

THE EFFECT OF THE HEIGHT AND SPEED OF THE AIRPLANE CARRYING THE FOCUSED SYNTHETIC APERTURE RADAR ON THE AZIMUTH RESOLUTION

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Abstract:

Airborne imaging radar systems are known by their ability to produce high resolution images of ground targets using microwave region of electromagnetic waves. There are many military and civilian applications of imaging radar systems. The high resolution images achieved by transmitting a number of electromagnetic pulses to the earth surface then integrating them coherently at the receiver. A study have been achieved to show the effect of changing speed or height or both of the airplane carrying the focused synthetic aperture radar upon the azimuth resolution. The simulation results showed that increasing the speed or decreasing the height of the airplane will improve the azimuth resolution, and it can be noted for practical parameters that decreasing the speed and the height of the airplane leads to degraded azimuth resolution. The results of azimuth resolution obtained from simulations and those from theoretical calculations are nearly identical for targets of point reflectors.

Introduction:

:_____ -1

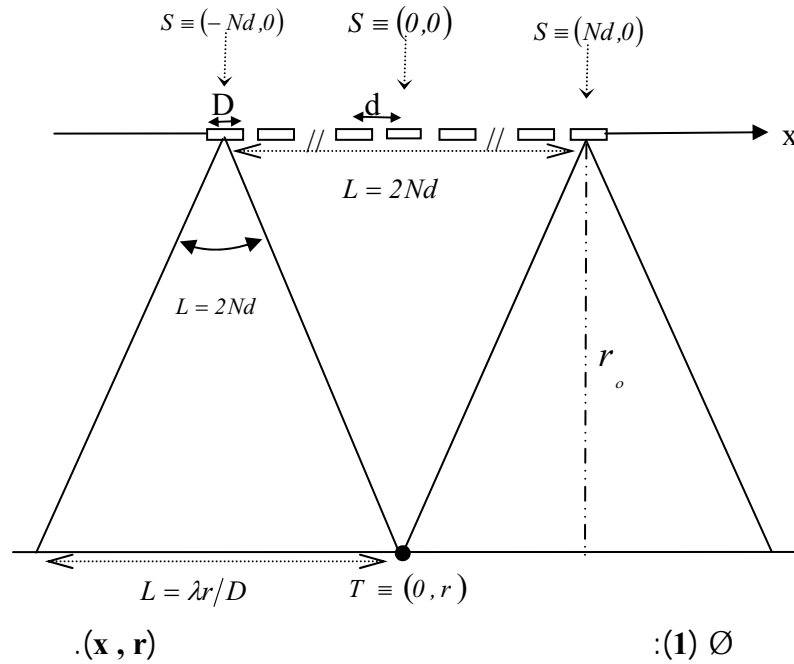
Side Looking Airborne Radar-SLAR) (Real Aperture Radar-RAR) (Synthetic Aperture Radar-SAR) (Synthetic Aperture) (pulse compression) [1,2] [1,4]

Azimuth Processing

:_____ -2

(SAR) (1) (2N+1) T≡(0,r,θ) S≡(x=nd, r=0) [1,3] L = λr / D(1) [1] e^{-jw₀ 2r / c} r ≈ r₀ + (nd / 2r₀) r f(nd) = e^{-jw₀ 2r₀ / c - j 2π / λ r₀ (nd)²}(2) f(nd) = e^{-j 2π / λ r₀ (nd)²}(3)

(nd) $\hat{U}(x, r)$ SAR $e^{-jw_o 2r_o/c}$ \hat{U} (discrete variable)



(Azimuth Reference Function) $L = 2Nd$ \hat{U} (convolution)

$$g(nd) = e^{j \frac{2\pi}{\lambda r_o} (nd)^2} \quad n > 0 \quad (4) \quad (3)$$

$$f(x') = \frac{\sin\left(\frac{2\pi L}{D} x'\right)}{\frac{L}{d} \sin\left(\frac{2\pi d}{D} x'\right)} \quad (5)$$

