

N88-17627

AIRBORNE DOPPLER LIDAR DETECTION OF WIND SHEAR  
RESULTS OF PERFORMANCE ANALYSIS

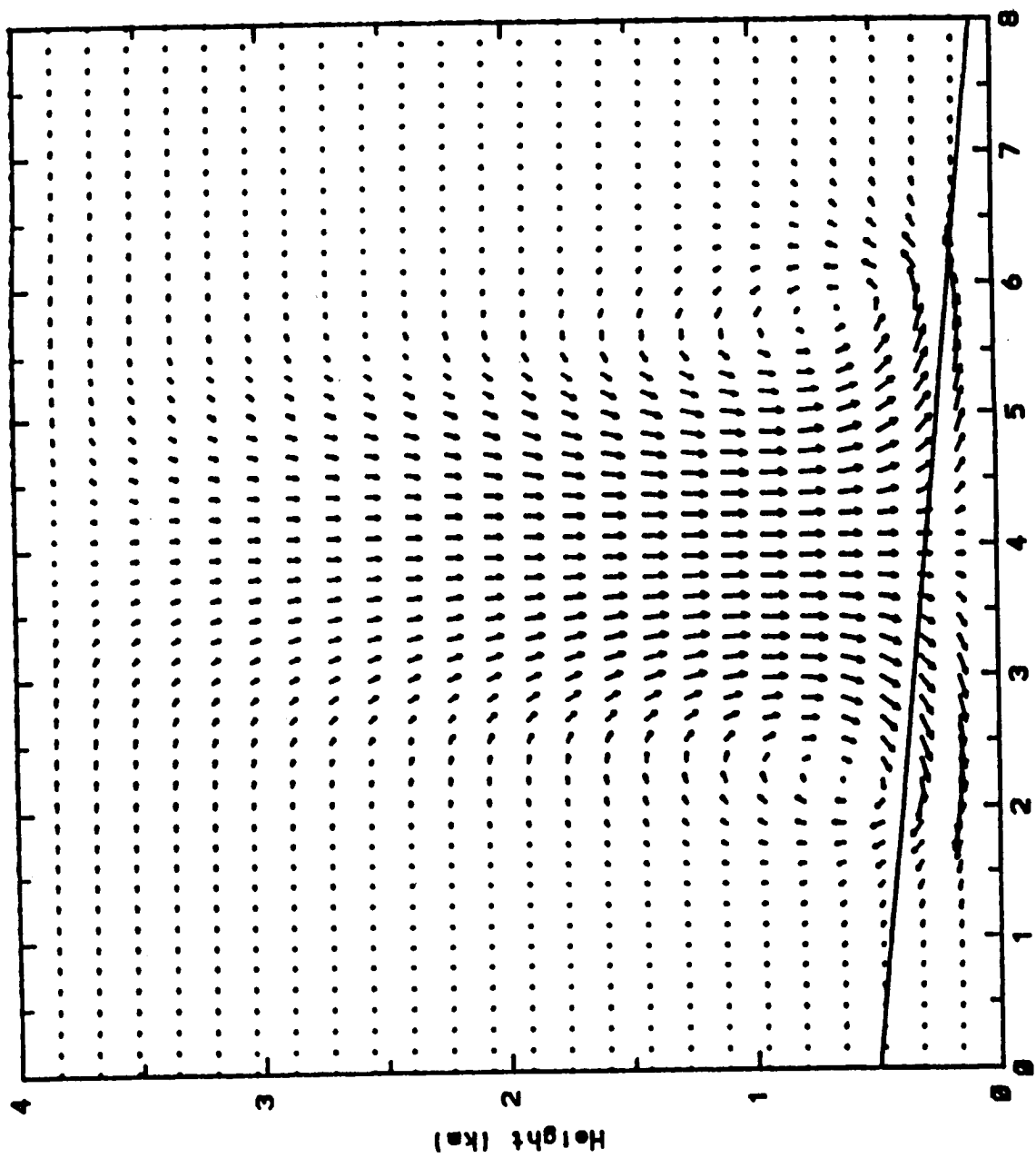
NASA LaRC/LOCKHEED PO#SEPAK 8630A

OCTOBER 22-23, 1987

COHERENT TECHNOLOGIES, INC.

R. MILTON HUFFAKER

# Velocity field



0.1992-02  
MAXIMUM VECTOR

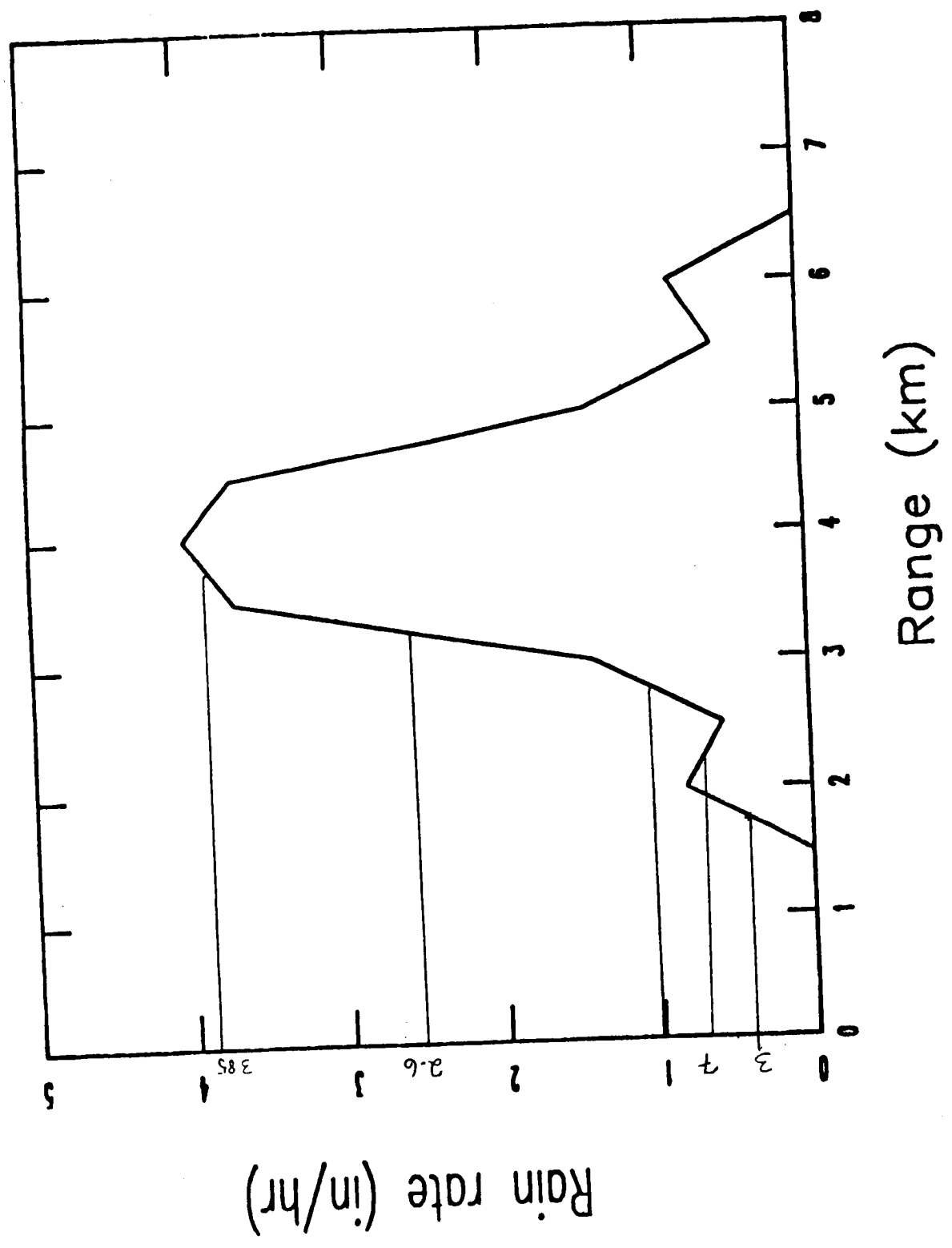
AIRBORNE WIND SHEAR  
LIDAR COMPUTER SIMULATION

- \* READ INPUT PARAMETERS
- \* SET UP MEASUREMENT GEOMETRY  
Z,  $\theta$ ,  $\phi$ ,  $\Delta R$
- \* REALIZATION LOOP
- \* SHOT LOOP
- \* RANGE GATE LOOP
- \* CALCULATE  $\alpha$  (AFGL HITRAN)  
INTERPOLATE  $\beta$ ,  $C_n^2$
- \* CALCULATE E {RECEIVED POWER}
- \* MULTIPLY BY SRF  
SPECKLE, REFRACTIVE TURBULENCE, PHASE FRONT  
MISMATCH
- \* INCOHERENT SAMPLE LOOP  
IF  $C_n^2/2 < \Delta R$  (USE SAME R FOR ALL)

- \* APPLY EXPONENTIAL FLUCTUATION TO E {POWER}  
X SRF  
SPECKLE DOMINATED PDF
- \* CALCULATE WIDE AND NARROWBAND SNR  
 $B_w = 4 V_{\max} / \lambda$ ;  $B_n = 1/\tau$
- \* INTERPOLATE TRUE RADIAL VELOCITY FROM  
MICROBURST,  $V_r$
- \* CALCULATE ESTIMATED VELOCITY  $\hat{V}_r$   
CONVOLVE  $V_r$  WITH GAUSSIAN TEMPORAL PULSE
- \* CALCULATE VELOCITY WIDTH  
SECOND MOMENT
- \* CALCULATE CRAMER-RAO E {VEL. ERROR} =  $\sigma_v$   
USE SNR<sub>w</sub> AND VEL. WIDTH
- \* CHECK IF  $\sigma_v < V_{\max}$  THRESHOLD?  
IF NO, THROW ESTIMATE AWAY

- \* IF YES, GENERATE A GAUSSIAN R.V.  $V_E$   
MEAN = 0, STD DEV =  $\sigma_V$
- \* CALCULATE  $V_m = \hat{V}_r + V_E$
- \* COMPLETE INCOHERENT SAMPLE LOOP
- \* CALCULATE MEDIAN  $V_m$  and snr  
(IF EVEN NUMBER, AVE. TWO IN MIDDLE)
- \* COMPLETE RANGE GATE LOOP
- \* COMPLETE SHOT LOOP
- \* CALCULATE  $\overline{\text{SNR}}_n, \bar{V}_m, \bar{V}_E, \sigma_{V_E} / \sqrt{N\text{SHOT}}$
- \* COMPLETE REALIZATION LOOP
- \* CALCULATE  $\sigma_{\bar{V}_E}$

# CTI Wind Shear Simulation



AIRBORNE WINDSHEAR LIDAR BASE CASE PARAMETERS  
(CO<sub>2</sub> LASER)

ATMOSPHERIC PARAMETERS

LaRC PROVIDED MICROBURST FIELDS

NO RAIN, HAIL, CLOUDS

MID-LATITUDE SUMMER MODEL ATMOSPHERE

AEROSOL BACKSCATTER COEFFICIENT  $\beta = 5 \times 10^{-8} \text{ (m}^{-1} \cdot \text{sr}^{-1})$

