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Images, Pre-trained Networks, and Information

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A System Engineer's view of Machine Learning

To embrace machine learning (ML), we must embrace automation

- ▶ How do we train, store, access, update, validate (or even identify the need for) 1,000s of ML models
- ▶ Transfer learning alone with ~100Mbyte model sizes do not scale

SE asks: What do you want to do? (Gotta haves, Nice-to haves, and Fun-to haves)

- ▶ Define an ML complexity metric for each analysis task: *distinguish between, target, maintain custody, track, etc*
 - Allows engineers to assign resources to build individual models (data, model architecture, etc)
 - (Possible) predictive analytic to design ML architectures for new tasks
- ▶ What changes are needed to manual image analysis to enable automation

The following workflow describes how a complexity metric might operate within Image Analysis

If we can measure it, we can improve it

NIIRS and the Johnson Criteria¹ provided agreement on Human Cognition

- ▶ NIIRS compares intelligence need (criteria) to image quality
 - *Task-target-qualifier*. Detect-cars-**in depot** (Called a criteria triplet)
- ▶ Johnson generalized the term for detection and identification to pixels-on-target
 - Extrapolate from one target to another: Detect-*planes-on tarmac*

How does NIIRS relate to ML perception

- ▶ Does not take into account false positives → problem complexity
 - Example: Identifying vehicles as members of 2 classes versus 16 classes
- ▶ How to match ML performance to triplet criteria?
- ▶ Can we build an ML NIIRS based upon the original NIIRS workflow?

How does complexity affect perception?

¹ NIIRS = National Imagery Interpretation Rating Scale. See Leachtenauer & Driggers, *Surveillance and Reconnaissance Imaging Systems: Modeling and Performance Prediction*

NIIRS Human Cognition: How does that equate to computational perception?

Rating level 5:

- ▶ Detect open bay doors of vehicle storage buildings

Rating Level 6

- ▶ Identify automobiles as sedans or station wagons

Rating Level 7

- ▶ Detect individual steps on stairway

Rating Level 8

- ▶ Identify grill detailing and/or the license plate on a passenger/ truck type vehicle



False Alarms:

- 5: Palatized goods
- 6: Rooftop air conditioners
- 7: Fence rails
- 8: Bumper stickers

Image is NIIRS 7+

Hypothesis: As task complexity increases, an ML model needs more neurons

SE: Explore the design domain

- ▶ If a strong relationship exists, then an ML based NIIRS is possible

What measures can be extracted from the images to describe task complexity

- ▶ Features extracted from the raw images
- ▶ Application independent

What distance function describes the relationship

- ▶ Performs well with limited data common to task scoping phase
- ▶ Provides predictions throughout the operating domain

Exploring task complexity

Pre-trained networks (ala VGG-16, ResNet) store an image independent edge library

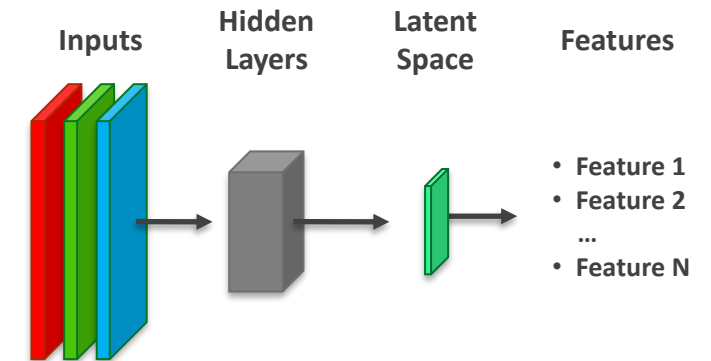
- ▶ Demonstrated by high transfer learning performance for both nadir and oblique imagery
- ▶ Inferred features relate images to the edge library

Classification performance metric allows normalized comparisons across experiments

- ▶ Unlike NIIRS, measures both true positives and false alarms

This experiment

- ▶ Image features generated from VGG-16 pretrained network: 138M nodes
- ▶ Classify VGG features
 - Minimum Euclidean distance to class means
- ▶ Data: RarePlanes
 - 2, 4, 8, 16 classes
 - Assumption: more classes = more difficult
- ▶ Compare Euclidean feature classification to custom built model's performance
 - Multiple ML models with different amounts of computational neurons



Rare Planes: <https://www.cosmiqworks.org/rareplanes/>

Maxar WorldView-3 satellite scenes

- ▶ 0.31m GSD ~ NIIRS 7
- ▶ Plenty of pixels-on-target

Synthetic Targets

- ▶ 56 types of planes
- ▶ 3 generic classes
 - Transport
 - Sport
 - Private



Processing

- ▶ Normalized to common size 63x63 Pixels-on-Target
- ▶ VGG-16 Standard Normalization
- ▶ Extract 512 VGG features
- ▶ Compute class means from training data