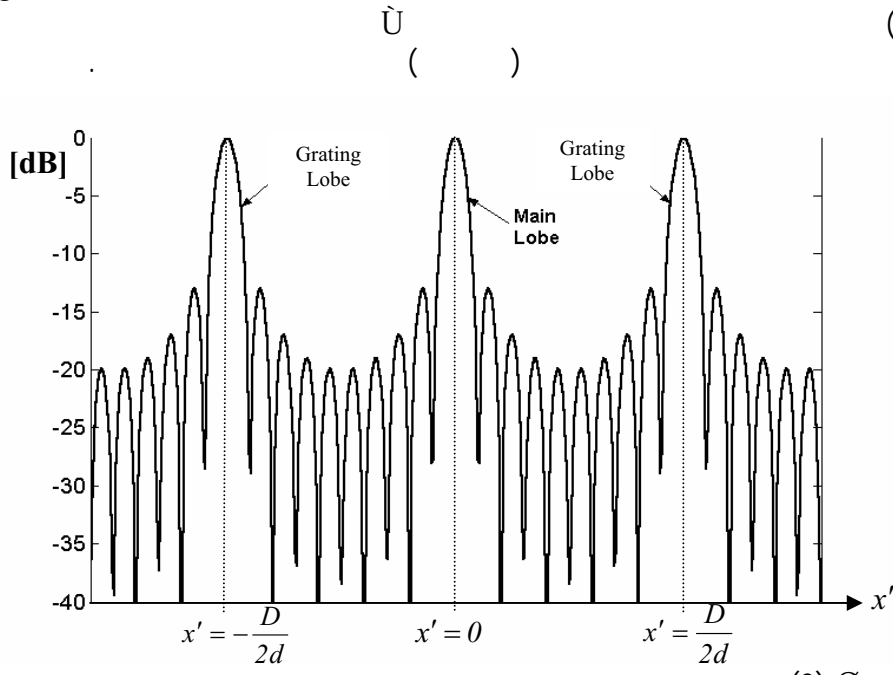
Dirichlet (5) \hat{U} $x' = nd/L$ \hat{U}

$$2\pi \frac{d}{D} x' = q\pi \quad q = 0, \pm 1, \pm 2, \dots \quad (6)$$

Grating)

(2) \hat{U}

(Lobes



(5)

$$2\pi \frac{d}{D} \frac{1}{2} \leq \frac{\pi}{2} \Rightarrow d \leq \frac{D}{2}$$

(Pulse

$$[1] \quad \hat{U} \quad (5)$$

\hat{U} .Repetition Frequency)PRF
 $, x' = 0$

$$f(x') = \text{sinc} \left(\frac{2\pi L}{D} x' \right) \quad \dots\dots\dots(7)$$

. x (sin(x) = x)

(7)

$$\rho'_x = \frac{D}{2L} \quad \dots\dots\dots(8)$$

(8) \hat{U}

$$[1] \quad \hat{U} \quad ,L \hat{U} \quad (\hat{U} \quad) \quad \dots\dots\dots(9)$$

\hat{U} \hat{U} (9) \hat{U}

\hat{U} \hat{U} (focused)

$$L \quad D \quad (1)$$

-3

Doppler Variation with Phase and Frequency History of a Point
Return:

Squinted)

$$\dot{U} \quad (3) \quad \dot{U} \quad \text{(Mode Unsquinted Mode)}$$

$\dot{U} \quad t=0 \quad x \quad p \quad (0,0,h_o) \quad A \quad \dot{U} \quad (h_o)$

: [4] p

$$r_o = (x_o^2 + y_o^2 + h_o^2)^{\frac{1}{2}} \dots\dots\dots(10)$$

$$\cos \phi = \frac{x_o}{r_o} \dots\dots\dots(11)$$

$$\dot{U} \quad \delta \quad \phi \quad \text{(radar cant angle)} \quad : [5]$$

$$\cos \phi = \cos \delta \cos \psi$$

$$\text{Squint)} \quad \phi \quad \psi \quad \text{(Angle)} \quad (L)$$

$$L \quad \dot{U} \quad p \quad Ta \quad \text{(Coherent Integration Time)}$$

$$T_a = \frac{L}{v} \dots\dots\dots(12)$$

: [4] Ta U v

$$r(t) = [y^2 + (x_o - vt)^2 + h^2]^{\frac{1}{2}} \quad -T_a/2 \leq t \leq T_a/2 \quad \dots\dots\dots(13)$$

