Revision 1 (03/23/2021): Updated Figures 8-1 and 8-2 with correct dates.

Satellite Navigation Branch, ANG-E66
NSTB/WAAS T&E Team

GLOBAL POSITIONING SYSTEM STANDARD POSITIONING SERVICE PERFORMANCE ANALYSIS REPORT

January 2021

Report #112
Reporting Period: October 1 to December 31, 2020
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FAA William J. Hughes Technical Center
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DOCUMENT VERSION CONTROL

VERSION	DESCRIPTION OF CHANGE	DATE
0.1	Initial Version of Document	02/09/2021
0.2	Technical Edit	02/11/2021
0.3	Peer Review	02/22/2021
1.0	Final Report	02/22/2021
2.0	Amended Figures 8-1 and 8-2	03/23/2021

Executive Summary

The Satellite Navigation Office (AJM-32) has tasked the Satellite Navigation Branch (ANG-E66) at the William J. Hughes Technical Center to document the GPS Standard Positioning Service (SPS) performance in quarterly GPS SPS Performance Analysis (PAN) Reports. The reports contain the analysis performed on data collected at 28 Wide Area Augmentation System (WAAS) Reference Stations. This analysis verifies the GPS SPS performance as compared to the performance parameters stated in the GPS SPS Performance Standard (4th Edition, dated September 2008).

This GPS SPS Performance Analysis Report #112, includes data collected from October 1 through December 31, 2020 reporting period. The next quarterly report will be issued April 30, 2021.

Analysis of this data represents the standards specified in the GPS SPS Standard and have been categorized as: Position Dilution of Precision (PDOP) Availability, “Notice Advisory to Navstar Users” (NANU) Summary and Evaluation, Service Availability, Position and Range Accuracy, Solar Storms, International GNSS Service (IGS) Data Performance, Receiver Autonomous Integrity Monitoring (RAIM) Performance, and GPS Test Notices to Airmen (NOTAMs) Summary.

PDOP Availability Standard. This global availability is based on PDOP. Using the weekly almanac posted on the US Coast Guard navigation website, the coverage data for every 2° grid point between 180W to 180E and 80S and 80N was calculated for every minute over a 24-hour period for each of the weeks covered in the reporting period. For this reporting period, the global availability based on PDOP less than six for CONUS was 99.9992%.

NANU Summary and Evaluation. This evaluation was achieved by reviewing the NANU reports issued between 1 October and 31 December 2020. Using this data, a set of statistics were computed that give a relative idea of constellation health for both the current and combined history of past quarters. For this quarter, 19 outages were reported in the NANU’s. 18 outages were scheduled ahead of time, and one unscheduled NANU.

Service Availability Standard. The quarterly service availability standard was verified using 24-hour position accuracy values computed from data collected at 1-second intervals. All of the sites achieved a 100% availability, which exceeds the SPS “average location” value of 99% and the “worst-case location” value of 90%.

Accuracy Standard. Calculating the 24-hour 95% horizontal and vertical position error values verified the accuracy standards. The User Range Error standard was verified for each satellite from 24-hour accuracy values computed using data collected at the following six sites: Boston, Honolulu, Los Angeles, Miami, Merida, and Juneau. This data was also collected in 1-second samples. All sites achieved 100% reliability, meeting the SPS Standard. The maximum range error recorded was 15.330 meters on Satellite PRN 28. The SPS Standard states that the range error should never exceed 30 meters for less than 99.79% of the day for a worst-case point and 99.94% globally. The maximum Root Mean Square (RMS) range error value of 2.430 meters was recorded on satellite PRN 22. SPS Standard states that RMS User Range Error (URE) cannot exceed 6 meters in any 24-hour interval.

Solar Storms. Geomagnetic storms had little to no effect on GPS performance this quarter. All sites met all GPS SPS Standards on those days with the most significant solar activity.

IGS Data Performance. The IGS is a voluntary federation of many worldwide agencies that pool resources and permanent Global Navigation Satellite System (GNSS) station data to generate precise GNSS products. During the evaluation period, the maximum 95% horizontal and vertical SPS errors were 4.28 meters at Bogota, Colombia and 5.67 meters, respectively, at Usuda, Japan.

RAIM Performance. RAIM is a technology developed to assess the integrity of GPS signals in a GPS receiver system. During the evaluation period, the minimum percentage of time in RNP 0.1 mode was 99.859% at Iqaluit. The minimum percent of time spent in RNP 0.3 mode was 99.988 at Boston. The maximum 99% HPL value was 157.098 meters at Iqaluit.

GPS Test NOTAMs Summary. During this evaluation period, GPS Test NOTAMs were not evaluated.

From the analysis performed on data collected between 1 October and 31 December 2020, the GPS performance met all SPS requirements that were evaluated.

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1. INTRODUCTION

1.1 Objective of GPS SPS Performance Analysis Report

In 1993, the FAA began monitoring and analyzing Global Positioning System (GPS) Standard Positioning Service (SPS) performance data. In order to ensure the safe and effective use of GPS and its augmentation systems within the NAS, it is critical that characteristics of GPS performance as well as specific causes for service outages be monitored and understood. To accomplish this objective, GPS SPS performance data is documented in a quarterly GPS Analysis report. This report contains data collected at the following 28 WAAS reference station locations:

- Bethel, AK
- Billings, MT
- Fairbanks, AK
- Cold Bay, AK
- Kotzebue, AK
- Juneau, AK
- Albuquerque, NM
- Anchorage, AK
- Boston, MA
- Washington, D.C.
- Honolulu, HI
- Houston, TX
- Kansas City, KS
- Los Angeles, CA
- Salt Lake City, UT
- Miami, FL
- Minneapolis, MI
- Oakland, CA
- Cleveland, OH
- Seattle, WA
- San Juan, PR
- Atlanta, GA
- Barrow, AK
- Merida, Mexico
- Gander, Canada
- Tapachula, Mexico
- San Jose Del Cabo, Mexico
- Iqaluit, Canada

The analysis of the data is divided to include the performance categories stated in the SPS Performance Standard (4th Edition, September 2008) as well as additional performance categories and are laid out as follows:

1. PDOP Availability Standard

2. Service Availability Standard
3. Service Reliability Standard
4. Positioning, Ranging and Timing Accuracy Standard
5. Solar Storms
6. IGS Data
7. RAIM Performance
8. GPS Test NOTAMs Summary
9. GPS Broadcast Orbit vs. NGA Precise Orbits and URA (IAURA) Bounding Analysis

For the performance categories found in the SPS Performance Standard, the results of these analyses have been compared to the performance parameters stated in the SPS Performance Standard.

1.2 Report Overview

Section 2. Summarizes the results obtained from the coverage calculation program developed by the WAAS test team at the William J. Hughes Technical Center. The SPS coverage area program uses the GPS satellite almanacs to compute each satellite position as a function of time for a selected day of the week. This program establishes a 5-degree grid between 180-degrees east and 180-degrees west, and from 80-degrees north and 80-degrees south. The program then computes the PDOP at each grid point (1485 total grid points) every minute for the entire day and stores the results. After the PDOP's have been saved, the 99.99% index of 1-minute PDOP at each grid point is determined and plotted as contour lines (see Figure 2-1). The program also saves the number of satellites used in PDOP calculation at each grid point for analysis.

Section 3. Summarizes the GPS constellation performance by providing the "Notice: Advisory to Navstar Users" (NANU) messages to calculate the total time of forecasted and actual satellite outages. This section also evaluates the Service Availability Standard using 24-hour 95% horizontal and vertical position accuracy values.

Section 4. Summarizes service reliability performance. Although the Standard calls for yearly evaluations, this SPS requirement will be reported at quarterly intervals.

Section 5. Provides the position accuracies based on data collected on a daily basis at 1-second intervals. This section also provides the statistics on the range error, range error rate, and range acceleration error for each satellite. The overall average, maximum, minimum and standard deviations of the range rates and accelerations are tabulated for each satellite.

Section 6. Provides the data collected during solar storms is analyzed to determine the effects, if any, of GPS SPS performance.

Section 7. Provides an analysis of GPS-SPS accuracy performance from a selection of high-rate IGS stations around the world.

Section 8. Provides a summary of RAIM performance.

Section 9. Provides a summary of GPS Test NOTAMs.

Section 10. Provides the GPS broadcast orbit versus NGA precise orbits and URA (IAURA) bounding analyses.

Appendix A. Provides a summary of all the results as compared to the SPS Standard.

Appendix B. Provides the geomagnetic data used for Section 6.

Appendix C. Provides a glossary of terms used in this PAN report. This glossary was obtained directly from the GPS SPS Standard document (September 2008).

1.3 Summary of Performance Requirements and Metrics

Table 1-1 lists the performance parameters from the SPS and identifies those parameters verified in this report.

Table 1-1. SPS SIS Performance Requirements Standards Evaluated in This Report

Parameter	Conditions and Constraints
Per-Satellite Coverage Terrestrial Service Volume: 100% Coverage Space Service Volume: No Coverage Performance Specified	For any healthy or marginal SPS SIS.
Constellation Coverage Terrestrial Service Volume: 100% Coverage Space Service Volume: No Performance Specified	For any healthy or marginal SPS SIS.
User Range Error Accuracy Single-Frequency C/A-Code • ≤7.8m 95% Global Average URE during normal operations over All AODs • ≤6.0m 95% Global Average URE during operations at Zero AOD • ≤12.8m 95% Global Average URE during normal operations at Any AOD	For any healthy or marginal SPS SIS. Neglecting single-frequency ionospheric delay model errors. Including group delay time correction (T_{GD}) errors at L1. Including inter-signal bias (P(Y)-code to C/A-code) errors at L1.

Parameter	Conditions and Constraints
User Range Error Accuracy Single-Frequency C/A-Code • ≤30m 99.94% Global Average URE during normal operations • ≤30m 99.79% Worst Case single point average during normal operations	For any healthy or marginal SPS SIS. Neglecting single-frequency ionospheric delay model errors. Including group delay time correction (T_{GD}) errors at L1. Standard based on measurement interval of one year; average of daily values within service volume Standard based on 3 service failures per year, lasting no more than 6 hours each
User Range Rate Error Accuracy Single-Frequency C/A Code: ≤6mm/sec 95% Global Average URRE over any 3-second interval during normal operations at Any AOD	For any healthy SPS SIS. Neglecting all perceived pseudorange rate errors attributable to pseudorange step changes caused by NAV message data cutovers. Neglecting single-frequency ionospheric delay model errors.
User Range Acceleration Error Accuracy Single-Frequency C/A Code: ≤2mm/sec^2 95% Global Average URAE over any 3-second interval during normal operations at Any AOD	For any healthy SPS SIS. Neglecting all perceived pseudorange rate errors attributable to pseudorange step changes caused by NAV message data cutovers. Neglecting single-frequency ionospheric delay model errors.
Coordinated Universal Time Offset Error Accuracy ≤40 nanoseconds 95% Global average UTCOE during normal operations at Any AOD.	For any healthy SPS SIS.

Parameter	Conditions and Constraints
Instantaneous URE Integrity Single-Frequency C/A-Code: ≤1x10^{-5} Probability over any hour of the SPS SIS Instantaneous URE exceeding the NTE tolerance without a timely alert during normal operations. **Note:** Please see results in the WAAS PAN Report located at http://www.nstb.tc.faa.gov/DisplayArchive.htm	For any healthy SPS SIS. SPS SIS URE NTE tolerance defined to be ±4.42 times the upper bound on the URA value corresponding to the URA index "N" currently broadcast by the satellite. Given that the maximum SPS SIS instantaneous URE did not exceed the NTE tolerance at the start of the hour. Worst case for delayed alert is 6 hours. Neglecting single-frequency ionospheric delay model errors.
Instantaneous UTCOE Integrity Single-Frequency C/A-Code: ≤1x10^{-5} Probability over any hour of the sPS SIS Instantaneous UTCOE exceeding the NTE tolerance without a timely alert during normal operations.	For any healthy SPS SIS. SPS SIS URE NTE tolerance defined.
Unscheduled Failure Interruption Continuity Unscheduled Failure Interruptions: ≥0.9998 Probability over any hour of not losing the SPS SIS availability from a slot due to unscheduled interruption.	Calculated as an average over all slots in the 24-slot constellation, normalized annually. Given that the SPS SIS is available from the slot at the start of the hour.
Status and Problem Reporting Scheduled event affecting service Appropriate NANU issued to the Coast Guard and the FAA at least 48 hours prior to the event	For any SPS SIS.

Parameter	Conditions and Constraints
Status and Problem Reporting Unscheduled outage or problem affecting service Appropriate NANU issued to the Coast Guard and the FAA as soon as possible after the event	For any SPS SIS.
Per-Slot Availability ≥ 0.957 Probability that a slot in the baseline 24-slot configuration will be occupied by a satellite broadcasting a healthy SPS SIS ≥ 0.957 Probability that a slot in the expanded configuration will be occupied by a pair of satellites each broadcasting a healthy SPS SIS	Calculated as an average over all slots in the 24-slot constellation, normalized annually Applies to satellites broadcasting a healthy SPS SIS that also satisfy the other performance standards in the SPS performance standard.
Constellation Availability ≥0.98 Probability that at least 21 slots out of the 24 will be occupied either by a satellite broadcasting a healthy SPS SIS in the baseline 24-slot configuration or by a pair of satellites each broadcasting a healthy SPS SIS in the expanded slot configuration. ≥0.99999 Probability that at least 20 slots out of the 24 will be occupied either by a satellite broadcasting a healthy SPS SIS in the baseline 24-slot configuration or by a pair of satellites each broadcasting a healthy SPS SIS in the expanded slot configuration.	Calculated as an average over all slots in the 24-slot constellation, normalized annually. Applied to satellites broadcasting a healthy SPS SIS that also satisfies the other performance standards in the SPS performance standard.

Parameter	Conditions and Constraints
Operational Satellite Count ≥0.95 Probability that the constellation will have at least 24 operational satellites regardless of whether those operational satellites are located in slots or not.	Applies to the total number of operational satellites in the constellation (averaged over any day); where any satellite which appears in the transmitted navigation message almanac is defined to be an operational satellite regardless of whether that satellite is currently broadcasting a healthy SPS SIS or not and regardless of whether the broadcast SPS SIS also satisfies the other performance standards in the SPS performance standard or not.
PDOP Availability ≥98% global PDOP of 6 or less ≥88% worst site PDOP of 6 or less	Defined for a position/time solution meeting the representative user conditions and operating within the service volume over any 24-hour interval.
Service Availability ≥99% Horizontal Service Availability, average location ≥99% Vertical Service Availability, average location	17m Horizontal (SIS only) 95% threshold. 37m Vertical (SIS only) 95% threshold. Defined for a position/time solution meeting the representative user conditions and operating within the service volume over any 24-hour interval.
Service Availability ≥90% Horizontal Service Availability, worst-case location ≥90% Vertical Service Availability, worst-case location	17m Horizontal (SIS only) 95% threshold. 37m Vertical (SIS only) 95% threshold. Defined for a position/time solution meeting the representative user conditions and operating within the service volume over any 24-hour interval.

Parameter	Conditions and Constraints
Position/Time Accuracy Global Average Position Domain Accuracy: • ≤9m 95% Horizontal Error • ≤15m 95 % Vertical Error	Defined for a position/time solution meeting the representative user conditions. Standard based on a measurement interval of 24 hours averaged over all points in the service volume.
Position/Time Accuracy Worst Site Position Domain Accuracy: • ≤17m 95% Horizontal Error • ≤37m 95% Vertical Error	Defined for a position/time solution meeting the representative user conditions. Standard based on a measurement interval of 24 hours averaged over all points in the service volume.
Position/Time Accuracy Time Transfer Domain Accuracy: ≤40 nanoseconds time transfer error 95% of time (SIS only)	Defined for a position/time solution meeting the representative user conditions. Standard based on a measurement interval of 24 hours averaged over all points in the service volume.

2. PDOP AVAILABILITY STANDARD

PDOP Availability is defined as the percentage of time over any 24-hour interval that the PDOP value is less than or equal to its threshold for any point within the service volume. Dilution of Precision (DOP) is defined as the magnifying effect on GPS position error induced by mapping GPS range errors into position within the specified coordinate system through the geometry of the position solution. The DOP varies as a function of satellite positions relative to user position. The DOP may be represented in any user local coordinate desired. Examples are HDOP for local horizontal, VDOP for local vertical, PDOP for all three coordinates, and TDOP for time.

Table 2-1 shows the PDOP Availability Standard parameters.

Table 2-1. PDOP Availability Standard Parameters

PDOP Availability Standard	Conditions and Constraints
≥98% global PDOP of 6 or less ≥88% worst site PDOP of 6 or less	Defined for a position/time solution meeting the representative user conditions and operating within the service volume over any 24-hour interval

Almanacs for GPS weeks used for this coverage portion of the report were obtained from the Coast Guard web site (https://www.navcen.uscg.gov/). In addition, real-time broadcast satellite ephemeris and summary NANUs were utilized to incorporate satellite maintenance start and stop times. Using this data, an SPS coverage area program developed by the WAAS test team was used to calculate the PDOP at every 2-degree point between longitudes of 180W to 180E and 75S and 75N at 1-minute intervals. This gives 1440 samples for each of the 13,500 grid points in the coverage area. Table 2-2 provides the global averages and worst-case availability over a 24-hour period for each week. Table 2-2 also gives the global 99.9% PDOP value for each of the 13 GPS Weeks. The PDOP was 3.307 or better 99.9% of the time for each of the 24-hour intervals.

Figure 2-1 is a contour plot of PDOP values over the entire globe. Inside each contour area, the PDOP value is greater than or equal to the contour value shown in the legend for that color line. That areas' value is also less than the next higher contour value, unless another contour line lies within the current area. A single "DOP hole" where the PDOP value is greater than 6 was evaluated for satellite visibility for one 24-hour interval from the week shaded in Table 2-1. The histogram in Figure 2-2 shows the satellite visibility at the DOP hole position for the 24 hour interval in question. The GPS coverage performance evaluated met the specifications stated in the SPS.

Table 2-2 PDOP Availability Statistics

Date Range of Week	Global 99.9% PDOP Value	Global Average Availability (Spec: ≥ 98%)	Worst-Case Point Availability (Spec: ≥ 88%)
10/01/2020 - 10/03/2020	3.3072	99.9998	99.9206
10/04/2020 - 10/10/2020	3.2055	99.9999	99.9801
10/11/2020 - 10/17/2020	3.2209	99.9999	99.9007
10/18/2020 - 10/24/2020	3.3059	99.9999	99.9801
10/25/2020 - 10/31/2020	3.2449	99.9998	99.871
11/01/2020 - 11/07/2020	3.2796	99.9992	99.7817
11/08/2020 - 11/14/2020	3.2057	99.9998	99.9206
11/15/2020 - 11/21/2020	3.2019	100	100
11/22/2020 - 11/28/2020	3.1509	99.9999	99.9702
11/29/2020 - 12/05/2020	3.0433	100	100
12/06/2020 - 12/12/2020	2.9836	100	100
12/13/2020 - 12/19/2020	3.1048	99.9998	99.8908
12/20/2020 - 12/26/2020	3.2201	99.9997	99.9503
12/27/2020 - 12/31/2020	3.0697	99.9998	99.8908

Figure 2-1 World GPS Maximum PDOP

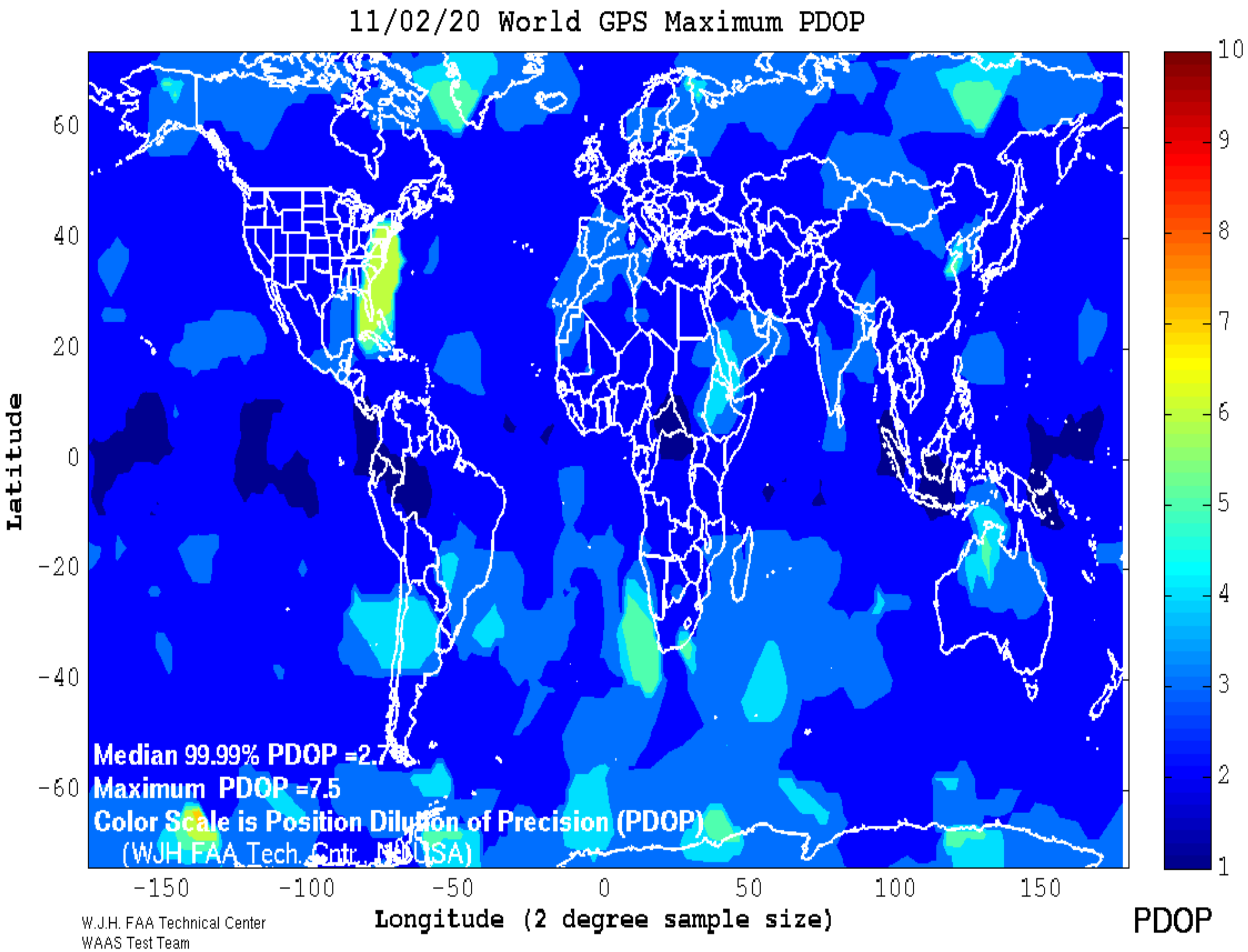
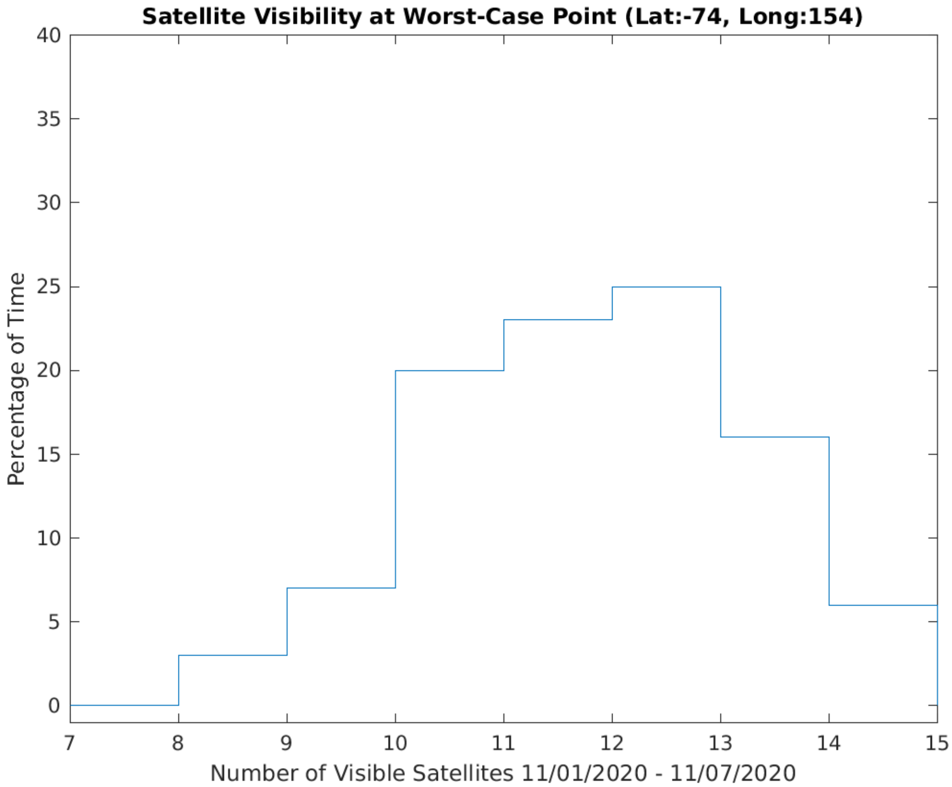


Figure 2-2 Satellite Visibility Profile for Worst-Case Point



3. NANU SUMMARY AND ELEVATION

A Notice Advisory to NAVSTAR Users (NANU) is a periodic bulletin alerting users to changes in the satellite system performance. Table 3-1 shows the parameters for issuing NANUs.