Planes

2-Class



Background

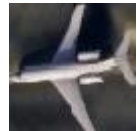


Plane

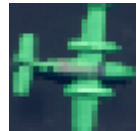
4 Class



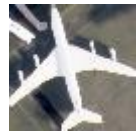
Background



Private



Sport

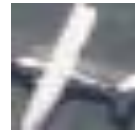


Transport

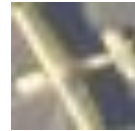
8-Class: Sport



Background



Cessna-170



Cessna-172



Cessna-310



Dehaviland-DHC-2



Dehaviland-DHC-3



Let-L-200



Piper-PA-28

16-Class: Private

Background



Boeing-BBJ-2



Bombardier-BD-700



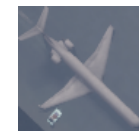
Bombardier-300



Bombardier-604



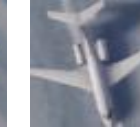
Bombardier-705



Bombardier-Learjet



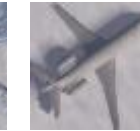
Cessna



HBC-4000



Gulfstream-GIII



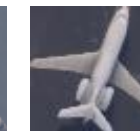
Gulfstream-G200



Embraer



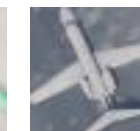
Dassault-2000



Dassault-900



Dassault-100

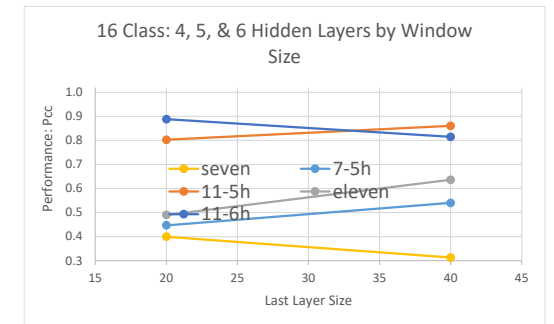
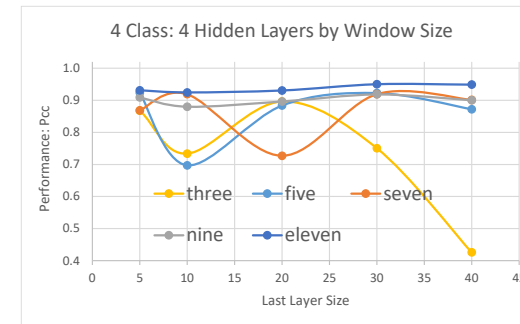
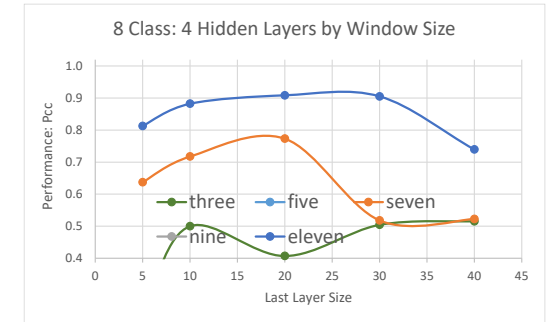
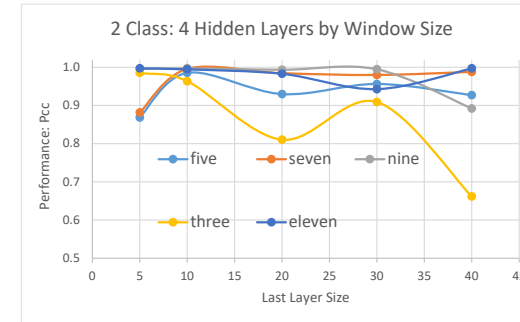


Cessna-CJ4

Results

Classes	Complexity Metric	Neurons: million	Classifier
2	85	0.22	99
4	72	0.25	91
8	38	0.48	91
16	23	0.81	89

VGG-16 contains over 138M neurons



For 2 and 4 classes, visual inspection indicates where additional neurons do not produce significant performance increase

Discussion

Metric varied with problem complexity

- ▶ *Metric* varied inversely with *computational neurons* required
- ▶ *Metric* varied directly with optimal *classifier* performance
- ▶ Task complexity = Number of plane classes

Operational Issues

- ▶ Sub-optimal features
 - Raw VGG features vary with image size
 - Euclidean distances are not tolerant to different feature lengths
- ▶ Questions: How well does this experiment inform the general problem
 - Need corpus of sample tasks to confirm predictability
 - But what about other tasks? Locate, Target, Track, Maintain custody

