

Retrieval and Validation of Ionospheric Indices for Ship-based Monitoring over the Arctic



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Photo Polarstern: Peter Lemke, AWI

Outline



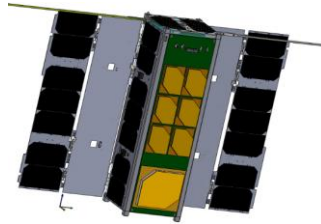
- Motivation GNSS Remote Sensing
- MOSAiC Expedition and GNSS Data in the Arctic
- Processing and Masking of Ship-based Data
- Results of Scintillation Index Analysis
- Conclusions



Motivation GNSS Remote Sensing

■ A: Low Earth Orbiter

Wickert et al. 2016
Semmling et al. 2016



■ B: Aircraft

Semmling et al. 2014
Moreno et al. 2021



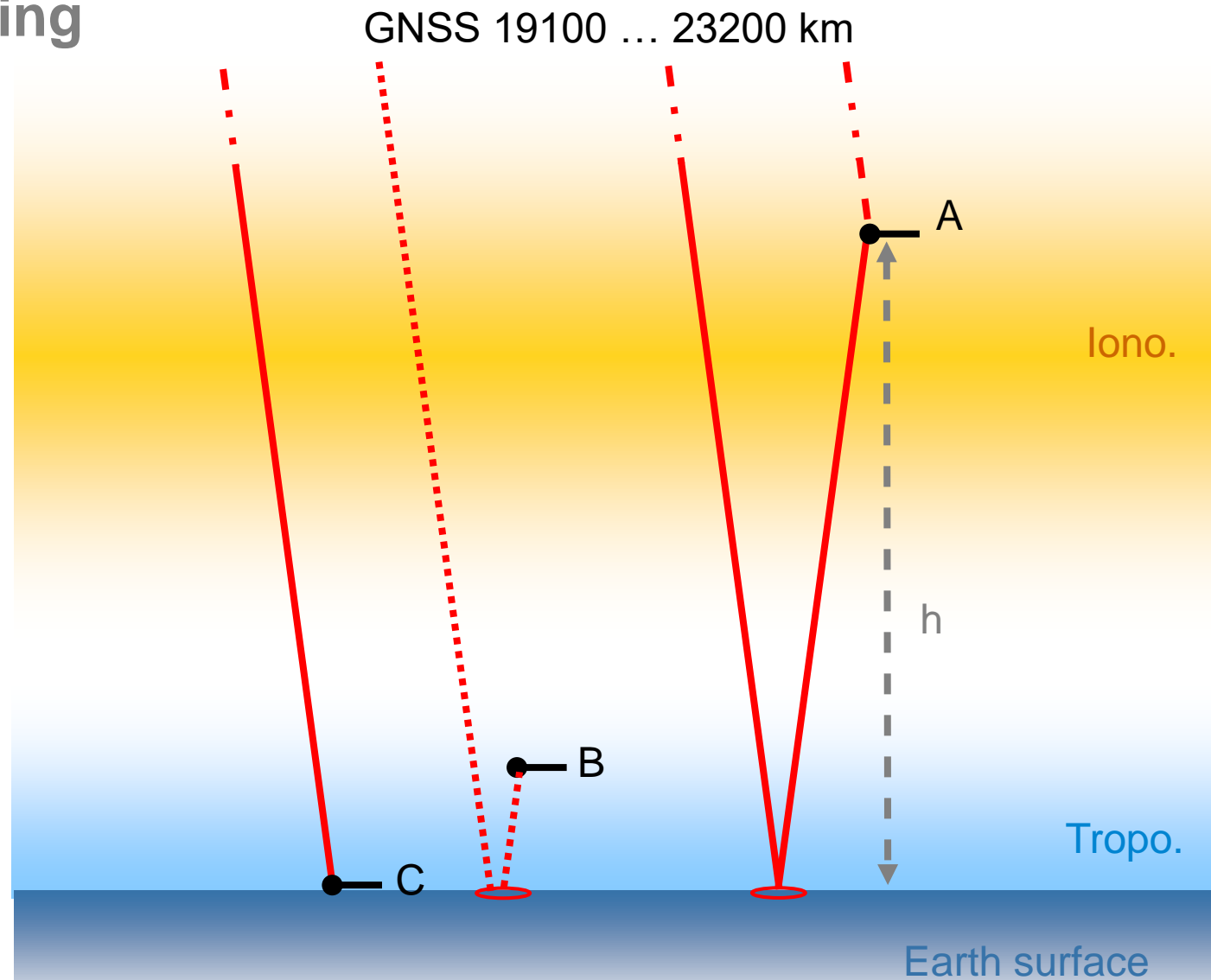
■ C: Research Vessels

Wang et al. 2019
Semmling et al. 2019, 2022
Semmling et al. 2023



■ Application

sea surface altimetry water vapor estimation
sea state estimation iono. scintillation detection
sea-ice detection