Table 3-1. Parameters for Issuing NANUs

Status and Problem Reporting	Conditions and Constraints
Scheduled event affecting service: Appropriate NANU issued to the Coast Guard and the FAA at least 48 hours prior to the event	For any SPS SIS.
Unscheduled outage or problem affecting service: Appropriate NANU issued to the Coast Guard and the FAA as soon as possible after the event	For any SPS SIS.

3.1 Satellite Outages from NANU Reports

Satellite availability performance was analyzed based on published NANUs. During this reporting period, 1 October through 31 December 2020, there were 19 reported outages. 18 outages were maintenance activities and were reported in advance, and one was an unscheduled outage. A complete listing of outage NANU's for the reporting period is provided in Table 3-2. A complete listing of the forecasted outage NANU's for the reporting period can be found in Table 3-3. Canceled outage NANU's (if any) are provided in Table 3-4. The minimum duration a scheduled outage was forecasted ahead of time was -0.2 hours. The maximum response time following an unscheduled outage was 0.183 hours. Therefore, the probability of continuity not being affected due to an unscheduled failure interruption was 100%, which met the specification requirement for the 24-slot GPS constellation. A complete listing of the GPS constellation plane and slot designations is provided in Table 10-2. Figure 10-6 shows a graphical representation of the current GPS Constellation.

Table 3-2 NANUs Affecting Satellite Availability

NANU	PRN	TYPE	Start Date	Start Time	End Date	End Time	Total Unscheduled	Total Scheduled	Total
2020049	25	FCSTSUMM	01-Oct-20	19:16	02-Oct-20	23:35	0	28.32	28.32
2020051	19	FCSTSUMM	08-Oct-20	08:47	08-Oct-20	14:58	0	6.18	6.18
2020055	1	FCSTSUMM	16-Oct-20	12:19	16-Oct-20	16:49	0	4.5	4.5
2020056	30	FCSTSUMM	20-Oct-20	12:33	20-Oct-20	16:54	0	4.35	4.35
2020058	2	FCSTSUMM	22-Oct-20	13:12	22-Oct-20	20:27	0	7.25	7.25
2020062	24	FCSTSUMM	27-Oct-20	14:37	27-Oct-20	19:26	0	4.82	4.82
2020063	27	FCSTSUMM	28-Oct-20	12:36	28-Oct-20	17:13	0	4.62	4.62
2020066	17	FCSTSUMM	29-Oct-20	22:40	30-Oct-20	04:38	0	5.97	5.97
2020067	6	FCSTSUMM	02-Nov-20	12:55	02-Nov-20	16:25	0	3.5	3.5
2020068	9	FCSTSUMM	04-Nov-20	13:03	04-Nov-20	16:41	0	3.63	3.63
2020073	3	FCSTSUMM	09-Nov-20	16:39	09-Nov-20	19:39	0	3	3
2020074	32	FCSTSUMM	10-Nov-20	12:13	10-Nov-20	15:38	0	3.42	3.42
2020078	30	FCSTSUMM	13-Nov-20	00:22	13-Nov-20	05:24	0	5.03	5.03
2020081	26	FCSTSUMM	16-Nov-20	20:38	17-Nov-20	00:25	0	3.78	3.78
2020082	21	FCSTSUMM	18-Nov-20	07:16	18-Nov-20	14:49	0	7.55	7.55
2020084	8	FCSTSUMM	20-Nov-20	12:45	20-Nov-20	15:49	0	3.07	3.07
2020085	10	FCSTSUMM	23-Nov-20	20:08	23-Nov-20	23:11	0	3.05	3.05
2020088	7	FCSTSUMM	23-Dec-20	03:25	25-Dec-20	16:15	0	60.83	60.83
2020090	7	UNUSABLE	23-Dec-20	03:25	25-Dec-20	16:15	60.83	0	60.83
Totals of Unscheduled Scheduled and Total Downtime							60.83	162.87	223.7

Table 3-3 NANUs Forecasted to Affect Satellite Availability

NANU	PRN	TYPE	Start Date	Start Time	End Date	End Time	Total	Comments
2020045	25	FCSTMX	01-Oct	19:00	03-Oct	19:00	48	2020049
2020047	19	FCSTDV	08-Oct	08:30	08-Oct	20:30	12	2020051
2020052	1	FCSTMX	16-Oct	11:30	16-Oct	23:30	12	2020055
2020053	2	FCSTDV	22-Oct	13:00	23-Oct	01:00	12	2020058
2020054	30	FCSTMX	20-Oct	12:00	21-Oct	00:00	12	2020056
2020057	24	FCSTMX	26-Oct	14:30	27-Oct	02:30	0	2020061
2020059	27	FCSTMX	28-Oct	12:00	29-Oct	00:00	12	2020063
2020060	17	FCSTDV	29-Oct	22:15	30-Oct	10:15	12	2020066
2020061	24	FCSTRESCD	27-Oct	14:00	28-Oct	02:00	12	2020062
2020064	6	FCSTMX	02-Nov	12:00	03-Nov	00:00	12	2020067
2020065	9	FCSTMX	04-Nov	12:40	05-Nov	00:40	12	2020068
2020069	30	FCSTDV	13-Nov	00:15	13-Nov	12:15	12	2020078
2020070	3	FCSTMX	09-Nov	15:45	10-Nov	03:45	12	2020073
2020071	32	FCSTMX	10-Nov	12:00	11-Nov	00:00	12	2020074
2020076	26	FCSTMX	16-Nov	19:30	17-Nov	07:30	12	2020081
2020079	21	FCSTDV	18-Nov	06:45	18-Nov	18:45	12	2020082
2020080	8	FCSTMX	20-Nov	12:30	21-Nov	00:30	12	2020084
2020083	10	FCSTMX	23-Nov	18:00	24-Nov	06:00	12	2020085
2020087	7	UNUSUFN	23-Dec	03:25				2020090
Total Forecasted Downtime							240	

Table 3-4 Cancelled NANUs

NANU	PRN	TYPE	Start Date	Start Time	Comments
2020050	11	FCSTCANC	05 OCTOBER	19:15	2020048

Table 3-5 GPS Satellite Maintenance Statistics

Satellite Reliability/Maintainability/Availability (RMA) Paramenter	10/01/2020 to 12/31/2020	01/01/2000 to 12/31/2020
Total Forecasted Downtime (hrs)	240	13390.82
Total Actual Downtime (hrs)	223.7	40986.78
Total Actual Scheduled Downtime (hrs)	162.87	7390.13
Total Actual Unscheduled Downtime(hrs)	60.83	33596.65
Total Satellite Observed MTTR (hrs)	11.77	36.47
Scheduled Satellite Observed (hrs)	9.05	8.9
Unscheduled Satellite Observed (hrs)	60.83	114.27
Total Satellite Outages (number)	19	1124
Scheduled Satellite Outages (number)	18	830
Unscheduled Satellite Outages (number)	1	294
Percent Operational -- Scheduled downtime (%)	99.76	99.87
Percent Operational -- All downtime (%)	99.67	99.28

Satellite Reliability, Maintainability, and Availability (RMA) data is being collected based on published NANUs. This data has been summarized in Table 3-5. The “Total Satellite Observed MTTR” was calculated by taking the average downtime of all satellite outage occurrences. Scheduled downtime was forecasted in advance via NANU’s. All other downtime reported via NANU was considered unscheduled. The “Percent Operational” was calculated based on the ratio of total actual operating hours to total available operating hours for every satellite.

3.2 Service Availability Standard

Service Availability is the percentage of time over any 24-hour interval that the predicted 95% position error is less than the threshold at any given point within the service volume. Horizontal Service Availability and Vertical Service availability are the percentage of time over any 24-hour interval that the predicted 95% horizontal error or vertical error is less than its threshold for any point within the service volume, respectively. Table 3-6 shows the Service Availability Standard.

Table 3-6. Service Availability Standard

Service Availability Standard	Conditions and Constraints
≥99% Horizontal Service Availability, average location ≥99% Vertical Service Availability, average location	17m Horizontal (SIS only) 95% threshold 37m Vertical (SIS only) 95% threshold Defined for a position/time solution meeting the representative user conditions and operating within the service volume over any 24-hour interval.
≥90% Horizontal Service Availability, worst-case location ≥90% Vertical Service Availability, worst-case location	17m Horizontal (SIS only) 95% threshold 37m Vertical (SIS only) 95% threshold Defined for a position/time solution meeting the representative user conditions and operating within the service volume over any 24-hour interval.

To verify availability, the data collected from receivers at the 28 WAAS sites was reduced to calculate 24-hour accuracy information and reported in Table 3-7. The data was collected at 1-second intervals between 1 October and 31 December 2020.

Table 3-7. Accuracies Exceeding Threshold Statistics

Site	Total Number of Seconds of SPS Monitoring	Instances of 24-Hour Threshold Failures	July 2020 - September 2020 Service Availability (%)
Albuquerque	7863803	0	100
Anchorage	7870898	0	100
Atlanta	7871013	0	100
Barrow	7865849		
Bethel	7861925	0	100
Billings	7869730	0	100
Boston	7871744	0	100
Cleveland	7870421	0	100
Cold Bay	7870644	0	100
Fairbanks	7871629	0	100
Gander	7871137	0	100
Honolulu	7870515	0	100
Houston	7871139	0	100
Iqaluit	7851650	0	100
Juneau	7871632	0	100
Kansas City	7871445	0	100

Site	Total Number of Seconds of SPS Monitoring	Instances of 24-Hour Threshold Failures	July 2020 - September 2020 Service Availability (%)
Kotzebue	7868620	0	100
Los Angeles	7871575	0	100
Merida	7760359	0	100
Miami	7871218	0	100
Minneapolis	7871460	0	100
Oakland	7871078	0	100
Salt Lake City	7871086	0	100
San Jose Del Cabo	7386607	0	100
San Juan	7871436	0	100
Seattle	7870671	0	100
Tapachula	7687969	0	100
Washington D.C.	7871024	0	100
Global Average over Reporting Period = 100% (SPS Spec. > 95.87%)			

4. SERVICE RELIABILITY STANDARD

Service Reliability is the percentage of time over a specific time interval that the instantaneous SIS SPS URE is maintained within a specified reliability threshold at any given point within the service volume, for all healthy GPS satellites. Table 4-1 shows the User Range Error Accuracy parameters.

Table 4-1. User Range Error Accuracy Parameters

User Range Error Accuracy	Conditions and Constraints
Single Frequency C/A-Code: • ≤30m 99.94% Global Average URE during normal operations • ≤30m 99.79% Worst Case single point average during normal operations.	For any healthy SPS SIS. Neglecting single-frequency ionospheric delay model errors. Including group delay time correction (T_{GD}) errors at L1. Including inter-signal bias (P(Y)-code to C/A-code) errors at L1. Standard based on measurement interval of one year; average of daily values within service volume. Standard based on 3 service failures per year, lasting no more than 6 hours each.

Table 4-2 shows a comparison to the service reliability standard for range data collected at a set of six receivers across North America. Although the specification calls for yearly evaluations, we will be evaluating this SPS requirement at quarterly intervals. Additional range analysis results can be found in Table 5-3. The maximum User Range Error recorded this quarter was 15.330 meters on satellite PRN28.

Table 4-2 User Range Error Accuracy

Date Range of Data Collection	Site	Number of Samples This Quarter	Number of Samples where SPS URE > 30m NTE	Percentage (%)
01 OCTOBER - 31 DECEMBER 2020	Boston	68165889	0	100
01 OCTOBER - 31 DECEMBER 2020	Honolulu	70187967	0	100
01 OCTOBER - 31 DECEMBER 2020	Juneau	70322826	0	100
01 OCTOBER - 31 DECEMBER 2020	Los Angeles	69003022	0	100
01 OCTOBER - 31 DECEMBER 2020	Merida	70086354	0	100
01 OCTOBER - 31 DECEMBER 2020	Miami	69881258	0	100
01 OCTOBER - 31 DECEMBER 2020	Global	417647316	0	100

5. ACCURACY STANDARD

Positioning Accuracy is the statistical difference, at a 95% probability, between position measurements and a surveyed benchmark for any point within the service volume over any 24-hour interval. Horizontal Positioning Accuracy and Vertical Positioning Accuracy are the statistical difference, at a 95% probability, between horizontal or vertical position measurements and a surveyed benchmark for any point within the service volume over any 24-hour interval, respectively.

Table 5-1 shows the Accuracy Standard parameters.

Table 5-1. Accuracy Standard Parameters

Position/Time Accuracy	Conditions and Constraints
Position/Time Accuracy Global Average Position Domain Accuracy: • ≤9m 95% Horizontal Error • ≤15m 95% Vertical Error	Defined for a position/time solution meeting the representative user conditions. Standard based on a measurement interval of 24 hours averaged over all points in the service volume.
Position/Time Accuracy Worst Site Position Domain Accuracy: • ≤17m 95% Horizontal Error • ≤37m 95% Vertical Error	Defined for a position/time solution meeting the representative user conditions. Standard based on a measurement interval of 24 hours averaged over all points in the service volume.

Position/Time Accuracy	Conditions and Constraints
Position/Time Accuracy Time Transfer Domain Accuracy: ≤40 nanoseconds time transfer error 95% of time (SIS only)	Defined for a time transfer solution meeting the representative user conditions. Standard based on a measurement interval of 24 hours averaged over all points in the service volume.
User Range Accuracy Single Frequency C/A-Code: • ≤7.8m 95% Global Average URE during normal operations over All AODs • ≤6.0m 95% Global Average URE during operations at Zero AOD • ≤12.8m 95% Global Average URE during normal operations at Any AOD	For any healthy SPS SIS. Neglecting single-frequency ionospheric delay model errors. Including group delay time correction (T_{GD}) errors at L1. Including inter-signal bias (P(Y)-code to C/A-code) errors at L1.
User Range Accuracy Single-Frequency C/A-Code: ≤6 mm/sec 95% Global Average URRE over any 3-second interval during normal operations at Any AOD	For any healthy SPS SIS. Neglecting all perceived pseudorange rate errors attributable to pseudorange step changes caused by NAV message data cutovers. Neglecting single-frequency ionospheric delay model errors.
User Range Accuracy Single-Frequency C/A-Code: ≤2 mm/sec^2 95% Global average URAE over any 3-second interval during normal operations at Any AOD	For any healthy SPS SIS. Neglecting all perceived pseudorange rate errors attributable to pseudorange step changes caused by NAV message data cutovers. Neglecting single-frequency ionospheric delay model errors.
Coordinated Universal Time Offset Error Accuracy ≤40 nanoseconds 95% Global average UTCOE during normal operations at Any AOD.	For any healthy SPS SIS.

5.1 Position Accuracy

The data used for this section was collected for every second from 1 October through 31 December 2020 at the selected WAAS locations. Table 5-2 provides the 95% and 99.99% horizontal and vertical error accuracies for the quarter. Every 24-hour analysis period this quarter passed both the worst-case and global average position accuracy requirements set forth by the SPS specification.

Table 5-2 Horizontal & Vertical Accuracy Statistics for the Quarter

Site	95% Vertical (m)	95% Horizontal (m)	99.99% Vertical (m)	99.99% Horizontal (m)
Albuquerque	4.68	1.55	7.96	3.21
Anchorage	4.63	1.51	7.96	2.81
Atlanta	4.41	1.77	7.40	3.20
Barrow	5.01	1.37	8.70	2.60
Bethel	4.98	1.52	8.38	2.87
Billings	3.97	1.7	6.31	3.21
Boston	3.73	2.09	6.28	3.57
Cleveland	3.90	2.03	6.99	3.64
Cold Bay	4.86	1.57	7.79	3.08
Fairbanks	4.65	1.43	8.23	2.91
Gander	3.17	2.19	6.24	4.56
Honolulu	5.32	4.17	10.11	8.56
Houston	5.30	1.60	9.27	3.19
Juneau	3.82	1.5	7.03	3.38
Kansas City	4.35	1.8	7.57	3.13
Kotzebue	4.95	1.48	8.31	2.99
Los Angeles	5.28	1.73	8.73	3.65
Merida	5.19	1.69	13.15	5.42
Miami	4.61	1.63	7.22	2.97
Minneapolis	4.01	1.94	6.69	3.31
Oakland	5.15	1.69	8.55	3.43
Salt Lake City	4.41	1.59	7.09	3.04
San Jose Del Cabo	5.64	1.90	10.49	3.97
San Juan	3.68	1.99	6.88	5.5
Seattle	4.08	1.61	6.49	3.17
Tapachula	4.97	2.26	9.14	5.76
Washington D.C.	3.98	2.04	6.57	3.44

Figure 5-1 and Figure 5-2 are the combined histograms of the vertical and horizontal errors for all 28 WAAS sites from 1 October to 31 December 2020.

Figure 5-1 Global Vertical Error Histogram

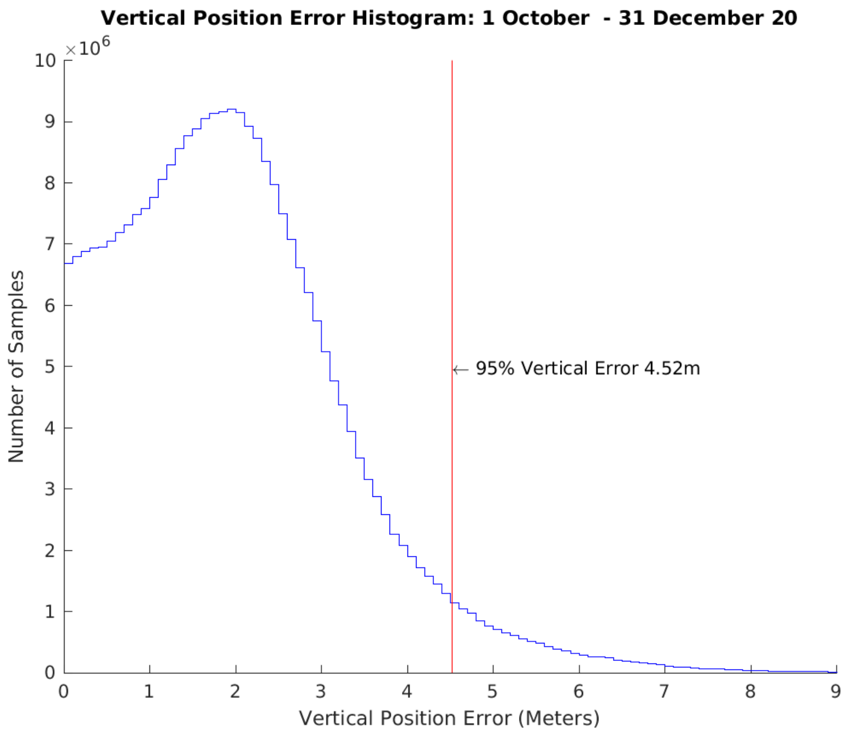
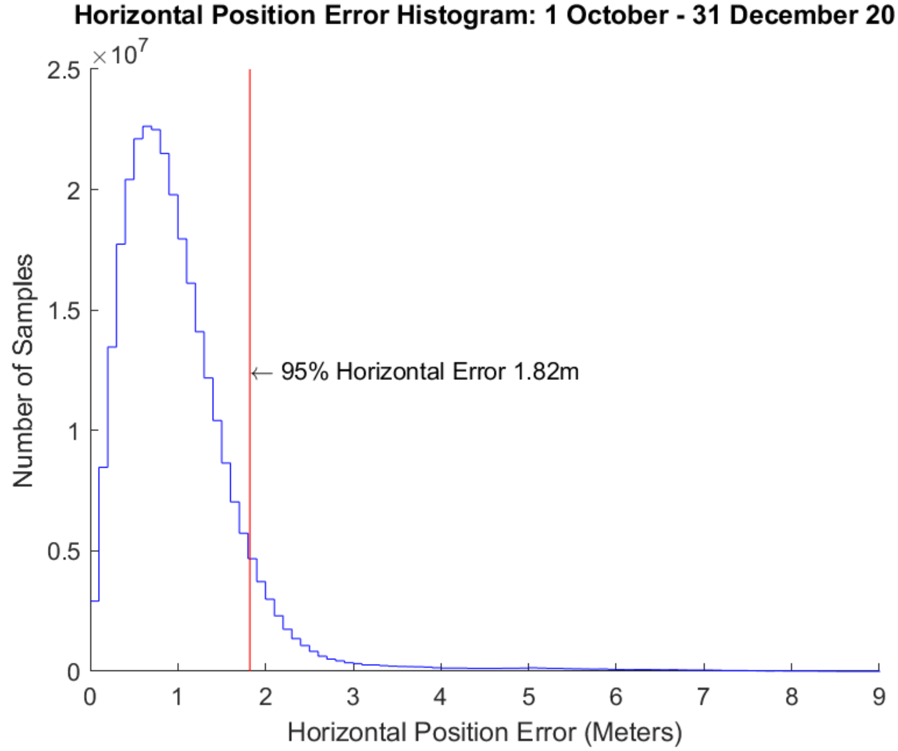

Vertical Position Error Histogram: 1 October - 31 December 20
$\times 10^6$
10
9
8
7
6
5
4
3
2
1
0
Number of Samples
95% Vertical Error 4.52m
0
1
2
3
4
5
6
7
8
9
Vertical Position Error (Meters)

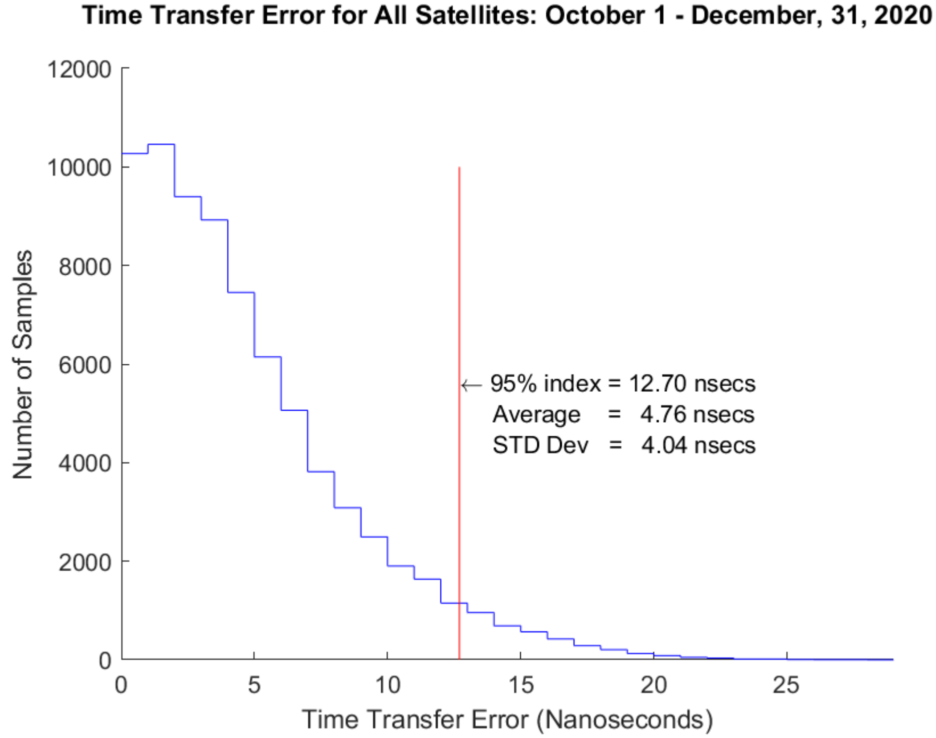
Figure 5-2 Global Horizontal Error Histogram



5.2 Time Transfer Accuracy

The GPS time error data between 1 October and 31 December 2020 was downloaded from the USNO website. The USNO data file contains the time difference between the USNO master clock and GPS system time for each GPS satellites during the time period. Over 10,000 samples of GPS time error are contained in the USNO data file. In order to evaluate the GPS time transfer error, the data file was used to create a histogram (Figure 5-3) to represent the distribution of GPS time error. The histogram was created by taking the absolute value of time difference between the USNO master clock and GPS system time, then creating data bins with 1 nanosecond precision. The number of samples in each bin was then plotted to form the histogram in Figure 5-3. The maximum instantaneous UTC offset error (UTCOE) for the quarter was 23.9 nanoseconds. The mean, standard deviation, and 95% index of Time Transfer Error, and the maximum UTCOE are all within the requirements of GPS SPS time error.

