summary of the geocorrection parameters.

## 5.1 Radiance Data Files

***"filename"*_rad.bil**

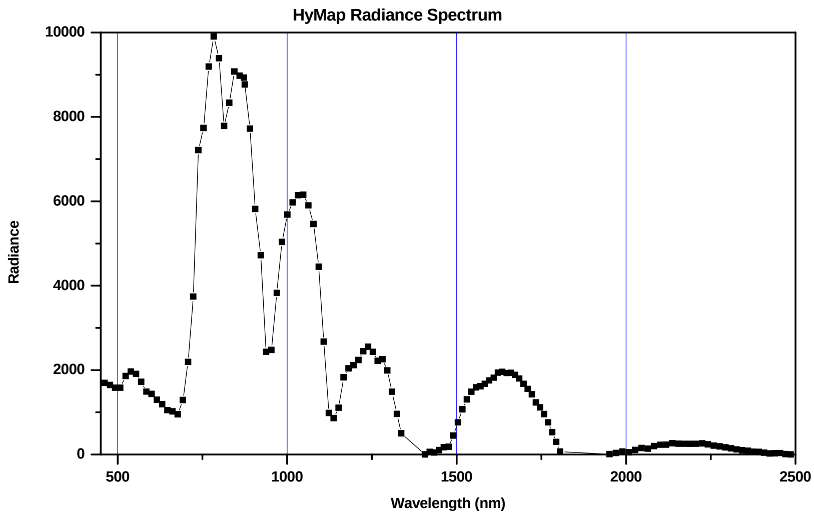
This file is the 126 band, 512 pixel wide image in BIL format that has been converted to physical units of radiance (strictly, the measurement is "at sensor radiance"). The data is in µW/cm$^2$ nm sr.

The in-flight recorded DN (digital numbers) have been corrected for dark current/electronic offsets and converted to radiance using laboratory radiometric calibration information and in-flight measurements of the on-board calibration lamp.

Typically the file will be labelled as "filename"_rad.bil or "filename"_radiance.bil to further indicate that the data is in radiance units.

The preferred data format is a two byte, integer format and the data is rescaled to preserve dynamic range, especially in the SWIR range. This rescaling involves multiplying bands 1 – 62 by 1000 and bands 63 – 126 by 4000.
The wavelength and bandwidth (in nanometres) information is imbedded in the ENVI header file (*.hdr).

A typical radiance spectrum (over a vegetated scene) is shown below.




The HyMap sensor has 4 spectrometers (VIS, NIR, SWIR1 and SWIR2), each producing 32 spectral bands of imagery. The VIS and NIR provide contiguous sampling across the 900 nm region. In fact, the spectrometers are set up to provide a slight overlap in the long wavelength region of the VIS spectrometer and the short wavelength region of the NIR spectrometer.

Image data is written in band order from the VIS to the NIR to the SWIR1 to the SWIR2 spectrometer and this leads to the bands being in wavelength order except at the VIS – NIR overlap.

Typically, band 30 (the last band of the VIS spectrometer) of the radiance data will have a wavelength larger than band 31 (the first band of the NIR spectrometer).

When radiance spectra are plotted as a Z-profile in ENVI, the line of the plot is connected to the data points in band order, not wavelength order. This can give a “strange” appearance to the plot in the VIS-NIR overlap region.

**“*filename*”_q.img**

This file is a single band image in BSQ format. The file is used to provide a “quicklook” at the HyMap image. The image has the same dimensions as the radiance file but will be displayed in a mirrored orientation as it has been derived from the “raw” HyMap data. Therefore the image is displayed “as it is recorded on the HyMap system”. The band used is from VIS ch25.

**“*filename*”_mask.bsq**

This file is the masking output file. The file has the same dimensions as a 1-band image with byte formatting. A 1 value in a pixel represents a valid pixel while a 0 in the pixel represents an invalid mapped pixel in the radiance file. The masking process also sets pixels between 0 and the MinDN value back to zero, thus removing any negative radiance values that may have been generated due to very low signal bands with noise levels of greater than 1DN standard deviation. The file is imported by ENVI and used for masking corrupt pixels during data analysis.