: [4-7] (13)

$$r(t) = r_o - vt \cos \phi + \frac{v^2 t^2}{2r_o} \sin^2 \phi \quad \dots\dots\dots(14)$$

$$f_d = \frac{2}{\lambda} \frac{\partial r(t)}{\partial t} \quad \dots\dots\dots(15)$$

: [4] (15) (14)

$$f_d = \frac{2v}{\lambda} \cos \phi - \frac{2v^2 t}{\lambda r_o} \sin^2 \phi \quad -\frac{T_a}{2} \leq t \leq \frac{T_a}{2} \quad \dots\dots\dots(16)$$

(3) \hat{U} (A)

$$p \hat{U} \quad \rho_x$$

$$p \quad t = \rho_x / v \quad p' \quad t=0$$

\hat{U} (Strip Mode)

$$p'' \quad \hat{U} \quad (3) \hat{U} \quad p'' \quad p'$$

$$t = \frac{\rho_x \sin \psi}{v \sin^2 \phi}$$

: $p'' \quad p'$

$$\Delta f_d = f_d|_{t=0} - f_d|_{t=\frac{\rho_x \sin \psi}{v \sin^2 \phi}} \quad \dots\dots\dots(17)$$

: [5] (16)

$$\Delta f_d = \frac{2v}{\lambda r_o} \rho_x \sin \psi \quad \dots\dots\dots(18)$$

$$\hat{U} \quad (18)$$

$$\Delta f_d$$

$$Ta$$

: [4]

$$\Delta f_d = \frac{l}{T_a} = \frac{v}{L} \quad \dots\dots\dots(19)$$

: [5] (18) (19)

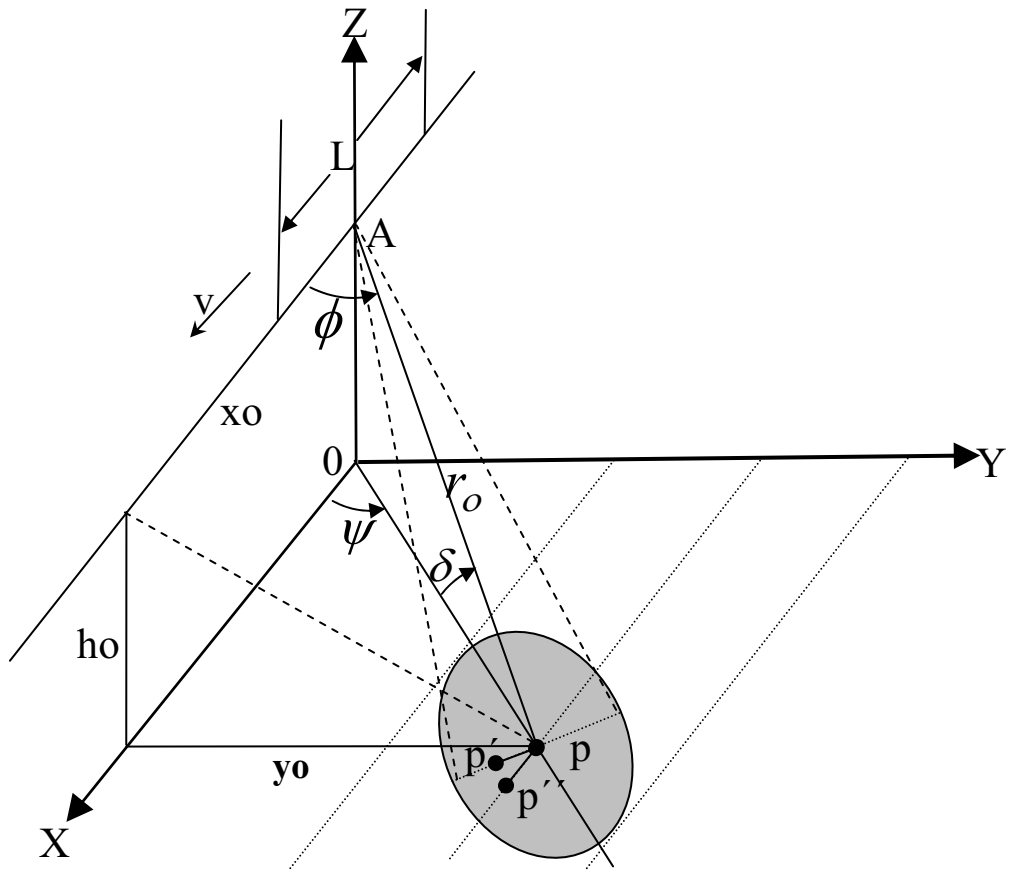
$$\rho_x = \frac{\lambda r_o}{2L} \csc \psi \quad \dots\dots\dots(20)$$