Figure 5-3 Time Transfer Error



5.3 Range Domain Accuracy

Table 5-3 through Table 5-5 provide the statistical data for the range error, range rate error, and the range acceleration error for each satellite. This data was collected between 1 October and 31 December 2020. A weighted average filter was used for the calculation of the range rate error and the range acceleration error. All Range Domain SPS specifications were met.

Table 5-3 Range Error Statistics

PRN	RMS Range Error (<6m) (Meters)	Range Error Mean (Meters)	1σ Range Error (Meters)	95% Range Error (Meters)	Max Range Error (SPS Spec. < 30m) (Meters)	Samples (Number)
1	1.43	0.64	1.2	2.78	12.09	14028360
2	2.07	1.73	1.04	3.36	11.3	14711431
3	1.54	0.78	1.21	2.82	13.21	14390899
4	1.59	0.83	1.06	2.67	10.07	12883620
5	1.51	0.91	1.11	2.78	10.74	13626409
6	1.42	0.52	1.23	2.75	14.27	13902144
7	1.73	1.08	1.13	3.02	7.58	12438276
8	1.78	1.11	1.23	3.15	10.09	12696224
9	1.59	1.01	1.02	2.78	8.71	13521492
10	1.52	0.99	0.98	2.52	6.84	13198683

PRN	RMS Range Error (<6m) (Meters)	Range Error Mean (Meters)	1σ Range Error (Meters)	95% Range Error (Meters)	Max Range Error (SPS Spec. < 30m) (Meters)	Samples (Number)
11	1.62	1.12	1.1	2.96	11.97	5608295
12	1.47	0.99	1.01	2.59	12.24	13951367
13	1.48	0.72	1.16	2.63	9.27	13715732
14	1.74	-0.63	1.41	3.29	10.4	4335496
15	1.3	0.77	0.91	2.31	10.9	12705930
16	2.13	1.66	1.23	3.54	10.26	13128542
17	1.78	1.13	1.26	3.17	12.02	14637565
18	1.28	0.65	0.91	2.2	9.81	12774161
19	2.36	1.97	1.2	3.85	14.04	13835789
20	1.92	1.57	0.99	3.09	7.92	13383401
21	2.01	1.57	1.17	3.55	13.43	14659545
22	2.43	2.09	1.18	3.91	13.41	14027337
24	1.5	0.44	1.15	2.7	7.0	13955818
25	1.4	0.95	0.96	2.45	9.73	13971460
26	1.79	1.4	1.07	3.07	11.01	12760397
27	1.59	1.05	1.09	2.84	9.09	13541538
28	2.36	1.87	1.3	3.95	15.33	13559004
29	1.4	0.98	0.84	2.38	9.56	13254056
30	2.12	1.72	1.1	3.54	12.52	12807800
31	1.57	1.07	0.97	2.69	13.03	13857694
32	1.4	0.9	0.87	2.35	6.86	14411186

Table 5-4 Range Rate Error Statistics

PRN	Range Rate Error RMS (mm/s)	95% Range Rate Error (mm/s)	Max Range Rate Error (mm/s)	Samples (Number)
1	1.36	2.63	190.89	14028360
2	1.45	2.75	161.48	14711431
3	1.37	2.61	153.87	14390899
4	1.32	2.52	140.63	12883620
5	1.57	2.98	189.03	13626409
6	1.36	2.63	131.7	13902144
7	1.54	2.93	121.46	12438276
8	1.89	2.99	132.05	12696224
9	1.36	2.57	117.03	13521492
10	1.27	2.43	169.0	13198683
11	1.47	2.82	82.34	5608295
12	1.5	2.91	131.37	13951367
13	1.51	2.87	159.25	13715732

PRN	Range Rate Error RMS (mm/s)	95% Range Rate Error (mm/s)	Max Range Rate Error (mm/s)	Samples (Number)
14	1.41	2.73	132.76	4335496
15	1.42	2.74	139.21	12705930
16	1.51	2.94	123.03	13128542
17	1.75	3.01	148.47	14637565
18	1.25	2.42	61.48	12774161
19	1.47	2.84	110.36	13835789
20	1.4	2.71	202.34	13383401
21	1.59	3.04	88.66	14659545
22	1.49	2.88	128.39	14027337
24	1.95	3.22	146.43	13955818
25	1.28	2.47	140.76	13971460
26	1.3	2.51	42.54	12760397
27	1.33	2.56	104.42	13541538
28	1.79	2.88	129.13	13559004
29	1.46	2.71	121.2	13254056
30	1.38	2.63	145.3	12807800
31	1.43	2.67	84.45	13857694
32	1.25	2.43	73.44	14411186

Table 5-5 Range Acceleration Error Statistics

PRN	Rate Acceleration Error RMS (um/s^2)	95% Range Acceleration Error (um/s^2)	Max Range Acceleration Error (um/s^2)	Samples (Number)
1	10.17	20.61	1640	14028360
2	10.55	22.08	1630	14711431
3	10.51	20.59	1530	14390899
4	10.39	20.31	1420	12883620
5	11.46	25.63	1880	13626409
6	10.22	20.4	1310	13902144
7	10.79	23.68	1210	12438276
8	14.95	25.46	1340	12696224
9	10.43	20.68	1160	13521492
10	10.17	20.18	1700	13198683
11	10.49	24.17	840	5608295
12	10.56	24.36	1330	13951367
13	10.95	24.47	1580	13715732
14	10.37	21.24	1330	4335496
15	10.2	22.78	1410	12705930
16	10.5	25.27	1230	13128542

PRN	Rate Acceleration Error RMS (um/s^2)	95% Range Acceleration Error (um/s^2)	Max Range Acceleration Error (um/s^2)	Samples (Number)
17	13.48	25.23	1450	14637565
18	10.02	20.24	600	12774161
19	10.55	23.11	1110	13835789
20	10.19	22.63	2040	13383401
21	11.47	25.21	880	14659545
22	10.32	23.28	1280	14027337
24	15.92	27.19	1470	13955818
25	10.12	20.55	1410	13971460
26	10.04	20.16	420	12760397
27	10.2	20.7	1060	13541538
28	14.06	23.03	1290	13559004
29	10.83	22.76	1210	13254056
30	10.54	20.34	1450	12807800
31	10.61	22.98	850	13857694
32	10.04	20.12	740	14411186

Figure 5-4 through Figure 5-6 are graphical representations of the distributions of the maximum range error, range rate error, and range acceleration error for all satellites. The highest maximum range error occurred on satellite PRN28 with an error of 15.330 meters. Satellite PRN had the lowest maximum range error of 6.840 meters. Figure 5-7 is histogram of satellite range error for all satellites over the entire quarter. Figure 5-8 through Figure 5-10 show the individual maximums per satellite for range error, range rate error, and range acceleration error, respectively.

Figure 5-4 Distribution of Daily Max Range Errors

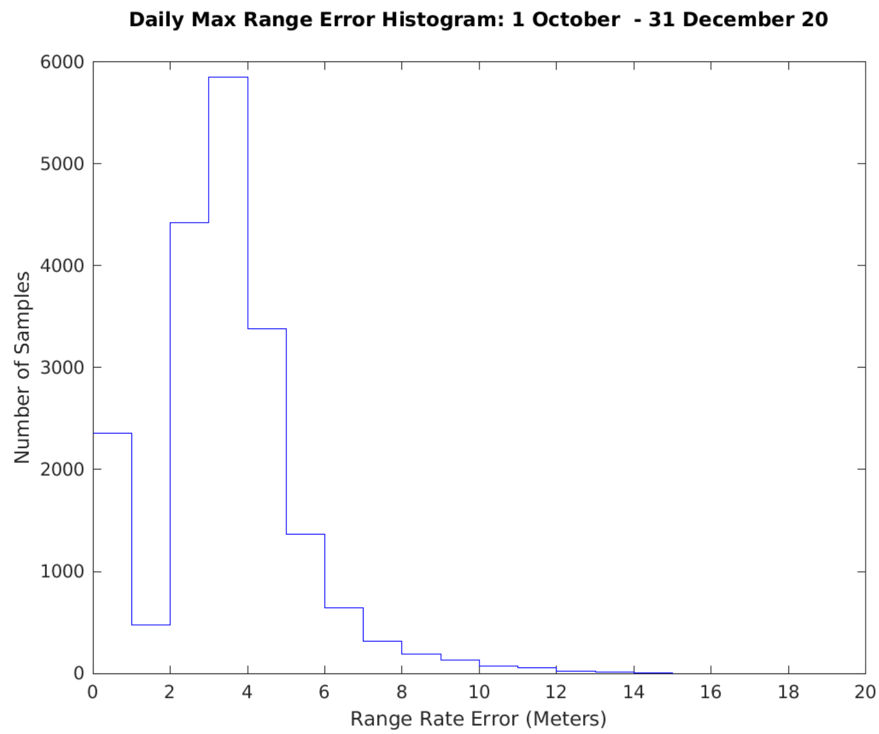


Figure 5-5 Distribution of Daily Max Range Rate Errors

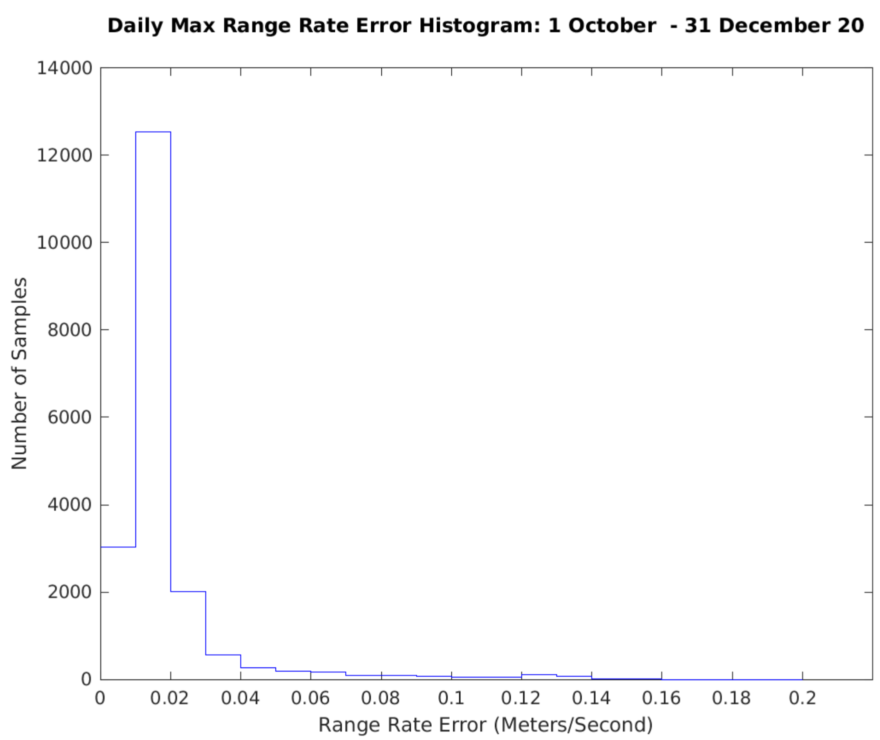


Figure 5-6 Distribution of Daily Max Range Acceleration Errors

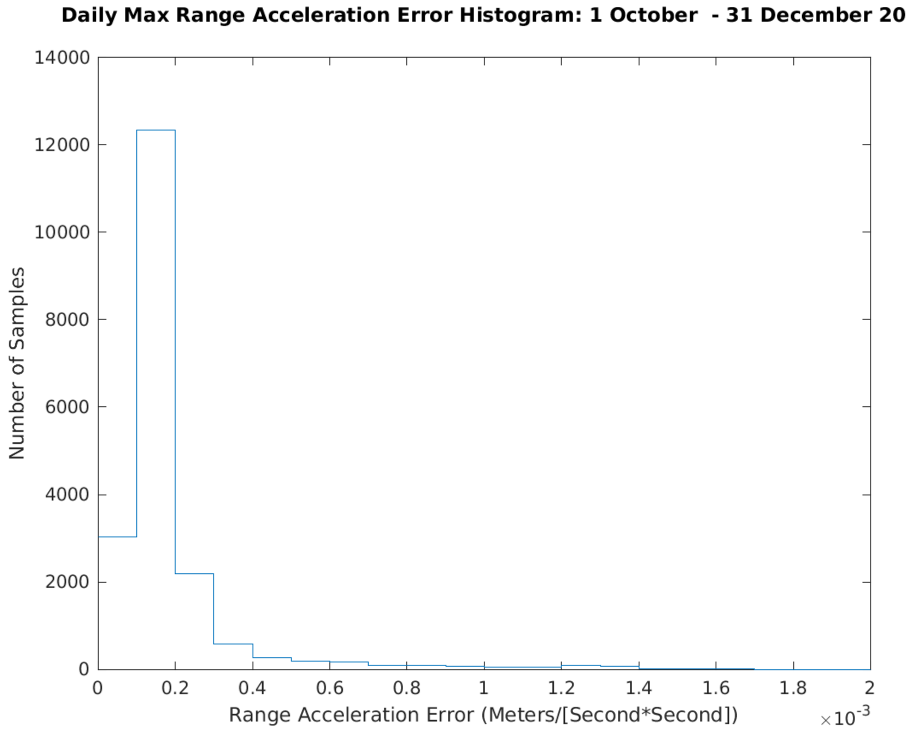


Figure 5-7 Range Error Histogram

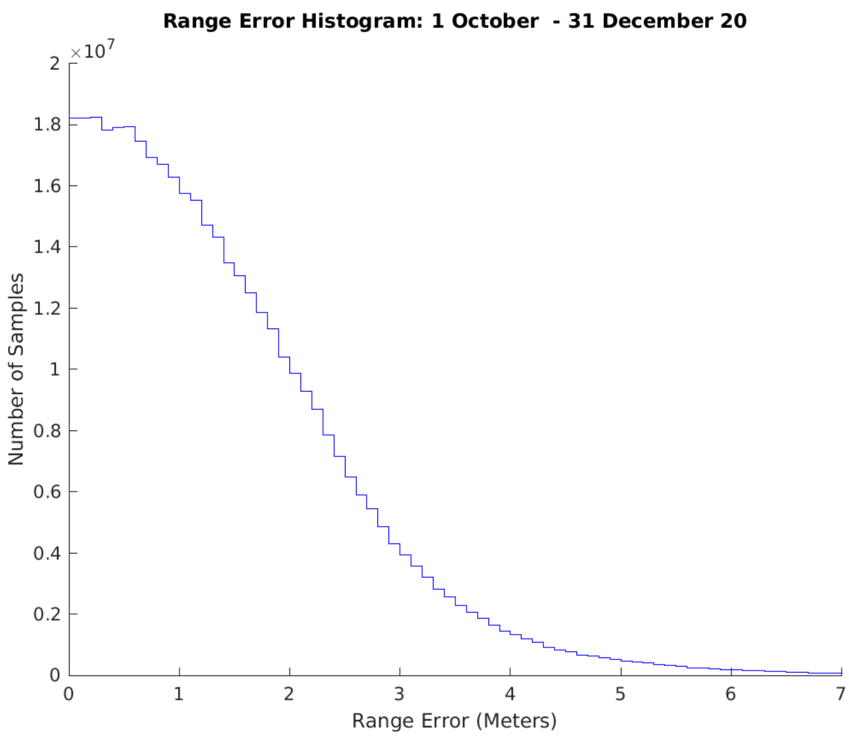


Figure 5-8 Maximum Range Error Per Satellite

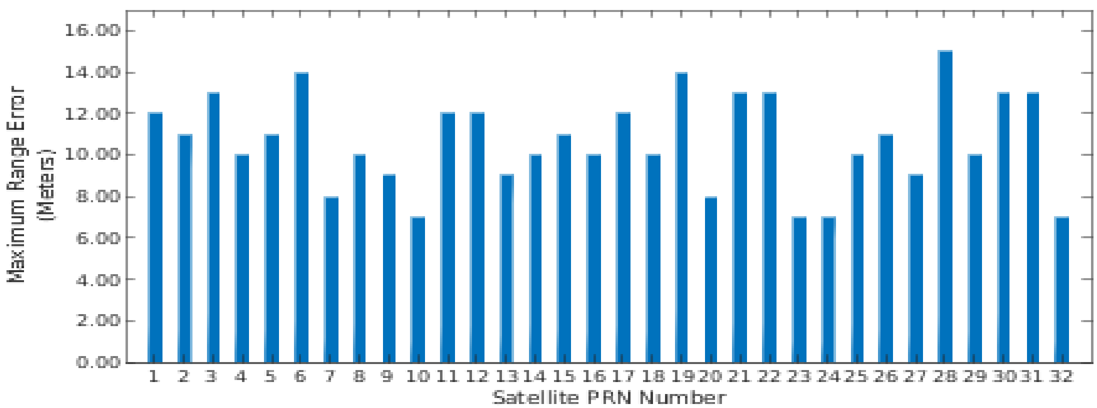


Figure 5-9 Maximum Range Rate Error Per Satellite

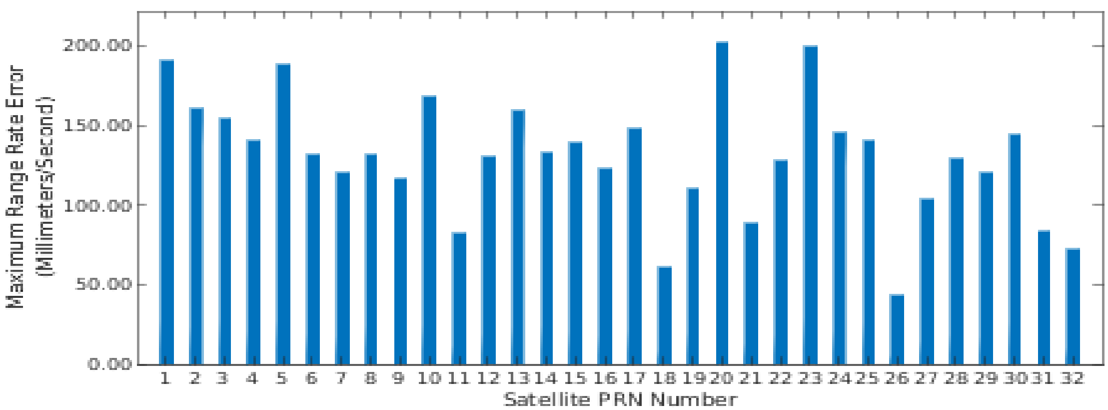
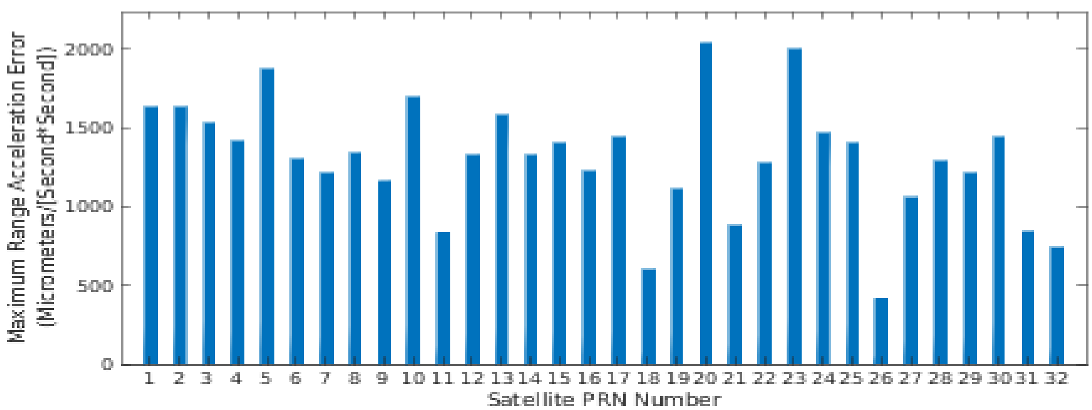


Figure 5-10 Maximum Range Acceleration Error Per Satellite



6. SOLAR STORMS

Solar storm activity is being monitored in order to assess the possible impact on GPS SPS performance. Solar activity is reported by the Space Weather Prediction Center (SWPC), a division of the National Oceanic and Atmospheric Administration (NOAA). When storm activity is indicated, ionospheric delays of the GPS signal, satellite outages, position accuracy and availability will be analyzed.

The following article was taken from the SEC web site http://swpc.noaa.gov. It briefly explains some of the ideas behind the association of the aurora with geomagnetic activity and a bit about how the 'K-index' or 'K-factor' works.

The aurora is caused by the interaction of high-energy particles (usually electrons) with neutral atoms in the earth's upper atmosphere. These high-energy particles can 'excite' (by collisions) valence electrons that are bound to the neutral atom. The 'excited' electron can then 'de-excite' and return back to its initial, lower energy state, but in the process it releases a photon (a light particle). The combined effect of many photons being released from many atoms results in the aurora display that you see.

The details of how high energy particles are generated during geomagnetic storms constitute an entire discipline of space science in its own right. The basic idea, however, is that the Earth's magnetic field (let us say the 'geomagnetic field') is responding to an outwardly propagating disturbance from the Sun. As the geomagnetic field adjusts to this disturbance, various components of the Earth's field change form, releasing magnetic energy and thereby accelerating charged particles to high energies. These particles, being charged, are forced to stream along the geomagnetic field lines. Some end up in the upper part of the earth's neutral atmosphere and the auroral mechanism begins.

