

RADAR SATELLITES AND MARITIME DOMAIN AWARENESS

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Report Documentation Page				Form Approved OMB No. 0704-0188	
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1. REPORT DATE 2008		2. REPORT TYPE N/A		3. DATES COVERED -	
4. TITLE AND SUBTITLE Radar Satellites And Maritime Domain Awareness				5a. CONTRACT NUMBER	
				5b. GRANT NUMBER	
				5c. PROGRAM ELEMENT NUMBER	
6. AUTHOR(S)				5d. PROJECT NUMBER	
				5e. TASK NUMBER	
				5f. WORK UNIT NUMBER	
7. PERFORMING ORGANIZATION NAME(S) AND ADDRESS(ES) London Research and Development Corporation, 114 Margaret Anne Drive, Ottawa, Ontario K0A 1L0				8. PERFORMING ORGANIZATION REPORT NUMBER	
9. SPONSORING/MONITORING AGENCY NAME(S) AND ADDRESS(ES)				10. SPONSOR/MONITOR'S ACRONYM(S)	
				11. SPONSOR/MONITOR'S REPORT NUMBER(S)	
12. DISTRIBUTION/AVAILABILITY STATEMENT Approved for public release, distribution unlimited					
13. SUPPLEMENTARY NOTES The original document contains color images.					
14. ABSTRACT					
15. SUBJECT TERMS					
16. SECURITY CLASSIFICATION OF:			17. LIMITATION OF ABSTRACT UU	18. NUMBER OF PAGES 25	19a. NAME OF RESPONSIBLE PERSON
a. REPORT unclassified	b. ABSTRACT unclassified	c. THIS PAGE unclassified			

BACKGROUND

- Ship Detection Performance using Radar
 - RADARSAT-2
 - Constellation of Small-Sats
- Technique for Radar and AIS Satellite Constellations
 - Trials/Operations
 - Performance

REQUIREMENT

- Persistent Surveillance of Oceans
 - All Weather, Day and Night
 - Accurate Geolocation
- Detection, Classification, Tracking, Identification, Intent
- High Probability of Detection
- Low Probability of False Alarm

CONSTRAINTS

■ Satellite Radar Sensor

- Cost
- Area Coverage Rate
- Resolution (25 m to 50 m, or better)
- Performance (PD, PFA)
- Constellation of Satellites (less than 6)

■ AIS, Other Sensors on Board or Available

- Radar and AIS reports within 10 min of each other

STUDY SENSORS

- RADARSAT-2
 - MSSR, ScanSAR Narrow
- Expanded Beam WiSAR
 - WiSAR (MacDonald Dettwiler and Associates)
- AIS and Other Sensors **Fusion** Assumed
- Focus on Multiple Detections of Each Target
 - Detection, Tracking, AIS Validation

STUDY METHOD

- Express Results/Requirement in Terms of Detections of Ship in Transit Across AOI
- Use AGI's Satellite Tracking Kit (STK 8.2)
 - Industry Standard
 - Object Model for Iterations (new in 2007)
 - Setup Scenario using GUI; Hybrid Approach
 - Drive STK using Scripting (VBS)

TYPICAL STK SCENARIO

- Create Ship
 - Set Waypoints, Speeds, Sailing Time
- Create Satellite(s)
 - Define Sensor Beam
- Create Constellation (if required)
- Choose Report
- Execute STK many Times for Different Sailing Epochs using Script

MSSR

- Considered by Canada's "Polar Epsilon"

<i>Polar Epsilon Requirement</i>	
Probability of False Alarm	2×10^{-9} /Res. Cell
Probability of Ship Detection	0.9
Minimum Detectable Ship in Sea State 5	25 m
Principal AOI	1000 nmi off Coast

POSSIBLE MSSR BEAM

Swath Width (50% increase over SCNB)	~ 450 km
Polarization	HV,HH
Resolution (Rule of Thumb: about same size as minimum ship length)	~ 25 m
Near Incidence Range	20°-34°
Far Incidence Range	46°-55°