MODIFIED NOAA-WPL-37 C<sub>n</sub><sup>2</sup> PROFILE

LASER PARAMETERS

WAVELENGTH [CO<sub>2</sub> 10P(20)]  $\lambda = 10.591 \text{ } \mu\text{m}$

PULSE ENERGY = 5 mJ

OVERALL OPTICAL EFFICIENCY = .1

PULSE DURATION = 2  $\mu\text{s}$

300 m RANGE RESOLUTION

10 PULSES AVERAGED

15 cm TELESCOPE DIAMETER ( $e^{-2}$  INTENSITY)

3 km FOCAL RANGE

AIRCRAFT POSITION AND LIDAR ANGLE PARAMETERS

4 km TO CENTER OF MICROBURST (ON-AXIS)

500 m HEIGHT ABOVE GROUND LEVEL

-3° LIDAR ELEVATION POINTING ANGLE

AIRBORNE WINDSHEAR LIDAR BASE CASE PARAMETERS  
(Ho:YAG LASER)

ATMOSPHERIC PARAMETERS

LaRC PROVIDED MICROBURST WIND FIELD

NO RAIN, HAIL, CLOUDS

MID-LATITUDE SUMMER MODEL ATMOSPHERE

AEROSOL BACKSCATTER COEFFICIENT  $\beta = 1.25 \times 10^{-6} \text{ (m}^{-1} \cdot \text{sr}^{-1})$

MODIFIED NOAA-WPL-37  $C_n^2$  PROFILE

LASER PARAMETERS

WAVELENGTH [Ho:YAG]  $\lambda = 2.0913 \text{ } \mu\text{m}$

PULSE ENERGY = 5 mJ

OVERALL OPTICAL EFFICIENCY = .2

PULSE DURATION =  $.5 \mu\text{s}$  (4 SAMPLES AVERAGED INCOHERENTLY OVER  $2 \mu\text{s}$ )

300 m RANGE RESOLUTION

10 PULSES AVERAGED

15 cm TELESCOPE DIAMETER ( $e^{-2}$  INTENSITY)

3 km FOCAL RANGE

AIRCRAFT POSITION AND LIDAR ANGLE PARAMETERS

4 km TO CENTER OF MICROBURST

500 m HEIGHT ABOVE GROUND LEVEL

$-3^\circ$  LIDAR ELEVATION POINTING ANGLE

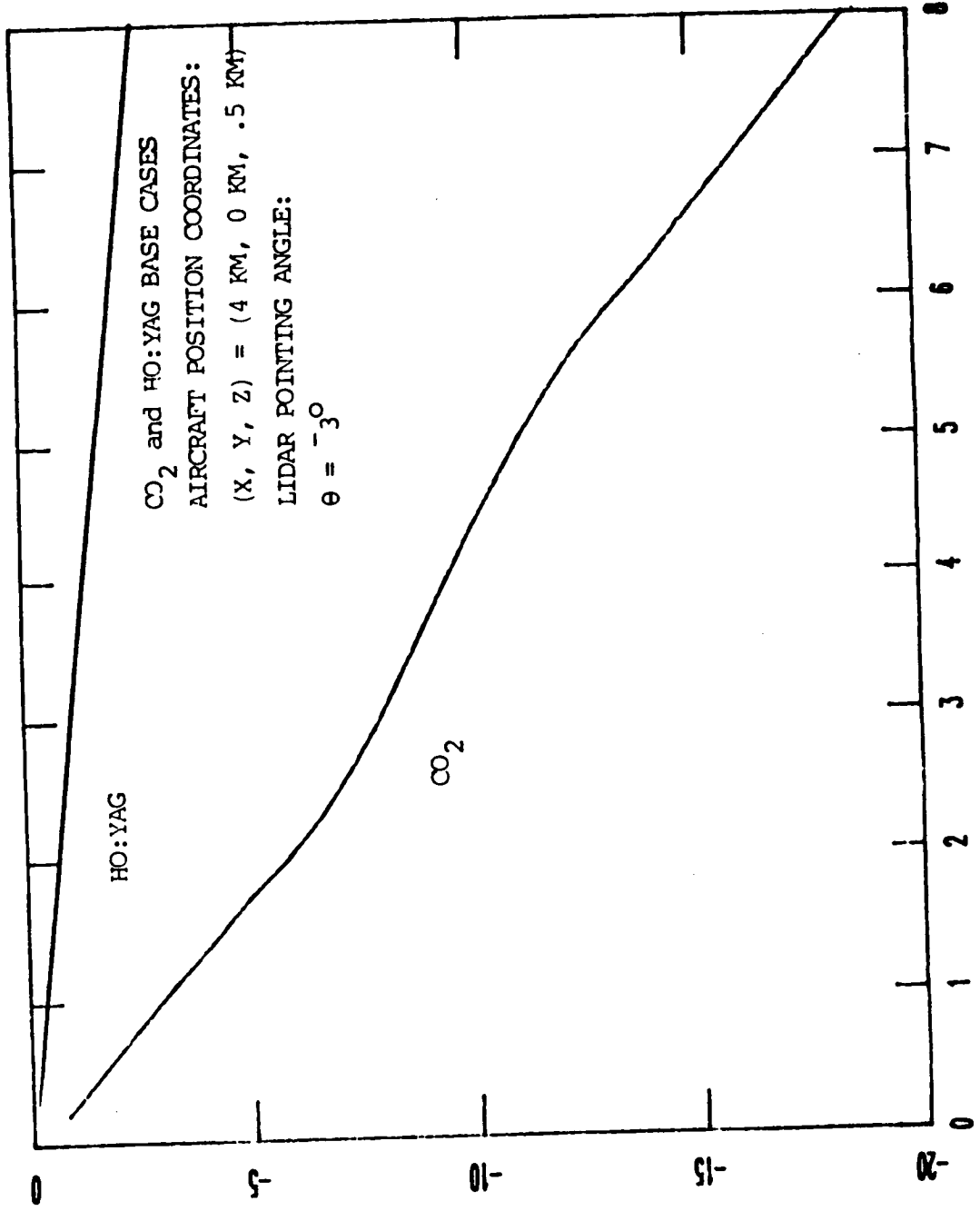


## CO, SYSTEMATIC PARAMETRIC ANALYSIS

- Step 1: OPTIMIZE PULSE DURATION/RANGE RESOLUTION:  
.5  $\mu$ s, 1  $\mu$ s, 2  $\mu$ s, 3  $\mu$ s, 5  $\mu$ s, 6  $\mu$ s  
(75m), (150m), (300m), (450m), (750m), (900m)
- Step 2: EXAMINE NUMBER OF SHOTS: 1, 2, 5, 10, 50, 100
- Step 3: EXAMINE FOCUSING:  $f = 3$  km,  $f = \infty$
- Step 4: EXAMINE OPTICAL DIAMETER:  $D = 7.5$  cm, 15 cm, 20 cm
- Step 5: EXAMINE REFRACTIVE TURBULENCE EFFECTS:  $C_n^2$ ,  $C_n^2 \times 10$
- Step 6: EXAMINE PULSE ENERGIES:  
1  $\mu$ J, 50  $\mu$ J, .5mJ, 5mJ, 10mJ, 15mJ, 20mJ, 100mJ
- Step 7: EXAMINE AEROSOL BACKSCATTER EFFECTS:  
 $\beta = 5 \times 10^{-8}$ ,  $10^{-8}$ ,  $10^{-9}$ ,  $10^{-10}$ ,  $10^{-11}$  ( $m^{-1} \cdot sr^{-1}$ )
- Step 8: EXAMINE WET MICROBURST
- Step 9: EXAMINE AIRCRAFT POSITION: 4, 3, 2, 1 km FROM CENTER  
TAKEOFF PROFILES  
OFF-AXIS ENCOUNTERS
- Step 10: EXAMINE AZIMUTHAL SCAN: ENCOMPASS ENTIRE WIND FIELD IN  
A 2-DIM PLANE AT  $5^0$  INCREMENTS
- Step 11: MULTIPLE REALIZATIONS

# AIRBORNE WIND SHEAR LIDAR

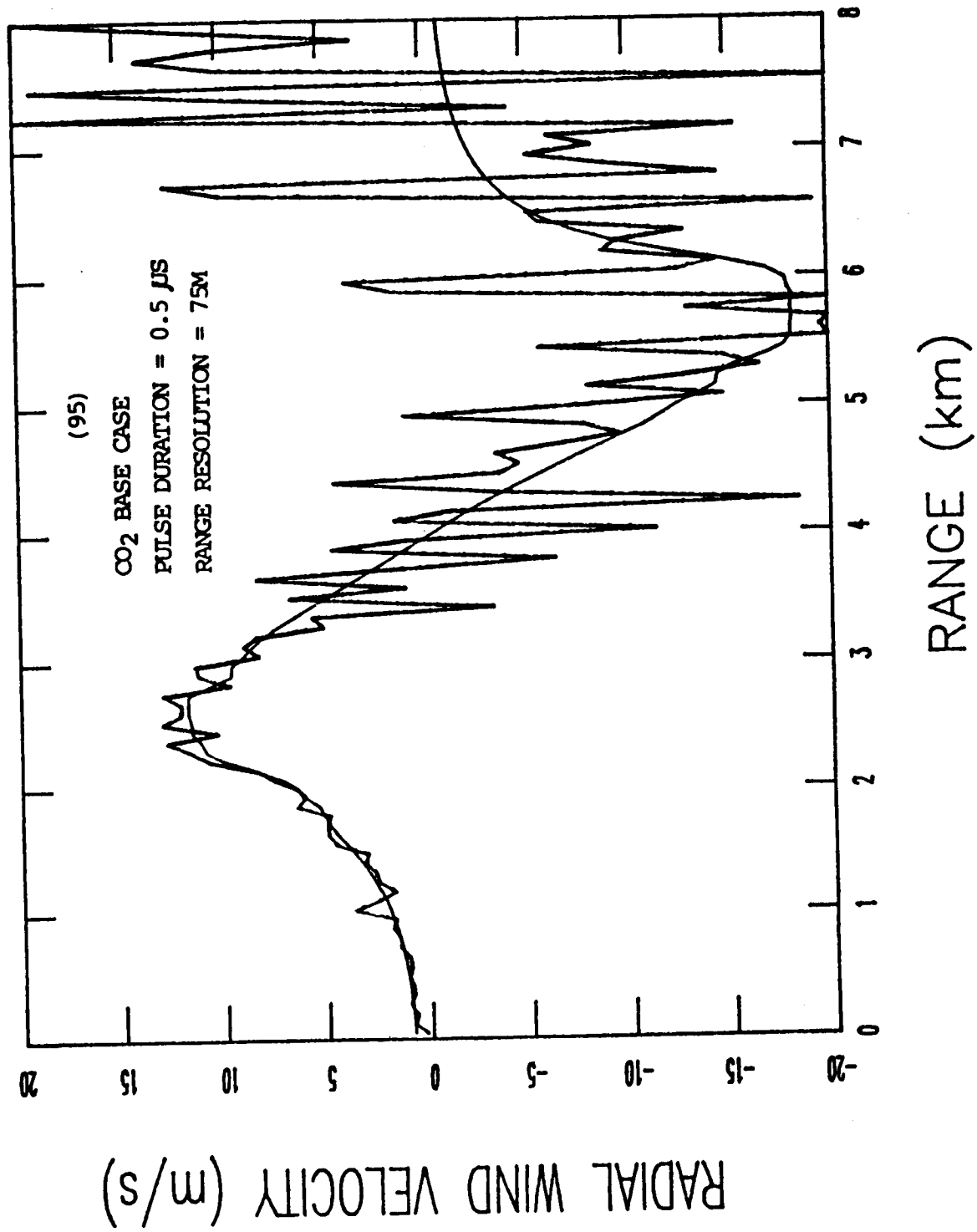
2-WAY CLEAR AIR EXTINCTION (dB)