$$L \quad \hat{U} \quad \hat{U}$$

$$Ta$$

:

$$\Delta f_d = \frac{l}{T_{a \max}} = \frac{v}{L_{\max}} \dots\dots\dots(21)$$



:(3) Ø

:[5-7] $T_{a \max}$ (3) Û

$$T_{a \max} = \frac{r_o \phi_a}{v \gamma_g} \dots\dots\dots(22)$$

(21) (18) Û $\gamma_g = (\sin^2 \psi + \cos^2 \psi \sin^2 \delta)^{1/2}$
 $\phi_a = \frac{\lambda}{D}$ (T_{a max})

:[5]

$$\rho_x = \frac{D}{2} \sqrt{1 + \cot^2 \psi \sin^2 \delta} \dots\dots\dots(23)$$

: ∅ _____ -4

Performance evaluation for the focused SAR system under various operating conditions:

Matlab) (Toolbox_VER.6.5

[9] (Sample) ()

(FFT)

(IFFT)

-4.1

-(Ta=1s) (r=60km) (λ = 0.033m)

(h=20km) (ψ = 48°)

(4) [11-15] (ν = 100 , 200 , 400 m / s)

(Normalized Amplitude)
(Ta)

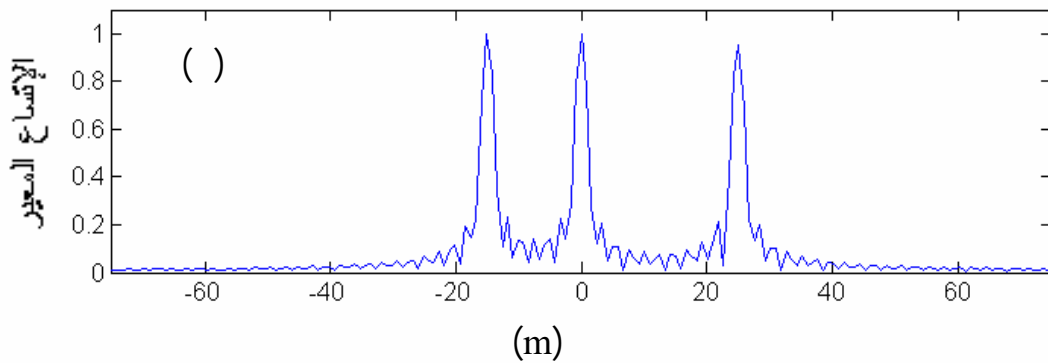
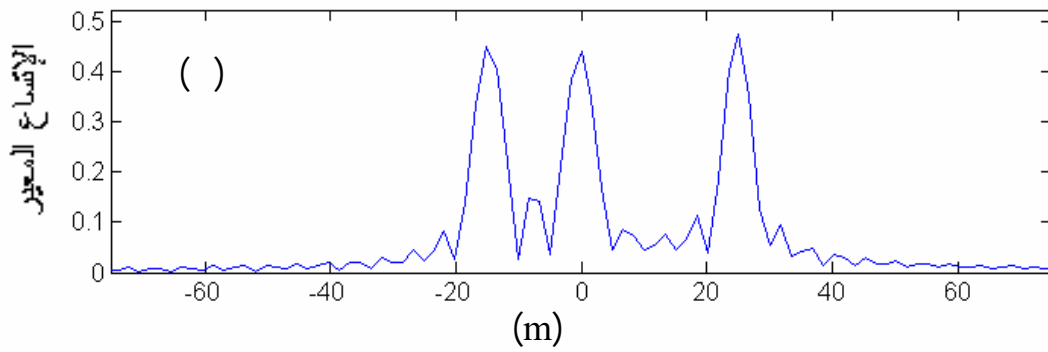
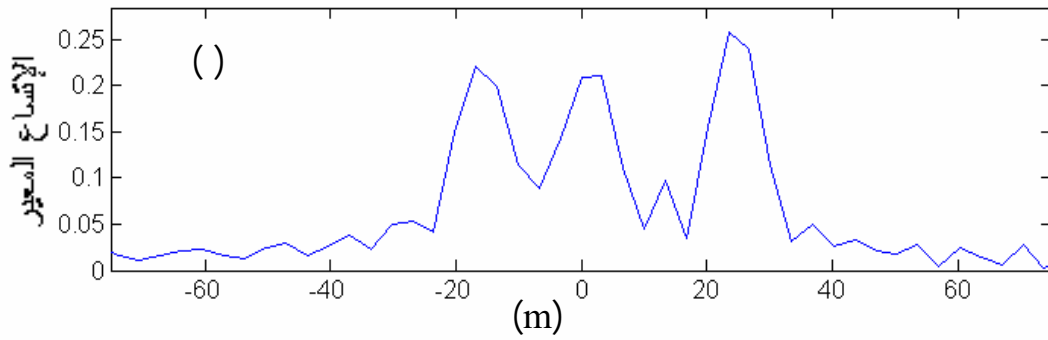
$$(L) \quad \ddot{a} \quad (L_{max}) \quad (L) \quad \ddot{a} \quad (L) \quad \ddot{a} \quad (L)$$