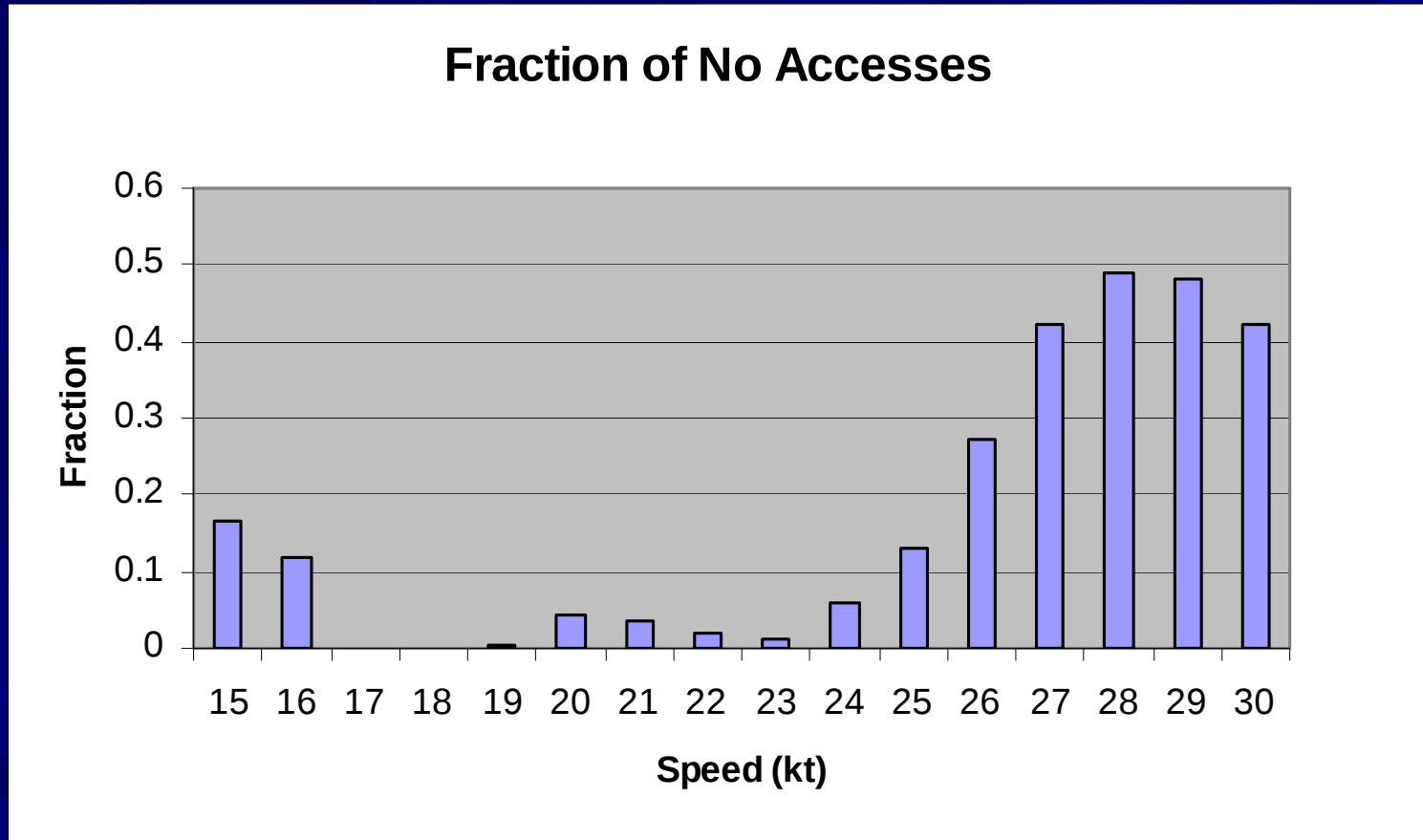
SIMULATION

From	Liverpool/Hong Kong
To	Halifax/Vancouver
Sailing Interval	1 hr
Total Simulation Time	32 days
Speed Range (fixed and random)	15 kts to 30 kts