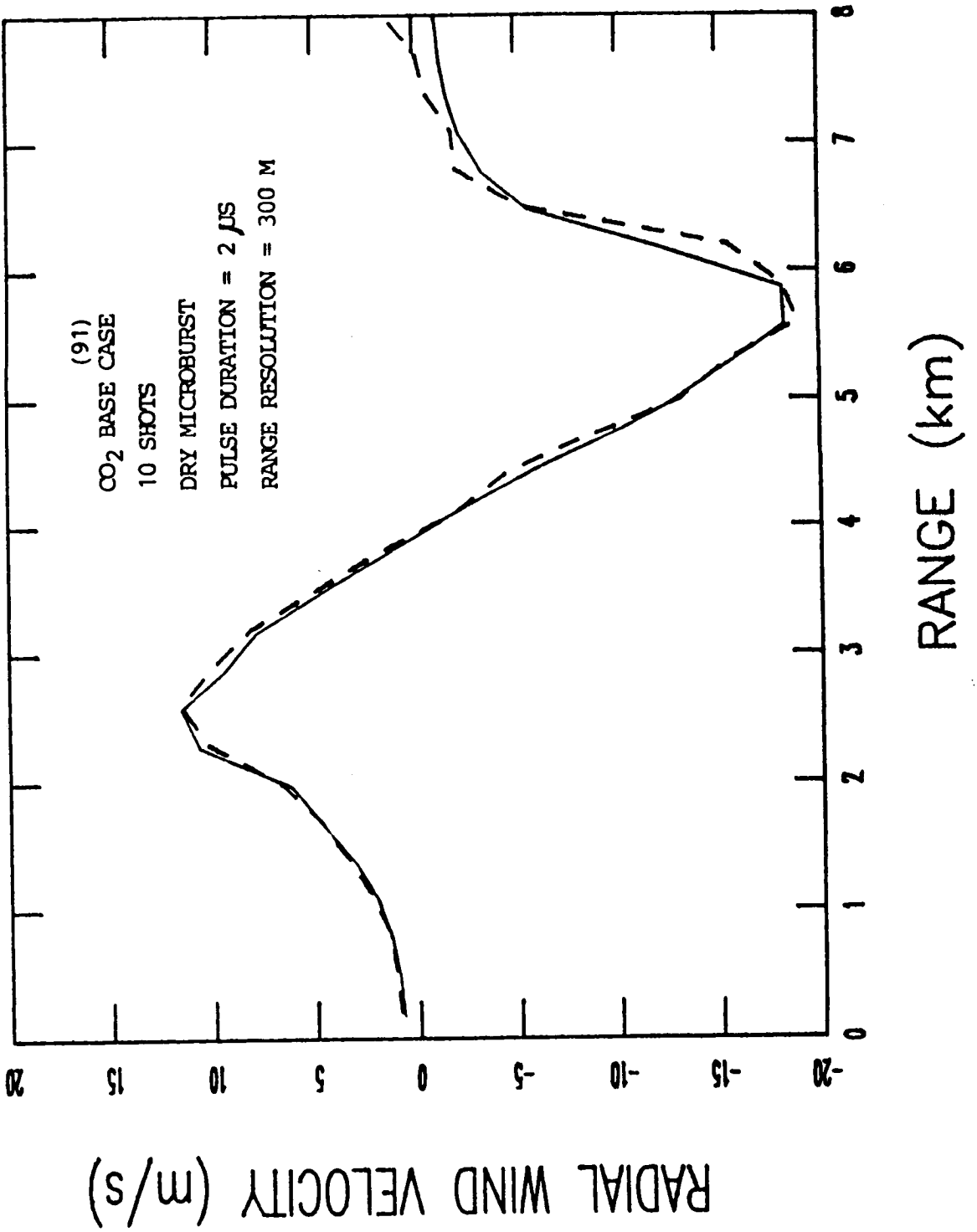
CO<sub>2</sub> and HO:YAG BASE CASES  
AIRCRAFT POSITION COORDINATES:  
(X, Y, Z) = (4 KM, 0 KM, .5 KM)  
LIDAR POINTING ANGLE:  
 $\theta = -3^\circ$

RANGE (km)

