

# DOA Estimation by Virtual-ESPRIT Algorithm Using SLS Method

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## 1. Introduction

Virtual-ESPRIT (VESPA) [1] is a method for estimating the direction of arrival (DOA) using higher-order statistics. In this study, to further improve the estimation performance, we propose SLS-VESPA using the SLS (Structured (Structured Least Squares) method [2], and compare it with the conventional method TLS-VESPA [1].

## 2. DOA Estimation by SLS-VESPA

### 2.1 VESPA

We use a  $K$ -element uniform linear array with the element spacing of half wavelength and assume that  $L$  waves (plane waves) are incident on the array. Let  $x_1(t), \dots, x_K(t)$  be the received signals of each element, and then the receiving array vector  $\mathbf{x}(t) \in \mathbb{C}^{K \times 1}$  is expressed as

$$\mathbf{x}(t) = [x_1(t), \dots, x_K(t)]^T \quad (1)$$

VESPA uses the following cumulant matrices with the 1st and 2nd elements as guiding sensors.

$$\mathbf{C}_{11} = \text{cum}\{x_1^*(t), x_1(t), \mathbf{x}(t), \mathbf{x}^H(t)\} \quad (2)$$

$$\mathbf{C}_{12} = \text{cum}\{x_1^*(t), x_2(t), \mathbf{x}(t), \mathbf{x}^H(t)\} \quad (3)$$

Note that cum is a fourth-order statistic operation [1][2] computed by multiple snapshots of the receiving vector.

### 2.2. SLS-VESPA

Using the matrices  $\mathbf{C}_{11}$  and  $\mathbf{C}_{12}$ , define the matrix  $\mathbf{C}_r$

$$\mathbf{C}_r = \begin{bmatrix} \mathbf{C}_{11} \\ \mathbf{C}_{12} \end{bmatrix} \in \mathbb{C}^{2K \times L} \quad (4)$$

This  $\mathbf{C}_r$  is singular value decomposed and represented only in the  $L$ -dimensional signal subspace as follows.

$$\mathbf{C}_r = \mathbf{U}_s \mathbf{\Sigma}_s \mathbf{V}_s^H \quad (5)$$

where  $\mathbf{U}_s \in \mathbb{C}^{2K \times L}$  is the left singular vector matrix,  $\mathbf{V}_s \in \mathbb{C}^{K \times L}$  is the right singular vector matrix, and  $\mathbf{\Sigma}_s \in \mathbb{C}^{L \times L}$  is a diagonal matrix of singular values.

Furthermore, We define  $\mathbf{E}_x$  and  $\mathbf{E}_y$  to be the matrices from rows 1 to  $K$  and from  $K+1$  to  $2K$  of  $\mathbf{U}_s$ , respectively, then

$$\mathbf{E}_x = \mathbf{A}\mathbf{T} \in \mathbb{C}^{K \times L}, \mathbf{E}_y = \mathbf{A}\mathbf{\Phi}\mathbf{T} \in \mathbb{C}^{K \times L} \quad (6)$$

where  $\mathbf{T}$  is an  $L$ th-order regular matrix. If  $\mathbf{E}_s$  is a  $(K+1) \times L$  signal subspace left singular vector matrix containing one virtual element of VESPA, then

$$\mathbf{E}_x = \mathbf{J}_1 \mathbf{E}_s, \quad \mathbf{E}_y = \mathbf{J}_2 \mathbf{E}_s \quad (7)$$

where,  $\mathbf{J}_1 = [\mathbf{I}_L \ \mathbf{0}_{K \times 1}], \mathbf{J}_2 = [\mathbf{0}_{K \times 1} \ \mathbf{I}_L]$ .

Substituting equation (7) into equation (6), we obtain

$$\mathbf{J}_1 \mathbf{E}_s \mathbf{\Psi} = \mathbf{J}_2 \mathbf{E}_s \mathbf{\Psi}, \quad \mathbf{\Psi} = \mathbf{T}^{-1} \mathbf{\Phi} \mathbf{T} \quad (8)$$

The SLS method [2] is applied to  $\mathbf{E}_s$ , and the error  $\Delta \mathbf{E}_s$  and  $\mathbf{\Psi}$  are calculated simultaneously. The DOA estimate for the  $L$ -wave is obtained from the fixed value of  $\mathbf{\Psi}$  [2].

## 3. Performance Analysis by Simulation

Computer simulations of the DOA estimation were performed under the conditions shown in Table 1. The methods compared are the conventional method of TLS-VESPA, and the proposed method of SLS-VESPA, evaluated by RMSE (Root Mean Square Error). Fig. 1 shows the SNR characteristics of RMSE. From Fig. 1, we can see that the performance of SLS-VESPA improves significantly compared to TLS-VESPA.

## 4. Conclusion

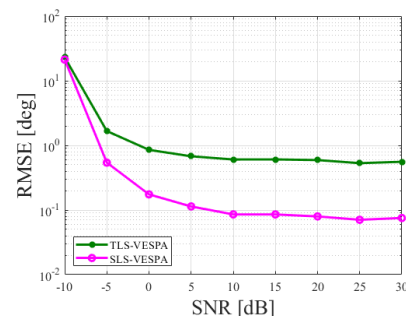
It is shown that SLS-VESPA applying the SLS method [2] enhances the performance.

## References

- [1] E. Gönen, et al., IEEE Trans. on Signal Processing, Vol.45, No.9, pp.2265-2276, Sep. 1997. .
- [2] M. Haardt, IEEE Trans. on Signal Processing, Vol.45, No.3, pp.792-799, Mar. 1997.

**Table 1** Simulation conditions.

Number of elements	6	Signal modulation	BPSK
Number of waves	2	Number of snapshots	1000
DOAs	(0°, 30°)	Number of trials	500
Input powers	(1.0, 1.0)	SNR	-10~30 [dB]



**Fig. 1** RMSE of DOA estimates versus SNR.

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