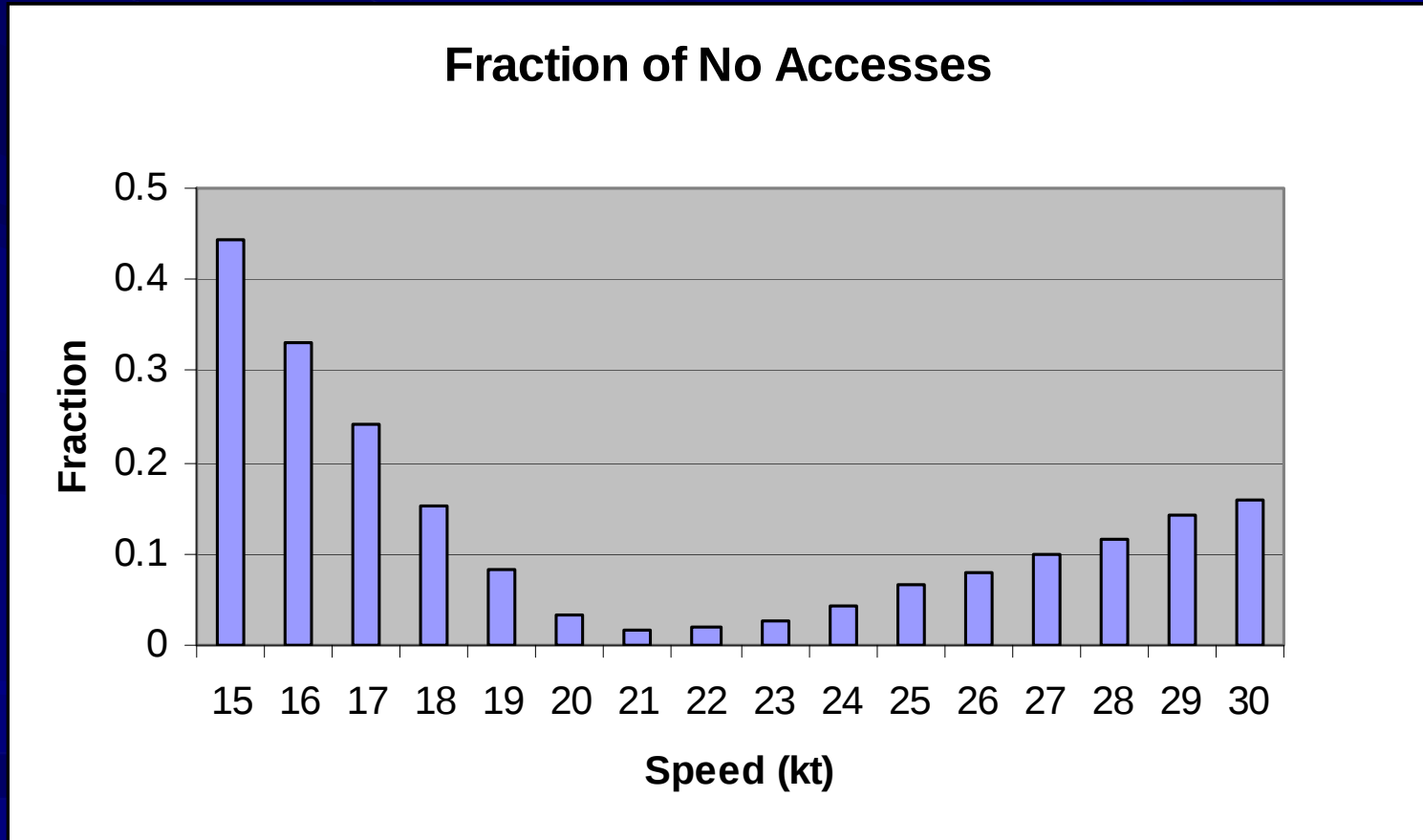
SHIP WAYPOINTS

Description	Latitude	Longitude
Liverpool	53° 24'	-3° 00'
North Anglesey	53° 30'	-4° 30'
Irish Sea	53° 20'	-5° 00'
South Ireland	52° 00'	-6° 00'
Southwest Ireland	51° 00'	-11° 00'
South Newfoundland	46° 00'	-53° 30'
Halifax	44° 38'	-63° 35'