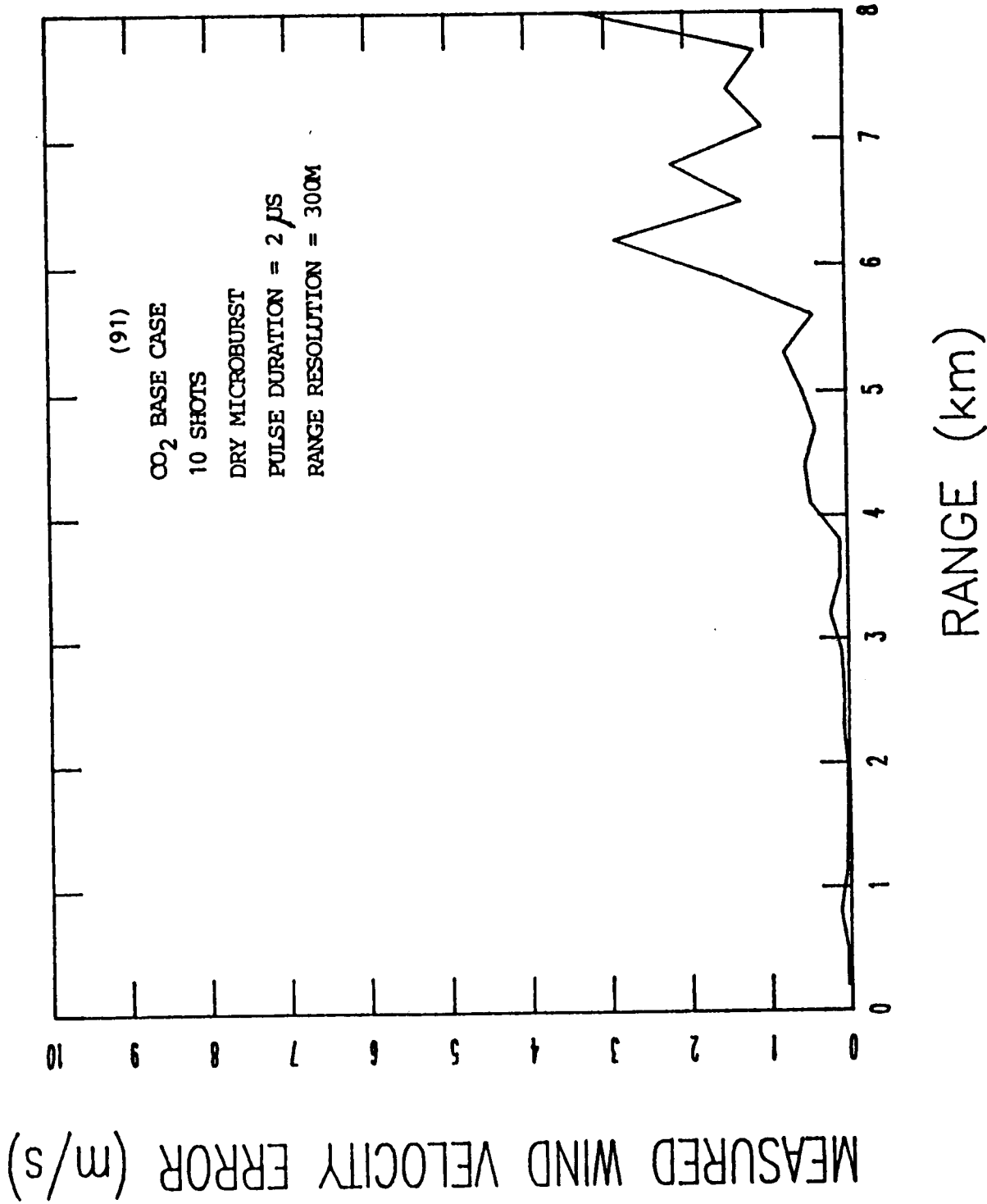
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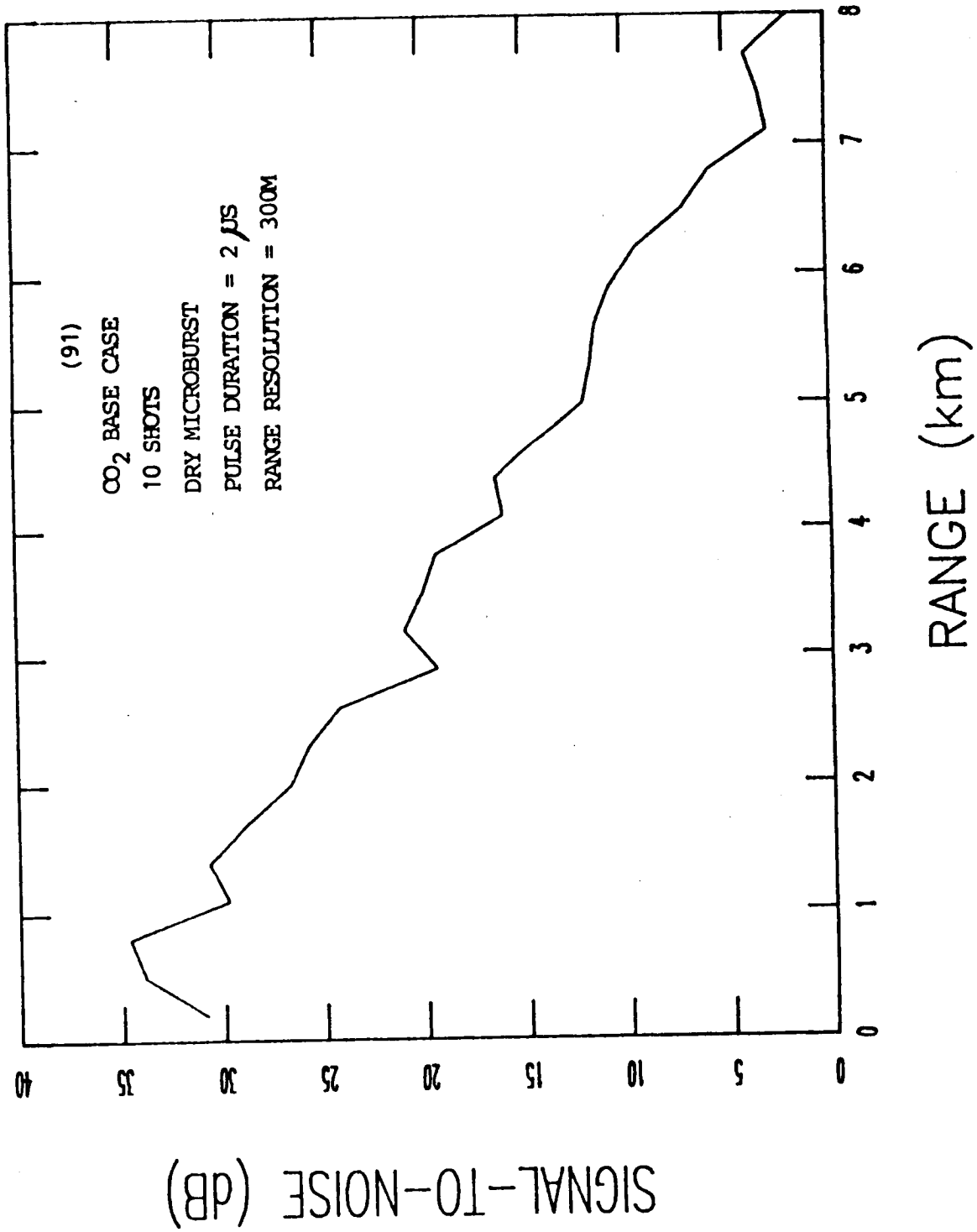
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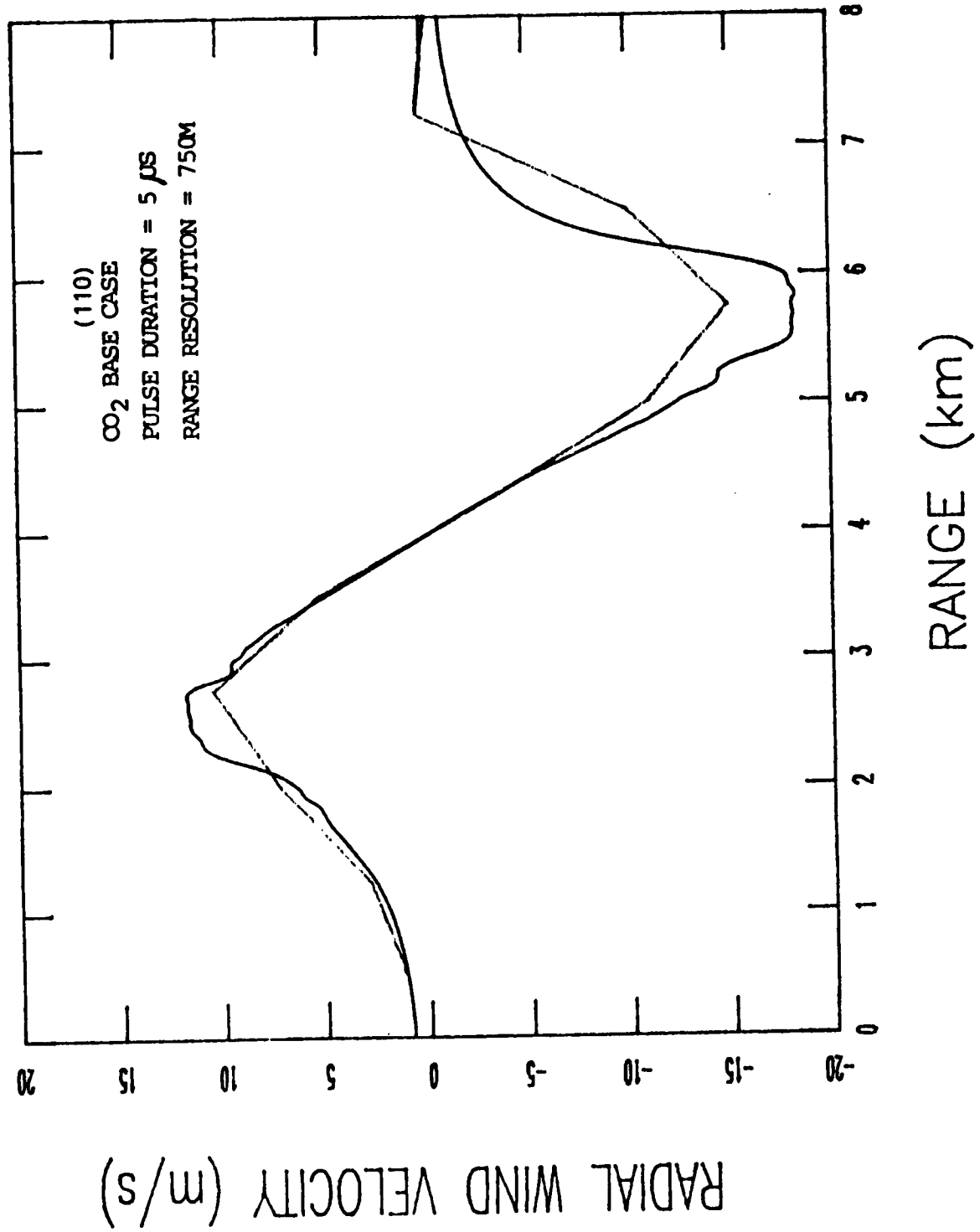
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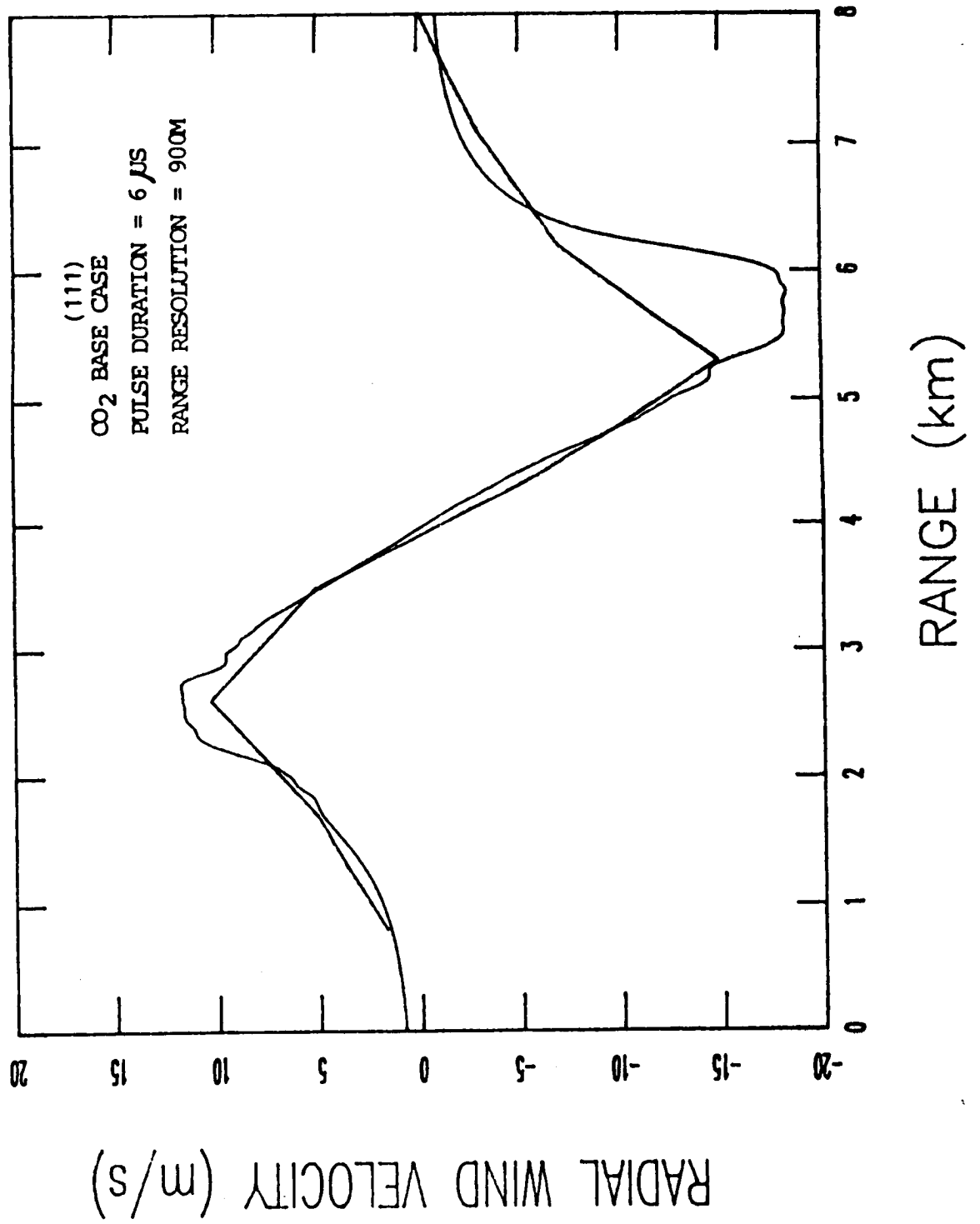
# AIRBORNE WIND SHEAR LIDAR



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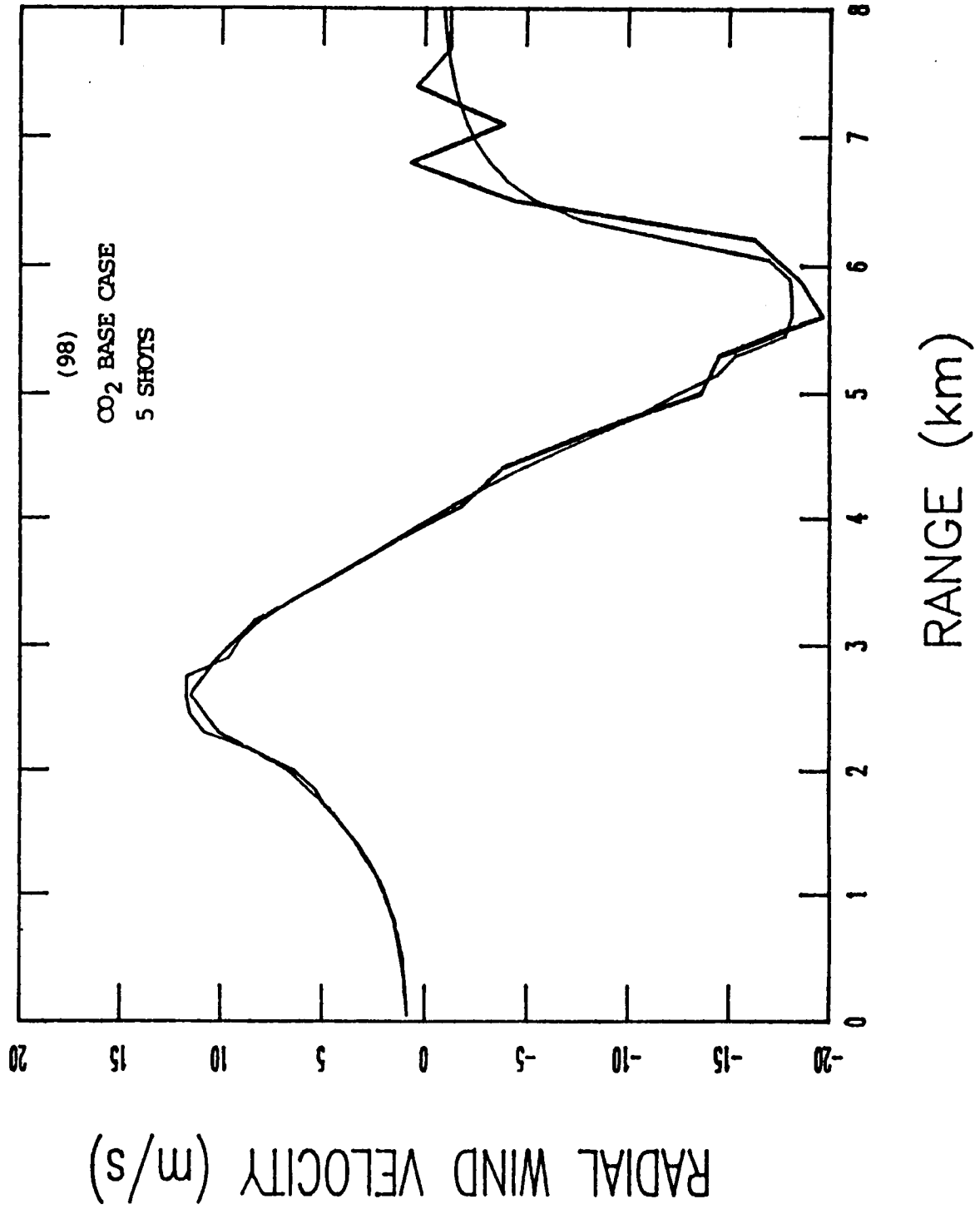