(22)

$$\ddot{a} \quad (23)$$

$$(20) \quad (23) \quad (L_{max}) \quad (L) \quad \ddot{a} \quad (L)$$

(Focusing)



:(4) Ø

$v = 400m/s$ - $v = 200m/s$ - $v = 100m/s$ -

(20)

:(1) Ø

$v(m/s)$	$\rho_x(m)$		%
13.4	13.4	13.5	0.75 %
6.7	6.7	7.3	8.95 %
3.35	3.35	3.7	10.44 %

$(v = 100m/s)$
 $(L=200m)$
 $(L_{max}=624m)$
 (20)

$(v = 200m/s)$
 (22)

$(L=400m)$
 $(v = 400m/s)$
 $(L=100m)$
 (1)

(20)

Rayleigh

0.8
 $[9,10]$

-4.2

$(\lambda = 0.033m)$
 $(\psi = 46^\circ)$
 $(r=15.8km)$
 $(h=25km)$
 (20)

$(v = 220m/s)$
 $(h=3km)$
 $(r=31km)$
 (i)

$(T_a=1s)$
 $(h=10km)$
 $(r=65.4km)$
 [11-15]

(20)

(5)
 (2)

(L)

-4.3

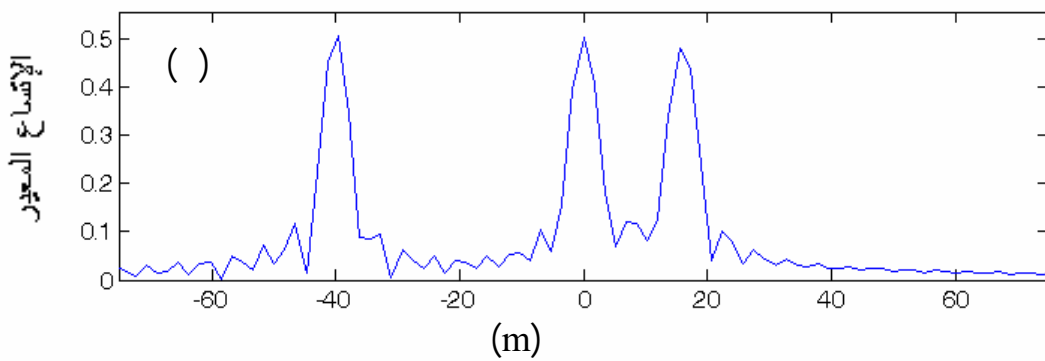
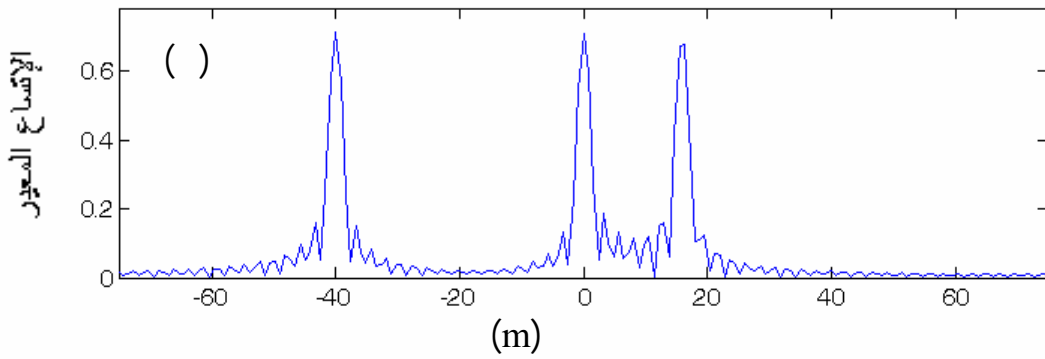
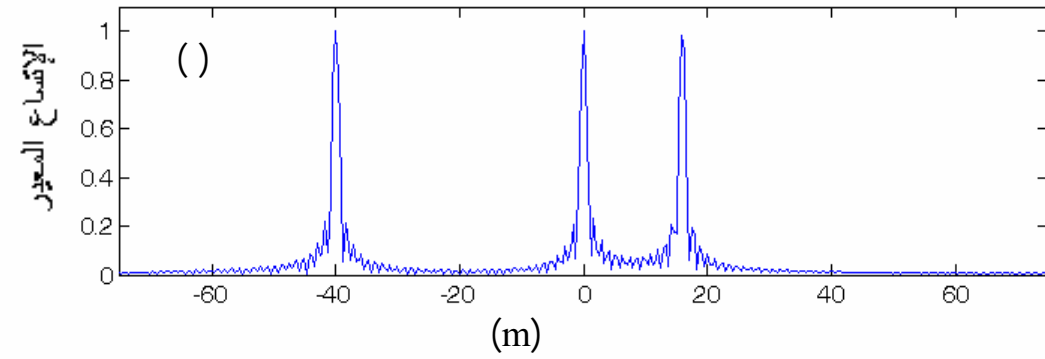
$(v = 100m/s, h = 3km)$
 $(r=106km)$
 $(\psi = 51^\circ)$
 (3)

$(v = 200m/s, h = 10km)$
 $(r=14.5km)$
 $(v = 400m/s, h = 25km)$
 $(\lambda = 0.033m)$
 $(D=4.5m)$
 [11-15]

$(r=44km)$
 $(T_a=1s)$
 (6)

(20)

) (3) \hat{U} ()
) ((4) \hat{U})
) ()