SCNB LIVERPOOL-HALIFAX

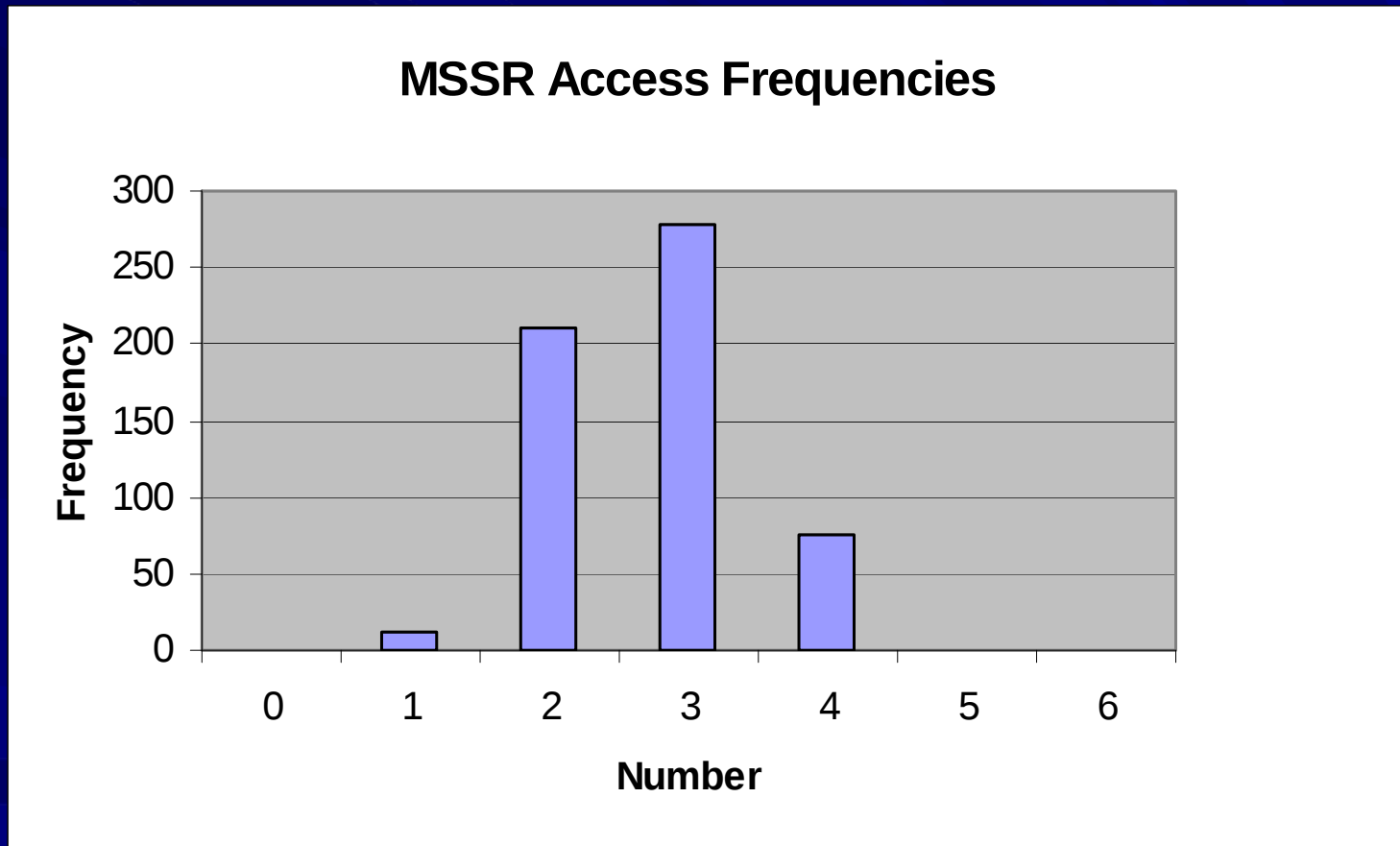


SCNB HALIFAX-LIVERPOOL



MSSR ACCESSES

Liverpool-Halifax at 20 kts



PROBABILITY

- Probability of Exactly n Accesses = p_n
- Probability of Detection on One Access = p_D
- Probability of No Detection on Multiple Accesses:

$$P_0 = \sum_n p_n (1 - p_D)^n$$

where $p_D = 0.9$

MSSR & SCNB DETECTION PROBABILITIES (RANDOM SPEEDS 15 to 30 kts)

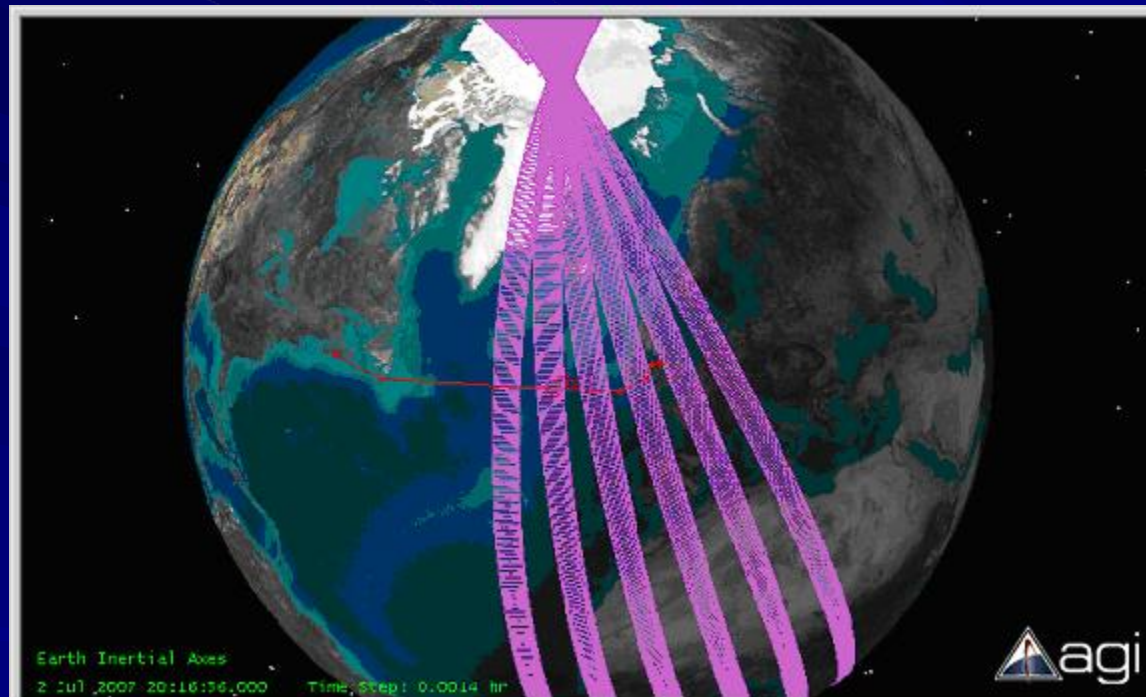
Voyage and Beam	Probability No Detection
Liverpool to Halifax – SCNB	0.19
Halifax to Liverpool – SCNB	0.15
Liverpool to Halifax – MSSR	0.11
Halifax to Liverpool – MSSR	0.06
Hong Kong to Vancouver – SCNB	0.015
Hong Kong to Vancouver – MSSR	0.0003
Atlantic 1000 nmi AOI to Halifax – SCNB	0.41
Atlantic 1000 nmi AOI to Halifax – MSSR	0.25
Pacific 1000 nmi AOI to Vancouver – MSSR	0.41