**“*filename*”_c.cal**

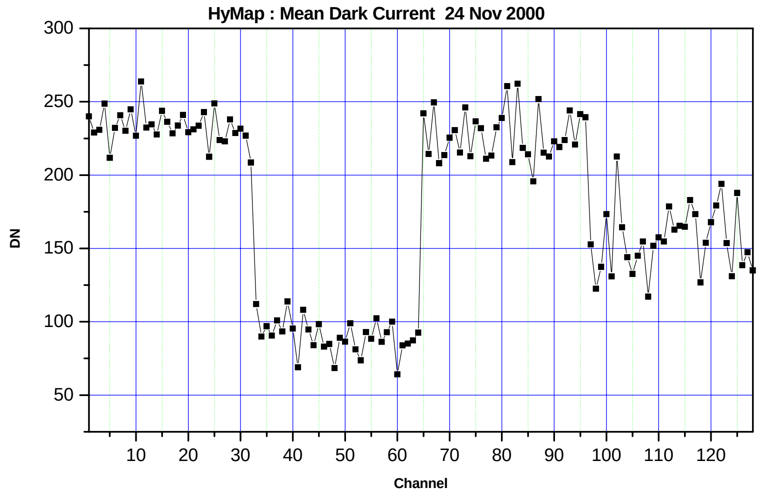
During image acquisition, the HyMap sensor measures the on-board calibration lamp, acquiring a 10 pixel wide “image” after alternate image scan lines. This data is in DN and is used by HyVista Corp. during the radiometric pre-processing. The data in this file are not dark current/offset corrected. Typically, this file will be delivered in the HyMap 128 channel mode. (NOTE: in the 126 band radiance data, bands 1 and 32 have been deleted)

To most users, this file is of little value and has some properties that require additional information from HyVista Corp for a complete understanding.

**“*filename*”_d.drk**

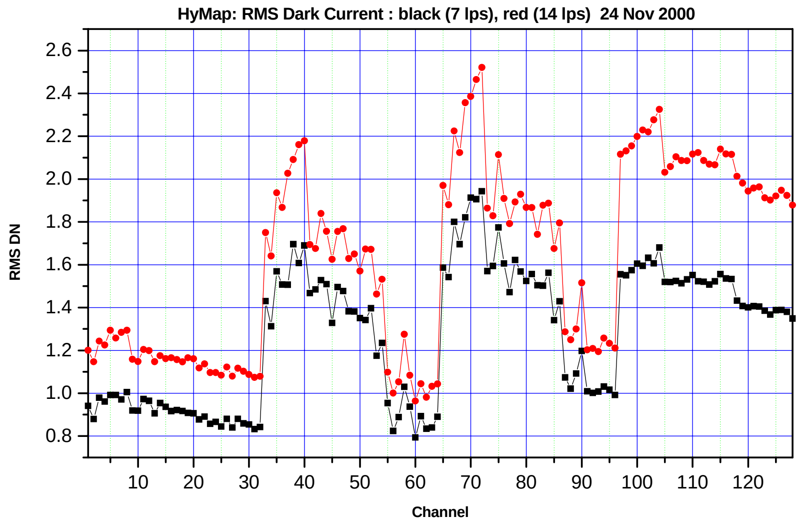
During image acquisition, the HyMap sensor measures detector dark currents and offsets, acquiring a 10 pixel wide “image” after alternate image scan lines. The data is in DN and can be used to examine the dark current statistics. Typically, this file will be delivered in the HyMap 128 channel mode. (NOTE: in the 126 band radiance data, bands 1 and 32 have been deleted)

A typical mean dark current spectrum is shown below where data from the 4 spectrometers can be easily recognised.




Typical dark current noise (in rms DN) is shown in the following figure.  Again the 4 spectrometer data can be easily recognised.  Note that the details of both the mean and rms dark currents will be dependent of which detector array is installed at the time of the survey and on the electronic gains set during the laboratory calibration.

Note also that the rms dark current noise is dependent on the scan line acquisition rate. The higher the line rate, the higher the rms noise.




### *"filename"*.JPG

This file is a 3-band colour image of the imported data. It is displayed as RGB as R-VISch18, G-VISch10, B-VISch4. It is radiance corrected and gaussian stretched to provide the best quality picture and is provided in the common JPG image format.

## 5.2 Reflectance Data Files

HyVista Corporation produces reflectance data files from the software HYCORR. HYCORR is a program for converting radiance HYMAP images to apparent surface reflectance. It offers two levels of processing. The simpler level is essentially compatible with ATREM3 processing. The more advanced level consists of an ATREM pass followed by an EFFORT polishing pass to remove systematic ATREM errors. EFFORT processing has been used on this dataset and the derived files are explained below.

***"filename"*_ref.bil**

This is the main reflectance product. It is an ENVI file-pair with the same dimensions as the input image. It is also a BIL short-integer image and has been scaled by 10,000. (reflectance*10000.) Wavelength is displayed as um.

***"filename"*_h2o.bil**

This file is the water-vapour band image. This gives the amount of water vapour modelled for each pixel. It has the same #samples and #lines as the input image but only 1 band. It is a short-integer image. It has (water vapour in atm-cm) * 1000.