An instrument called a magnetometer may also measure the disturbance of the geomagnetic field. At NOAA's operations center magnetometer data is received from dozens of observatories in one-minute intervals. The data is received at or near to 'real-time' and allows NOAA to keep track of the current state of the geomagnetic conditions. In order to reduce the amount of data NOAA converts the magnetometer data into three-hourly indices, which give a quantitative, but less detailed measure of the level of geomagnetic activity. The K-index scale has a range from 0 to 9 and is directly related to the maximum amount of fluctuation (relative to a quiet day) in the geomagnetic field over a three-hour interval.

The K-index is therefore updated every three hours. The K-index is also necessarily tied to a specific geomagnetic observatory. For locations where there are no observatories, one can only estimate what the local K-index would be by looking at data from the nearest observatory, but this would be subject to some errors from time to time because geomagnetic activity is not always spatially homogenous.

Another item of interest is that the location of the aurora usually changes geomagnetic latitude as the intensity of the geomagnetic storm changes. The location of the aurora often takes on an 'oval-like' shape and is appropriately called the auroral oval.

Figure 6-1 through Figure 6-3 show the K-index for three time periods with significant solar activity. Although there were other days with increased solar activity, these time periods were selected as examples. (See Appendix B for the actual geomagnetic data for this reporting period).

Figure 6-1 K-Index for October 24, 2020

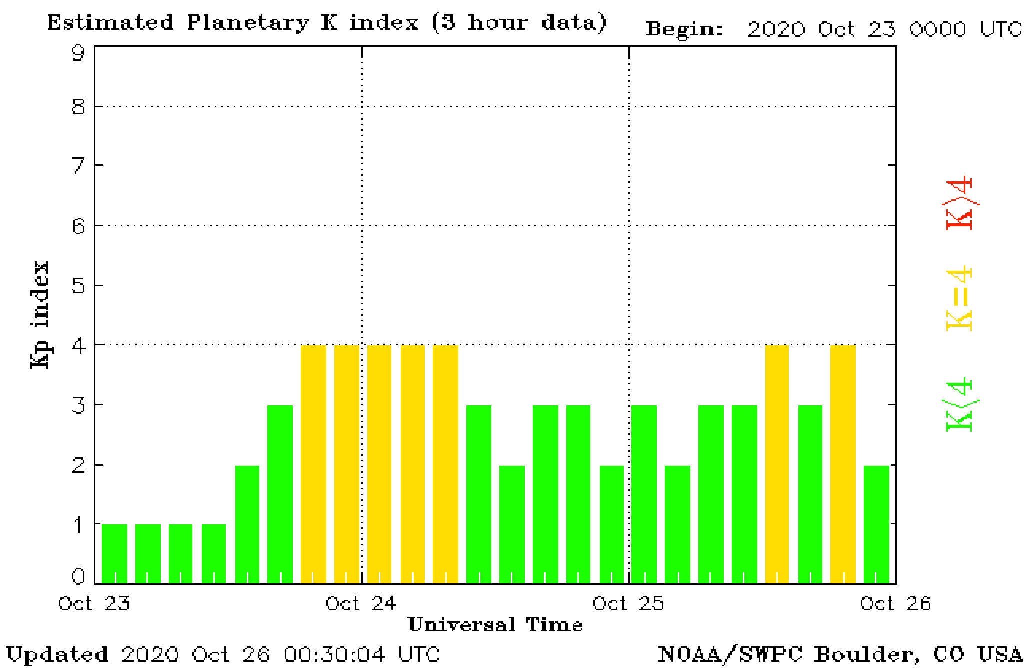


Figure 6-2 K-Index for October 26, 2020

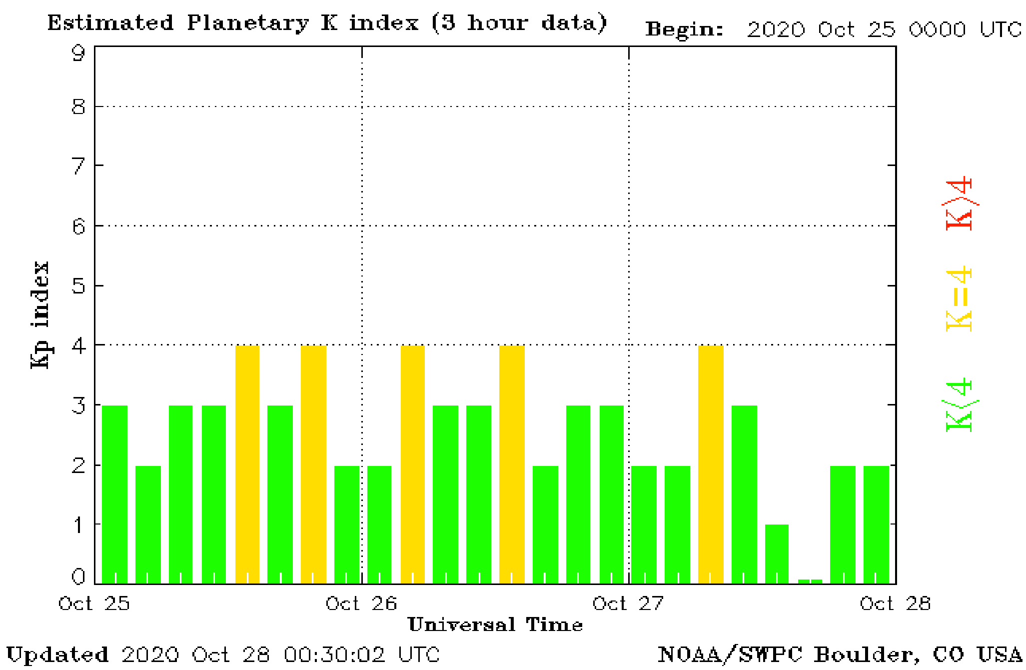


Figure 6-3 K-Index for November 22, 2020

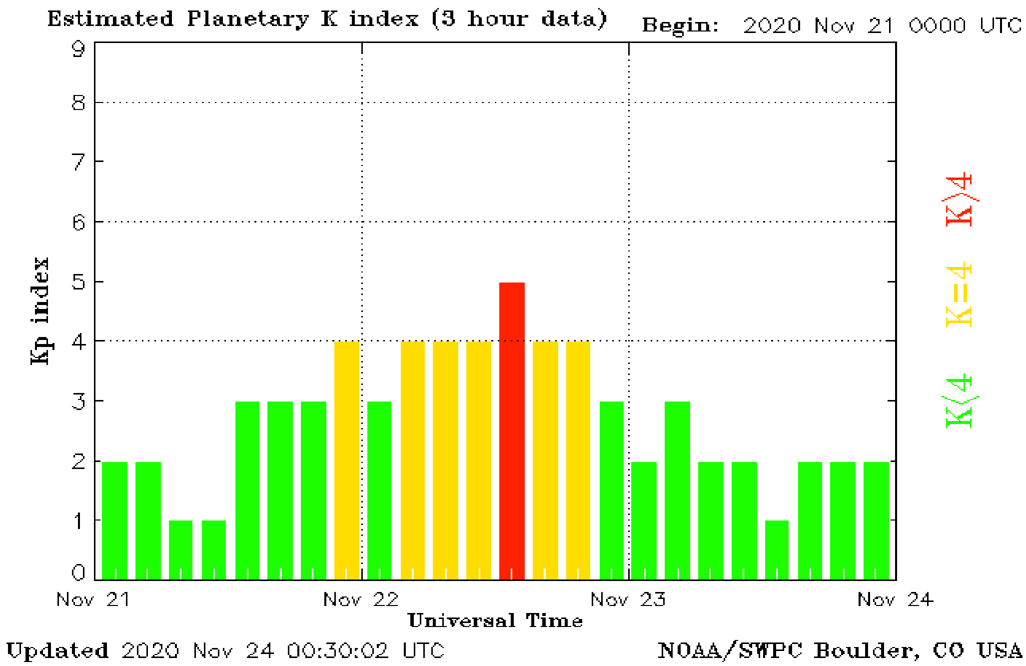


Table 6-1 shows the position accuracy information for the quarter's worst-case storm day, November 22, 2020 (see Figure 6-3). The GPS SPS performance met all requirements during all storms that occurred during this quarter.

Table 6-1 Horizontal & Vertical Accuracy Statistics for November 22, 2020

Site	95% Horizontal (Meters)	95% Vertical (Meters)	Max Horizontal (Meters)	Max Vertical (Meters)
Albuquerque	2.458	2.783	3.261	3.4
Anchorage	1.682	4.666	2.39	6.659
Atlanta	2.623	2.757	3.127	4.368
Barrow	1.066	5.74	1.867	7.928
Bethel	1.644	4.785	2.062	6.845
Billings	2.595	2.679	3.586	3.73
Boston	2.734	3.246	3.1	4.741
Cleveland	2.903	3.053	3.576	5.051
Cold Bay	2.15	5.531	2.888	6.413
Fairbanks	1.471	4.84	1.982	6.996
Gander	2.218	2.669	2.501	5.435
Honolulu	5.34	5.447	6.118	7.862
Houston	2.272	3.342	3.317	4.498
Iqaluit	1.648	3.926	2.659	8.431
Juneau	1.726	3.356	2.459	3.862
Kansas City	2.779	2.729	3.243	3.483
Kotzebue	1.304	5.643	2.155	7.413

Site	95% Horizontal (Meters)	95% Vertical (Meters)	Max Horizontal (Meters)	Max Vertical (Meters)
Los Angeles	2.077	3.607	6.579	4.977
Merida	2.166	2.933	2.488	3.448
Miami	2.384	3.14	3.015	4.835
Minneapolis	2.7	2.91	3.412	4.587
Oakland	2.337	3.88	2.762	5.033
Salt Lake City	2.551	3.075	3.22	4.52
San Jose Del Cabo	1.803	3.902	2.147	4.55
San Juan	2.478	2.804	3.963	4.49
Seattle	2.443	2.995	2.765	4.195
Tapachula	2.531	3.292	2.842	4.056
Washington DC	3.012	2.795	3.596	4.496

7. IGS DATA

GPS SPS accuracy performance was evaluated at a selection of high-rate IGS stations[1]. The IGS is a voluntary federation of many worldwide agencies that pool resources and permanent GNSS station data to generate precise GNSS products.

Sites with high data rate (1 Hz) with good availability which are outside of the WAAS service area that also provide a good geographic distribution have been selected. The 3 Russian Federation sites, MOBN, NRIL, and PETS, were not in service. To facilitate differentiating between GPS accuracy issues and receiver tracking problems, an automatic data screening function excluded errors greater than 500 meters and or times when VDOP or HDOP were greater than 10. The remaining receiver tracking issues are still included in the processing and are forced into the 50.1-meter histogram bin. These issues cause the outliers seen in the 99.99% statistics and are visible in the 95% accuracy trend plots.

High-quality broadcast navigation data and Klobuchar model data is created by voting across all available IGS high-rate RINEX navigation data. Some manual review may be necessary to recover missing navigation data where the number of IGS sites reporting navigation data was below the voting threshold (i.e., 4).

Table 7-1 and Figure 7-1 show the IGS site information and locations. The Russian Federation sites were unavailable for this reporting period. Table 7-2 shows the GPS SPS accuracy performance observed at a selection of high-rate IGS sites. Figure 7-2 shows the 95% horizontal accuracy trends at these sites. Figure 7-3 shows the 95% vertical accuracy trends at these sites. A value of zero indicates no data. The ramping error in the trend plots for the equatorial sites is due

[1] J.M. Dow, R.E. Neilan, G. Gendt, "The International GPS Service (IGS): Celebrating the 10th Anniversary and Looking to the Next Decade," Adv. Space Res. 36 vol. 36, no. 3, pp. 320-326, 2005. Doi: 10.1016/j.asr.2005.05.125

to seasonal variations in the ionosphere that cannot be corrected by the Klobuchar thin shell model of the ionosphere utilized by single-frequency GPS SPS receivers.

Table 7-1. Selected IGS Sites Information

ID	City	Country
BOGT	Bogota	Colombia
GLPS	Puerto Ayora	Ecuador
GUAM	Dededo	Guam
IISC	Bangalore	India
KIRU	Kiruna	Sweden
KOUR	Kourou	French Guyana
MADR	Robledo	Spain
MAL2	Malindi	Kenya
MAS1	Maspalomas	Spain
MATE	Matera	Italy
MOBN*	Obninsk	Russian Federation
NNOR	New Norcia	Australia
NRIL*	Norilsk	Russian Federation
PETS*	Petropavlovsk-Kamchatka	Russian Federation
POL2	Bishkek	Kyrghyzstan
SUTM	Sutherland	South Africa
TIDB	Tidbinbilla	Australia
UNSA	Salta	Argentina
USUD	Usuda	Japan

Figure 7-1 Selected IGS Site Locations

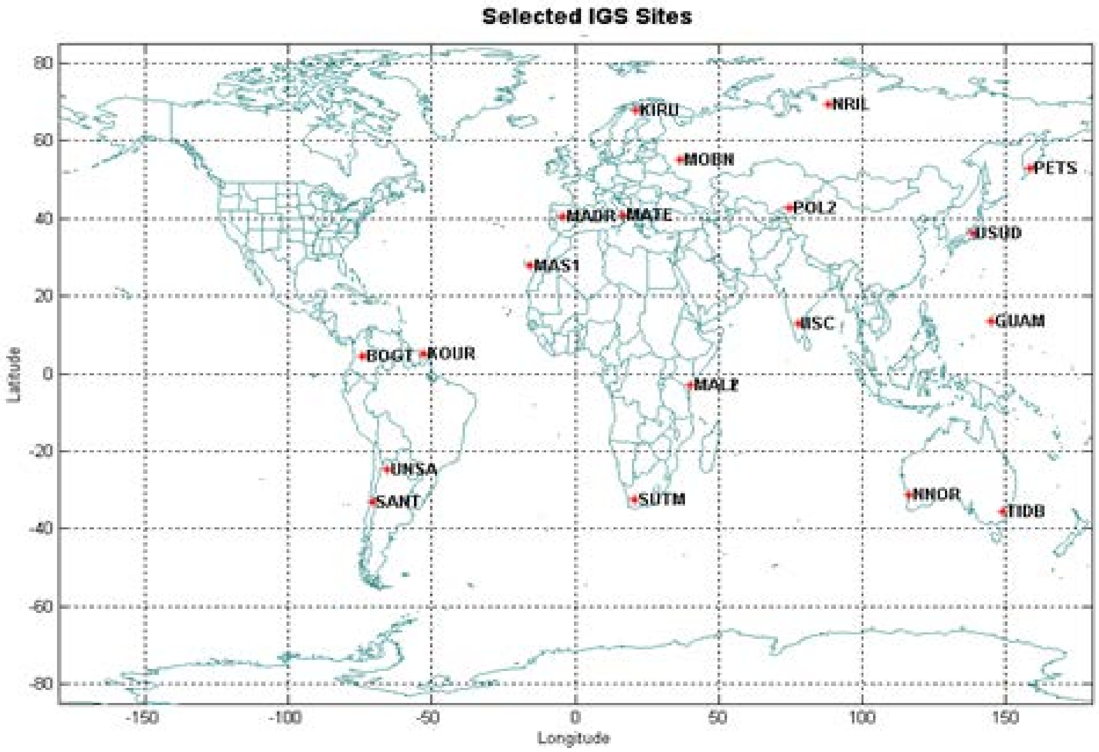


Table 7-2 GPS SPS Performance at Selected High Rate IGS Sites

Site	95% Horizontal Error (m)	95% Vertical Error (m)	99.99% Horizontal Error (m)	99.99% Vertical Error (m)	Percent Data Available (%)
BOGT	4.28	4.51	20.96	41.46	92.60%
GLPS	2.59	4.75	6.75	17.35	83.85%
GUAM	1.63	4.22	15.55	44.95	97.05%
IISC	2.02	4.48	50.01	50.01	94.35%
KIRU	0	0	0	0	0.00%
KOUR	0	0	0	0	0.00%
MADR	1.92	4.33	12.82	50.01	98.11%
MAL2	0	0	0	0	0.00%
MALI	0	0	0	0	0.00%
MAS1	0	0	0	0	0.00%
MATE	0	0	0	0	0.00%
MOBN	0	0	0	0	0.00%
NNOR	0	0	0	0	0.00%
NRIL	0	0	0	0	0.00%
PETS	0	0	0	0	0.00%
POL2	1.69	5.01	15.18	45.42	97.96%
SANT	3.35	4.9	50.01	50.01	98.33%
SUTM	50.01	50.01	50.01	50.01	0.08%
TIDB	1.65	4.83	50.01	50.01	98.16%
UNSA	50.01	50.01	50.01	50.01	0.42%
USUD	2.06	5.67	13.92	34.27	97.95%

Figure 7-2 GPS SPS 95% Horizontal Accuracy Trends at Selected IGS Sites

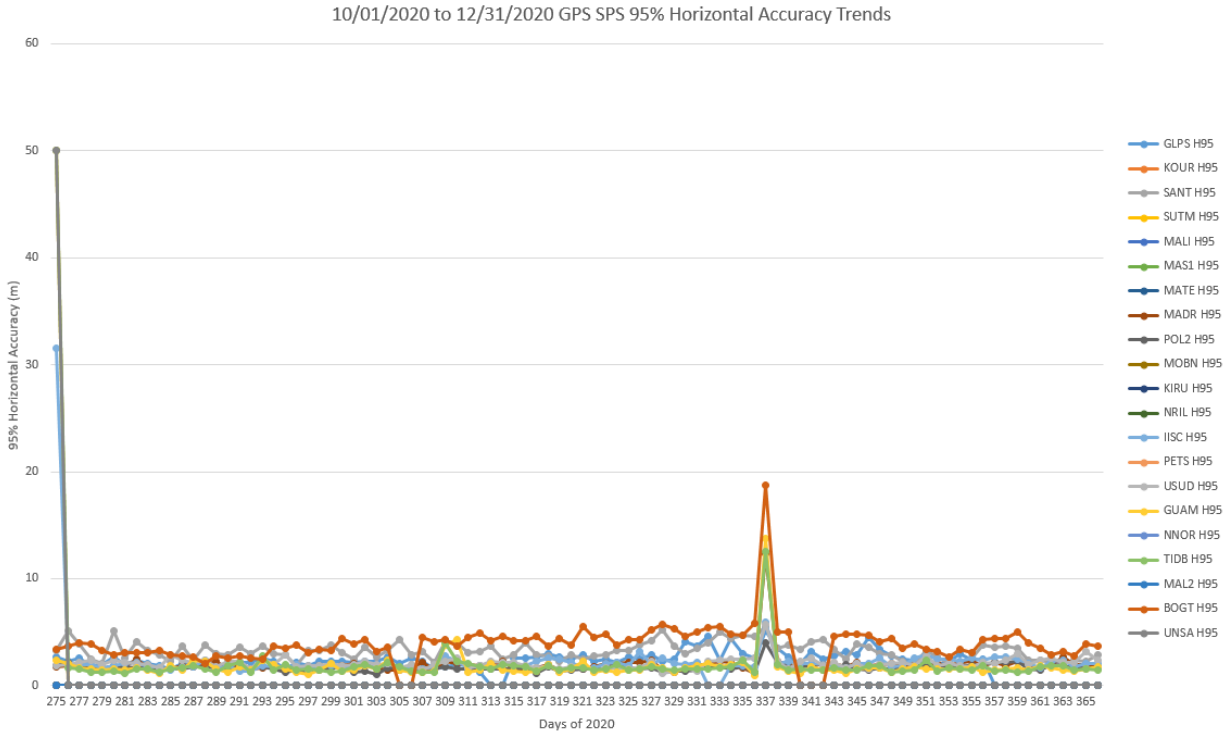
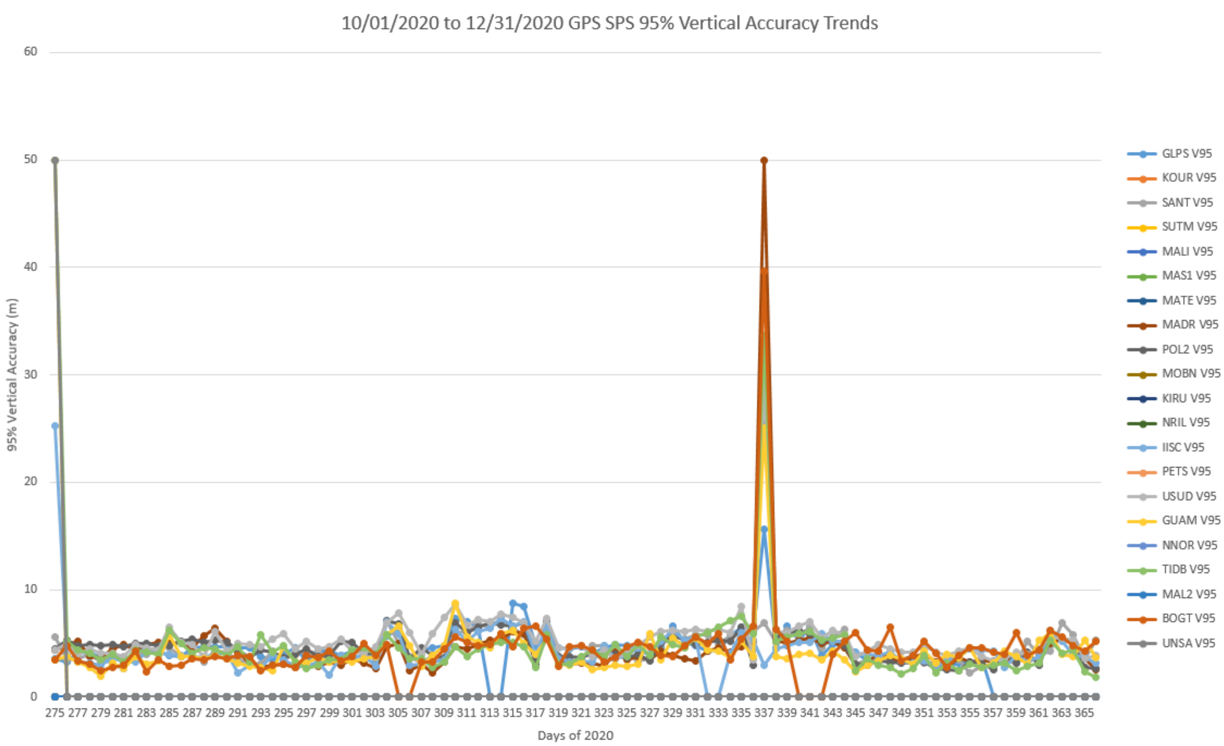


Figure 7-3 GPS SPS 95% Vertical Accuracy Trends at Selected IGS Sites



8. RAIM PERFORMANCE

Receiver autonomous integrity monitoring (RAIM) is a technology developed to assess the integrity of GPS signals in a GPS receiver system. It is especially important in safety critical GPS applications, such as aviation. In order for a GPS receiver to perform RAIM or fault detection (FD) function, a minimum of five visible satellites with satisfactory geometry must be visible. RAIM has various kinds of implementations; one of them performs consistency checks between all position solutions obtained with various subsets of the visible satellites. The receiver provides an alert to the pilot if the consistency checks fail.

Availability is a performance indicator of the RAIM algorithm. Availability is a function of the geometry of the constellation in view and of other environmental conditions. All the analysis performed here is utilizing the "Fault-Detection with no baro-aiding and SA off" RAIM implementation. Additional modes will be assessed at a future date. The test statistic used is a function of the pseudorange measurement residual (the difference between the expected measurement and the observed measurement) and the amount of redundancy. The test statistic is compared with a threshold value, and is determined based on the requirements for the probability of false alarm (Pfa), the probability of missed detection (Pmd), and the expected measurement noise. In aviation systems, the Pfa is fixed at 1/15,000.