WiSAR PROTOTYPE ORBIT

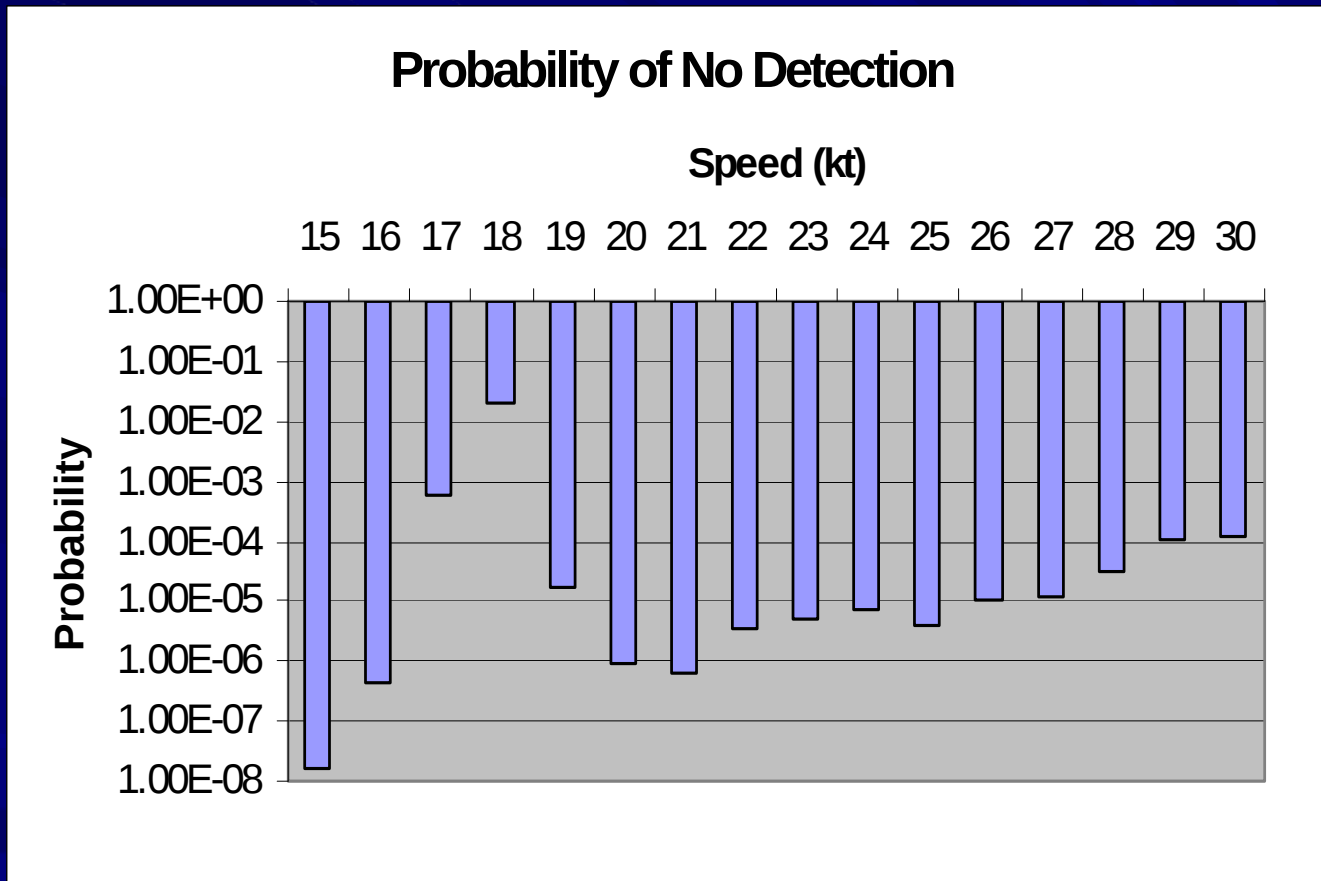
SWATH 350 KM

Parameter	Value
Altitude	600 km
Type	Sun-synchronous, circular.
Local Time of Ascending Node	06:00
Mean Motion	14.8934 revolutions/day
Repeat Cycle	Unknown