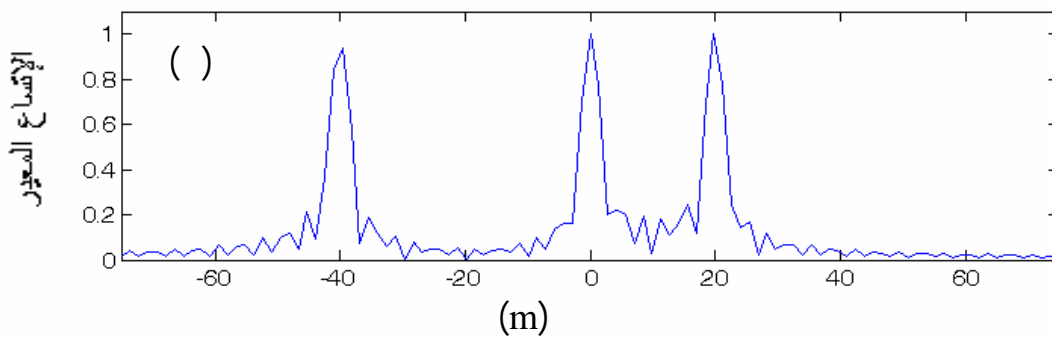
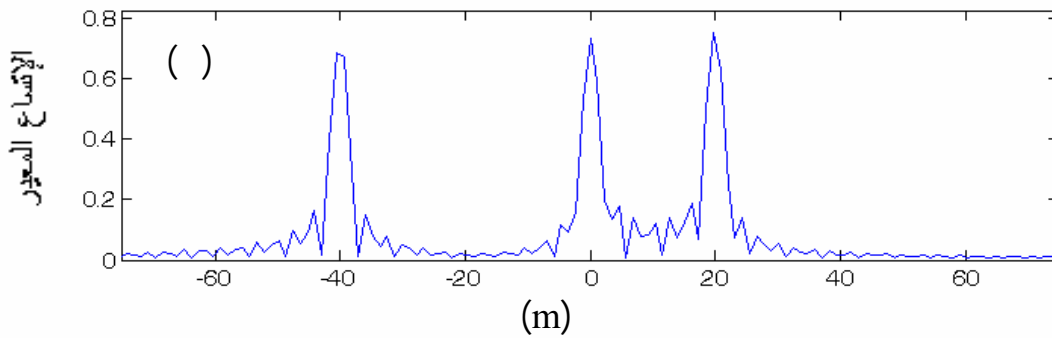
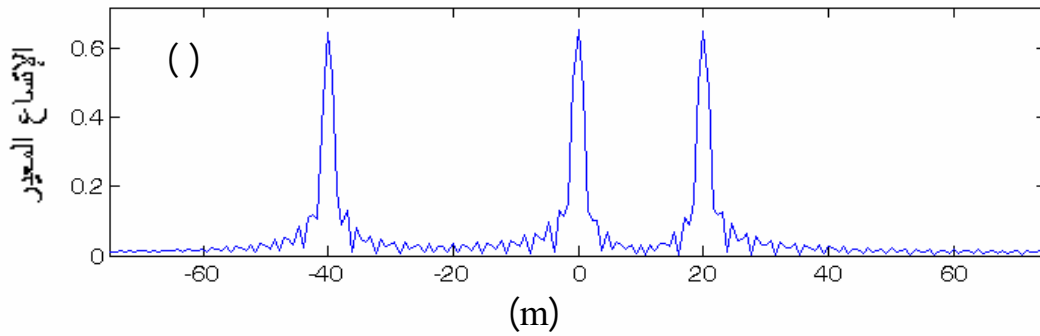


: (5) \emptyset
 : (-40 ζ 15)
 $h = 25km$ - $h = 10km$ - $h = 3km$ -

(20)

: (2) Ø

h(km)	ρ_x (m)		%
3	1.7	1.9	11.76 %
10	3.3	3.4	3.03 %
25	6.9	7	1.45 %



: (i) Ø

:

· (-40 0 20)

$v = 400m / s, h = 25km$ -

$v = 200m / s, h = 10km$ -

$v = 100m / s, h = 3km$ -

(20)

