Memo to: TIDI
From: W. R. Skinner
Date: 15 November 20013
Subject: Method for describing long-term drift
The instrument drift with time can be described with a two component model: 1) A short-term exponential drift, and 2) a piecewise linear variation that characterizes the long term. The drift then has the form:

$$
\begin{aligned}
u_{l d d}(m, t) & =u_{0}(m)+u_{e}(m) \exp \left(-\frac{t}{t_{e}(m)}\right) \\
& +\sum_{i=1}^{I-1} F\left(t, t_{i}, t_{i+1}\right) \frac{\left(u_{1, i}(m)\left(t-t_{i+1}\right)-u_{1, i+1}(m)\left(t-t_{i}\right)\right)}{\left(t_{i}-t_{i+1}\right)}
\end{aligned}
$$

where

$$
\begin{aligned}
\mathrm{F}\left(\mathrm{t}, \mathrm{t}_{\mathrm{i}}, \mathrm{t}_{\mathrm{i}+1}\right) & =1 \quad \text { if } \quad \mathrm{t}_{\mathrm{i}}<\mathrm{t} \leq \mathrm{t}_{\mathrm{i}+1} \\
& =0 \quad \text { else }
\end{aligned}
$$

and the variables are defined in Table 1. Time can be in any units (e.g. days, seconds, milliseconds) as long as the units are used consistently. The drift can be a function of wavelength and therefore the coefficients need to be a function of the filter wheel configuration. For the purposes of dimensioning, the number of intervals should be on the order of 10 . This should be more than enough for the expected TIMED lifetime.

Table 1. Variable definitions

| Variable | Units | Description |
| :--- | :--- | :--- |
| M | None | Filter wheel configuration <br> id |
| T | Any | Time |
| $\mathrm{u}_{\mathrm{e}}$ | $\mathrm{ms}^{-1}$ | Exponential drift amplitude |
| $\mathrm{t}_{\mathrm{e}}$ | Same as t | 1/e drift width |
| $\mathrm{I}-1$ | None | Number of intervals <br> required to describe drift |
| $\mathrm{t}_{\mathrm{i}}$ | Same as t | Start of interval i and end of <br> interval $\mathrm{i}-1$ |
| $\mathrm{t}_{\mathrm{i}+1}$ | Same as t | Start of interval $\mathrm{i}+1$ and end <br> of interval i |
| $\mathrm{u}_{\mathrm{l}, \mathrm{i}}$ | $\mathrm{ms}^{-1}$ | Long term drift value at <br> time $\mathrm{t}_{\mathrm{i}}$ |
| $\mathrm{u}_{\mathrm{l}, \mathrm{i}+1}$ | $\mathrm{~ms}^{-1}$ | Long term drift value at <br> time $\mathrm{t}_{\mathrm{i}+1}$ |
| $\mathrm{u}_{0}$ | $\mathrm{~ms}^{-1}$ | Instrument offset at initial <br> time |


| $\mathrm{u}_{\text {ld }}$ | $\mathrm{ms}^{-1}$ | Instrument drift with time |
| :--- | :--- | :--- |
| u | $\mathrm{ms}^{-1}$ | Uncorrected line of sight <br> velocity |
| $\mathrm{u}_{\mathrm{atm}}$ | $\mathrm{ms}^{-1}$ | Corrected line of sight <br> velocity |
| $\mathrm{u}_{\text {rot }}$ | $\mathrm{ms}^{-1}$ | Component of the Doppler <br> shift due to Earth rotation |
| $\mathrm{u}_{\mathrm{sc}}$ | $\mathrm{ms}^{-1}$ | Component of the Doppler <br> shift due to spacecraft <br> motion |
| $\mathrm{u}_{\text {thermal }}$ | $\mathrm{ms}^{-1}$ | Component of the line of <br> sight speed due to <br> instrument thermal drift |

The correction to be applied to raw measurement is then

$$
\mathrm{u}_{\mathrm{atm}}=\mathrm{u}+\mathrm{u}_{\mathrm{rot}}-\mathrm{u}_{\mathrm{sc}}-\mathrm{u}_{\mathrm{ref}}-\mathrm{u}_{\text {thermal }}-\mathrm{u}_{\mathrm{ltd}}
$$

with the other corrections discussed elsewhere.