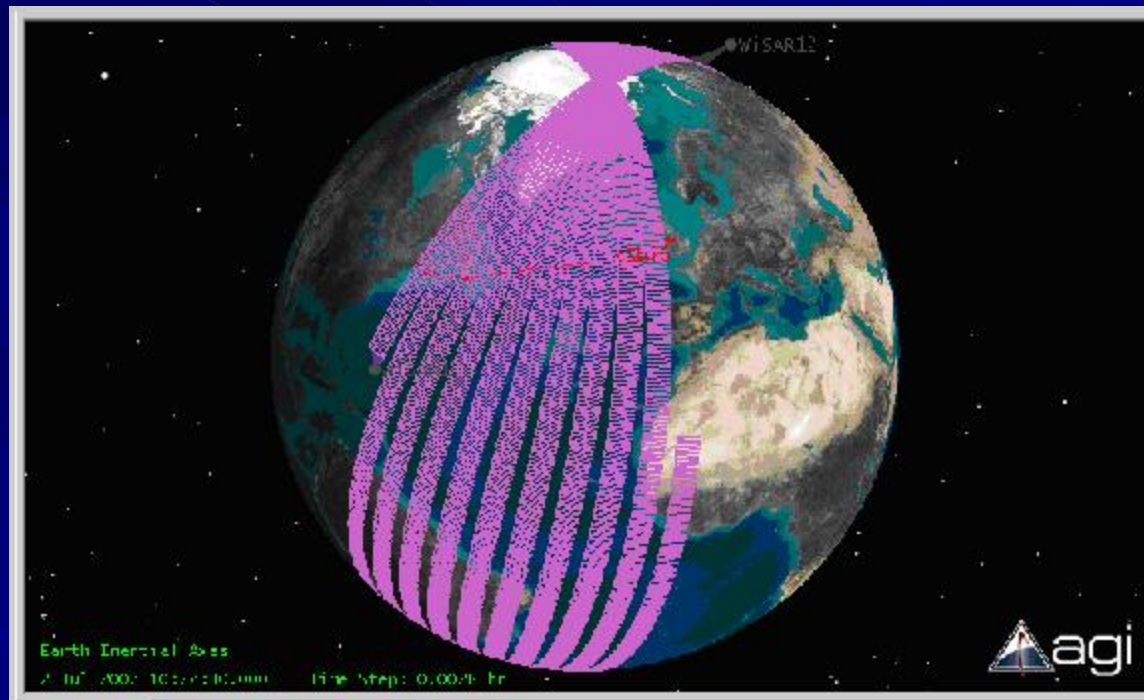
SWATHS FROM 3 WiSARs



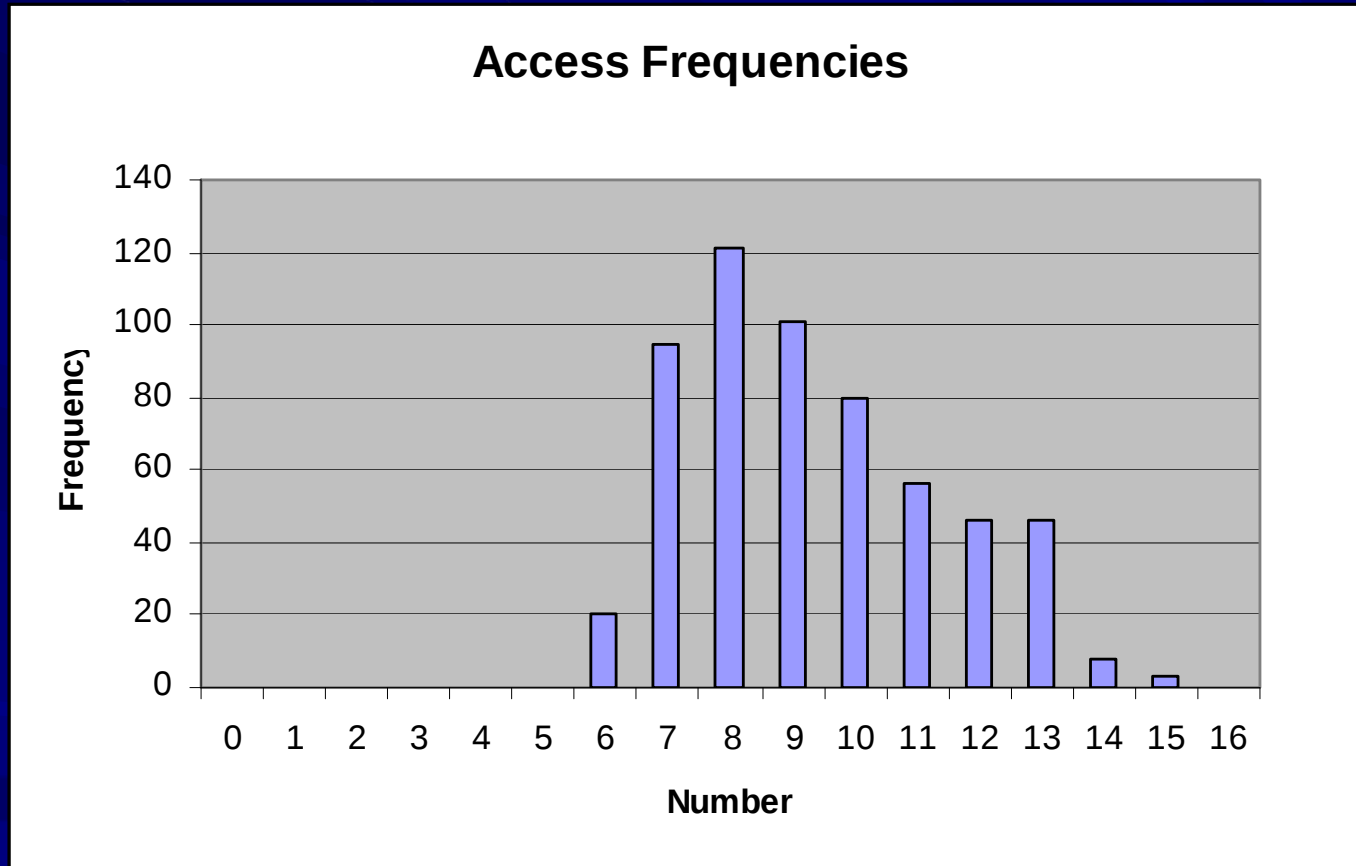
3-WiSAR PROBABILITIES LIVERPOOL-HALIFAX



4-WiSARs, 1-PLANE SWATH 410 KM



4-WiSAR ACCESSES LIVERPOOL-HALIFAX



4-WiSAR RESULTS

Voyage	Probability of No Detection
Liverpool to Halifax (Random Speeds)	$<10^{-6}$
Atlantic 1000 nmi AOI	<0.01

MSSR CONCLUSIONS

- The MSSR swath width provides a much better detection performance than SCNB
- For Atlantic and Pacific crossings MSSR provides a significant MDA capability (if combined with AIS)
- For 1000 nmi AOIs, the performance will be useful but does not satisfy a realistic requirement

WiSAR CONCLUSIONS

EXTENDED SWATH (410 KM)

- A constellation of 3-WiSARs in one plane provides good but incomplete MDA for ocean crossings and for 1000 nmi Canadian AOIs (but certainly not for north-south voyages)
- A constellation of 3-WiSARs in 3 planes has poor performance
- A constellation of 4-WiSARs in one plane satisfies the radar component of the Canadian requirements and probably most of the US requirement as well

AIS CONCLUSIONS

- STK technique for determining imaging opportunities between RADARSAT-2 and ORBCOMM satellites is fast and inexpensive (STK Scenario + Script)
- STK technique is appropriate to performance estimation using N radar satellites and M AIS satellites with various constraints