: (3) Ø

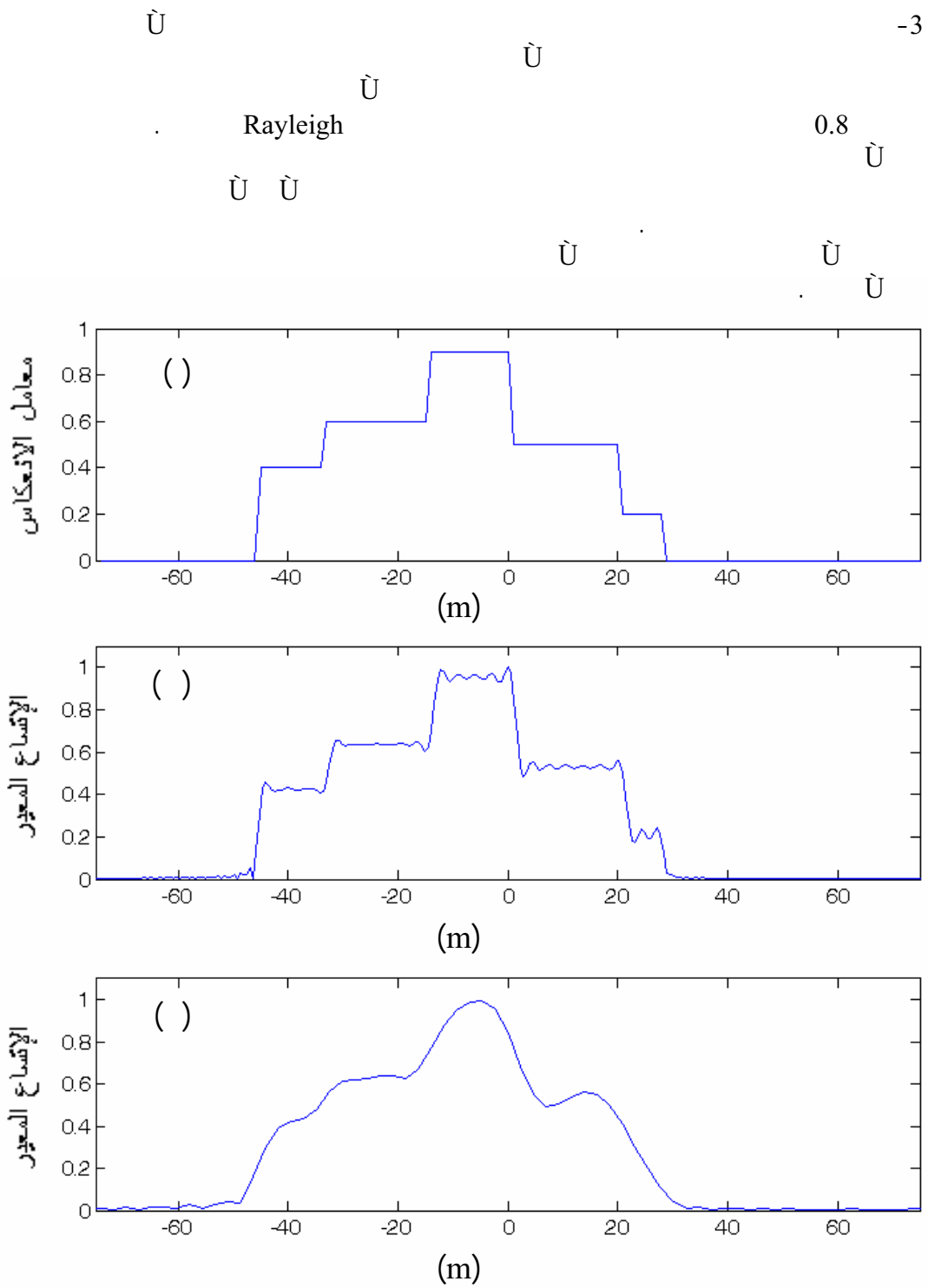
h(km)	v(m/s)	ρ_x (m)		%
3	100	3	3.1	3.33 %
10	200	4.6	4.7	2.17 %
25	400	5.6	5.7	1.78 %

Ø -4.4
 Û Û
 () (Continuous)

Û (7) Û
 (L)
 (v = 400m/s, h = 10km)
 (7) Û (ρ_x = 2.4m)
 30 ≈ 74/2.4 Õ
 (7) Û (ρ_x = 10m) Û â
 (v = 100m/s, h = 10km)
 7 ≈ 74/10 Õ
 Û Û

Conclusions:

: _____ - ì
 -1
 (L) Û Û
 Û Û (Ta) Û (L)
 (Ta) Û
 Û
) Û
 ((4.4)
 -2



∅ (7) :

(-45 28) :

$\rho_x = 2.4m$

$\rho_x = 10m$

∅ -

∅ -

∅ -

References:

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