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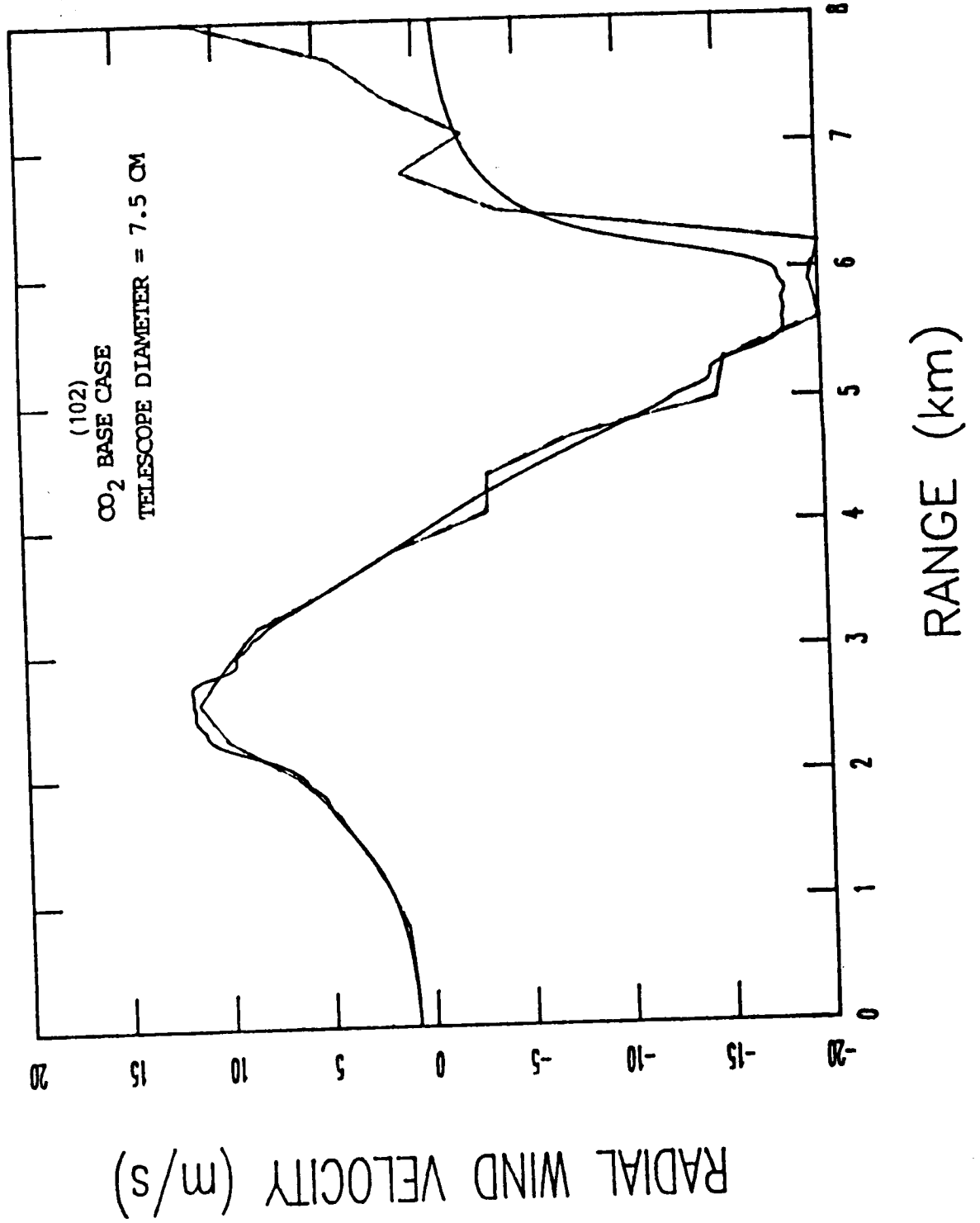