***"filename"*_eff_gain_sli**

This file is the HyCorr EFFORT gain spectral library. It is the EFFORT gain and error in finding the gain: It is in ENVI spectral library format.

***"filename"*_eff_model_sli**

This file is the HyCorr EFFORT model spectral library. It is in ENVI spectral library format.

***"filename"*_eff_raw_sli**

This file is the HyCorr EFFORT final calibration spectral library. It is in ENVI spectral library format.

## 5.3 Geocorrection Data Files

HyVista Corporation uses proprietary software for geocorrecting hyperspectral images collected by the HyMap airborne hyperspectral scanner. The software uses HyMap sensor position and orientation data collected at the same time as the image to calculate the position of each pixel in the image. The software uses this position information to map input image pixel values onto a geo-referenced grid of output image pixels.

The geocorrection software also makes use of a Digital Elevation Model (or DEM) of the geographic region containing the imagery.

The geocorrection software produces an "_igm" input geometry file, a "_glt" geometry lookup table file and, finally, the geo-corrected output image. All geocoded products are in the UTM projection and WGS84 datum. These files are explained in detail as follows.

**“*filename*”_geo.img**

Typically a 3 band colour (RGB) geocoded “quicklook” image. Bands used to derive the “true colour” image are R-ch15, G-ch9, B-ch3. When geocoded flight lines are mosaiced together, make sure to set the background value to ignore to -99. The null pixels around the images have this value. The “quicklook” image is produced with an associated ENVI header file and also produced with an associated ER-MAPPER header file. (“*filename*”_geo.ers)

**“*filename*”_glt.bsq**

The geometric lookup table file represents much of the important information that is created in the geo-correction process. The "_glt" file contains the information about which original pixel occupies which output pixel in the final product. Additionally, it is sign-coded to indicate if a certain output pixel is "real" or a nearest-neighbor in-fill pixel. The "_glt" file is a geo-corrected product, with a fixed pixel size projected into a rotated UTM system. The pixel size, scene elevation, UTM zone number, and rotation angle information is reported in an associated ASCII header file. The "_glt" file is two-byte integer binary data in a BIL format. The two bands of the "_glt" file refer to original sample number and original line number, respectively. The sign of the value indicates whether the pixel is an actual image pixel, located at its proper position indicated by a positive value) or a nearest-neighbor in-fill pixel placed to fill an under-sampled image gap (indicated by a negative value). A zero value signifies that no input pixel corresponds to this output pixel.

The importance of the "_glt" image and its role in identifying image gaps and in-fill pixels must be stressed, especially for studies involving small targets. The geometric lookup table file can be used to geo-correct any band or derived product through a simple lookup table procedure.

**“*filename*”_igm.bil**

Input geometry file that denotes the UTM Easting and Northing values derived by the geo-correction process for each original image pixel. The first band contains UTM Easting values in meters and the second band contains UTM Northing values in meters for each original pixel. The input geometry file has the same spatial size as the raw HyMap imagery. The file is double precision, binary data in a BIL format. The pixel size, and UTM zone number information are given in an associated ASCII header file. The input geometry file itself is not geo-corrected, but does contain the geo-location information for each original raw pixel.

***"filename"*.gps**

This file is the HyMap navigation file. The *.gps files is a multi-column ASCII file that is derived from the *.log file by HyVista Corp. proprietary software. The program "unpacks" the *.log file, synchronises times and generates an output which is indexed by scan line number. Not all possible parameters are supplied to a client; again it depends on the specifics of the survey contract. The table below shows the total list of possible output parameters.

| Parameter | Example | Description | Comment |
|---|---|---|---|
| CMIGITS Time | 419819098.2 | Internal CMIGITS time in microseconds | Of no interest or value to end user |
| Pitch | 0.85741807 | IMU output Decimal degrees | |
| Roll | 1.14817758 | IMU output Decimal degrees | |
| Heading | -67.36104012 | IMU output Decimal degrees | |
| Lat | 39.9147011 | DGPS output Decimal degrees (neg = Sth) | |
| Long | -116.3251269 | DGPS output Decimal degrees (0 to 180 E, 0 to –180 W) | |
| Alt | 4754.163811 | DGPS output Metres above MSL | |
| UTC Time | 61606.1032/5/10/2000 | DGPS output Time of day in seconds /day/month/year | 61606.1032=<br>17 Hrs,6 Min,46.1 Seconds |
| Grnd Spd | 81.97301031 | DGPS output Metres per second | |
| True Track | 293.4184839 | DGPS output Decimal degrees (0 to 360) | |
| DGPS | 1 | DGPS status<br>1 = DGPS being received<br>0 = no DGPS received | |
| Satellites | 5 | Number of satellites being received | |
| Line Num. | 1 | Image scan line number | |
| VME time | 344844473 | Internal computer tick time in microseconds | Of no interest or value to end user |

All of the above timing, position and pointing information has been referenced to the **end** of the image scan line.