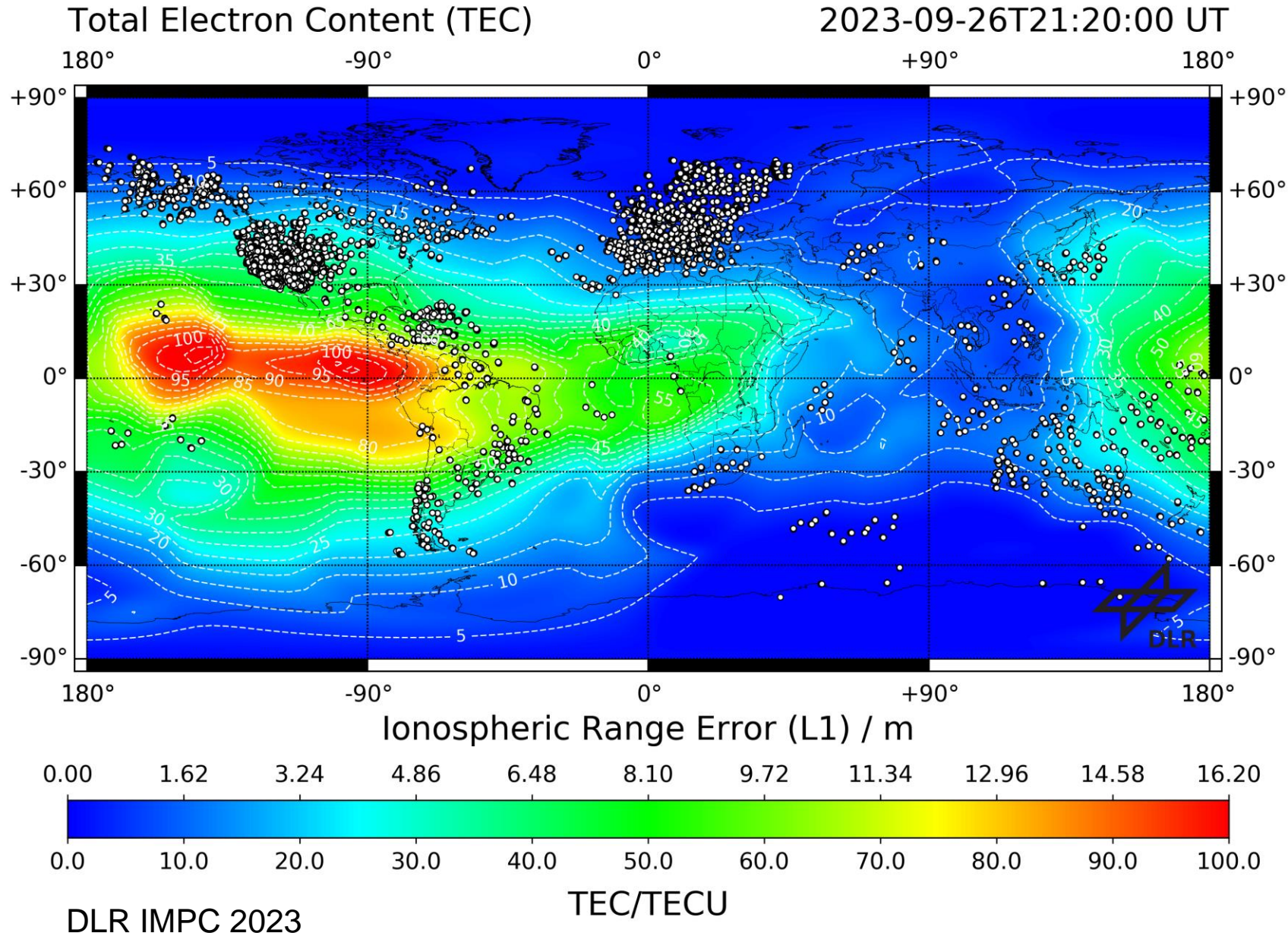


A: e.g. PRETTY, $h \sim 500$ km

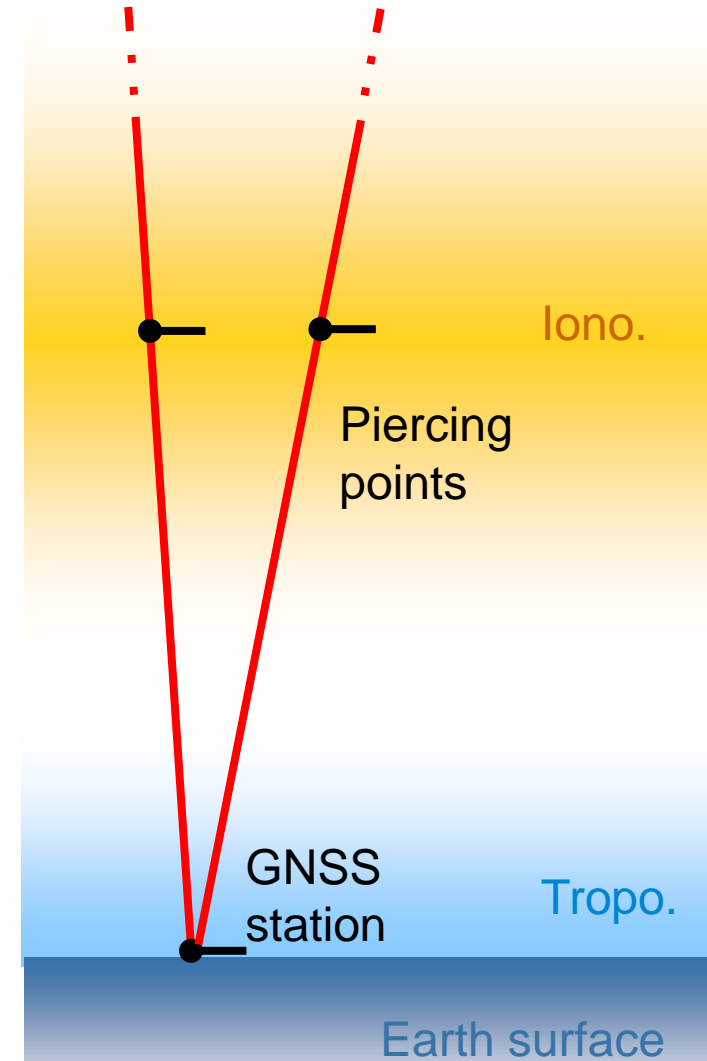
B: e.g. HALO, $h \sim 3500$ m

C: e.g. Polarstern, $h \sim 25$ m

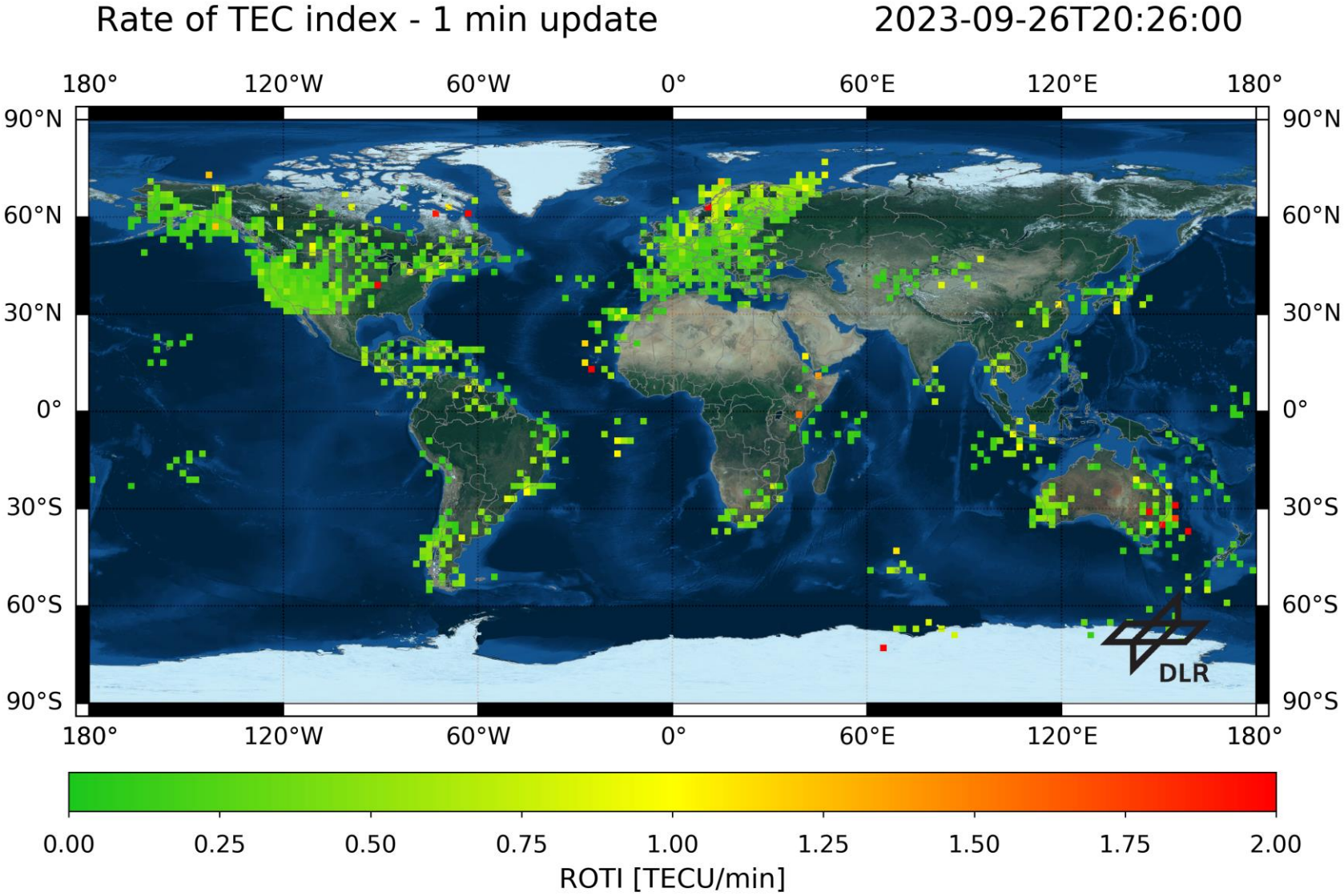
Ionosphere TEC Monitoring with GNSS