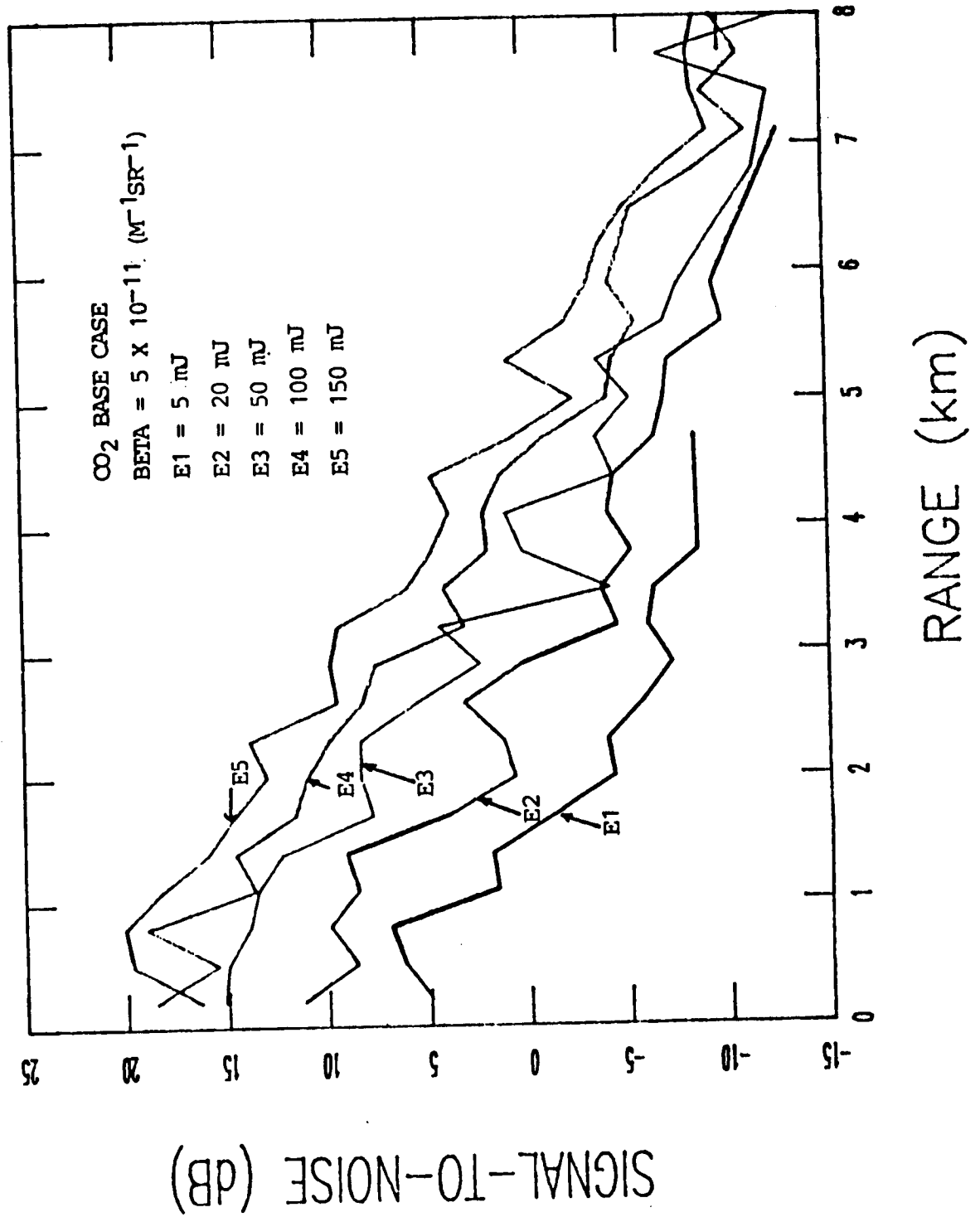
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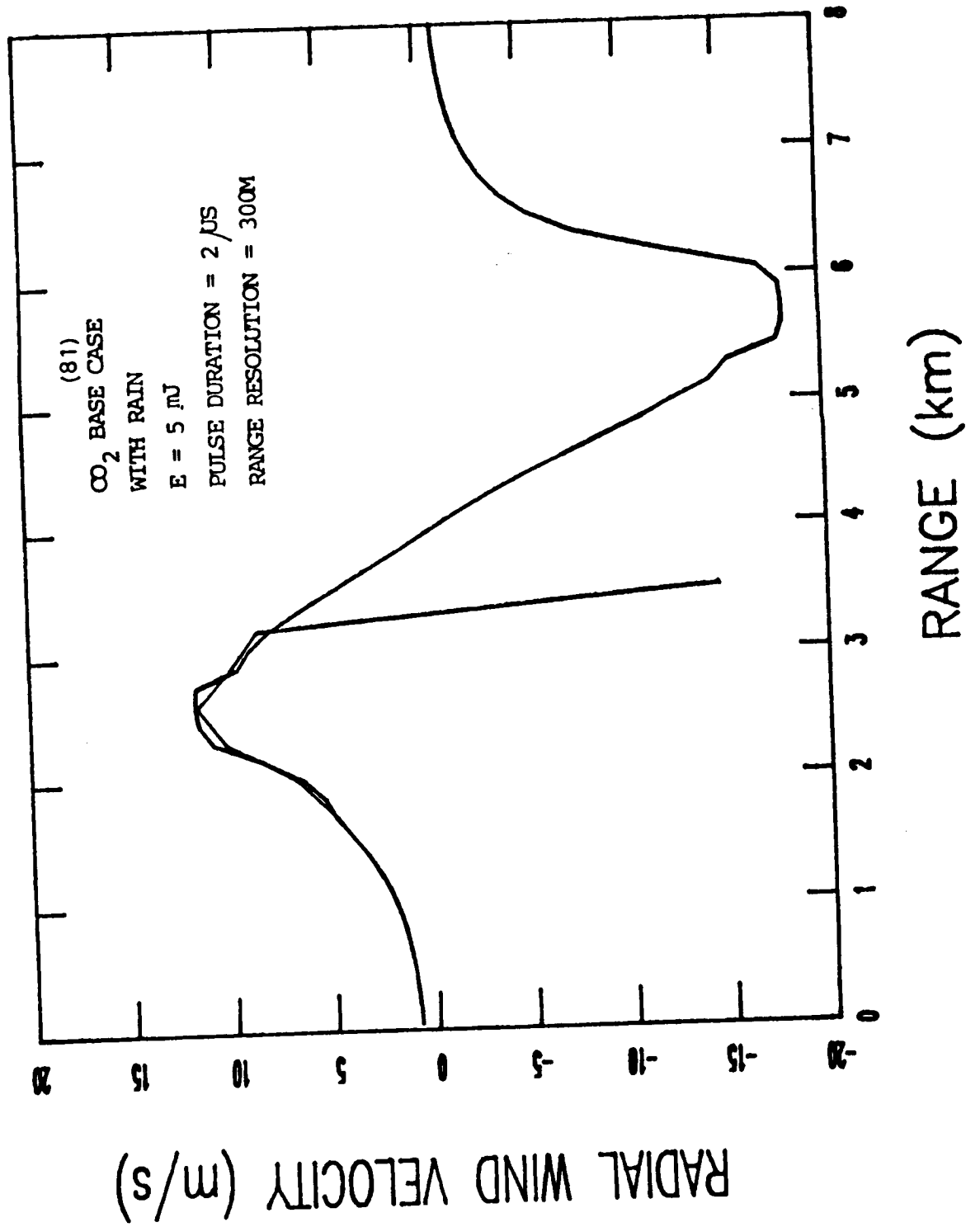
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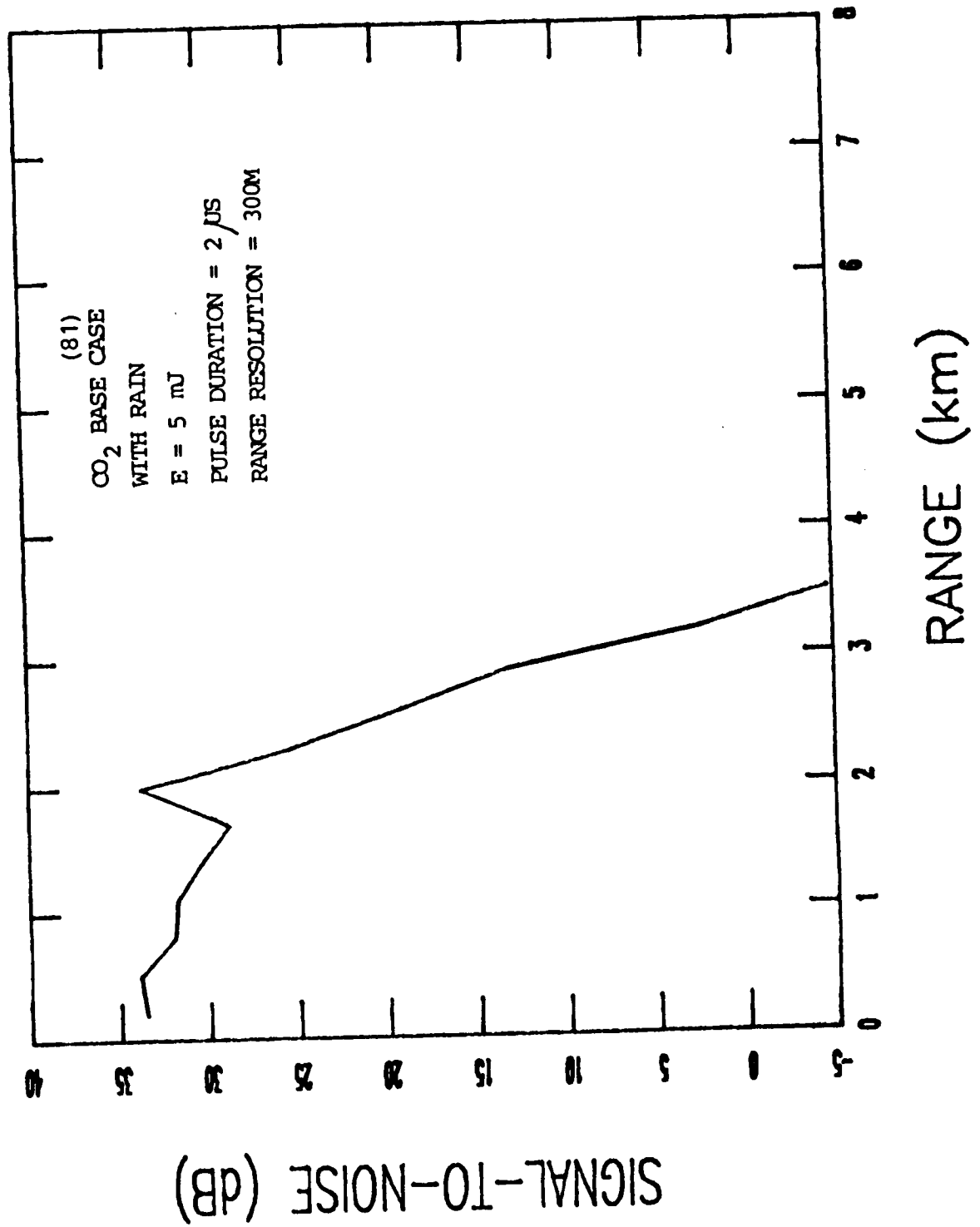
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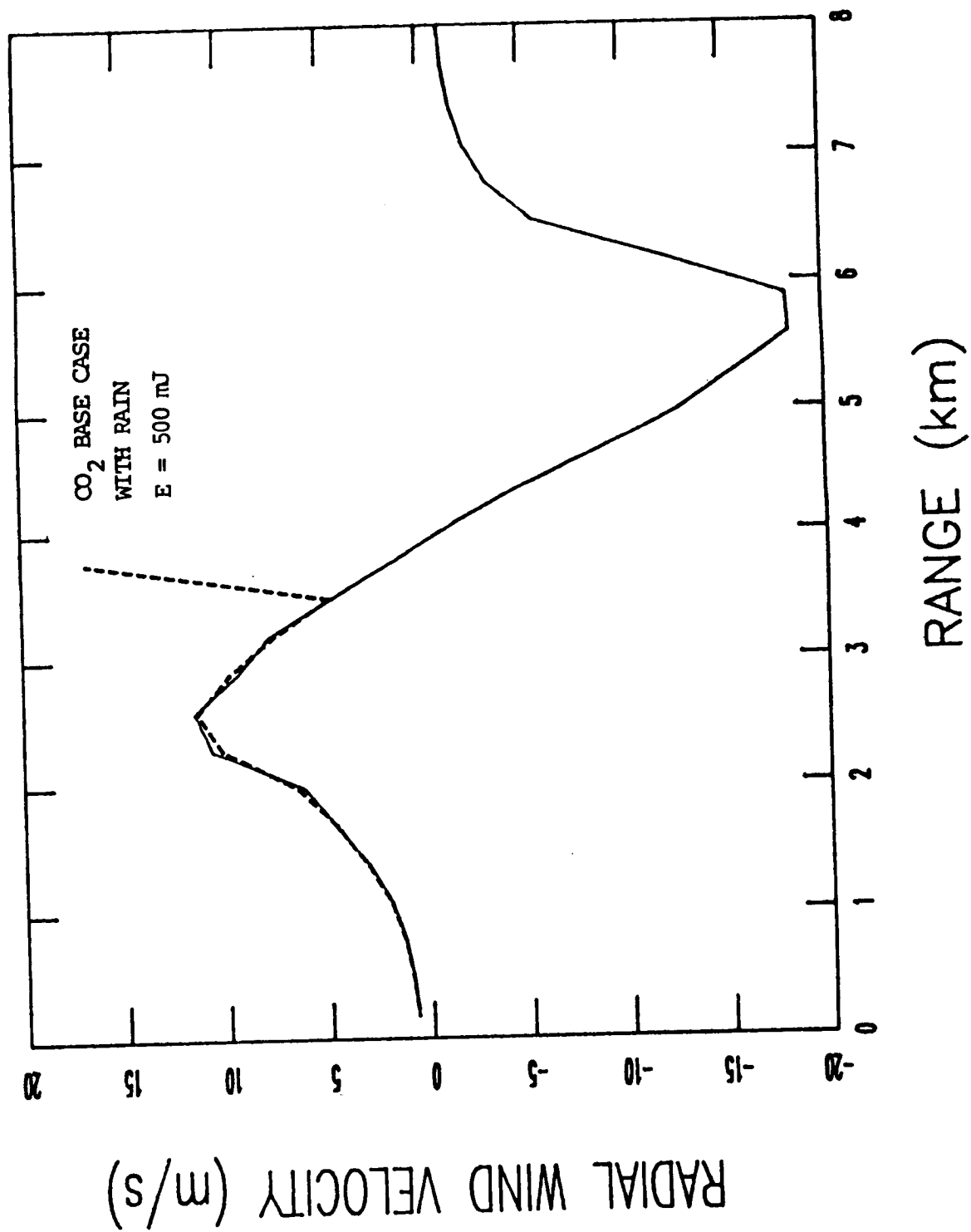
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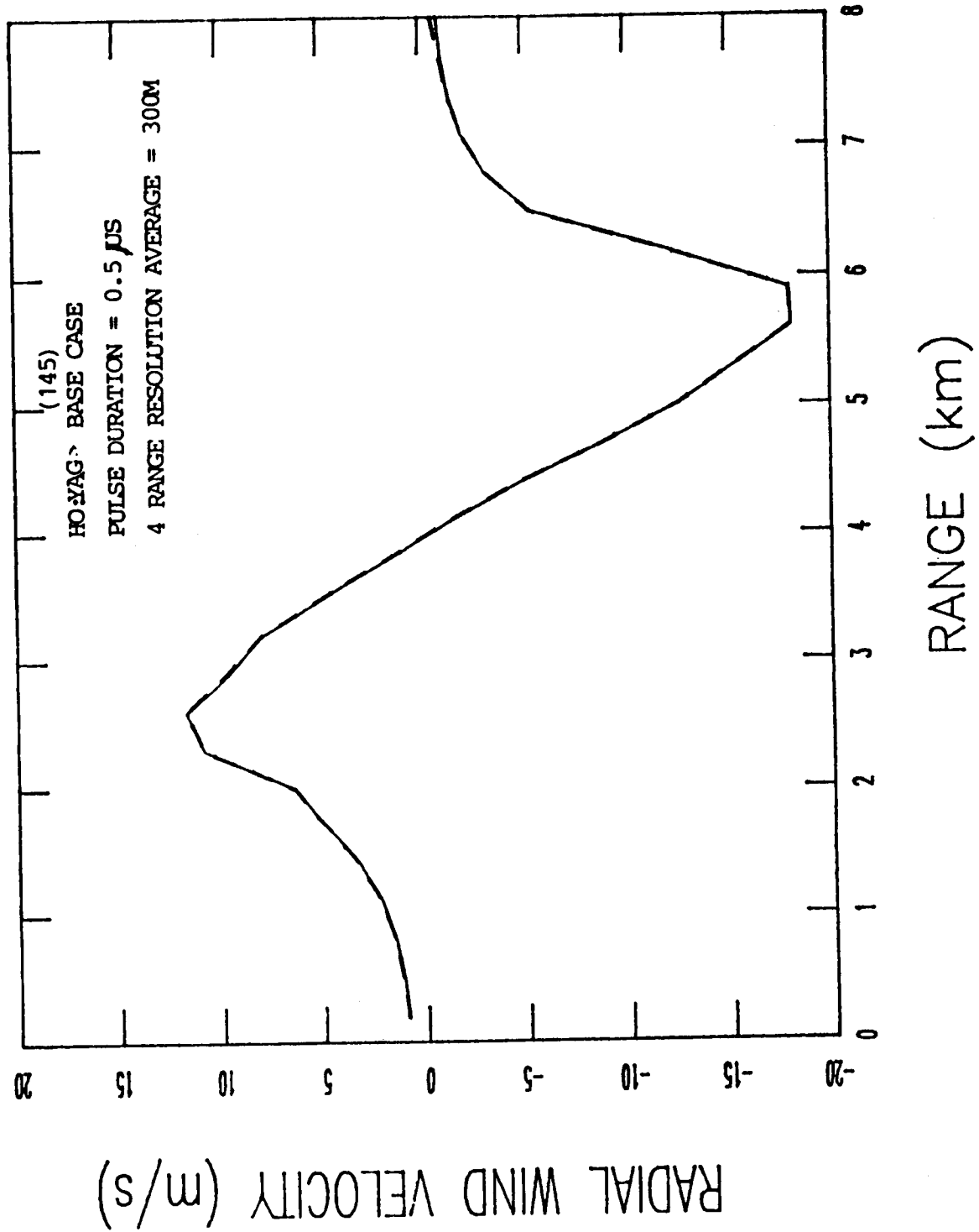
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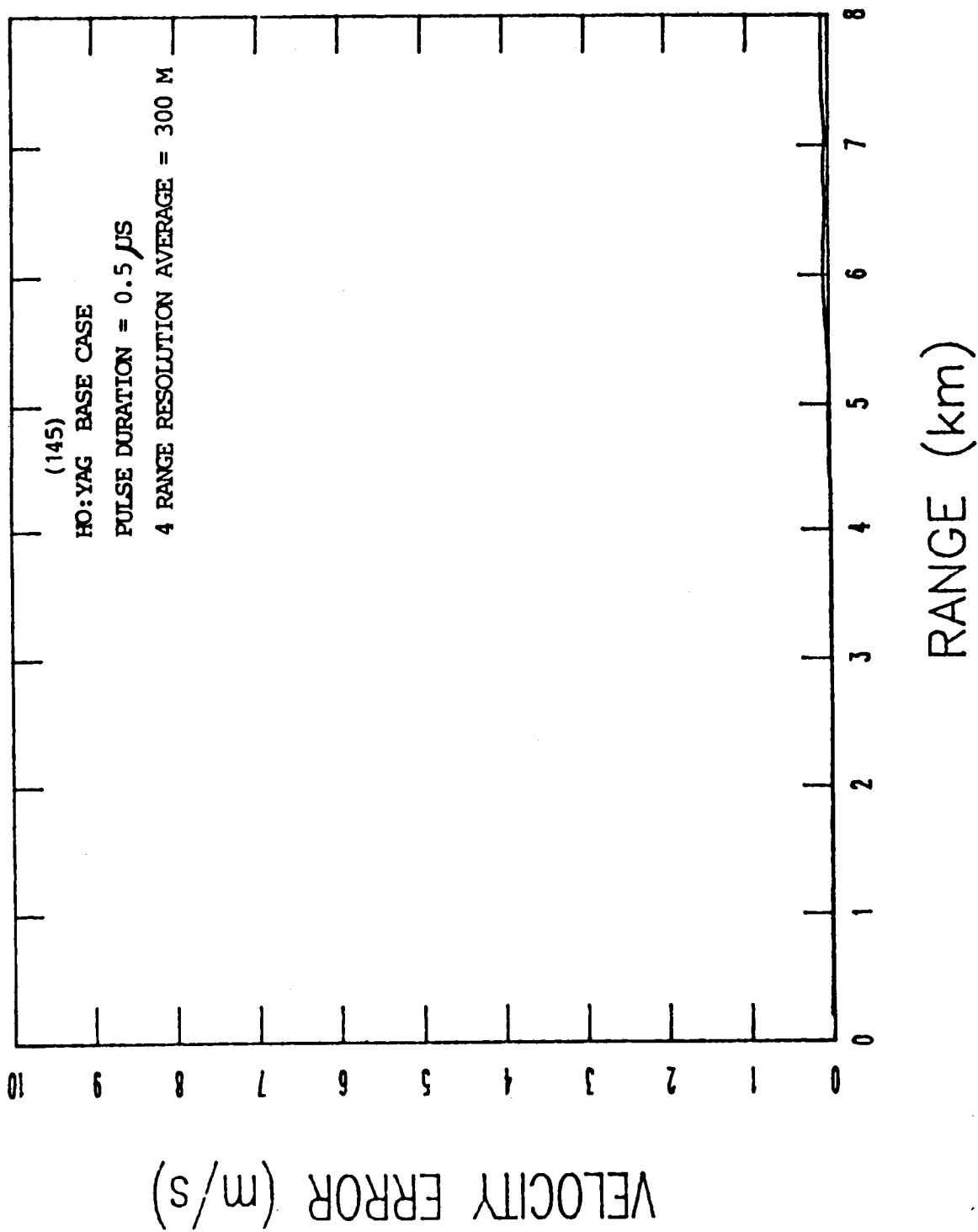
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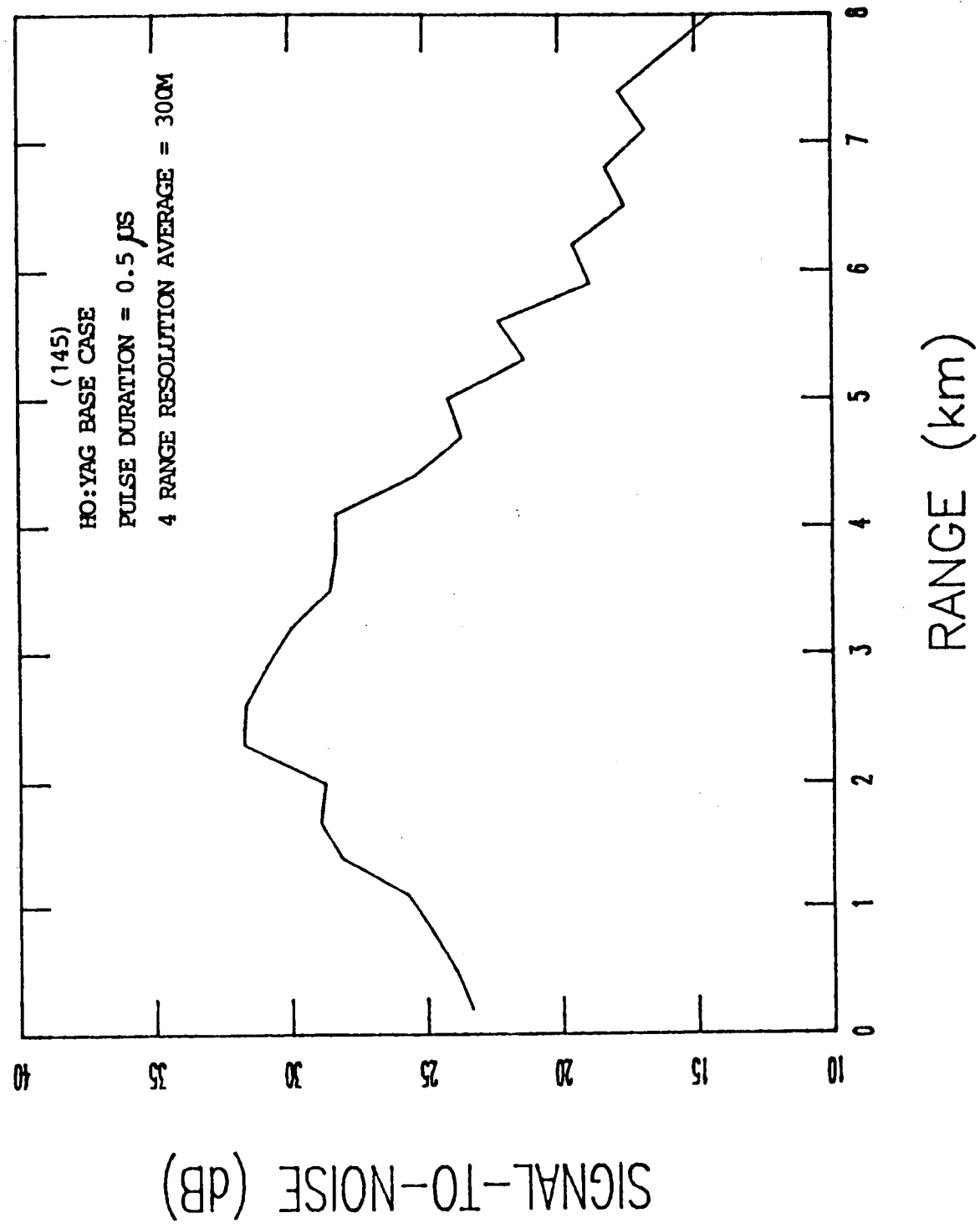