The parameters are derived as follows.

Once per second, the DGPS receiver generates an interrupt signal. At the time of this interrupt, the system records the VME time (referred to as tick time) and the CMGITS time, both in microseconds. The DGPS receiver then sends UTC time, lat, long, altitude etc to the system referenced to the time of the interrupt signal.

At the end of each image scan line, VME time is recorded. The CMIGITS sends pitch, roll and heading information to the system at a 10 Hz rate and time tagged with CMIGITS time.

The program uses the CMIGITS and VME tick times to synchronise (and interpolate) the other parameters, including UTC time, to the time corresponding to the end of a scan line.

One question that might arise is “if the time is referenced to the end of the image scan line, what positional difference occurs from the centre pixel of the scan line to the end pixel?”

In the following table, the relationship between scan rate (lines per second) and along track positional difference between middle and end pixel is shown.

| **Line Rate (lines per second)** | **Time period per scan line (pixel 1 to pixel 512) in milliseconds** | **Difference(centre to last pixel) at 100 Kts** | **Difference (centre to last pixel) at 120 Kts** | **Difference (centre to last pixel) at 140 Kts** |
|---|---|---|---|---|
| 8 | 42.6 | 1.05 m | 1.3 m | 1.5 m |
| 10 | 34.1 | 1.35 m | 1.0 m | 1.2 m |
| 12 | 28.4 | 0.7 m | 0.85 m | 1.0 m |
| 14 | 24.3 | 0.6 m | 0.75 m | 0.85 m |
| 16 | 21.3 | 0.55 m | 0.65 m | 0.75 m |

Thus it can be seen that unless positional information and/or geo-correction is being attempted at the metre or less precision, that the fact that the timing information generated is referenced to the end of the scan line rather than the centre contributes minimal error. The differences are smaller than the positional information derived from the DGPS and smaller than the accuracy of the IMU pointing information when traced to actual ground positions.

***“filename”*_ephemeris.txt**

Aircraft ephemeris information for each scan line. The file contains: line number, UTM X meters), UTM Y (meters), altitude (meters), pitch (degrees), roll (degrees), and heading (degrees).

***“filename”*_report.txt**

This file contains a summary of data used and generated by the geo-correction process.

# 6. DATA DELIVERY INFORMATION

All HyMap data has been delivered on Maxtor external hard drive (100GB). The data was dispatched for delivery on 28/08/2006 via courier.

### *Filename Conventions*

The base filenames and directory naming convention used for the delivered HyMap data products are as follows.

| ***Site Name*** | ***File Name*** |
|---|---|
| **NT - Cameco** | **hy2-2006-08-19_cameco_01** |

### *DVD File/Directory List*

Each DVD contains a base directory relating to the relevant flight line. Each base directory contains sub-directories for *radiance*, *geocorrection* and *reflectance* products. The files contained on the hard drive are listed below.

| Generated on 2006-08-28 15:21 by Directory Lister v0.8.1 | | |
|---|---|---|
| g:\cameco\ | 35,704,407 KB | 2006-08-28 |
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| <hy2-2006-08-19_cameco_02> | <DIR> | 2006-08-28 |
| <hy2-2006-08-19_cameco_03> | <DIR> | 2006-08-28 |
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| <geocorrection> | <DIR> | 2006-08-28 |
| <L2> | <DIR> | 2006-08-28 |
| <radiance> | <DIR> | 2006-08-28 |
| <reflectance> | <DIR> | 2006-08-28 |
| g:\cameco\hy2-2006-08- | 44,416 KB | 2006-08-28 |