The horizontal protection limit (HPL) is a figure that represents the radius of a circle in the horizontal plane, centered on the GPS position solution, and is guaranteed to contain the true position of the receiver to within the specifications of the RAIM scheme (i.e., meets the Pfa and Pmd). The HPL is calculated as a function of the RAIM threshold and the satellite geometry at the time of the measurement. The HPL is compared with the horizontal alarm limit (HAL) to determine if RAIM is available. The RNP values shown here are measured in nautical miles, the computed HPL must be less than the RNP value for the service to be available.

8.1 Site Performance

Table 8-1 shows the RAIM performance for the 28 sites evaluated. For all sites collected, the minimum percent of time in RNP 0.1 mode was 99.859% at Iqaluit. The minimum percent of time spent in RNP 0.3 mode was 99.989 at Boston. The maximum 99% HPL value was 157.098 meters at Iqaluit.

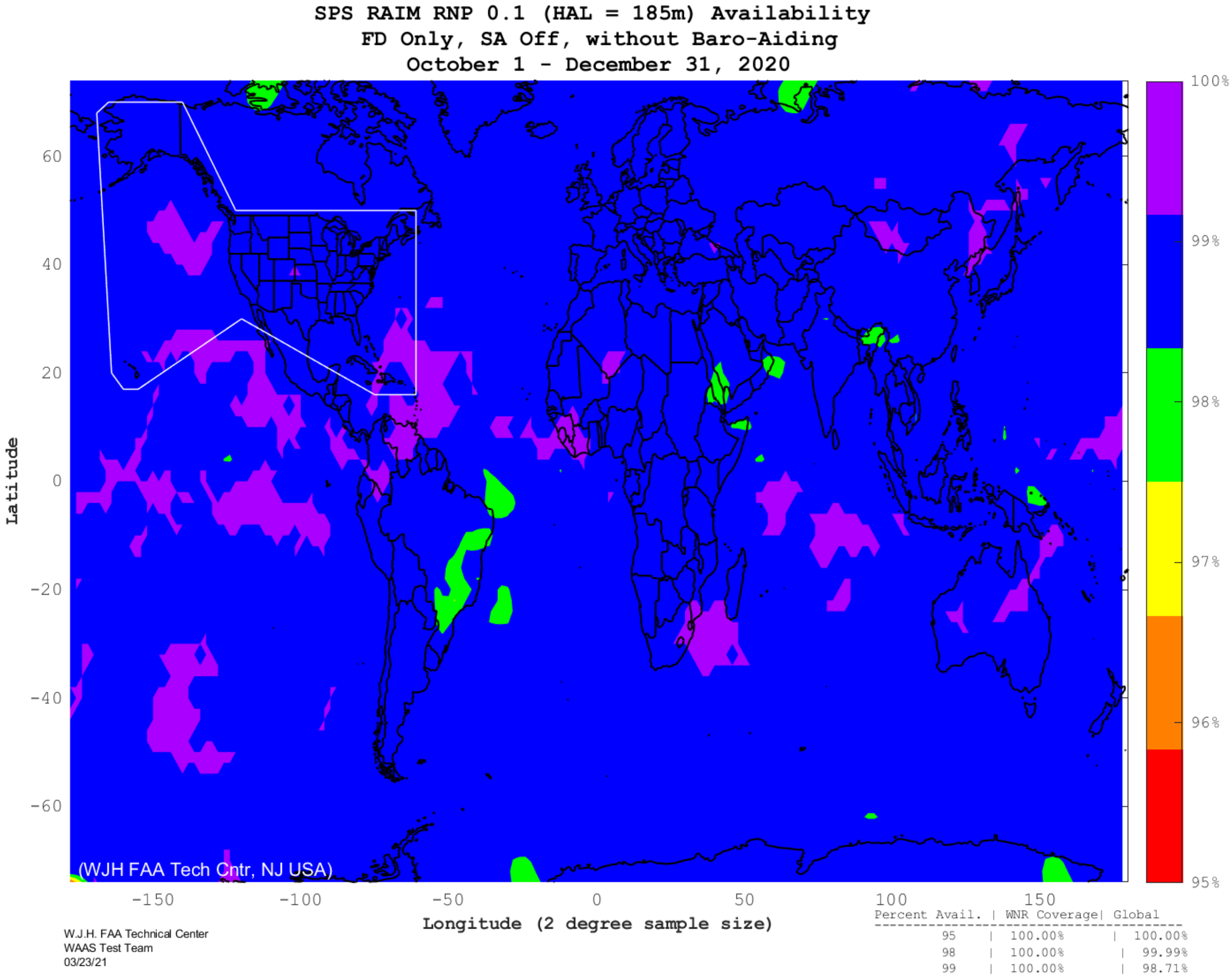
Table 8-1 RAIM Site Statistics

CITY	99% HPL (Meters)	Percentage RNP 0.1 (%)	Percentage RNP 0.3 (%)
Arcata	116.223	99.98299	100
Atlantic City-a	125.468	99.94906	99.99364
Oklahoma City	116.885	100	100
Albuquerque	129.975	99.98722	100
Anchorage	150.741	99.9704	100
Atlanta	112.349	99.96248	100
Barrow	122.794	99.97794	100
Bethel	134.713	99.9783	100
Billings	122.498	99.98114	100
Boston	123.641	99.94606	99.98897
Cleveland	123.088	99.98811	100
Cold Bay	113.971	99.99064	100
Fairbanks	143.655	99.93199	100
Gander	136.245	99.8891	99.9961
Honolulu	141.212	99.9321	100
Houston	107.72	100	100
Iqaluit	157.098	99.85934	100
Juneau	150.677	99.97038	100
Kansas City	108.272	99.99164	100
Kotzebue	148.871	99.96942	100
Los Angeles	92.421	99.98482	100
Merida	81.78	100	100
Miami	118.085	99.97178	100
Minneapolis	116.706	99.97391	100
Oakland	104.74	99.98496	100
Salt Lake City	135.938	99.99104	100
San Jose Del Cabo	84.752	99.98451	100
San Juan	83.877	99.98732	100
Seattle	127.578	99.98526	100
Tapachula	94.694	100	100
Washington DC	120.48	99.95205	100

8.2 RAIM Coverage

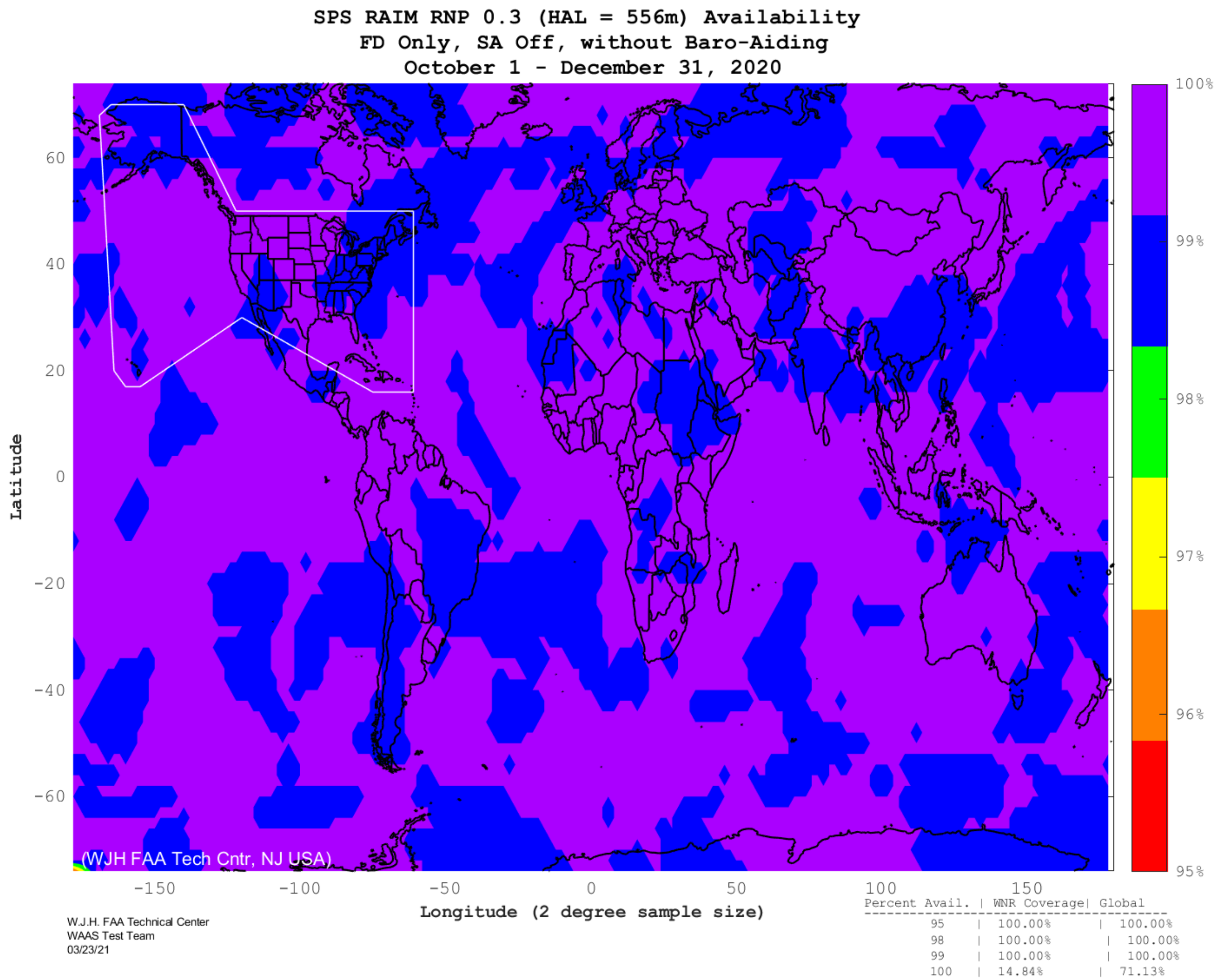
Figure 8-1 and Figure 8-2 show the worldwide RAIM coverage for both RNP 0.1 and RNP 0.3, respectively. Figure 8-3 and Figure 8-4 show the daily RAIM coverage trends between 1 October and 31 December 2020.

Figure 8-1 RAIM RNP 0.1 Coverage



Percent Avail.	WNR Coverage	Global
95	100.00%	100.00%
98	100.00%	99.99%
99	100.00%	98.71%
100	98.11%	9.41%

Figure 8-2 RAIM RNP 0.3 Coverage



Percent Avail.	WNR Coverage	Global
95	100.00%	100.00%
98	100.00%	100.00%
99	100.00%	100.00%
100	14.84%	71.13%

Figure 8-3 RAIM World Wide Coverage Trend

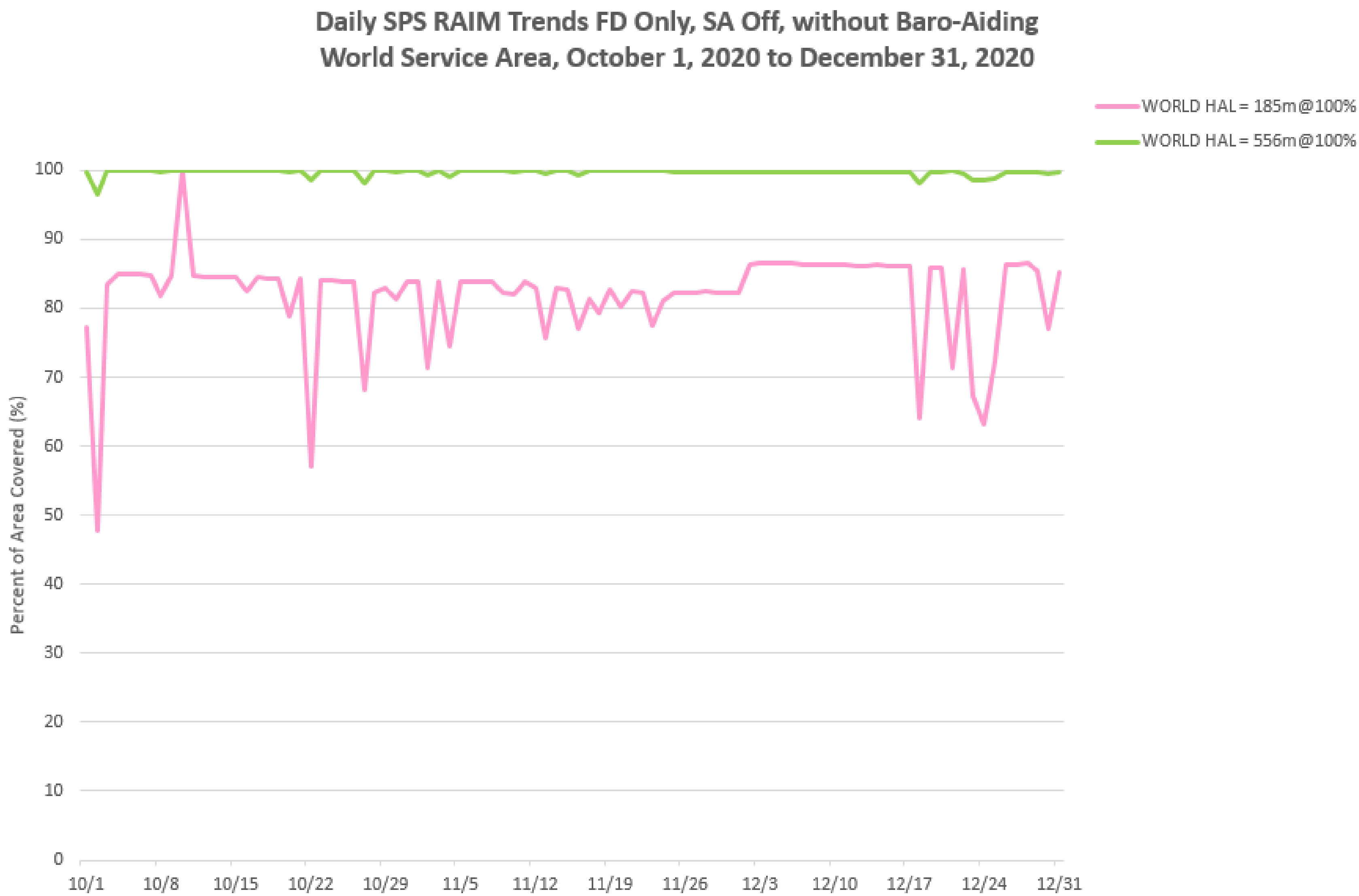
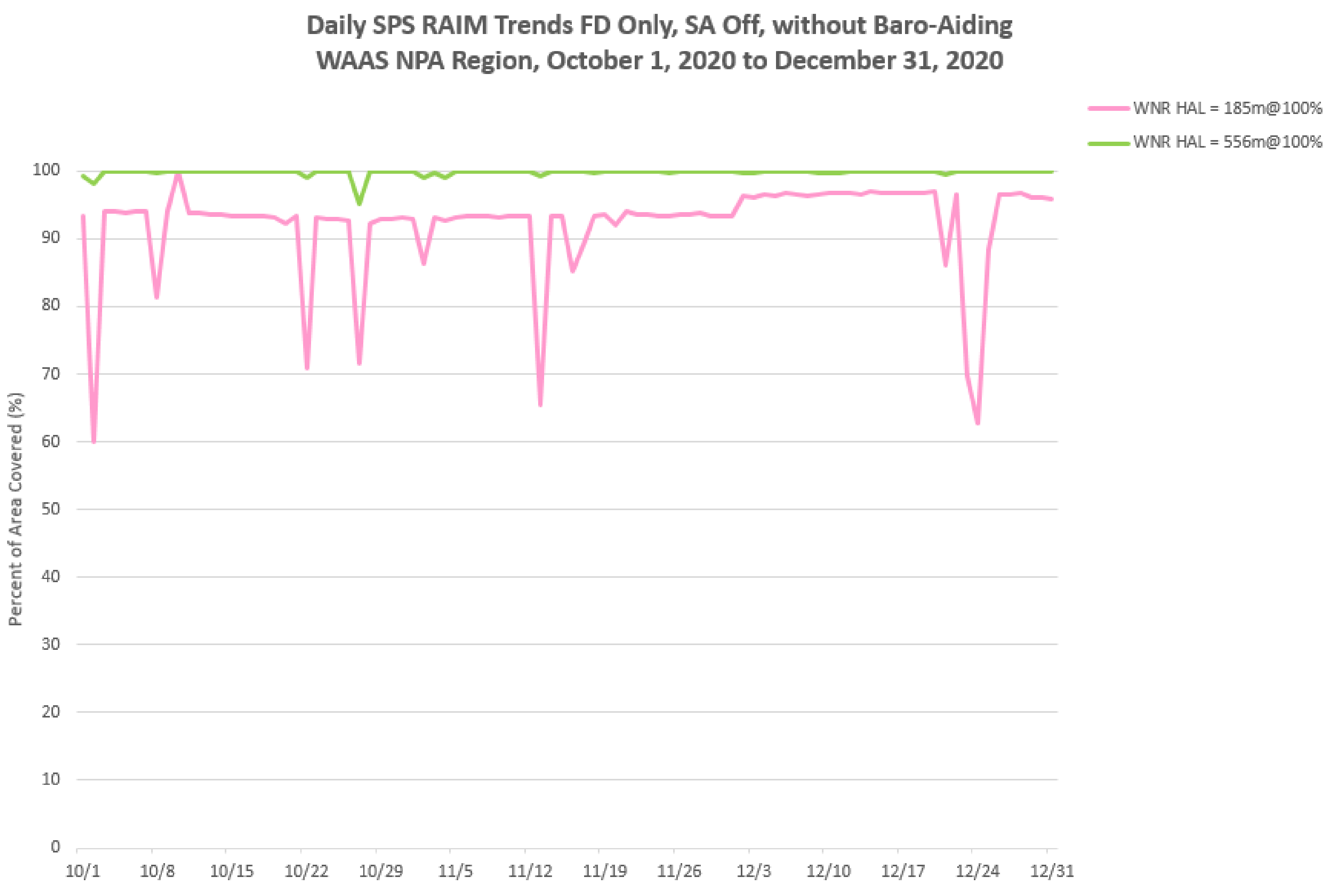


Figure 8-4 RAIM RNP Coverage Trend for WAAS NPA Service Area



8.3 RAIM Airport Analysis

Figure 8-5 and Figure 8-6 show RAIM RNP 0.1 and RNP 0.3 availability at all U.S. and Canadian airports that have an RNAV (GPS) published approach or better.

Figure 8-5 RAIM RNP 0.1 Airport Availability

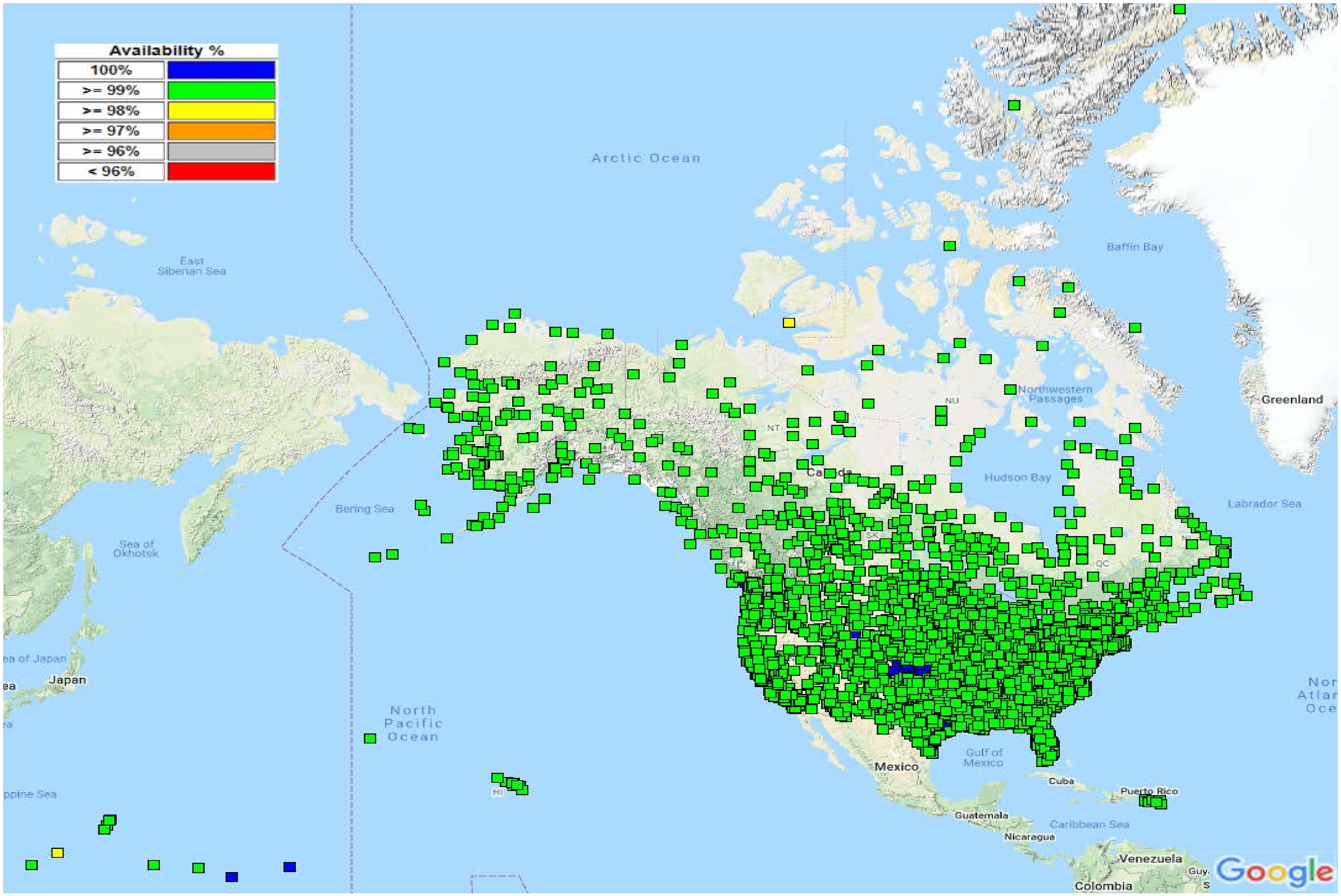


Figure 8-6 RAIM RNP 0.3 Airport Availability

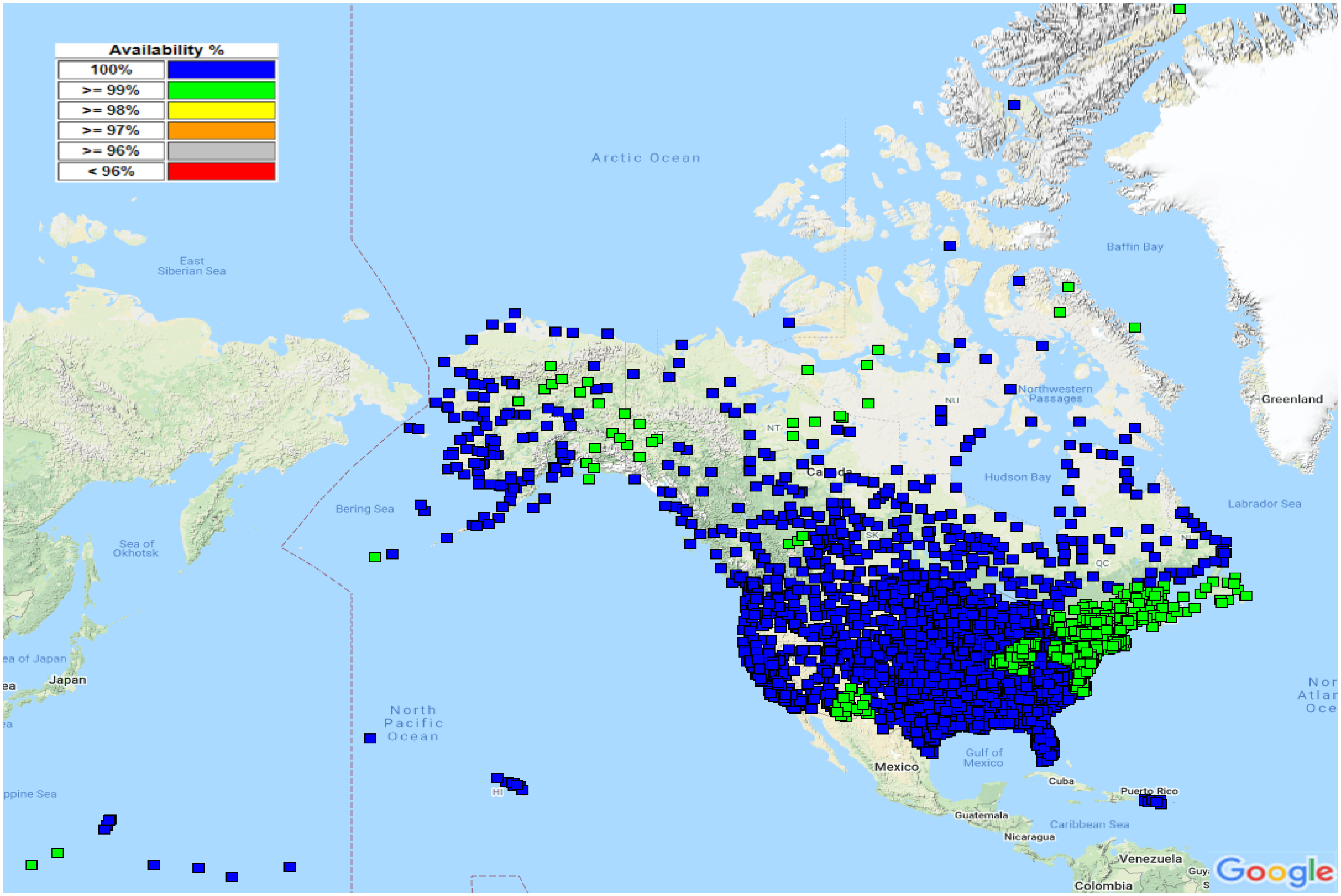


Figure 8-7 and Figure 8-8 respectively show the number of RAIM RNP 0.1 and RAIM RNP 0.3 outages for every airport in the U.S. and Canada that have a RNAV (GPS) published approach or better.