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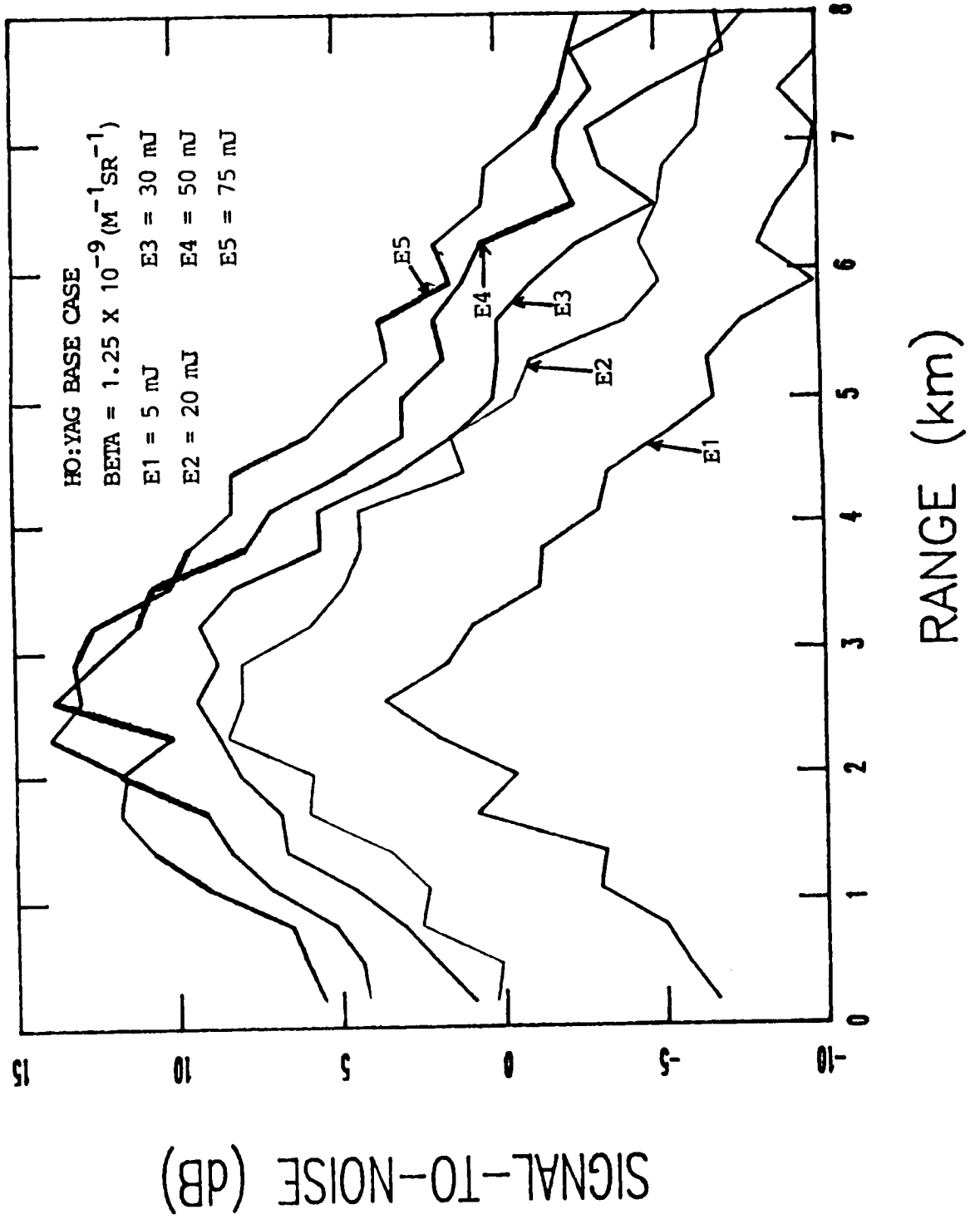