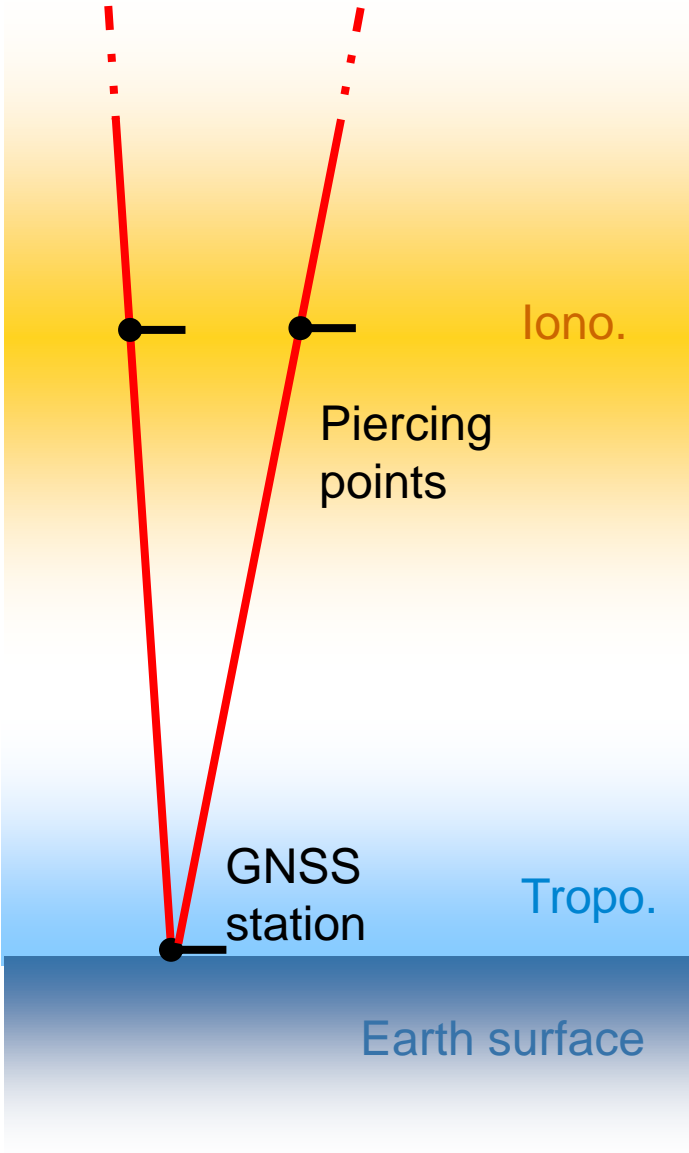
GNSS 19100 ... 23200 km



Ionosphere Disturbance Monitoring with GNSS



GNSS 19100 ... 23200 km

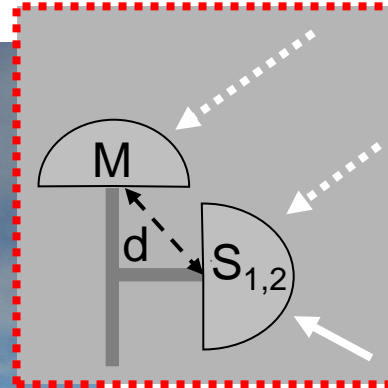
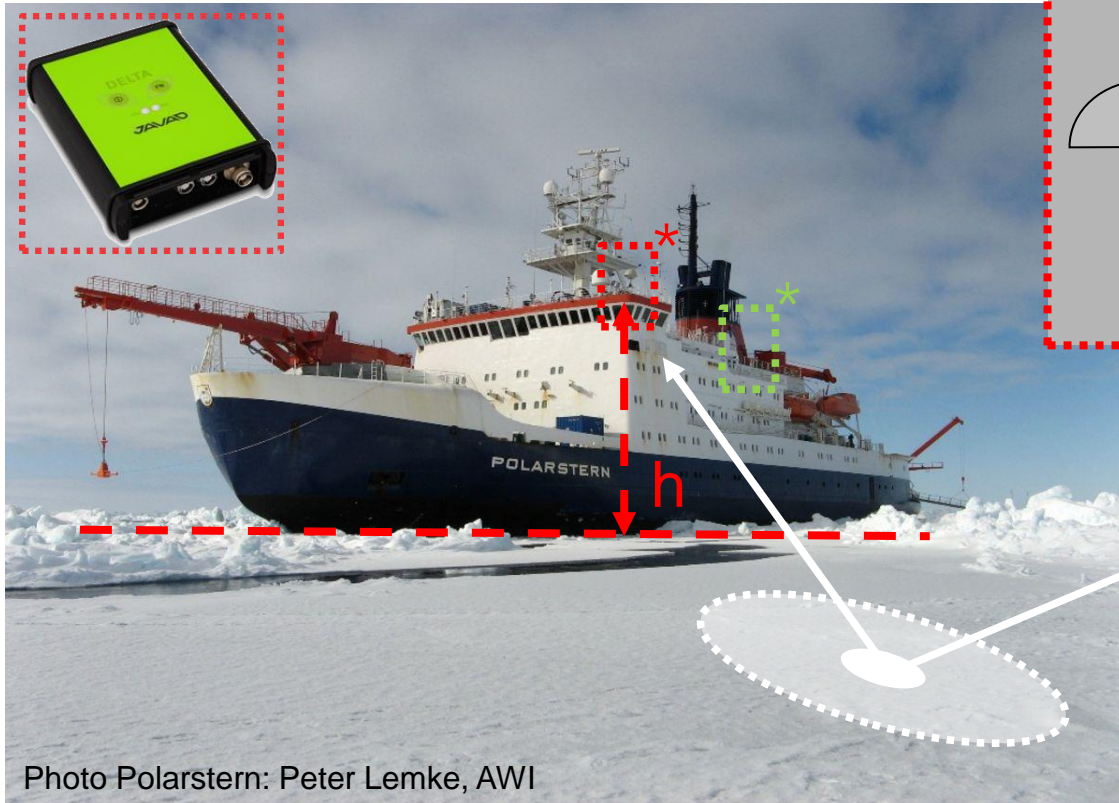


Can we benefit from ship-based data?