Figure 8-7 RAIM RNP 0.1 Airport Outages

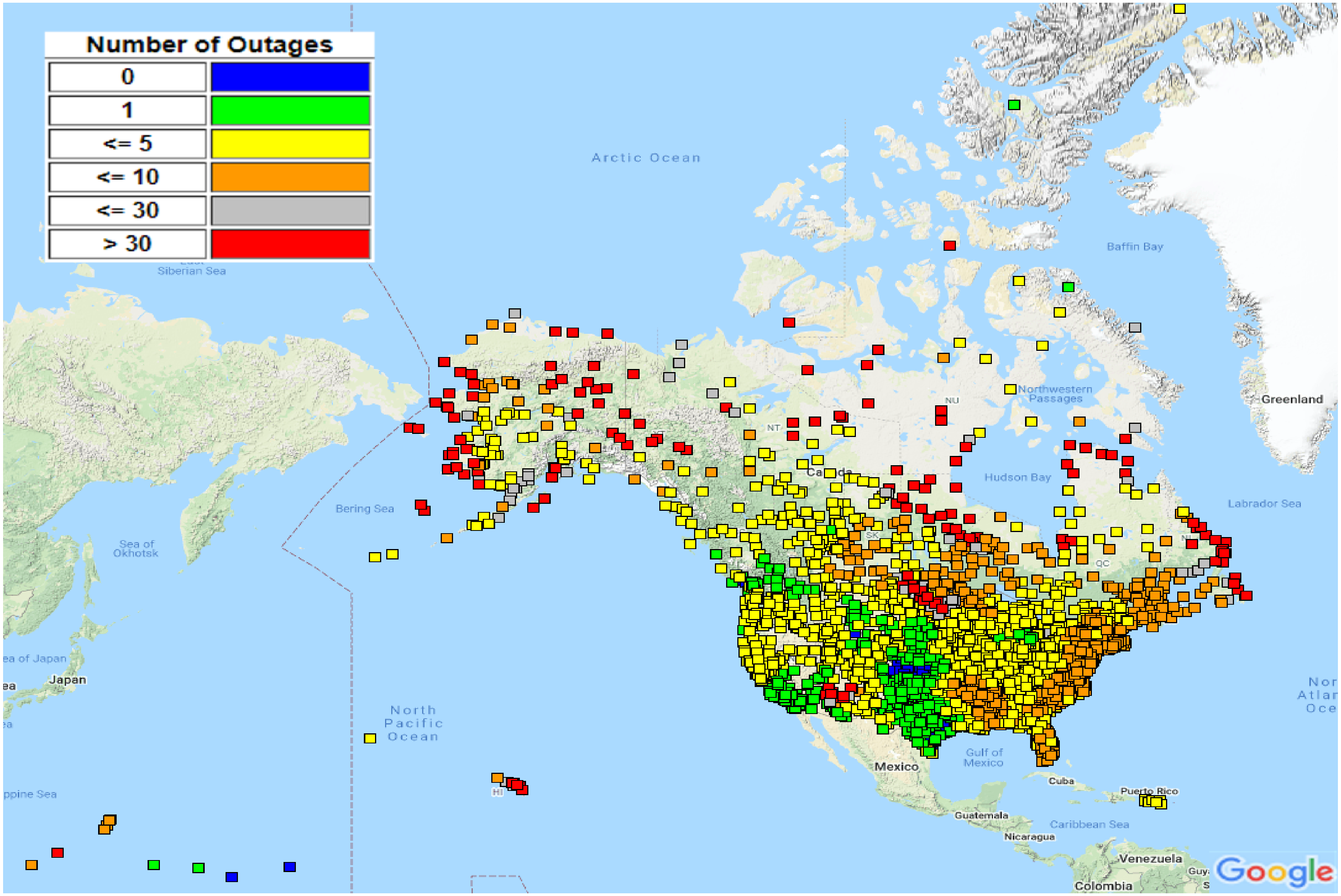
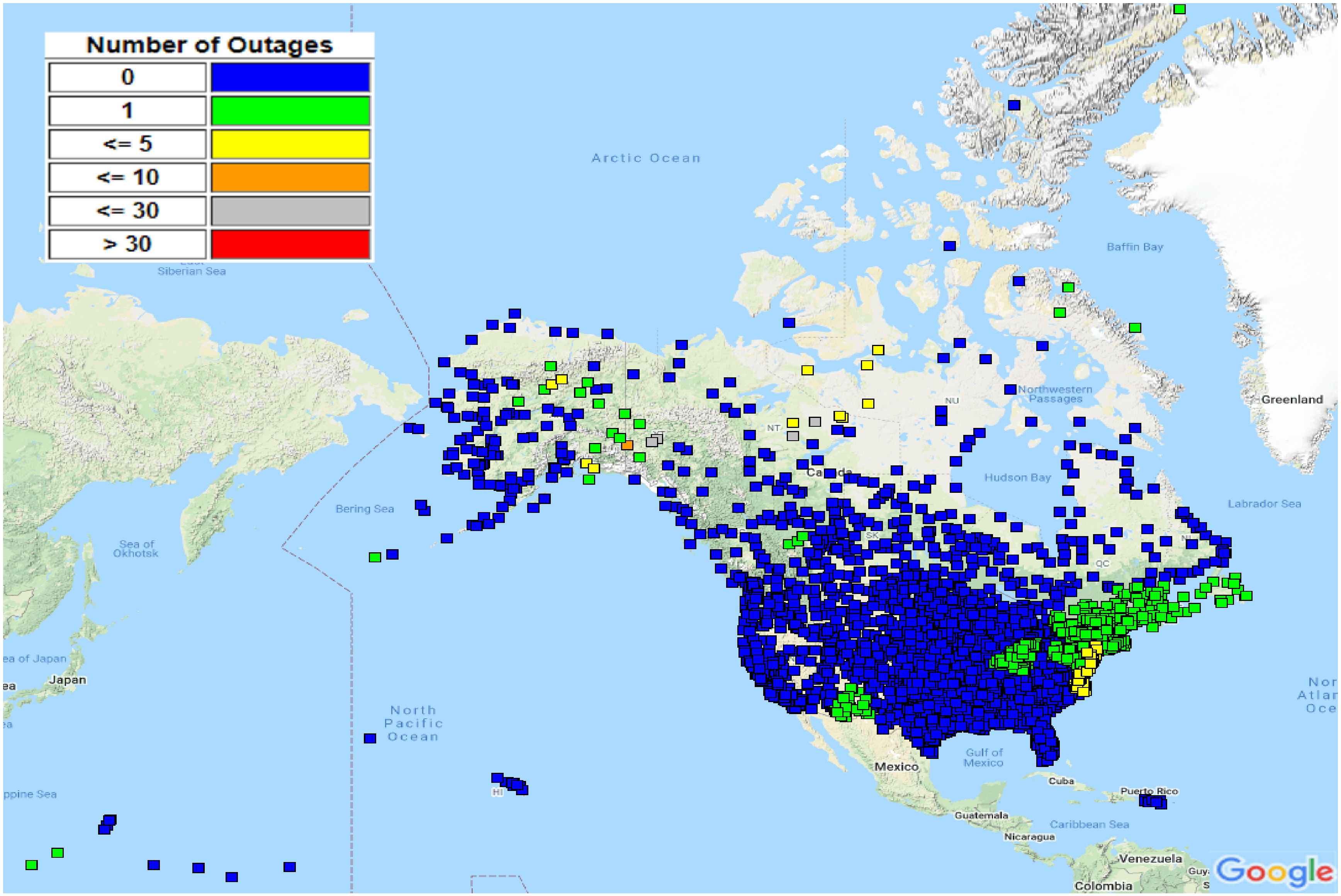


Figure 8-8 RAIM RNP 0.3 Airport Outages



9. GPS TEST NOTAMS SUMMARY

9.1 GPS Test NOTAMs Issued

GPS test NOTAMs were not evaluated for this quarter.

10. GPS BROADCAST ORBIT VERSUS NGA PRECISE ORBITS AND URA (IAURA) BOUNDING ANALYSIS

As part of the WAAS off-line monitoring process, the accuracy of the GPS broadcast ephemeris is periodically compared to the NGA precise orbit information to monitor the validity of an a priori assumption concerning the accuracy of the GPS broadcast ephemeris information. That a priori assumption is part of a brute force computer simulation analysis utilized as part of the safety proof of the WAAS MT-28 functionality. That brute force analysis searches a simulated error sphere around a GPS satellite for a worst-case projection of post-correction ephemeris error to any user. A pessimistic extrapolation of historical data was used as an a priori to limit the radius of the searched sphere to a finite distance. This periodic offline monitoring verifies that the original logic of the a priori assumption remains sound.

The assumptions being validated are:

- Height Error: +/-15 meters (standard deviation < 2.8 m),
- Along Track Error: +/-65 meters (standard deviation < 12.2 m)
- Cross Track Error: +/-30 meters (standard deviation < 5.6 m)

C/A Nav data URA bounding and L2C CNAV IAURA bounding performance are also evaluated.

For C/A Nav data, all IGS high-rate 15-minute broadcast navigation data RINEX format files are downloaded and merged into 24-hour broadcast navigation data files which are then added to RINEX nav data files from all WAAS peripheral reference stations. A majority voting algorithm is used to screen the navigation data after a LSB recovery algorithm is applied. NGA APC precise ephemeris referenced to the GPS satellite antenna phase center is downloaded from the NGA site. GPS satellite positions are computed every 15 minutes and differenced with the precise orbits. The resulting error information is then segregated into the Height, Along Track, and Cross Track (HAC) error data. The standard deviation of those errors is then computed for each dimension for each satellite. Figure 10-1 through Figure 10-4 show the standard deviation results.

The assumption is valid if a 5.33 scaling of the standard deviation across all satellites is within the a priori. Three months of data from October 1 to December 31, 2020 is presented. Only data points in which GPS is healthy and valid precise data is available are considered. There was maintenance on PRN25 on 10/01/20, PRN19 on 10/08/20, PRN1 on 10/16/20, PRN30 on 10/20/20, PRN2 on 10/22/20, PRN24 on 10/27/20, PRN27 on 10/28/20, PRN17 on 10/29/20, PRN6 on 11/02/20, PRN9 on 11/04/20, PRN3 on 11/09/20, PRN32 on 11/10/20, PRN30 on 11/13/20, PRN26 on 11/16/20, PRN21 on 11/18/20, PRN8 on 11/20/20, PRN10 on 11/23/20 and PRN7 on 12/23/20. Figure 10-5 shows the availability of C/A Nav data. There were no points where GPS was healthy and the NGA data was missing. There are no points where GPS C/A GPS Nav data is unavailable other than during NANUs.

For L2C CNAV data, raw 300-bit L2C and L5 CNAV message data is obtained from the WAAS G3 test receivers located at the NSTB ACY reference station. Those receivers are located at the William J. Hughes Technical Center in Atlantic City, NJ. CNAV data was only available while the satellites were in view of ACY G3 test receivers. This is the reason for the sparseness in the CNAV data. Because of the sparseness of the data, CNAV data from rising and setting satellites was used for the entire 3-hour fit interval, even though on rising and setting satellites there would have normally been an ephemeris set update at the 2-hour points. Those missing updates may or may not have provided improvement to the accuracy. L2C is used because there are more L2C capable satellites than L5 capable satellites. Table 10-1 shows the satellites that are capable of broadcasting L2C, L5 and L1C. In the current GPS constellation, PRN23, SV76, was added to the GPS constellation and set to Usable on October 1, 2020. SV77, PRN14, was also added to the GPS constellation and set to Usable on December 2, 2020. PRN11 is currently not in use as SV46 was set Unusable and decommissioned on November 10, 2020

Table 10-1. Signal Capability per Satellite Vehicle

PRN	SV	Block Type	L2C	L5	L1C
1	63	IIF	Yes	Yes	
2	61	IIR			
3	69	IIF	Yes	Yes	
4	74	III	Yes	Yes	Yes
5	50	IIR-M	Yes		
6	67	IIF	Yes	Yes	
7	48	IIR-M	Yes		
8	72	IIF	Yes	Yes	
9	68	IIF	Yes	Yes	
10	73	IIF	Yes	Yes	
11	46	IIR			
12	58	IIR-M	Yes		
13	43	IIR			
14	77	III	Yes	Yes	Yes
15	55	IIR-M	Yes		
16	56	IIR			
17	53	IIR-M	Yes		
18	75	III	Yes	Yes	Yes
19	59	IIR			
20	51	IIR			
21	45	IIR			
22	47	IIR			
23	76	III	Yes	Yes	Yes
24	65	IIF	Yes	Yes	

PRN	SV	Block Type	L2C	L5	L1C
25	62	IIF	Yes	Yes	
26	71	IIF	Yes	Yes	
27	66	IIF	Yes	Yes	
28	44	IIR			
29	57	IIR-M	Yes		
30	64	IIF	Yes	Yes	
31	52	IIR-M	Yes		
32	70	IIF	Yes	Yes	

The sign convention for this analysis is error = broadcast ECEF - precise ECEF. Along track is positive in the direction of the velocity vector. Cross track completes a right hand system with height and along track.

Figure 10-7 and Figure 10-8 are URA (IAURA) over bounding plots. URA bounding using C/A Nav data used the maximum of the range indicated by the broadcast URA index. IAURA bounding using CNAV data used the algorithm from IS-GPS-200/IS-GPS-705. The error used in the analysis is at the location of maximum error in the footprint (usually edge of coverage). Review of the bounding plots, the QQ plots, and the histograms indicates that CNAV data is not as conservative as using the max URA from the C/A Nav data. The CNAV over bounding plot does not pass. Sparseness of data may have contributed to the failure to over bound. (i.e., using the full 3-hour fit interval at the beginning and end of tracks).

Figure 10-9 through Figure 10-63 are plots of the height, along track, and cross track error relative to NGA precise orbits by PRN number. These plots do not include clock error.

Figure 10-64 through Figure 10-77 are QQ plots of the URA (IAURA) normalized total range error (height, along track, cross track, and clock) projected onto the surface of the earth. The surface of the Earth Is approximated using +/-13.9-degrees from the bore sight of the satellite. The max URA of the broadcast URA index range is used for the C/A Nav data, and IAURA is used for the CNAV data. The range of the QQ plot axis has been fixed at +/-5. Annotations are provided for any instances beyond that range.

Errors larger than 3 times URA (IAURA) for C/A and 4 times URA (IURA) for CNAV were investigated.

Figure 10-78 through Figure 10-132 are histograms of the height error, along track error, cross track error, and URA (IAURA) normalized range error.

Figure 10-133 through Figure 10-187 are the timelines of the URA (IAURA) normalized range error. Missing data points are in red and are NANUs for the C/A data. The large number of red points in the CNAV data are the points where the satellites are out of view of ACY.

