Interferometric X-band SAR for monitoring of forest biomass: correction of topographic effects



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- 1. InSAR tree heights and local incidence angle: displacements, forshortening, layover, shadows
- 2. An explicit geometric correction for topographic distortions
- 3. Consequences for height and biomass estimates: a case study

Impact of incidence angle: simulation of radar images





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From: Sun et al. (2002), RSE







Case study and procedure



- Two Tandem-X acquisitions:
 - Ascending, right-looking, 23.7.2011: «Scene 1»
 - Descending, right-looking, 1.9.2011: «Scene 82»
- Processing of InSAR DSM as in the previous talk
- Subtraction of a Lidar-based DTM to generate (interferometric) heights
- Conversion to biomass using linear model from previous talk
- Calculation of Local Incidence Angles using SarScape
- Correction and comparison
- Conclusions



















Height differences before correction







Height differences after correction









Biomass estimates from the field sites

(Biomass values in tons/ha; mean values, n=192)

	uncorrected	corrected	% Deviation
Scene 1	143.8	137.4	-4.5
Scene 82	147.0	139.5	-5.1
Difference	3.2	2.1	66.7
% Difference	2.2	1.5	

The difference between the scenes is reduced to 2/3 through the correction



Biomass estimates from the whole scene



(Biomass values in tons/ha; mean values; > 10⁷ pixels)

	uncorrected	corrected	% Deviation
Scene 1	124.3	107.2	-13.8
Scene 82	112.1	101.6	-9.4
Difference	12.2	5.6	52.0
% Difference	10.3	5.4	

The difference between the scenes is reduced to 1/2 through the correction

Conclusions

- Topographic correction is important in rugged terrain, less important in almost flat areas
- Leads to mostly reduced tree height estimates
- Comparison between different scenes is improved
- Biomass corrections in the 10% region for the case study
- Improvements:
 - discern between near range and far range for the global incidence angle
 - Take into account local aspect, i.e. the full 3D information
 - Use SAR DSM for calculation of LIA, not Lidar DTM