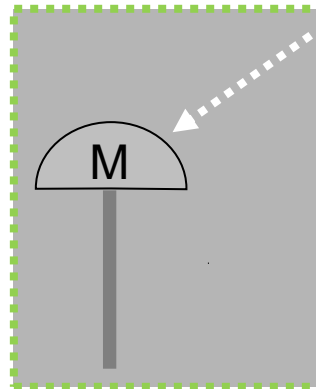
MOSAiC Expedition and GNSS Data in the Arctic

MOSAiC Expedition and Polarstern Setup

* GFZ GNSS-R setup * DLR GNSS setup



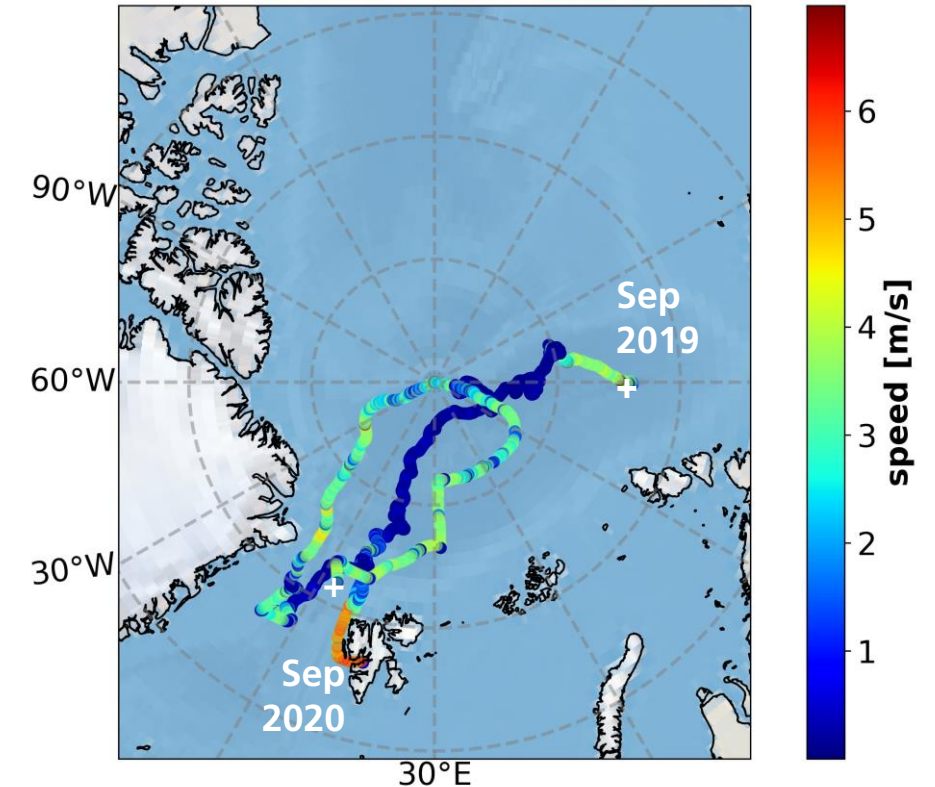
$h = 22 \text{ m}$
 $d = 20 \text{ cm}$



Helm et al. 2007
Semmling et al. 2013, 2022
Kriegel et al. 2017
Semmling et al. 2023

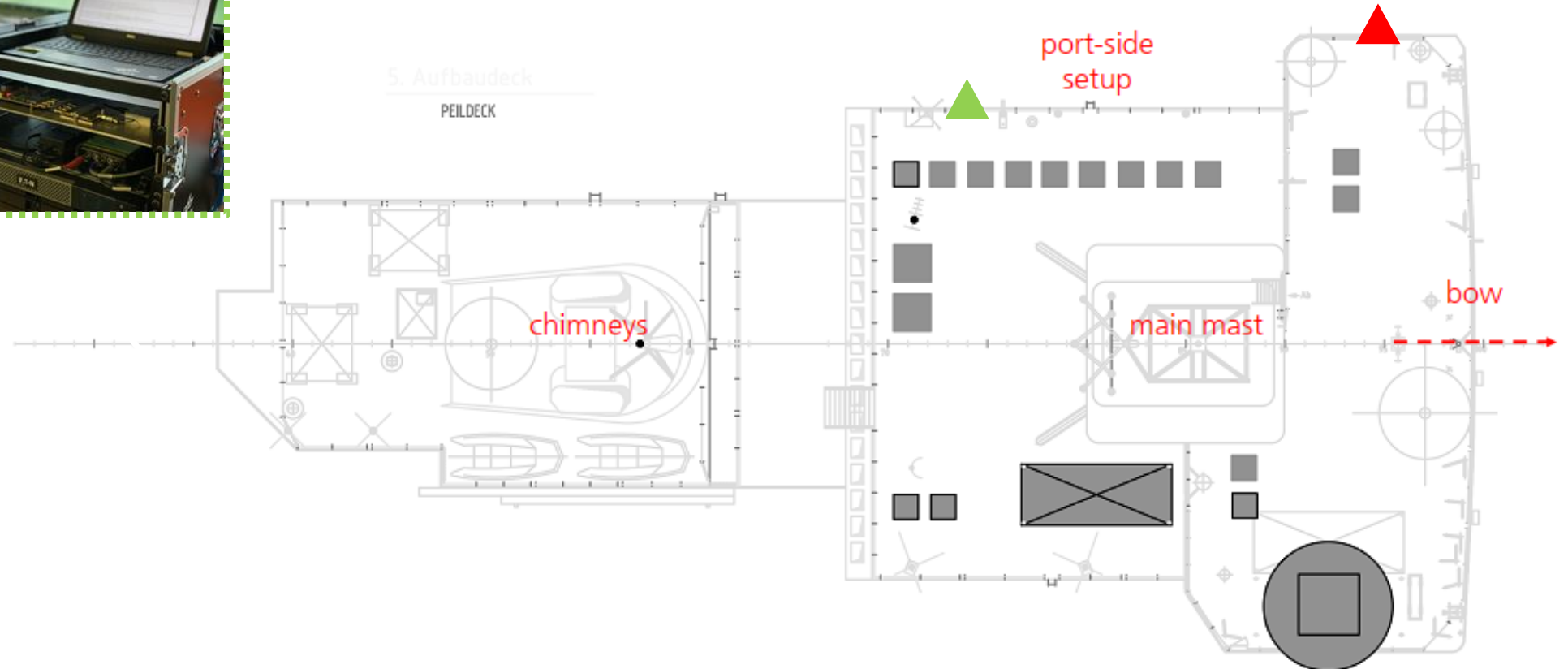
Master link (M): up-looking ant.
Slave links ($S_{1,2}$): side-looking ant.

