Shuttle Radar Topography Mission

This research was carried out at the Jet Propulsion Laboratory, California Institute of Technology, under a contract with the National Aeronautics and Space Administration



Launch

distribution



Mission Overview



Digital elevation data delivered in 1°x1° mosaiced cells



Burst Interferogram Brightness Images



Burst Interferogram Phase Images



Uncalibrated Strips





0.12

0.1

0.08

0.06

0.04

0.02

0

1000

500

0

Baseline K Component (m)

Need for Motion Compensation SRTM Roll Angle SRTM Boom Motion Three Thruster Firings on Datatake 072.100 Three Thruster Firings on Datatake 072.100 45.1 Thruster Firing 45 44.9 Roll (deg) wwwwww M 44.8 44.7 8 sec ≈ 60 km 44.6 ∟ 1000

Plot of Baseline K Component

500

Along Track Distance

1000

Plot of Roll Angle

500

Along Track Distance (km)

1000

1500

2000

• Motion compensation is required to account for boom dynamics as well as shuttle attitude changes. Left uncompensated these motions would generate hundreds of meters of height error.

2000

500

0

1500

















SRTM Performance Summary

- Based on over hundreds of millions of comparisons, SRTM has a absolute height accuracy of 9.0m or better over a 1°x1° cell, at the 90% confidence level.
- Using the kinematic GPS data, probably the best ground truth data available, SRTM meets the absolute height requirement by a factor of 3.
- Both the absolute and relative SRTM height accuracy requirements are met.
- Using the kinematic GPS data, SRTM's horizontal accuracy is better than 10 meters and we believe the results are consistent with no horizontal offset.
- Both the absolute and relative SRTM horizontal accuracy requirements are met.





SRTM Global Production Continent by Continent*



* "Continent" defined by processing convention, not geography.



SRTM Look at Central America







SRTM Resolution Improvement



GTOPO30 DEM

SRTM DEM with radar image overlay

Lake Balbina, Brazil