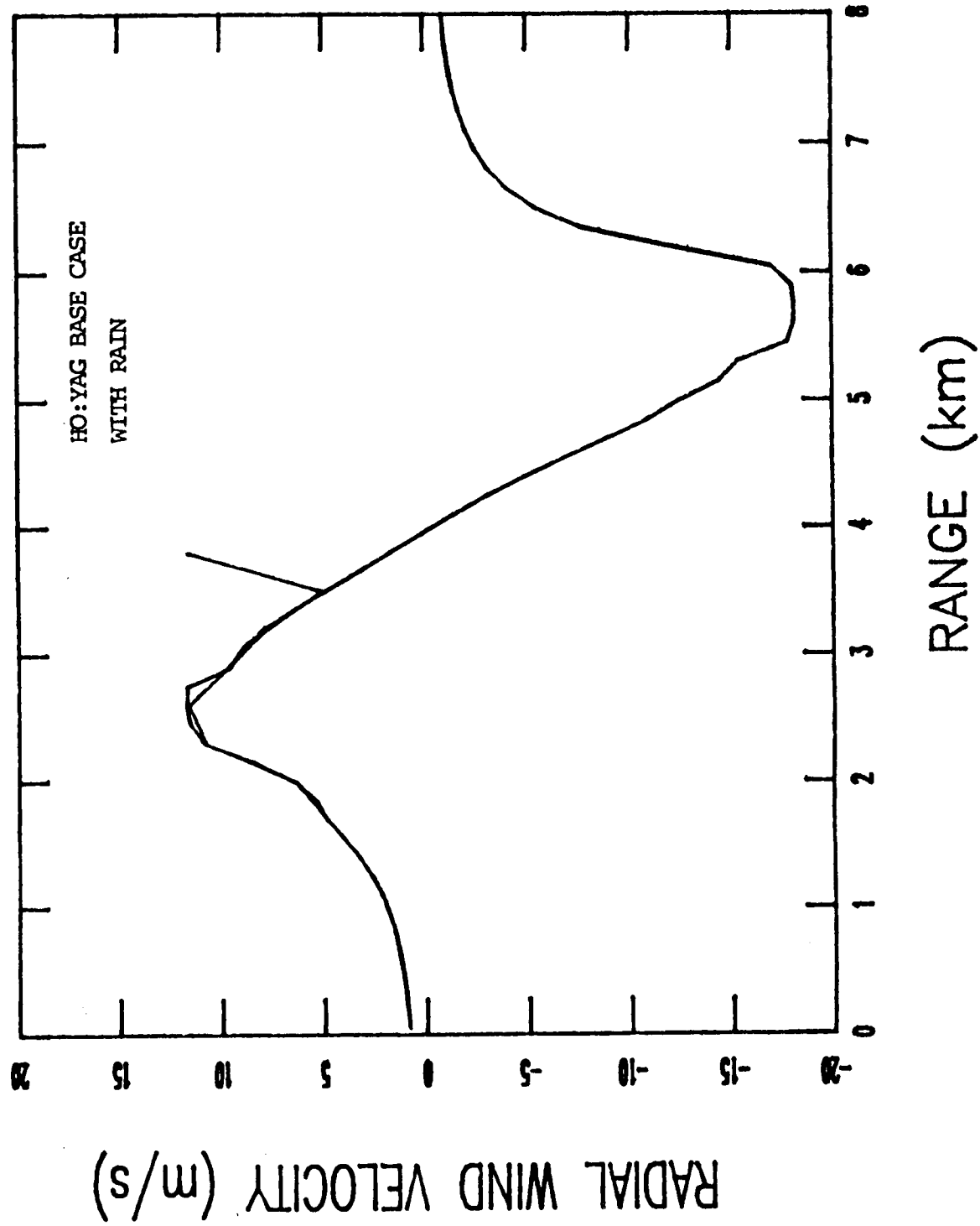
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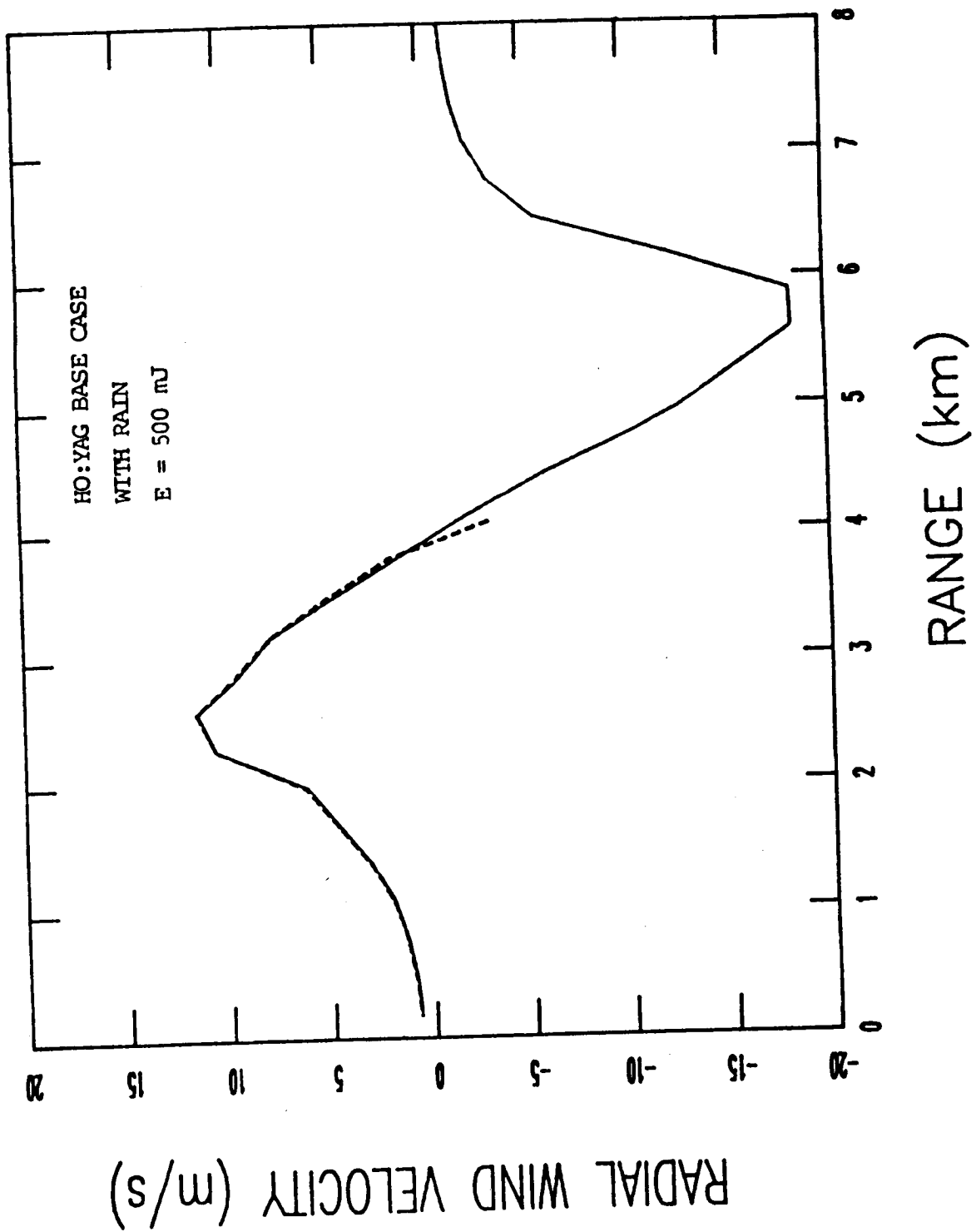
# AIRBORNE WIND SHEAR LIDAR



# AIRBORNE WIND SHEAR LIDAR



# AIRBORNE WIND SHEAR LIDAR



SUMMARY OF PERFORMANCE  
(LARC MICROBURST MODEL, 11:00 MIN.)

1. 20 MJ CO<sub>2</sub> LIDAR LINE-OF-SIGHT WIND VELOCITY ERROR < 1 M/S TO 8 KM IN THE DRY MICROBURST TEST CASE.
2. 5 MJ Ho:YAG LIDAR LINE-OF-SIGHT WIND VELOCITY ERROR < .5 M/S TO 8 KM IN THE DRY MICROBURST TEST CASE.
3. 5 MJ CO<sub>2</sub> LIDAR PENETRATES TO WITHIN 1 KM OF WET MICROBURST CENTER.
4. 5 MJ Ho:YAG PENETRATES TO WITHIN .5 KM OF WET MICROBURST CENTER.
5. BOTH CO<sub>2</sub> (100 MJ) AND Ho:YAG (10 MJ) PERFORM WELL TO 3 KM OPERATING OUTSIDE THE BOUNDARY LAYER WHERE:  
BETA (CO<sub>2</sub>) =  $5 \times 10^{-11} \text{ M}^{-1} \cdot \text{SR}^{-1}$   
BETA (Ho:YAG) =  $1.25 \times 10^{-9} \text{ M}^{-1} \cdot \text{SR}^{-1}$
6. LIDAR PERFORMANCE IN WET MICROBURST MODEL DOES NOT IMPROVE SIGNIFICANTLY WITH REASONABLE INCREASES IN LIDAR PARAMETERS.

## CONCLUSIONS

1. BOTH CO<sub>2</sub> AND Ho:YAG ARE SHOWN FEASIBLE FOR AIRBORNE WIND SHEAR DETECTION FOR DRY MICROBURSTS WITH LIMITED PERFORMANCE IN WET MICROBURSTS.
2. Ho:YAG PERFORMS BETTER THAN CO<sub>2</sub> FOR A SET OF IDENTICAL LIDAR PARAMETERS.
3. THESE RESULTS ARE QUALIFIED BY THE LIMITED NUMBER OF TEST CASES.