MOSAiC expedition: Sep 2019 - Sep 2020



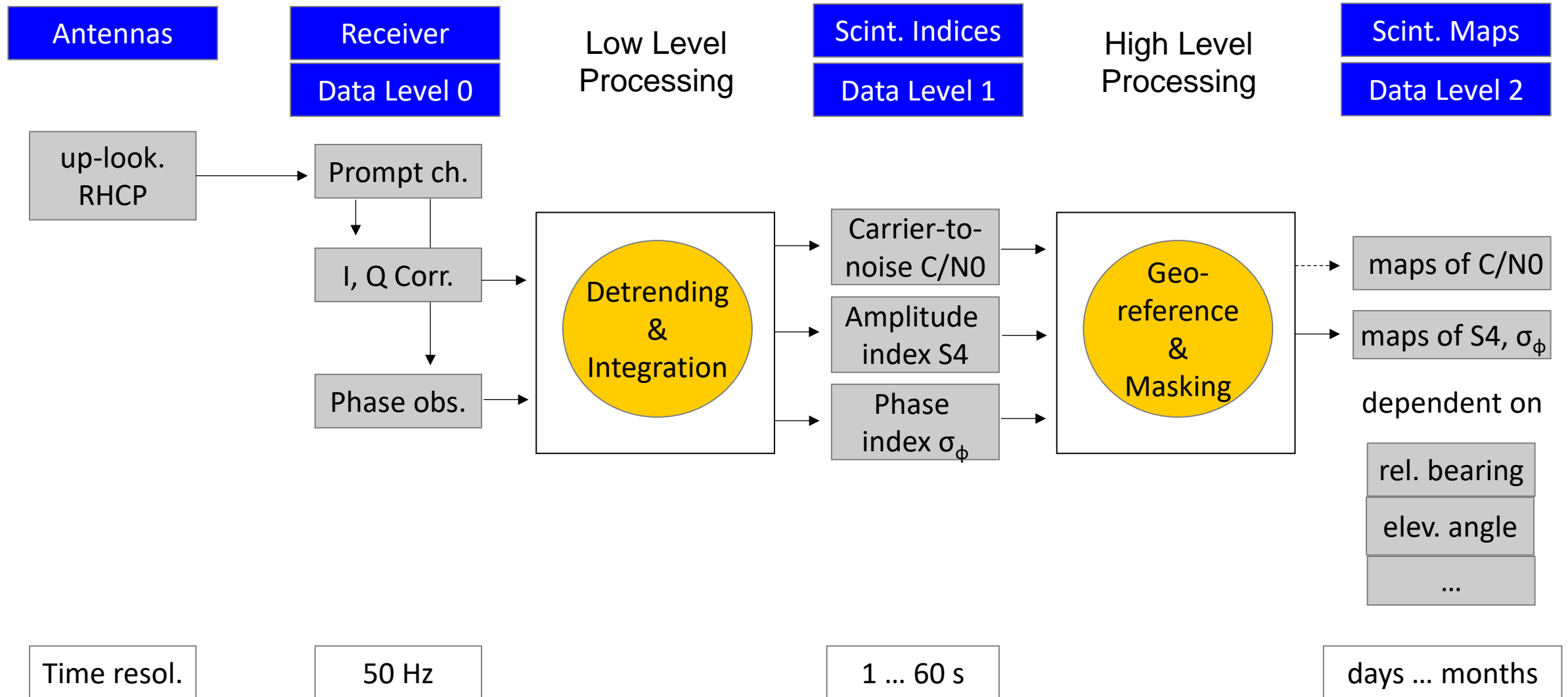
Cruising Periods: speed $> 1 \text{ m/s}$
Drifting Period: speed $< 1 \text{ m/s}$

MOSAiC Expedition and Polarstern Setup

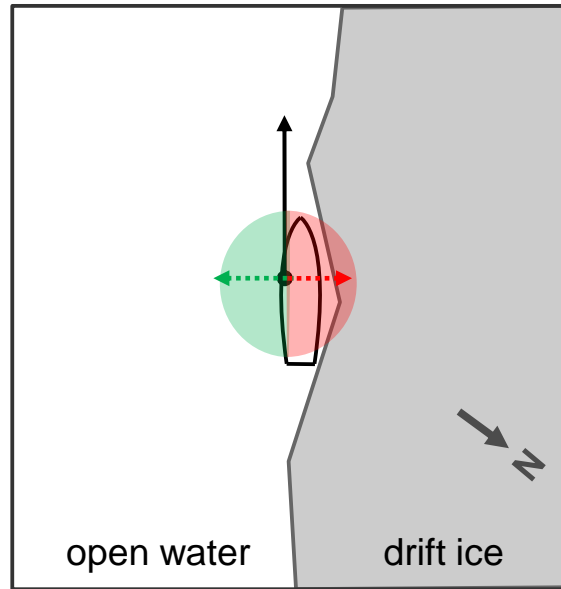


Processing and Masking of Ship-based Data

High-rate GNSS Data Processing



Limits of Visibility from the Ship

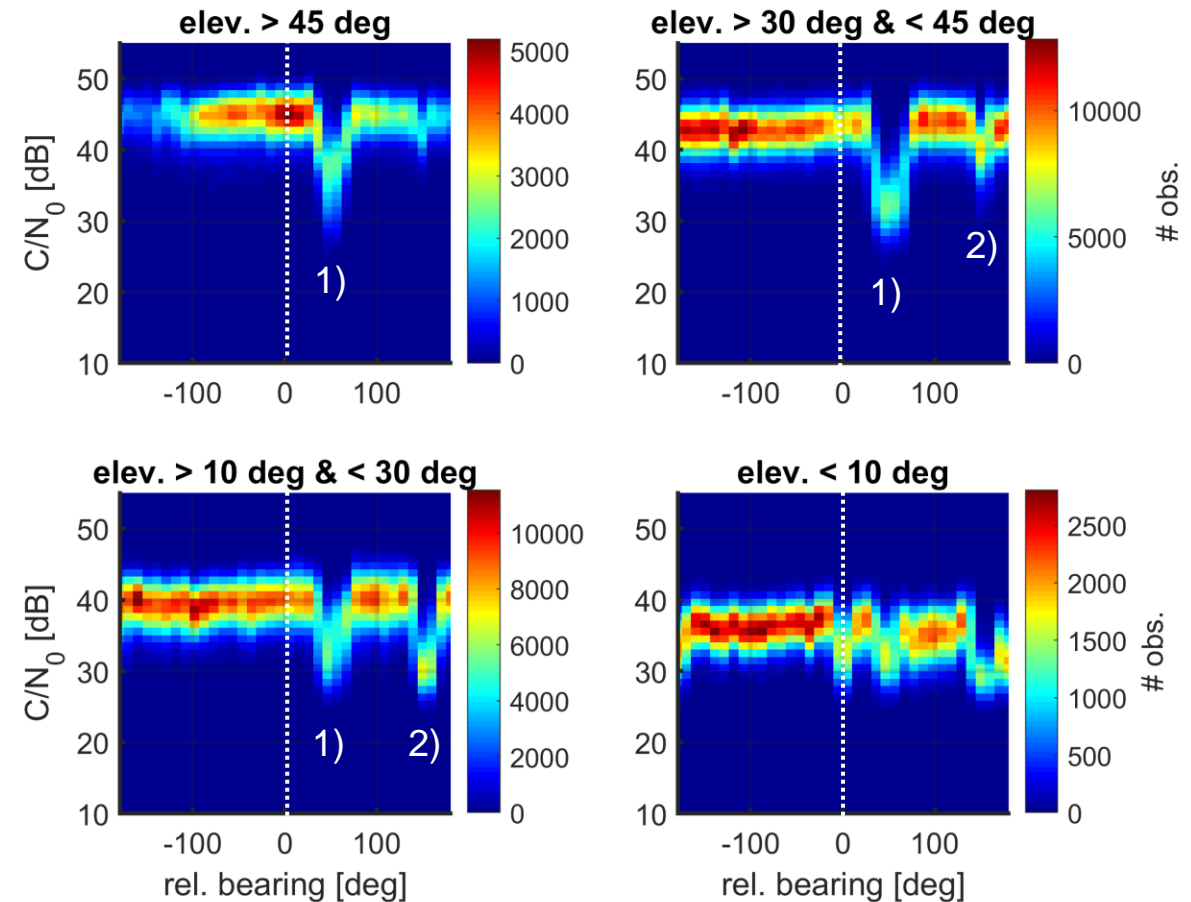


clear view
to port-side

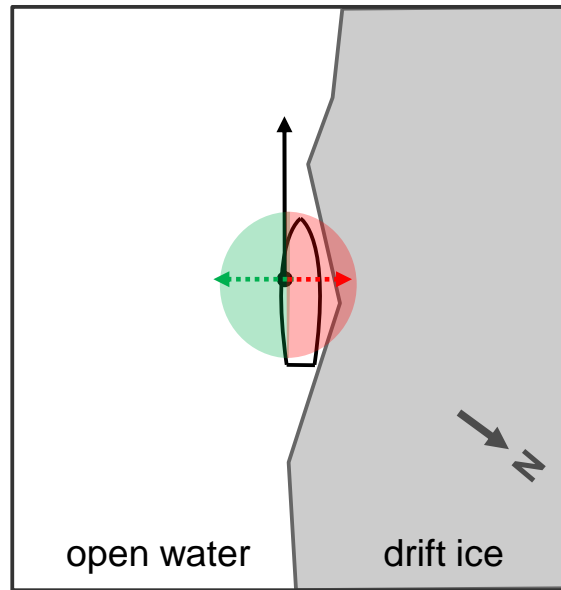
left rel. Bearing:
 -180° to 0°

- → heading of the ship
- right rel. bearing (blocked)
- ← left rel. bearing (clear)