10.1 GPS Broadcast Orbit Accuracy Standard Deviation Plots

Figure 10-1 GPS Broadcast Orbit Accuracy Standard Deviations Using C/A Nav Data

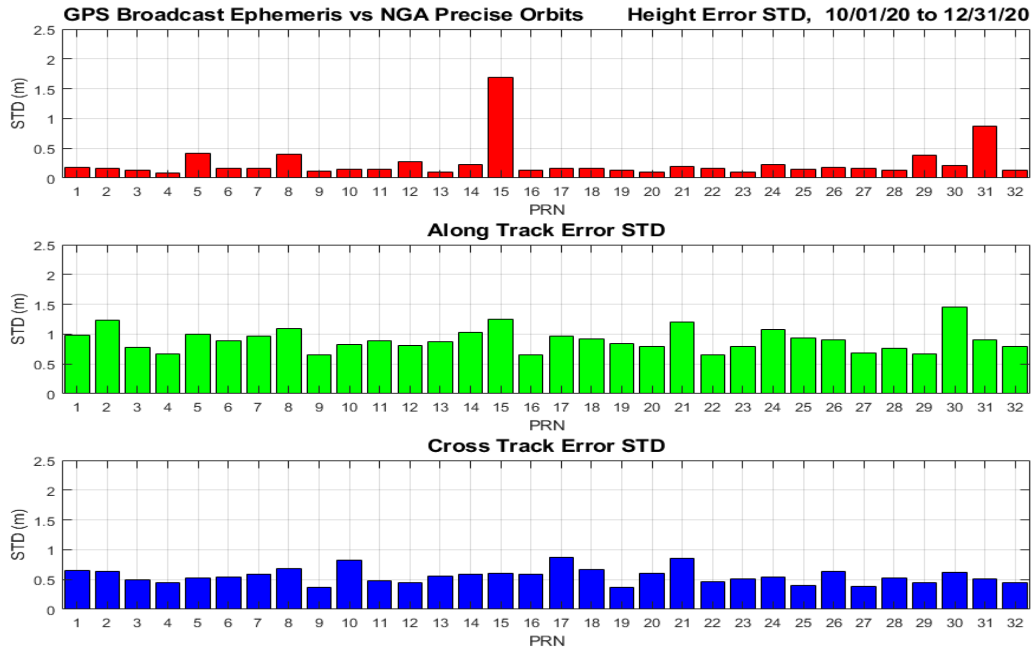


Figure 10-2 GPS Broadcast Orbit Accuracy Standard Deviations Using L2C CNAV Data

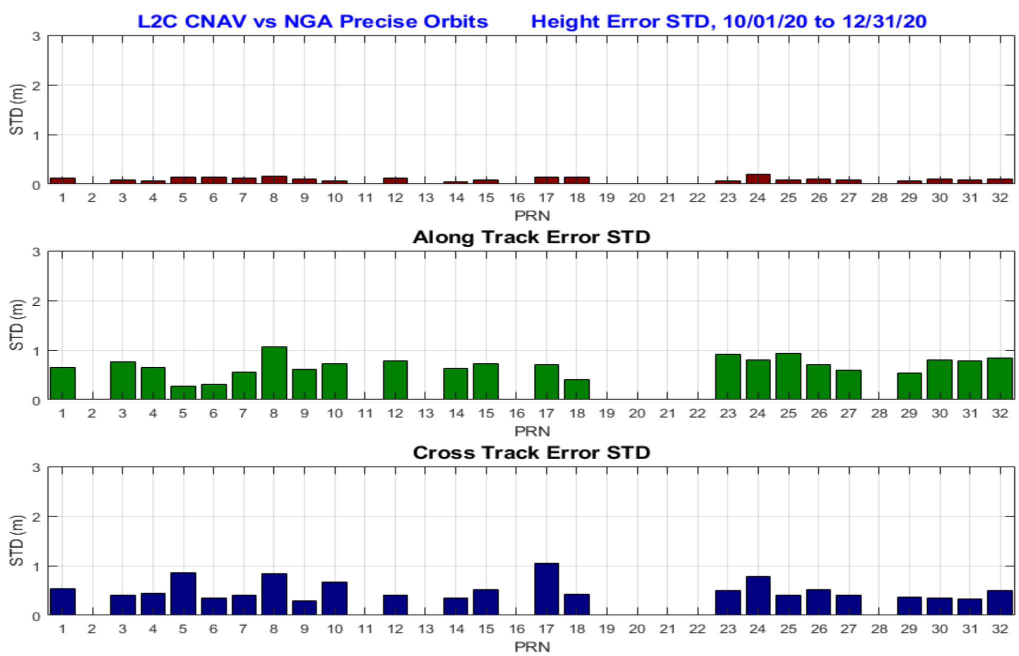


Figure 10-3 GPS Broadcast Orbit Error Means Using C/A Nav Data

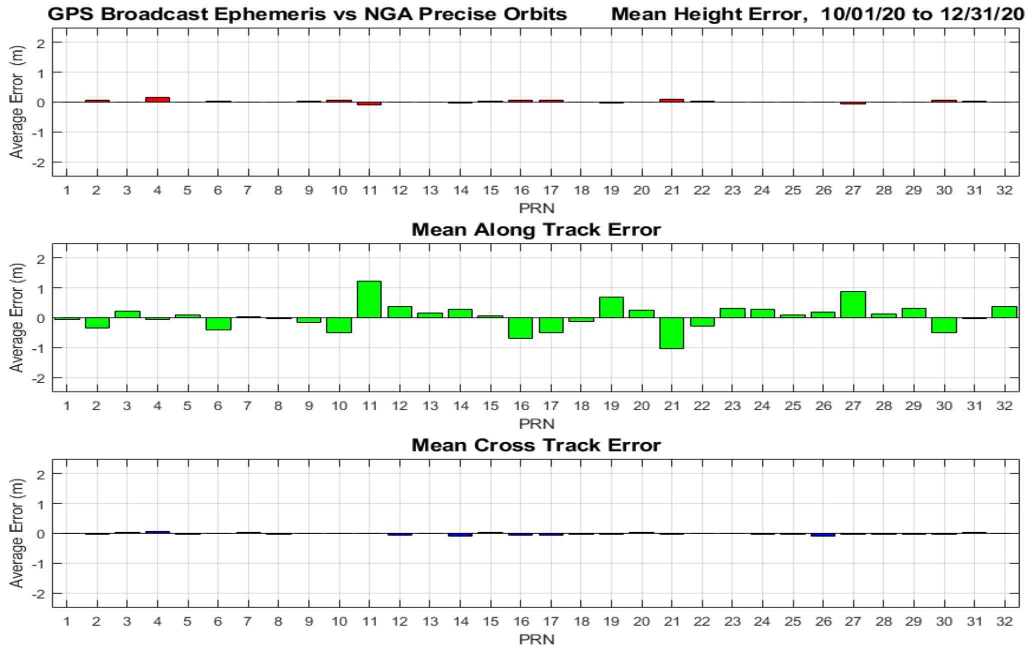
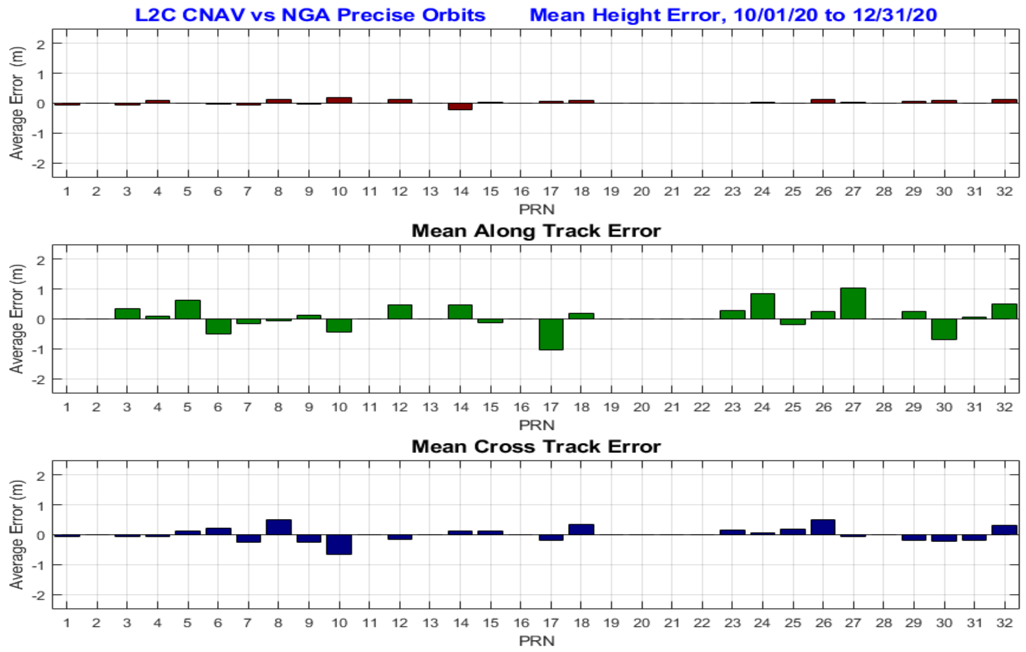
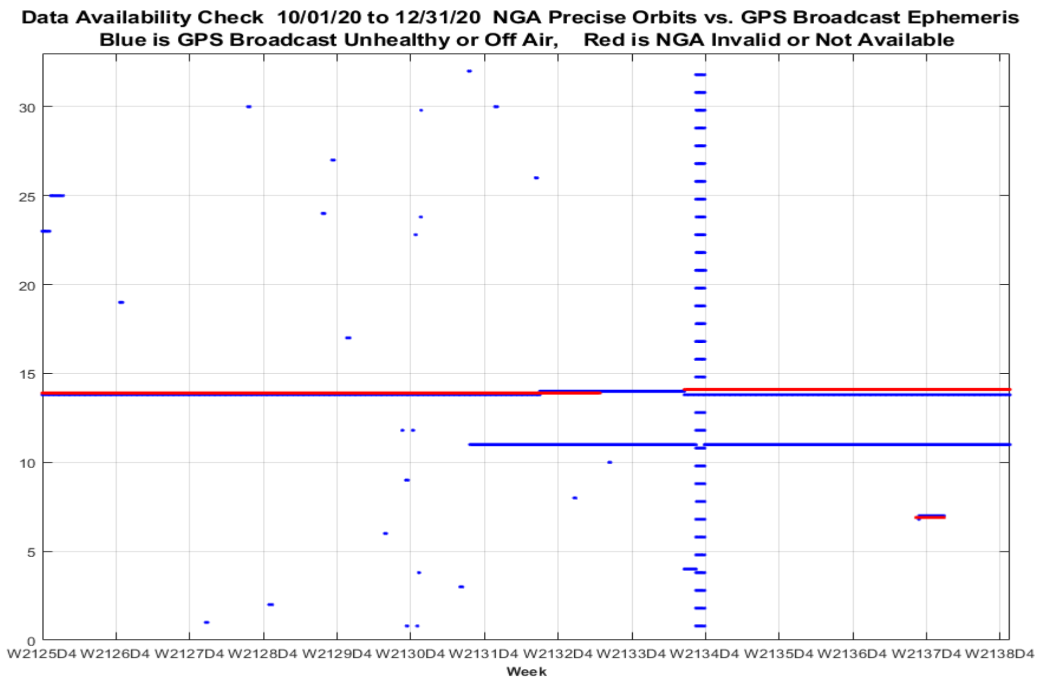


Figure 10-4 GPS Broadcast Orbit Error Means Using L2C CNAV Data



10.2 Broadcast Ephemeris vs. NGA Precise Data Availability Plots

Figure 10-5 Broadcast Ephemeris vs. NGA Precise Data Availability Plots



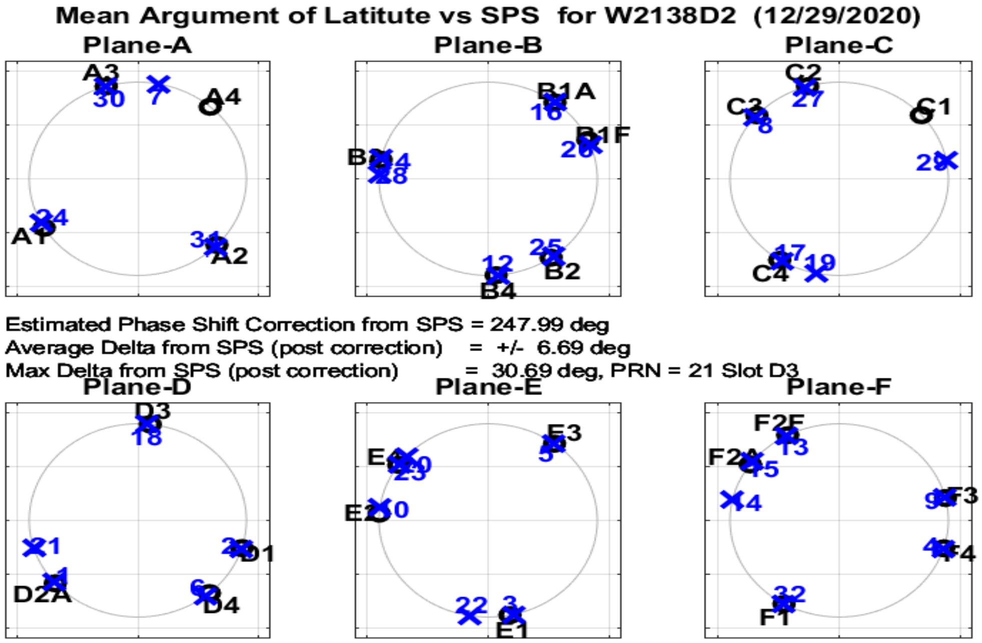
10.3 Current GPS Constellation

Table 10-2 is a listing of the current GPS Constellation plane and slot designations provided by the United States Coast Guard (USCG) Navigation Center (NavCen) as depicted by their GPS Satellite Locations Slant Chart. Table 10-2 reflects actual orbital configuration and may not match the current GPS Constellation Operational Advisory (AO) status published by the USCG NavCen, which depicts the control station configuration. GPS Constellation slots designated with an Asterisk refer to the expandable slots. Expandable slots are divided into a fore (F) and an aft (A) slot. Figure 10-6 is a graphical representation of the current GPS Constellation during the reporting period.

Table 10-2. GPS Constellation Plane/Slot per SV

Plane	Slot	SV	PRN	Block Type
A	1	65	24	IIF
A	2F*	52	31	IIR-M
A	2A			
A	3	64	30	IIF
A	4	48	7	IIR-M
B	1F*	71	26	IIF
B	1A	56	16	IIR
B	2	62	25	IIF
B	3	44	28	IIR
B	4	58	12	IIR-M
C	1	57	29	IIR-M
C	2	66	27	IIF
C	3	72	8	IIF
C	4F*	53	17	IIR-M
C	4A	59	19	IIR
D	1	61	2	IIR
D	2F*	46	11	IIR
D	2A	63	1	IIF
D	3	45	21	IIR
D	4	67	6	IIF
E	1	69	3	IIF
E	2	73	10	IIF
E	3F*	50	5	IIR-M
E	3A	47	22	IIR
E	4	51	20	IIR
F	1	70	32	IIF
F	2F*	43	13	IIR
F	2A	55	15	IIR-M
F	3	68	9	IIF
F	4	74	4	III
D	-	75	18	III
F		41	14	IIR
F		60	23	IIR

Figure 10-6 Current GPS Constellation



10.4 URA Over-Bounding Plots

Figure 10-7 URA Over-bounding Using C/A Nav Data

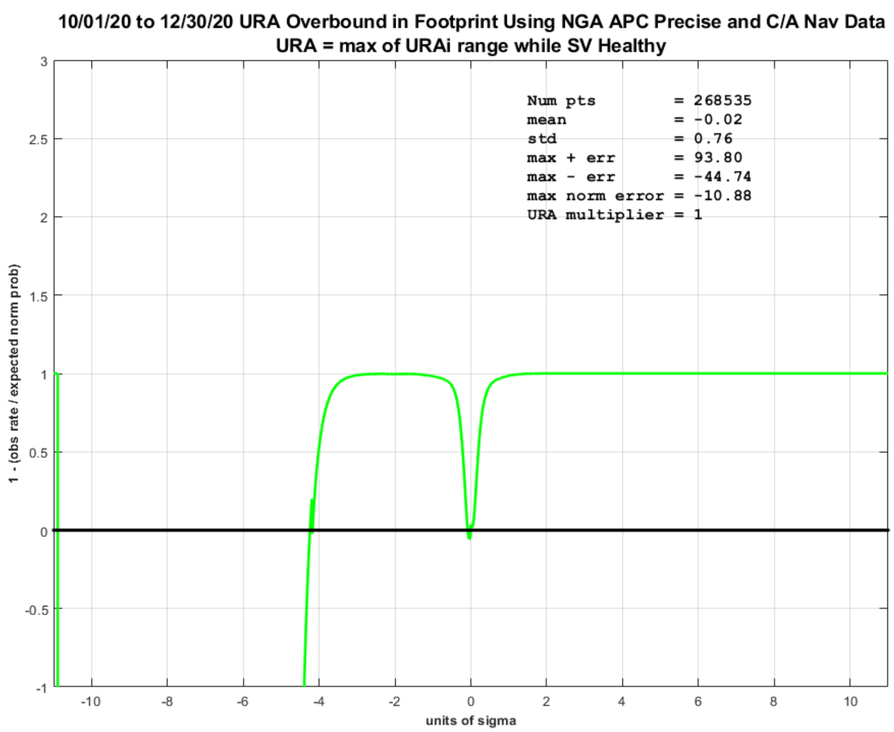
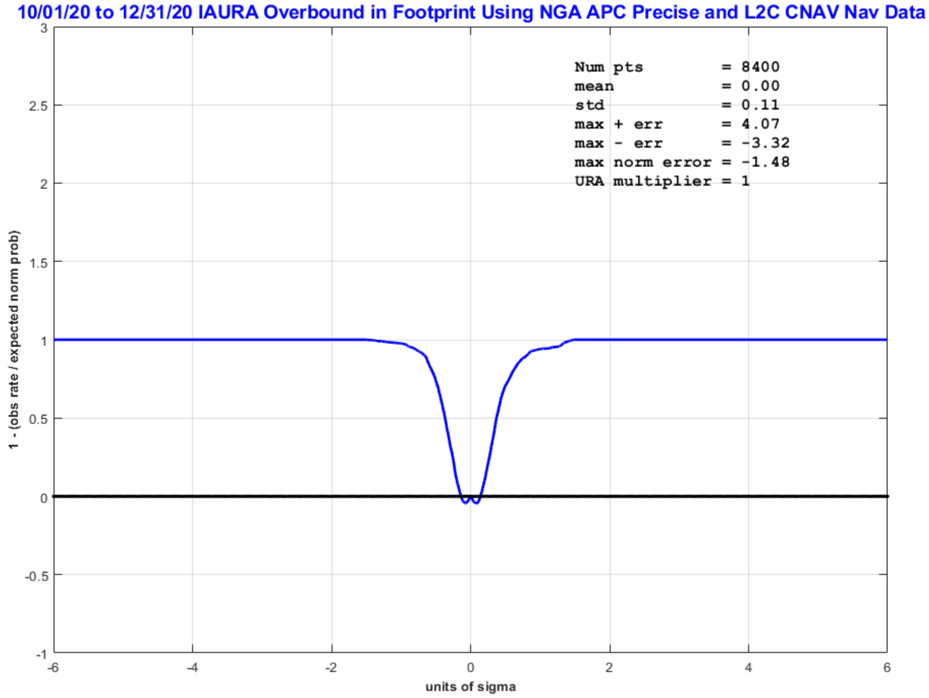