| | | |
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| 19_cameco_01\geocorrection\ | | |
| hy2-2006-08-19_cameco_01_igm.bil | 20,586 KB | 2006-08-24 |
| hy2-2006-08-19_cameco_01_glt.bsq | 9,110 KB | 2006-08-24 |
| hy2-2006-08-19_cameco_01_geo.ers | 1 KB | 2006-08-24 |
| hy2-2006-08-19_cameco_01.gps | 704 KB | 2006-08-19 |
| hy2-2006-08-19_cameco_01_geo.hdr | 0 KB | 2006-08-24 |
| hy2-2006-08-19_cameco_01_glt.hdr | 0 KB | 2006-08-24 |
| hy2-2006-08-19_cameco_01_igm.hdr | 0 KB | 2006-08-24 |
| hy2-2006-08-19_cameco_01_geo.img | 13,664 KB | 2006-08-24 |
| hy2-2006-08-19_cameco_01.ini | 0 KB | 2006-08-24 |
| hy2-2006-08-19_cameco_01_geo.lim | 5 KB | 2006-08-24 |
| hy2-2006-08-19_cameco_01_ephemeris.txt | 341 KB | 2006-08-24 |
| hy2-2006-08-19_cameco_01_report.txt | 4 KB | 2006-08-24 |
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| hy2-2006-08-19_cameco_01_rad_xtr_geo.hdr | 1 KB | 2006-08-24 |
| hy2-2006-08-19_cameco_01_rad_xtr_geo.lim | 5 KB | 2006-08-24 |
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| hy2-2006-08-19_cameco_01_d.drk | 4,290 KB | 2006-08-19 |
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| hy2-2006-08-19_cameco_01_d.hdr | 4 KB | 2006-08-19 |
| hy2-2006-08-19_cameco_01_mask.hdr | 0 KB | 2006-08-23 |
| hy2-2006-08-19_cameco_01_q.hdr | 0 KB | 2006-08-19 |
| hy2-2006-08-19_cameco_01_rad.hdr | 4 KB | 2006-08-23 |
| hy2-2006-08-19_cameco_01_q.img | 3,432 KB | 2006-08-19 |
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| hy2-2006-08-19_cameco_01_eff_model_sli | 492 KB | 2006-08-25 |
| hy2-2006-08-19_cameco_01_eff_raw_sli | 492 KB | 2006-08-25 |
| hy2-2006-08-19_cameco_01_h2o.bil | 3,431 KB | 2006-08-25 |
| hy2-2006-08-19_cameco_01_ref.bil | 432,306 KB | 2006-08-25 |
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| hy2-2006-08-19_cameco_01_eff_model_sli.hdr | 42 KB | 2006-08-25 |
| hy2-2006-08-19_cameco_01_eff_raw_sli.hdr | 43 KB | 2006-08-25 |
| hy2-2006-08-19_cameco_01_h2o.hdr | 0 KB | 2006-08-25 |
| hy2-2006-08-19_cameco_01_ref.hdr | 4 KB | 2006-08-25 |
| hy2-2006-08-19_cameco_01_hycorr_settings.txt | 1 KB | 2006-08-25 |
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| hy2-2006-08-19_cameco_02_geo.ers | 1 KB | 2006-08-24 |

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| hy2-2006-08-19_cameco_02_ephemeris.txt | 371 KB | 2006-08-24 |
| hy2-2006-08-19_cameco_02_report.txt | 4 KB | 2006-08-24 |
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| hy2-2006-08-19_cameco_02_rad_xtr_geo.ers | 1 KB | 2006-08-24 |
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| hy2-2006-08-19_cameco_02_rad_xtr_geo.hdr | 1 KB | 2006-08-24 |
| hy2-2006-08-19_cameco_02_rad_xtr_geo.lim | 5 KB | 2006-08-24 |
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| hy2-2006-08-19_cameco_02_c.hdr | 4 KB | 2006-08-19 |
| hy2-2006-08-19_cameco_02_d.hdr | 4 KB | 2006-08-19 |
| hy2-2006-08-19_cameco_02_mask.hdr | 0 KB | 2006-08-23 |
| hy2-2006-08-19_cameco_02_q.hdr | 0 KB | 2006-08-19 |
| hy2-2006-08-19_cameco_02_rad.hdr | 4 KB | 2006-08-23 |
| hy2-2006-08-19_cameco_02_q.img | 3,696 KB | 2006-08-19 |
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| hy2-2006-08-19_cameco_02_eff_gain_sli | 1 KB | 2006-08-25 |
| hy2-2006-08-19_cameco_02_eff_model_sli | 492 KB | 2006-08-25 |
| hy2-2006-08-19_cameco_02_eff_raw_sli | 492 KB | 2006-08-25 |
| hy2-2006-08-19_cameco_02_h2o.bil | 3,695 KB | 2006-08-25 |
| hy2-2006-08-19_cameco_02_ref.bil | 465,570 KB | 2006-08-25 |
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| hy2-2006-08-19_cameco_02_ref.hdr | 4 KB | 2006-08-25 |
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| hy2-2006-08-19_cameco_03_glt.bsq | 9,103 KB | 2006-08-24 |
| hy2-2006-08-19_cameco_03_geo.ers | 1 KB | 2006-08-24 |
| hy2-2006-08-19_cameco_03.gps | 654 KB | 2006-08-19 |
| hy2-2006-08-19_cameco_03_geo.hdr | 0 KB | 2006-08-24 |
| hy2-2006-08-19_cameco_03_glt.hdr | 0 KB | 2006-08-24 |
| hy2-2006-08-19_cameco_03_igm.hdr | 0 KB | 2006-08-24 |
| hy2-2006-08-19_cameco_03_geo.img | 13,654 KB | 2006-08-24 |
| hy2-2006-08-19_cameco_03.ini | 0 KB | 2006-08-24 |
| hy2-2006-08-19_cameco_03_geo.lim | 5 KB | 2006-08-24 |
| hy2-2006-08-19_cameco_03_ephemeris.txt | 321 KB | 2006-08-24 |