C/N₀ over rel. bearing



Limits of Visibility from the Ship

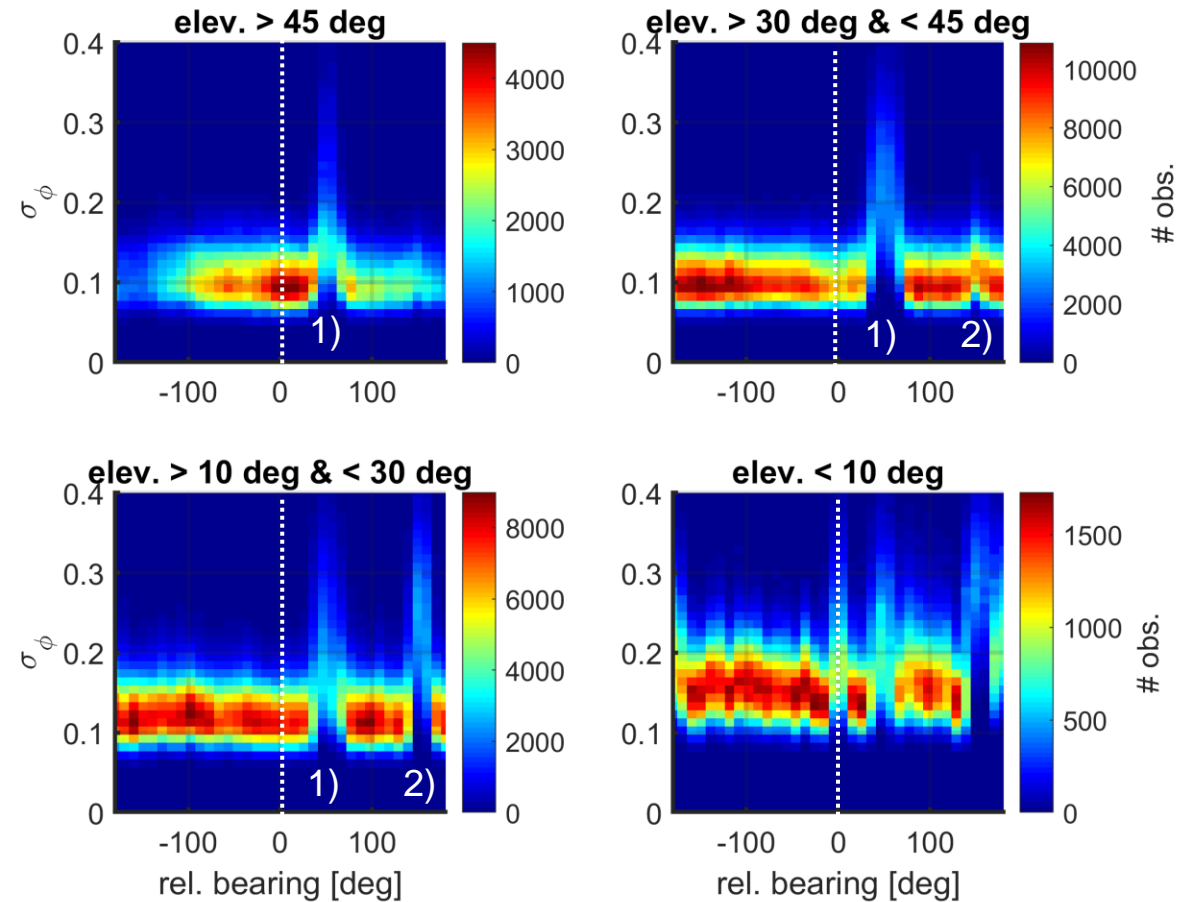


clear view
to port-side

left rel. Bearing:
-180° to 0°

- heading of the ship
- right rel. bearing (blocked)
- ← left rel. bearing (clear)

σ_ϕ over rel. bearing



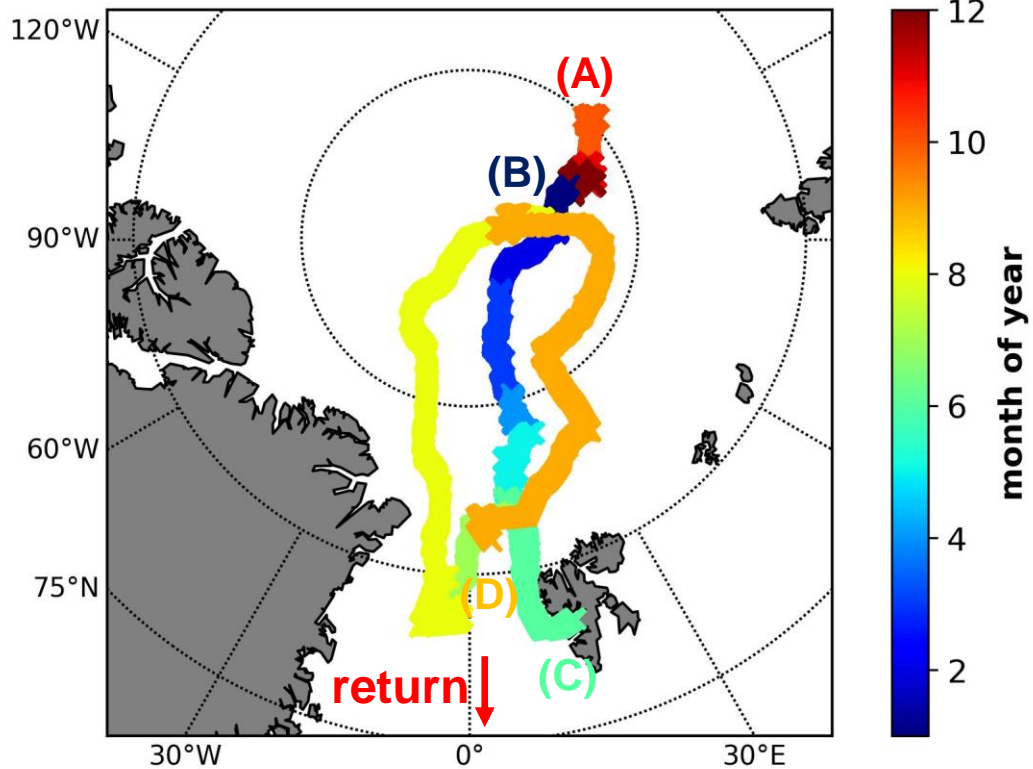
Sep 2019 ... Sep 2020

Results of Ionospheric Index Analysis

Are the results comparable to station data?

