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Sea state dependent Doppler spread as a limit of coherent GNSS reflectometry from an airborne platform.

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Location: North Sea Calais – Boulogne-sur-Mer, France Flight height: ~750m Number of flights: 4

Date: July 2019

Setup:

2019-07-12

2019-07-17

Platform: Gyrocopter

> 2.25 - 3.90

Wind Speed [m

- 1 Dual-polarized antenna
- 2 Front-end receiver (RHCP)
- 3 Front-end receiver (LHCP) Flight control Drone GPS+IMU



> 2.33 - 3.60 3.61 - 5.92

Ancillary data: ECMWF | ERA 5 Reanalysis. 2.78 - 3.56 3.57 - 4.29 - Significant Wave Height (SWH) 4.30 - 5.23 Spatial resolution: 50 km

- Wind Speed (WS) Spatial resolution: 25 km

Processing Flowchart:





Significant Wave Height

Parameter ERA5

Wind Speed

Observations below the σ_f threshold, accompanied by coherent are residual phase Δ_{ϕ} . The latter agrees with the tropospheric residual model Δ_{tro} , computed from ray-tracing approach.



 $10 < E \leq 30^{\circ}$

0.66

0.58

 $E > 30^{\circ}$

0.58

0.56

Conclusions

The results show that loss of coherence in phase observations is accompanied by a Doppler spread of more than 0.5 Hz. The results also indicate a major influence of sea state in this respect followed by the elevation angle.

 $E \leq 10^{\circ}$

88.0

0.75

Only 15% of the estimates correspond to coherent observations. Therefore, even under coastal conditions, the coherent measurements from airborne platform are limited. Alternative antenna(s) setup e.g. zenith- and nadir-looking array may contribute capture the direct and reflected signals improving the final results.

The comparison of phase residuals and excess path model (tropospheric contribution) shows agreement. Future studies may use this sensitivity of coherent reflectometry observations to troposphere contribution for the retrieval of related parameters, like water vapor.

Literature

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