| | | |
|---|---|---|
| hy2-2006-08-19_cameco_03_report.txt | 4 KB | 2006-08-24 |
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| hy2-2006-08-19_cameco_03_rad_xtr.bil | 31,870 KB | 2006-08-24 |
| hy2-2006-08-19_cameco_03_rad_xtr_geo.bil | 45,514 KB | 2006-08-24 |
| hy2-2006-08-19_cameco_03_rad_xtr_geo.ers | 1 KB | 2006-08-24 |
| hy2-2006-08-19_cameco_03_rad_xtr.hdr | 1 KB | 2006-08-24 |
| hy2-2006-08-19_cameco_03_rad_xtr_geo.hdr | 1 KB | 2006-08-24 |
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| hy2-2006-08-19_cameco_03_mask.bsq | 1,594 KB | 2006-08-23 |
| hy2-2006-08-19_cameco_03_c.cal | 3,983 KB | 2006-08-19 |
| hy2-2006-08-19_cameco_03_d.drk | 3,985 KB | 2006-08-19 |
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| hy2-2006-08-19_cameco_03_d.hdr | 4 KB | 2006-08-19 |
| hy2-2006-08-19_cameco_03_mask.hdr | 0 KB | 2006-08-23 |
| hy2-2006-08-19_cameco_03_q.hdr | 0 KB | 2006-08-19 |
| hy2-2006-08-19_cameco_03_rad.hdr | 4 KB | 2006-08-23 |
| hy2-2006-08-19_cameco_03_q.img | 3,188 KB | 2006-08-19 |
| g:\cameco\hy2-2006-08-19_cameco_03\reflectance\ | 405,826 KB | 2006-08-28 |
| hy2-2006-08-19_cameco_03_eff_gain_sli | 1 KB | 2006-08-25 |
| hy2-2006-08-19_cameco_03_eff_model_sli | 492 KB | 2006-08-25 |
| hy2-2006-08-19_cameco_03_eff_raw_sli | 492 KB | 2006-08-25 |
| hy2-2006-08-19_cameco_03_h2o.bil | 3,187 KB | 2006-08-25 |
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| hy2-2006-08-19_cameco_10-29_L1mos_nclr.tfw | 0 KB | 2006-08-25 |
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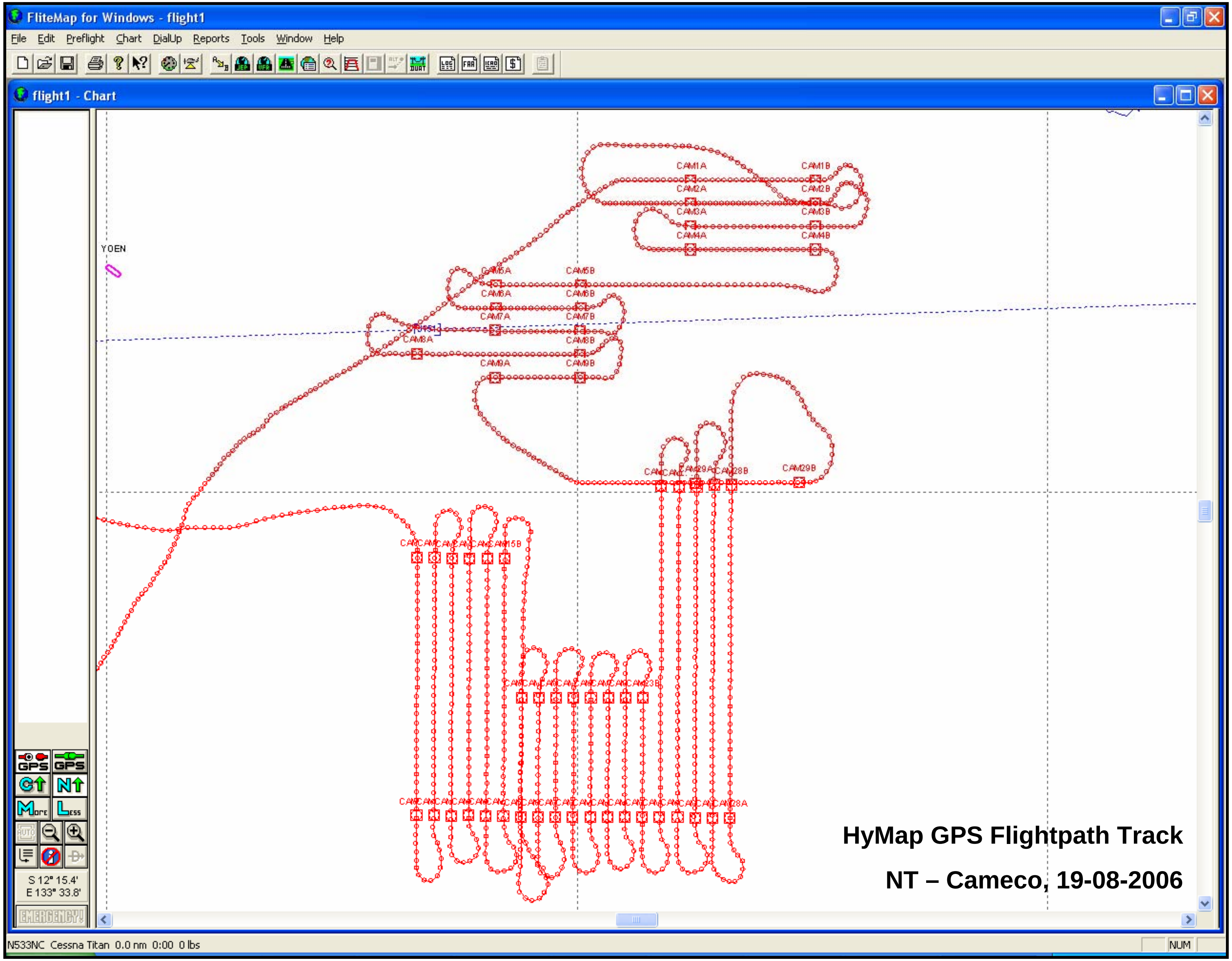
# 7. ANNEXES