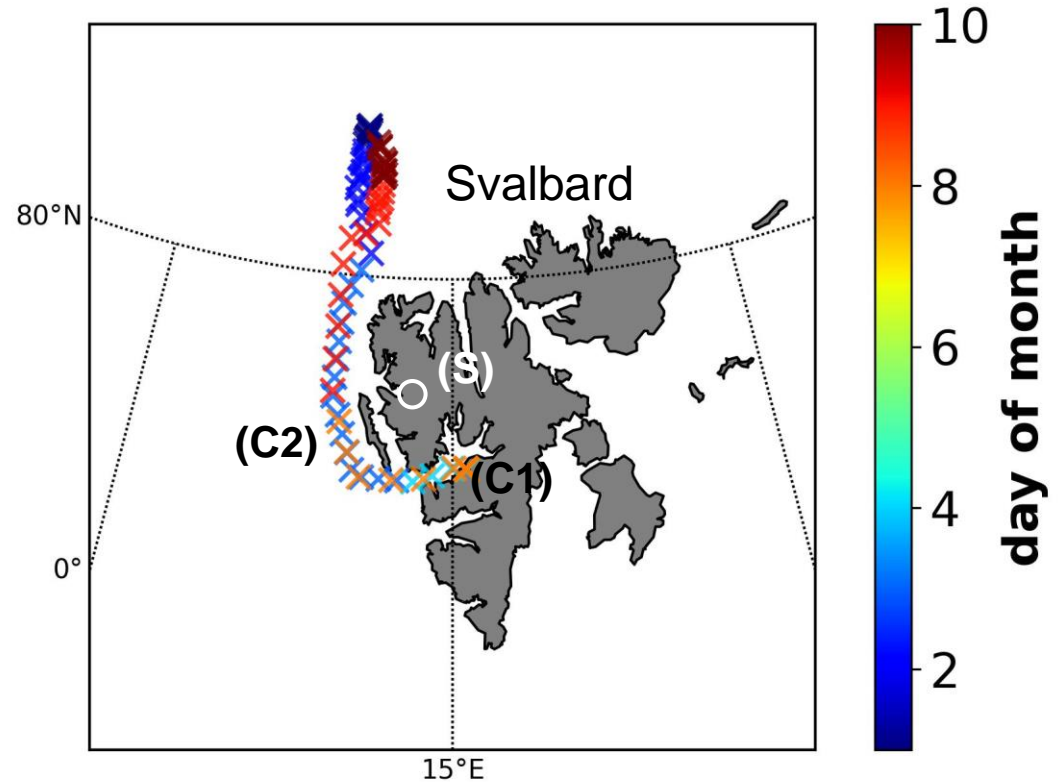
Track of R/V Polarstern (PS)

Oct 2019 to Sep 2020



- (A) Oct 1, 2019 before drift
- (B) Jan 15, 2020 in ice
- (C) Jun 5-8, 2020 near Svalbard
- (D) Sep 30, 2020 before return

Jun 2020



- (C1) noon Jun 4 to afternoon Jun 8 calm sea, inside fjord
- (C2) night Jun 8 high sea state, outside fjord
- (S) Ny-Alesund station operated by Univ. of Oslo

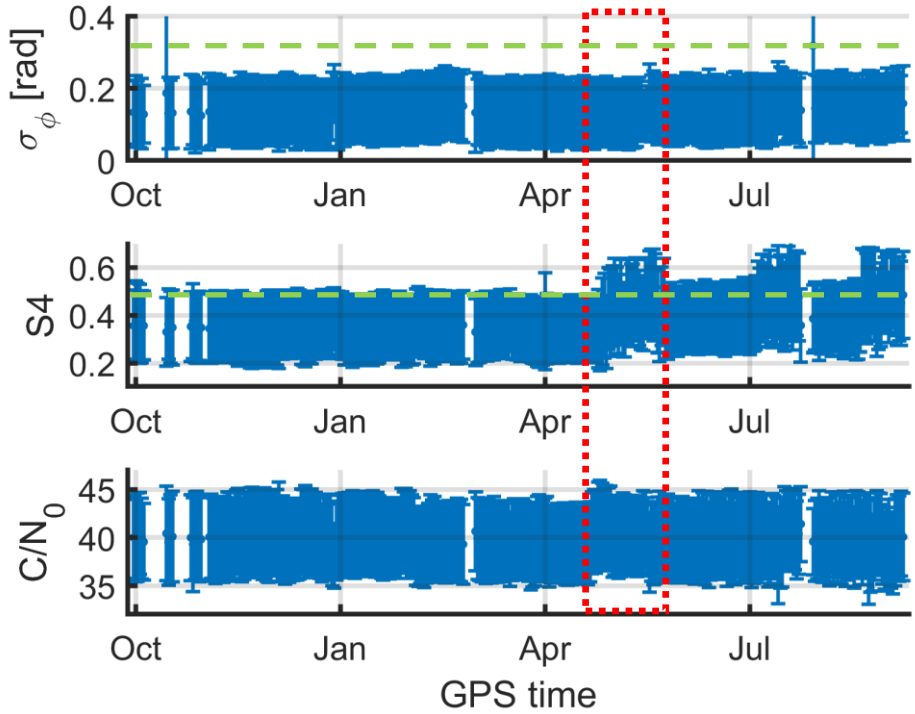
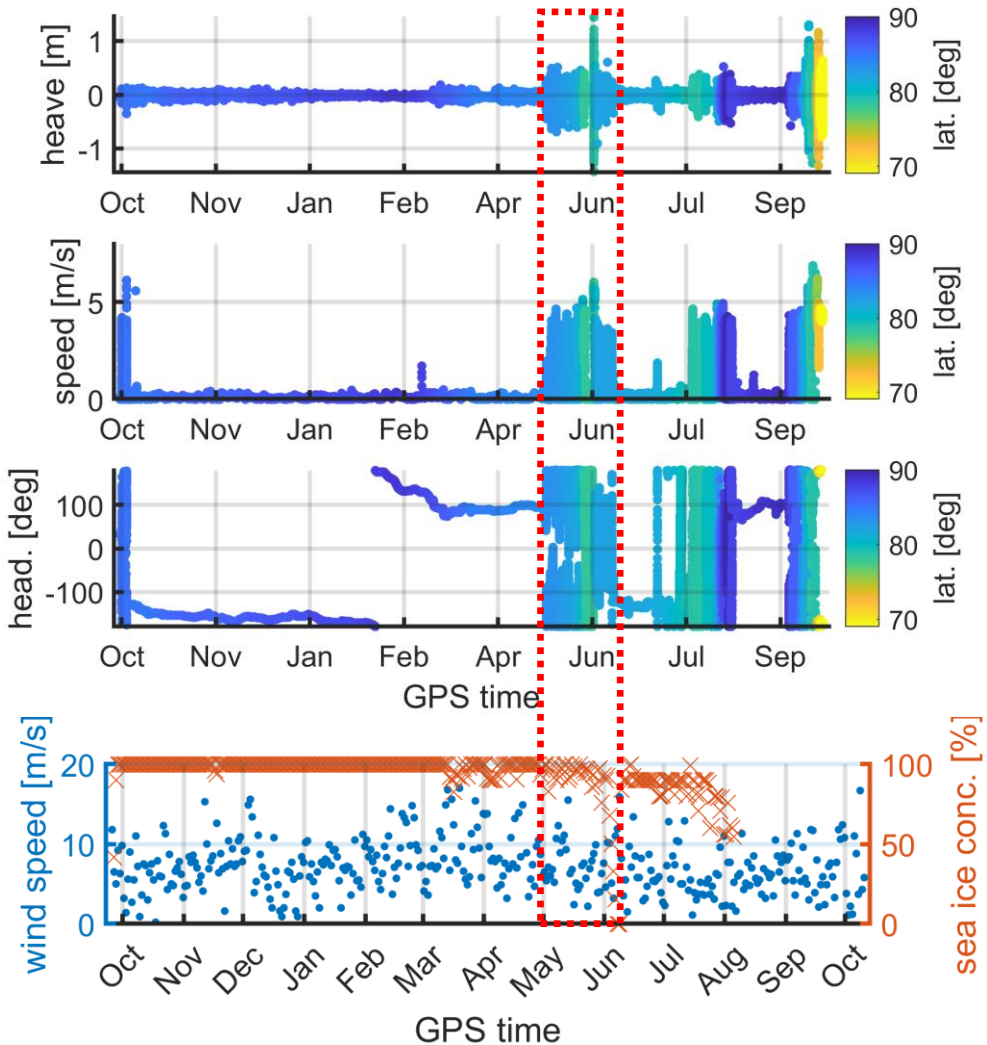
PS results in relation to ship conditions