The following annexes contain ;

**7.1 GPS FLIGHTPATH MAP**

**7.2 HYMAP DATA COVERAGE MAP**

**7.3 HYMAP OPERATOR DATA LOG**


FliteMap for Windows - flight1
File Edit Preflight Chart DialUp Reports Tools Window Help
flight1 - Chart
YOEN
CAM1A
CAM1B
CAM2A
CAM2B
CAM3A
CAM3B
CAM4A
CAM4B
CAM5A
CAM5B
CAM6A
CAM6B
CAM7A
CAM7B
CAM8A
CAM8B
CAM9A
CAM9B
CAM29B
S 12° 15.4'
E 133° 33.8'
EMERGENCY!
N533NC Cessna Titan 0.0 nm 0:00 0 lbs
NUM
HyMap GPS Flightpath Track
NT – Cameco, 19-08-2006

# NT - Cameco

## HyMap Coverage Overview

## Cameco Australia Pty Ltd

PAGE 1

0122

# HyVista Corporation

## HYMAP OPERATOR DATA LOG

Flight # ............ Date: 19-8-06 Client: ............ Survey Region: CAMECO ............ Operator: ............

Pilot: RICHARD ............ Navigator: : CHRIS ............ Aircraft: TJO ............ Time Standard: UTC ............ Instrument ID: ............

Ground Test: — ............ Tape Drive #: 1 ............ Tape 1 ............ of ............ DAS s/w version: ............ SCI s/w version: ............

Comments: ............

### Survey Line Data

| Strip No. | Site/Line Name | Company | Start Time UTC | Run No. | Drift P/S | GPS Track Direction | Altitude ASL | Ground Speed | Mirror Speed | F/U | No. of Scan Lines | Comments |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | TEST | 0 | 00:30 | 1 | -11.6 | 60 | 7536 | 155 | 14 | | 1118 | |
| 2 | Cameco 1 | | 01:06 | 1 | 0.7 | 90 | 7503 | 136 | 14 | | 3432 | |
| 3 | Cameco 2 | | 01:22 | 1 | 0.2 | 89 | 7464 | 130 | 15 | | 3696 | smoke |
| 4 | Cameco 3 | | 01:29 | 1 | 2.8 | 270 | 7566 | 153 | 15 | | 3183 | |
| 5 | Cameco 4 | | 01:36 | 1 | 0.3 | 89 | 7490 | 120 | 15 | | 3645 | HEAVY |
| 6 | Cameco 5 | | 01:47 | 1 | 1.8 | 271 | 7762 | 146(153) | 15 | | 2323 | DGPS |
| 7 | Cameco 6 | | 01:52 | 1 | -1.2 | 89 | 7687 | 144 | 15 | | 2374 | No |
| 8 | Cameco 7 | | 01:57 | 1 | 1.2 | 270 | 7756 | 145 | 15 | | 2302 | |
| 9 | Cameco 8 | | 02:04 | 1 | -0.5 | 89 | 7657 | 138 | 15 | | 4376 | |
| 10 | Cameco 9 | | 02:12 | 1 | 0.6 | 270 | 7625 | 145 | 15 | | 2339 | |
| 11 | Cameco 29 | | 02:22 | 1 | 0.5 | 90 | 8009 | 139 | 15 | | 2921 | |
| 12 | Cameco 28 | | 02:30 | 1 | 1.2 | 179 | 7963 | 152 | 15 | | 6143 | smoke |
| 13 | Cameco 27 | | 02:40 | 1 | 0.2 | 0 | 7973 | 145 | 15 | | 6181 | |
| 14 | Cameco 26 | | 02:49 | 1 | 0.5 | 180 | 8005 | 144 | 15 | | 6075 | |
| 15 | Cameco 25 | | 02:58 | 1 | 1.1 | 359 | 7992 | 151 | 15 | | 5891 | LIGHT |
| 16 | Cameco 24 | | 03:07 | 1 | 1.0 | 179 | 8035 | 149 | 15 | | 5861 | DGPS |
| 17 | Cameco 23 | | 03:16 | 1 | 1.4 | 359 | 8015 | 145 | 15 | | 2364 | No |
| 18 | Cameco 22 | | 03:20 | 1 | 0.3 | 186 | 8002 | 145 | 15 | | 2400 | |

LOTS OF SMOKE !!!!!!

PAGE 2

HYVISTA CORPORATION

# HYMAP OPERATOR DATA LOG

Flight # ................ Date: 19-4-06 Client: ................ Survey Region: CAMECO ................ Operator: ................
Pilot: RICHARD ................ Navigator: : CAMILLS ................ Aircraft: T310 ................ Time Standard: UTC ................ Instrument ID: ................
Ground Test: ................ Tape Drive #: 1 Tape 1 of 1 DAS s/w version: ................ SCI s/w version: ................
Comments: ................

## Survey Line Data

| Strip No. | Site/Line Name | Company | Start Time UTC | Run No. | Drift P/S | GPS Track Direction | Altitude ASL | Ground Speed | Mirror Speed | F/U | No. of Scan Lines | Comments |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 19 | Cameco 21 | | 03:25 | 1 | 1.5 | 0 | 8002 | 146 | 15 | | 2389 | |
| 20 | Cameco 20 | | 03:29 | 1 | 0.1 | 180 | 8094 | 148.5 | 15 | | 2308 | |
| 21 | Cameco 19 | | 03:34 | 1 | 2.4 | 359 | 8068 | 140 | 15 | | 2430 | |
| 22 | Cameco 18 | | 03:39 | 1 | 0.2 | 180 | 8035 | 152 | 15 | | 2215 | |
| 23 | Cameco 17 | | 03:45 | 1 | 0.7 | 0 | 8058 | 153 | 15 | | 2411 | |
| 24 | Cameco 16 | | 03:54 | 1 | -0.9 | ~~180~~ 359 | 8084 | 144 | 15 | | 2350 | |
| 25 | Cameco 15 | | 04:01 | 1 | -0.3 | 180 | 7989 | 149 | 15 | | 4773 | |
| 26 | Cameco 14 | | 04:09 | 1 | 0.5 | 359 | 7949 | 148 | 15 | | 4641 | |
| 27 | Cameco 13 | | 04:16 | 1 | -0.3 | 180 | 8146 | 145 | 15 | | 4709 | |
| 28 | Cameco 12 | | 04:24 | 1 | 0.9 | 359 | 7999 | 148 | 15 | | 4575 | |
| 29 | Cameco 11 | | 04:31 | 1 | 0.1 | 180 | 8097 | 146 | 15 | | 4916 | |
| 30 | Cameco 10 | | 04:39 | 1 | 0.7 | 0 | 7953 | 148 | 15 | | 4730 | |
| 31 | Ranger 6 | | 04:55 | 1 | 0.6 | 160 | 5325 | 114 | 16 | | 5425 | Bumpy |
| 32 | Ranger 5 | | 04:03 | 1 | 1.4 | 342 | 5174 | 120 | 16 | | 2514 | Bumpy |
| | | | | | | | | | | | | |
| | | | | | | | | | | | | |
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