In Arctic Ice

Approach to Svalbard

Index Data at PS



weak scint. limit
 $\sigma_\phi < 0.3$ rad

weak scint. limit
 $S4 < 0.5$

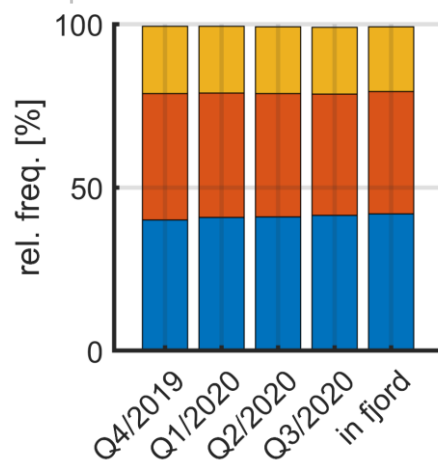
Semmling et al.
under review

parameter x	heave	head. spread	sea ice conc.
$R(\sigma_\phi, x)$	-0.1	0.0	-0.3
$R(S4, x)$	0.6	0.7	-0.7
$R(ROTI, x)$	0.7	0.7	-0.4

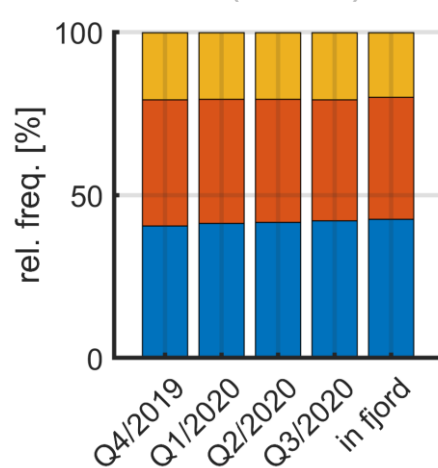
Validation with station data

1) Ny-Alesund station

$\sigma_\phi < 0.3$ rad (weak)

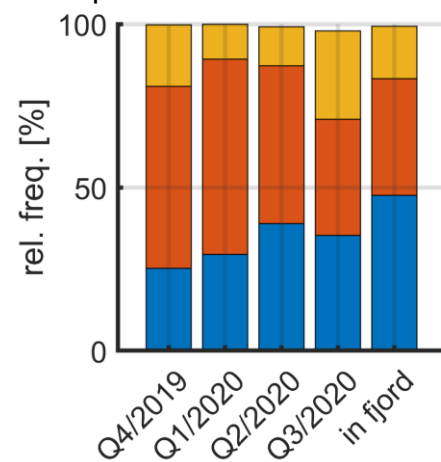


S4 < 0.5 (weak)

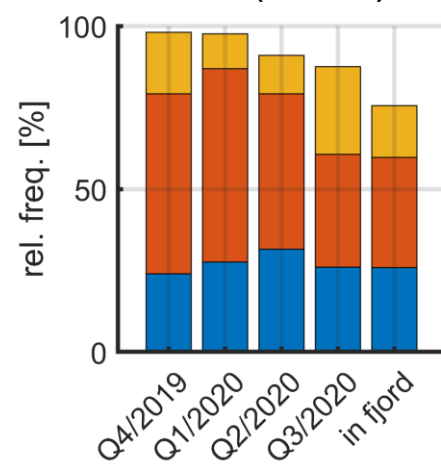


2) PS during MOSAiC

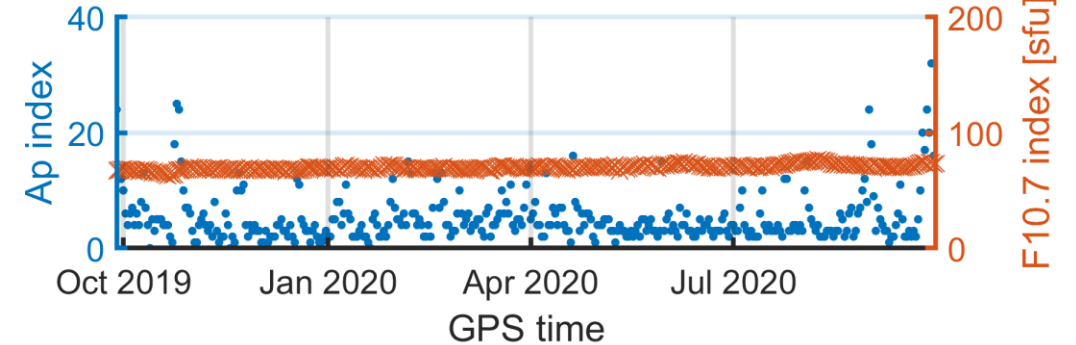
$\sigma_\phi < 0.3$ rad (weak)



S4 < 0.5 (weak)



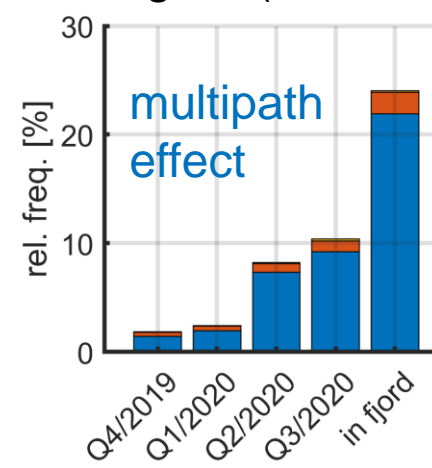
3) Global Space Weather Indices



Remarks:

- weak scint. overall at high elev. ($> 45^\circ$)
- increased multipath effect at low elev. ($< 15^\circ$)
- calm space weather cond. no geomagn. storms constant low solar act.

S4 higher (moderate)



High Medium Low elev.

Conclusions

- GNSS remote sensing from a ship requires adapted processing (mask out ship structure disturbance)
- MOSAiC data set allow retrievals of amplitude and phase scint. index (S_4 and σ_ϕ) up to the central Arctic
- Scint. index values are mainly in the weak regime under calm space weather conditions in agreement with data of closest station (Ny-Alesund)
- Particularly S_4 index is sensitive to ship's movement (heave, heading) and to multipath conditions (sea ice concentration nearby)

Acknowledgements

Support from MOSAiC team
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Werkstatt and IT staff at DLR and GFZ

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Thank you for your attention.

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GPS Solutions