Figure 10-8 IAURA Over-bounding Using L2C CNAV Data



10.5 Orbit Error Plots for All Satellites

Figure 10-9 Orbit Error PRN-1 (SVN-63) Using C/A Nav Data

Figure 10-10 Orbit Error PRN-1 (SVN-63) Using L2C CNAV Data

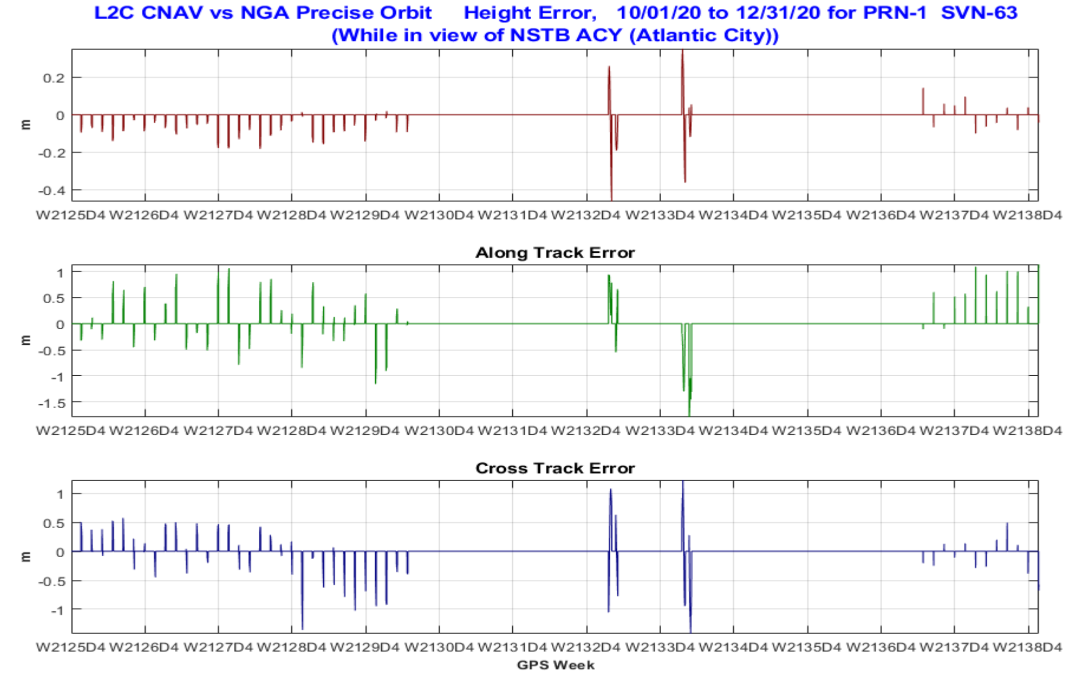


Figure 10-11 Orbit Error PRN-2 (SVN-61) Using C/A Nav Data

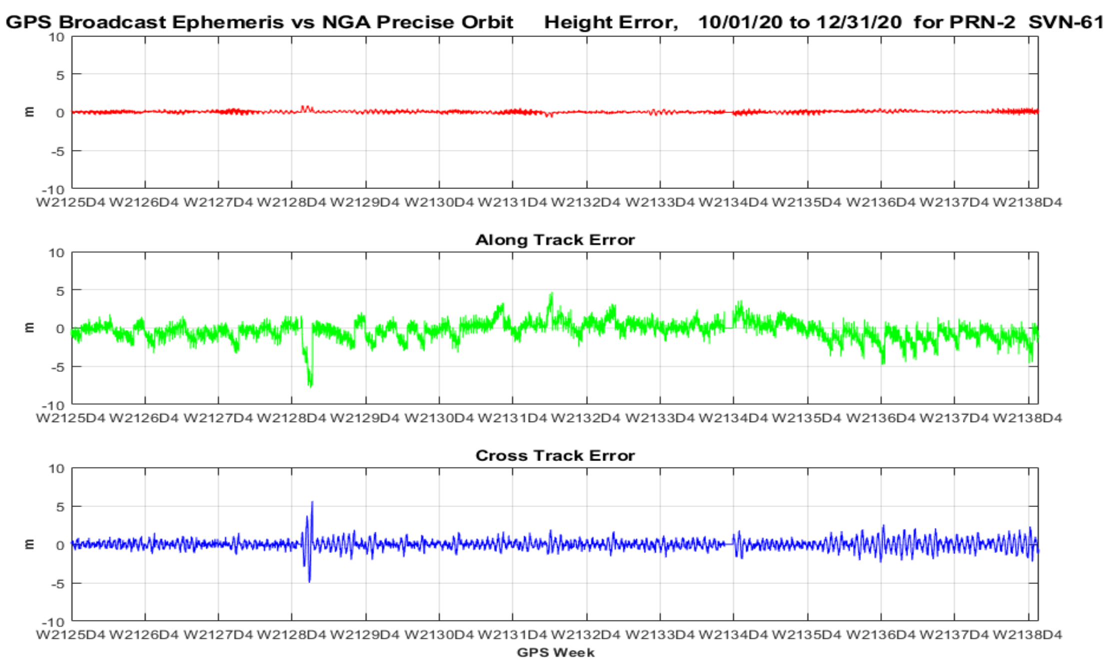


Figure 10-12 Orbit Error PRN-3 (SVN-69) Using C/A Nav Data

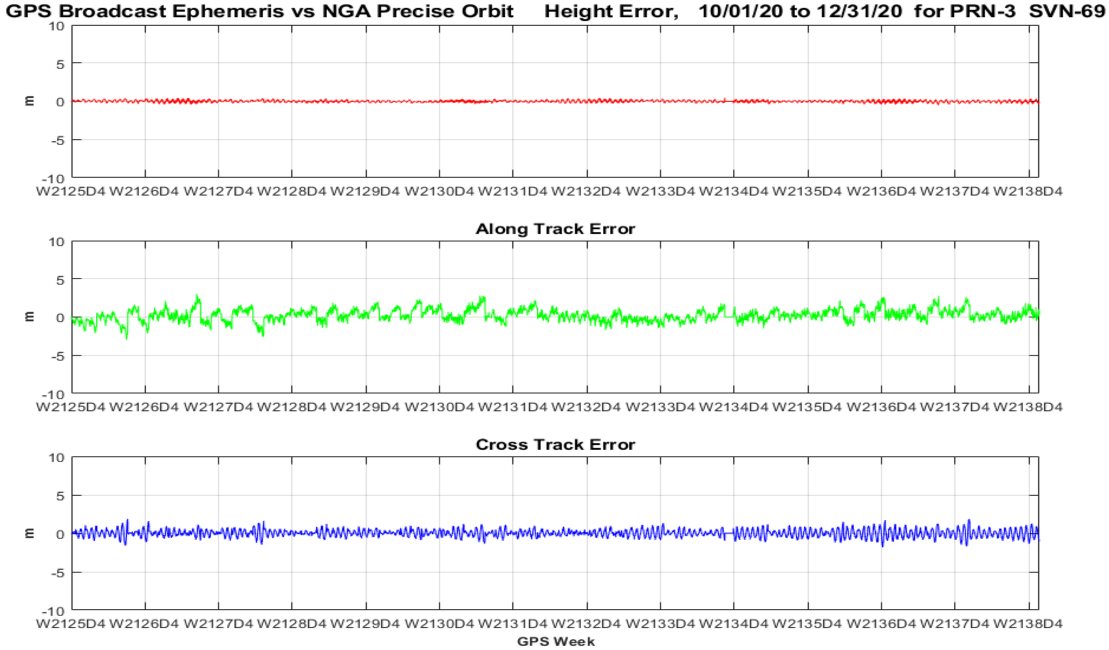


Figure 10-13 Orbit Error PRN-3 (SVN-69) Using L2C CNAV Data

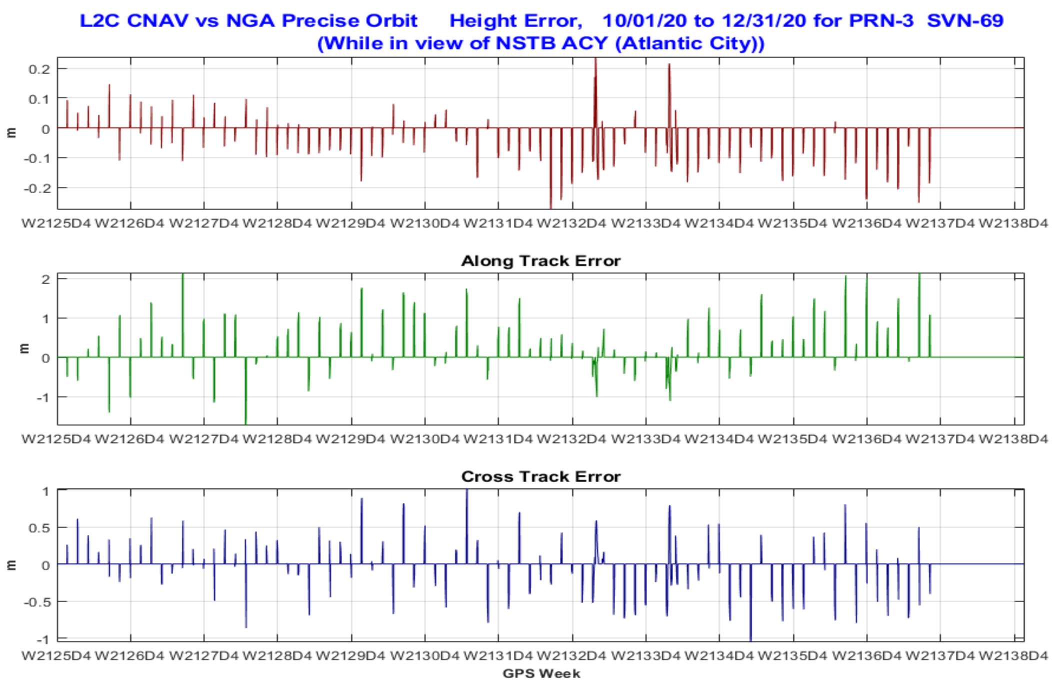


Figure 10-14 Orbit Error PRN-4 (SVN-74) Using C/A Nav Data

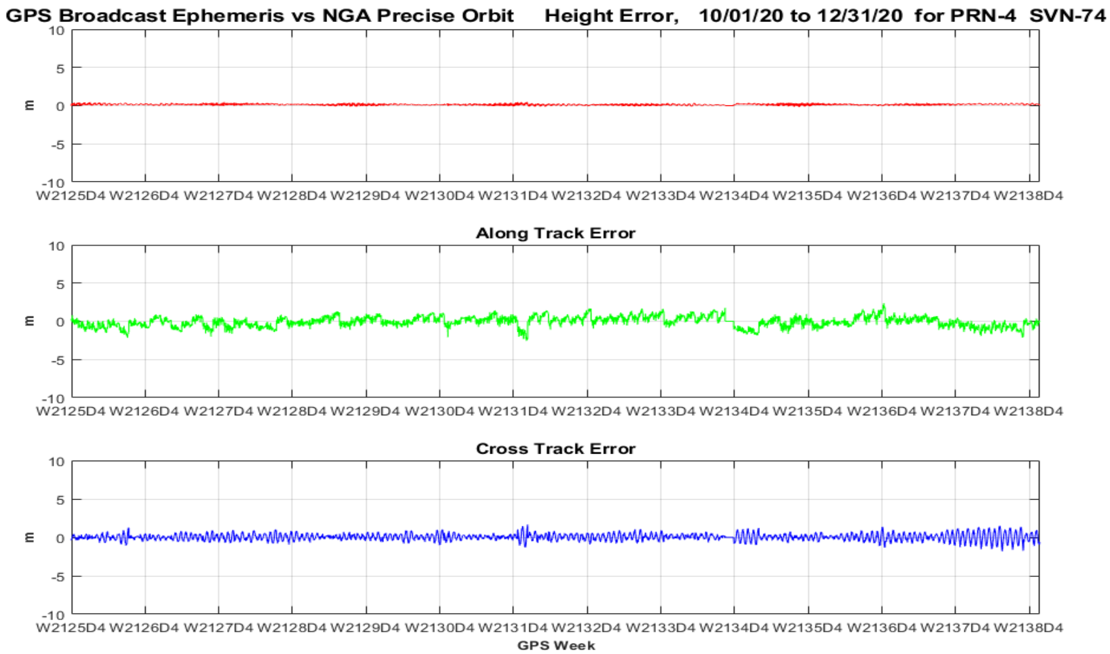


Figure 10-15 Orbit Error PRN-4 (SVN-74) Using L2C CNAV Data

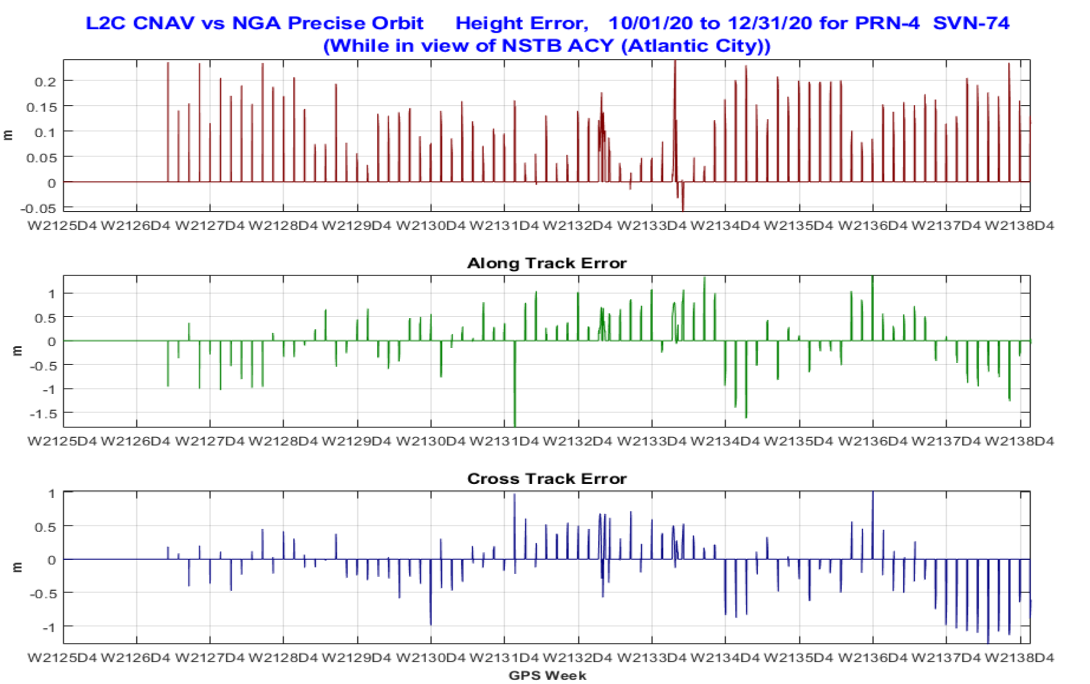


Figure 10-16 Orbit Error PRN-5 (SVN-50) Using C/A Nav Data

Figure 10-17 Orbit Error PRN-5 (SVN-50) Using L2C CNAV Data

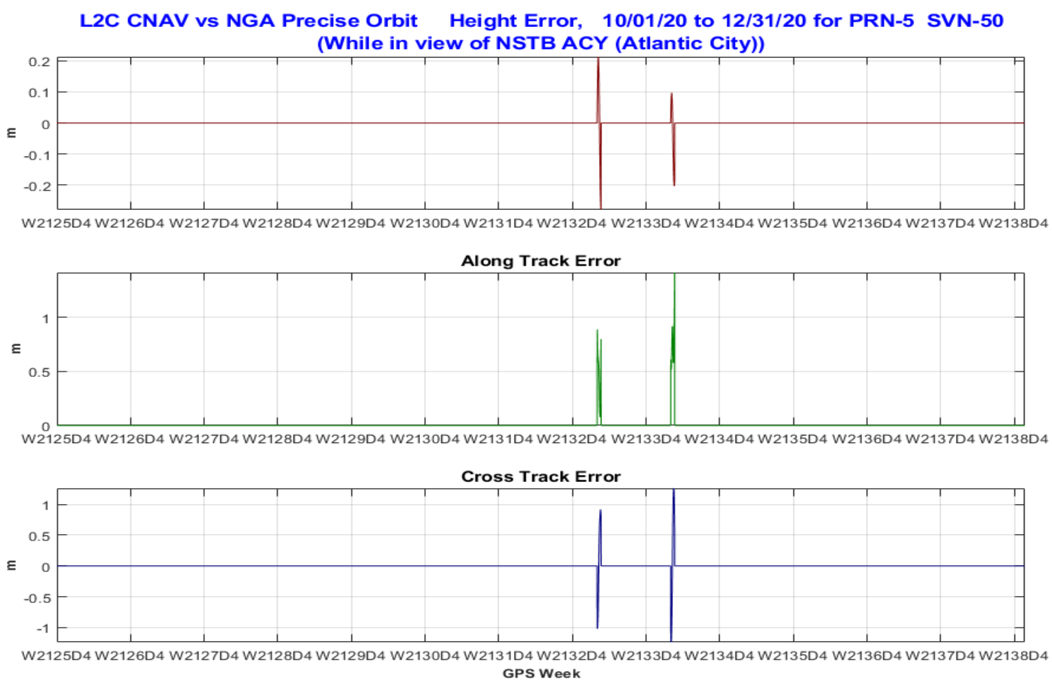


Figure 10-18 Orbit Error PRN-6 (SVN-67) Using C/A Nav Data

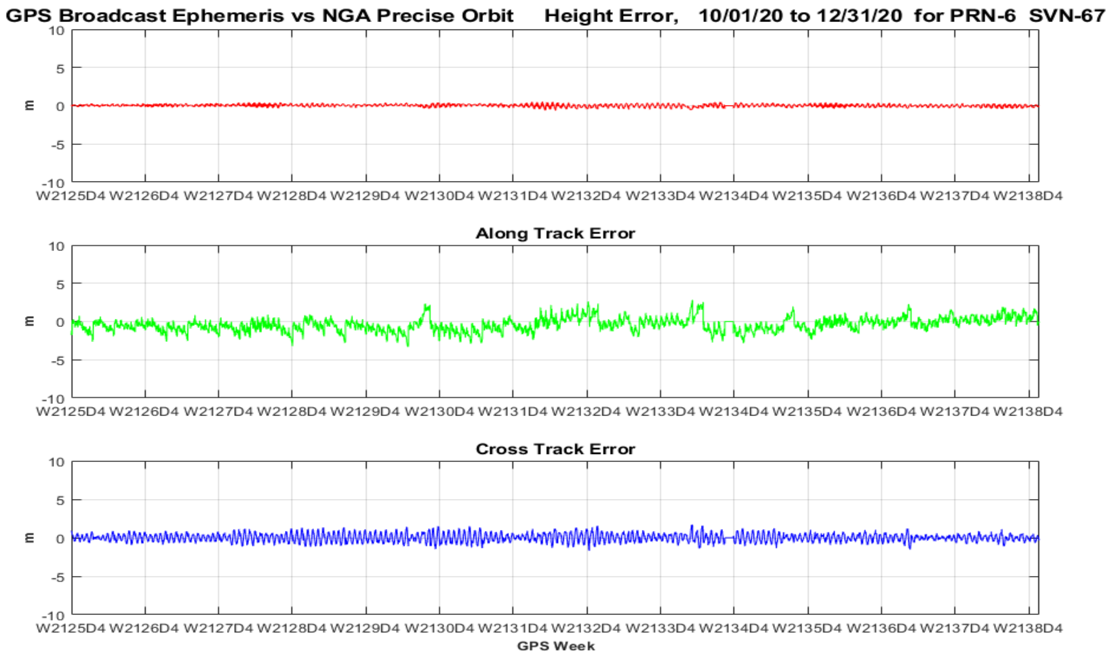


Figure 10-19 Orbit Error PRN-6 (SVN-67) Using L2C CNAV Data

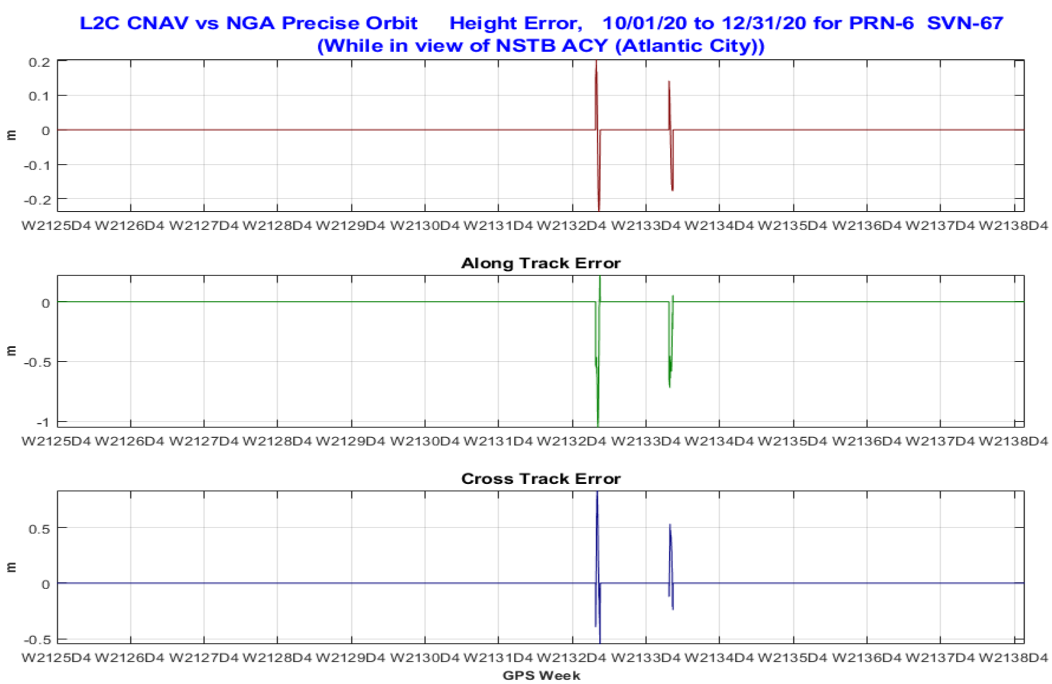


Figure 10-20 Orbit Error PRN-7 (SVN-48) Using C/A Nav Data

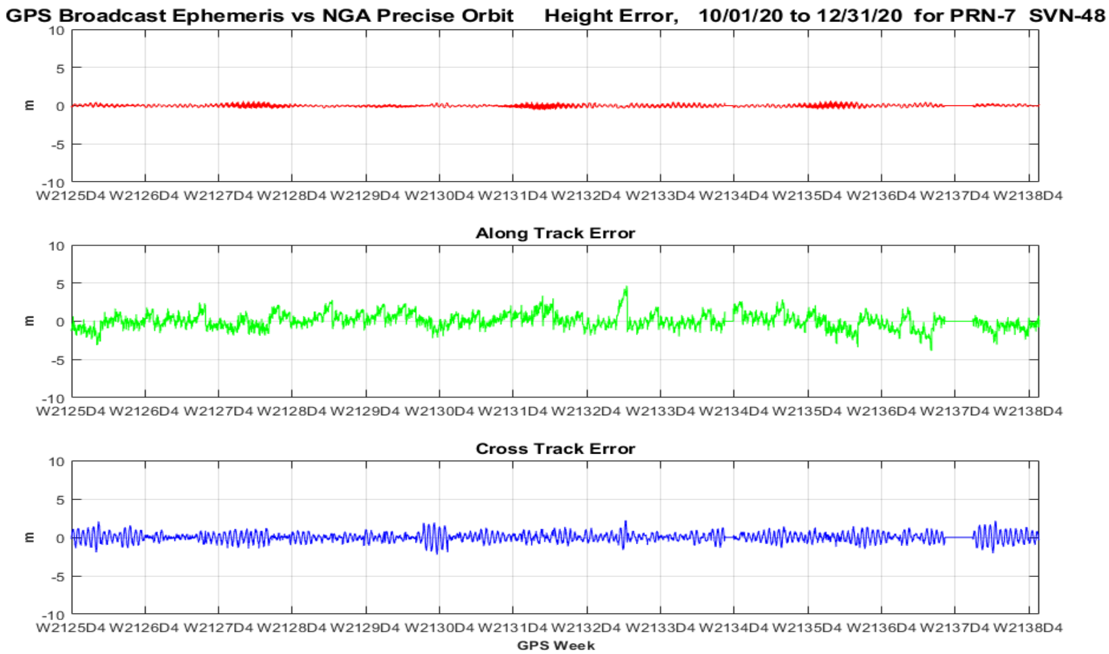


Figure 10-21 Orbit Error PRN-7 (SVN-48) Using L2C CNAV Data

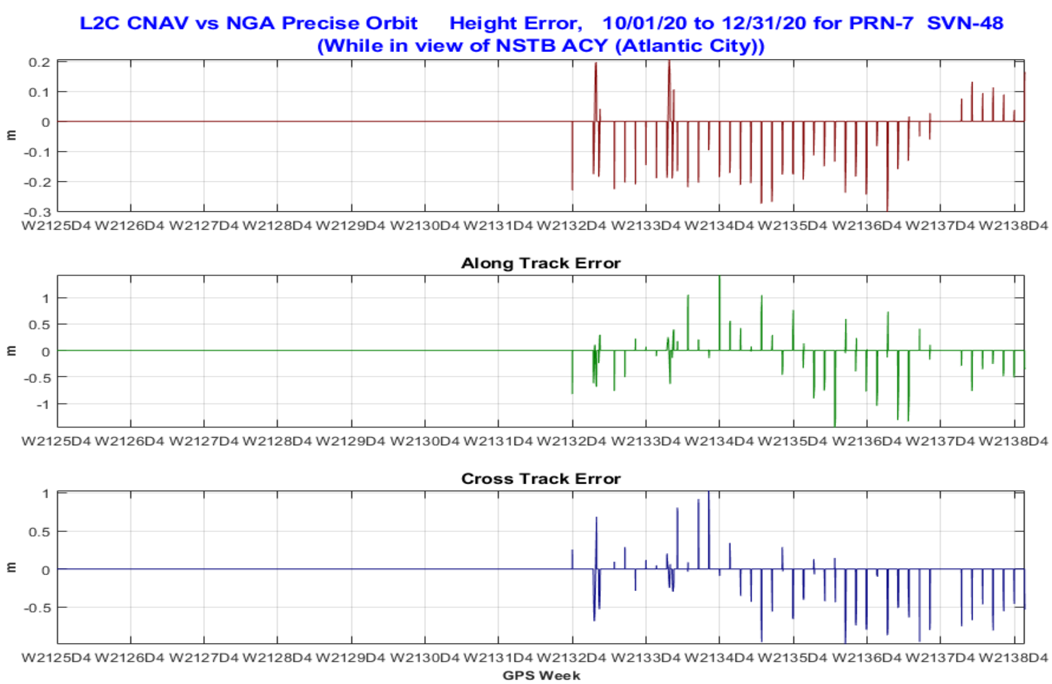


Figure 10-22 Orbit Error PRN-8 (SVN-72) Using C/A Nav Data

Figure 10-23 Orbit Error PRN-8 (SVN-72) Using L2C CNAV Data

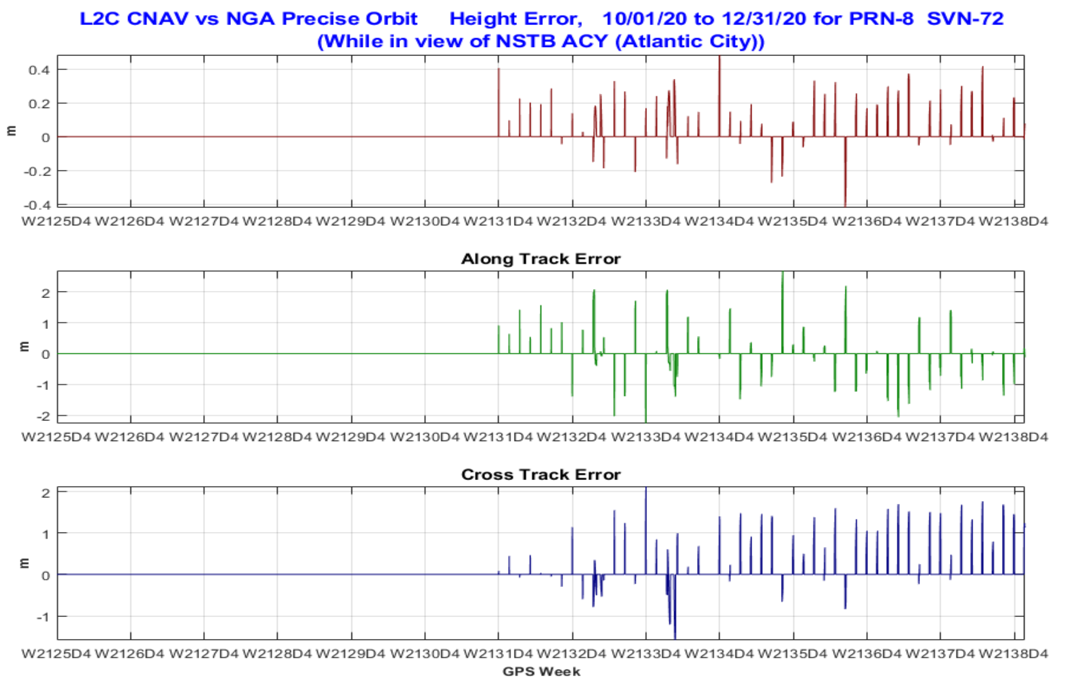


Figure 10-24 Orbit Error PRN-9 (SVN-68) Using C/A Nav Data

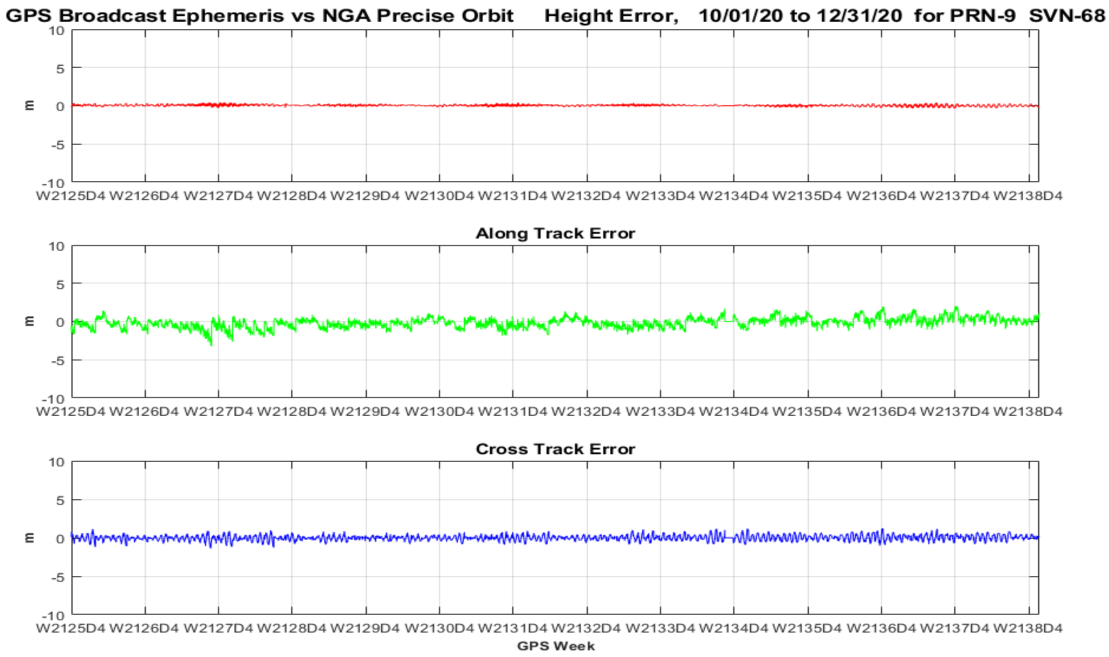


Figure 10-25 Orbit Error PRN-9 (SVN-68) Using L2C CNAV Data

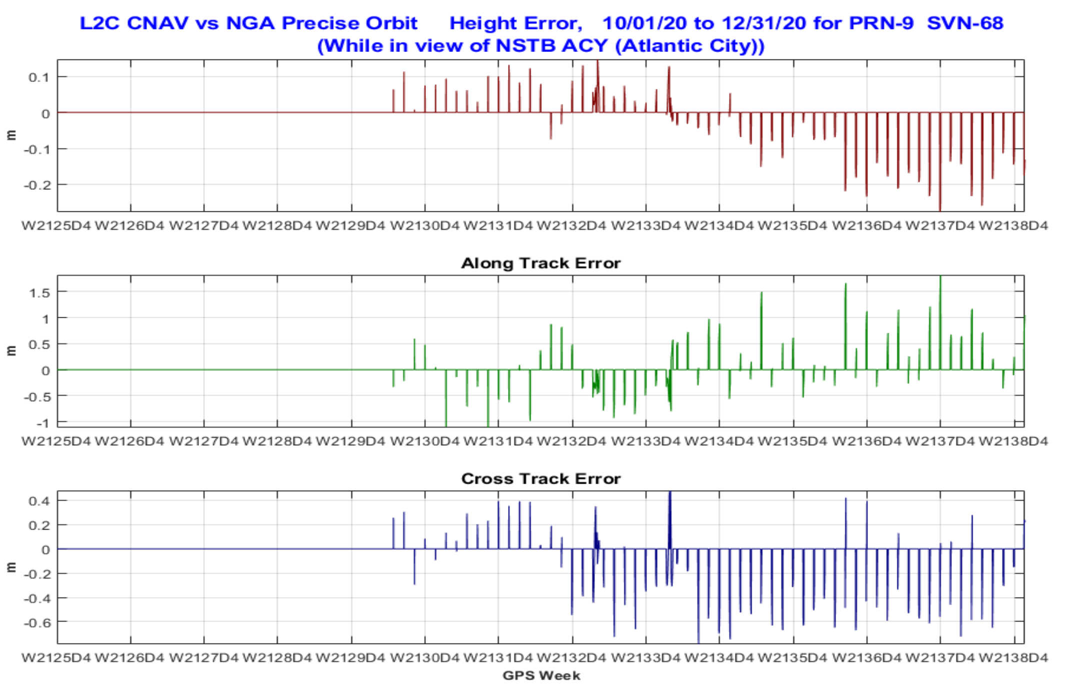


Figure 10-26 Orbit Error PRN-10 (SVN-73) Using C/A Nav Data

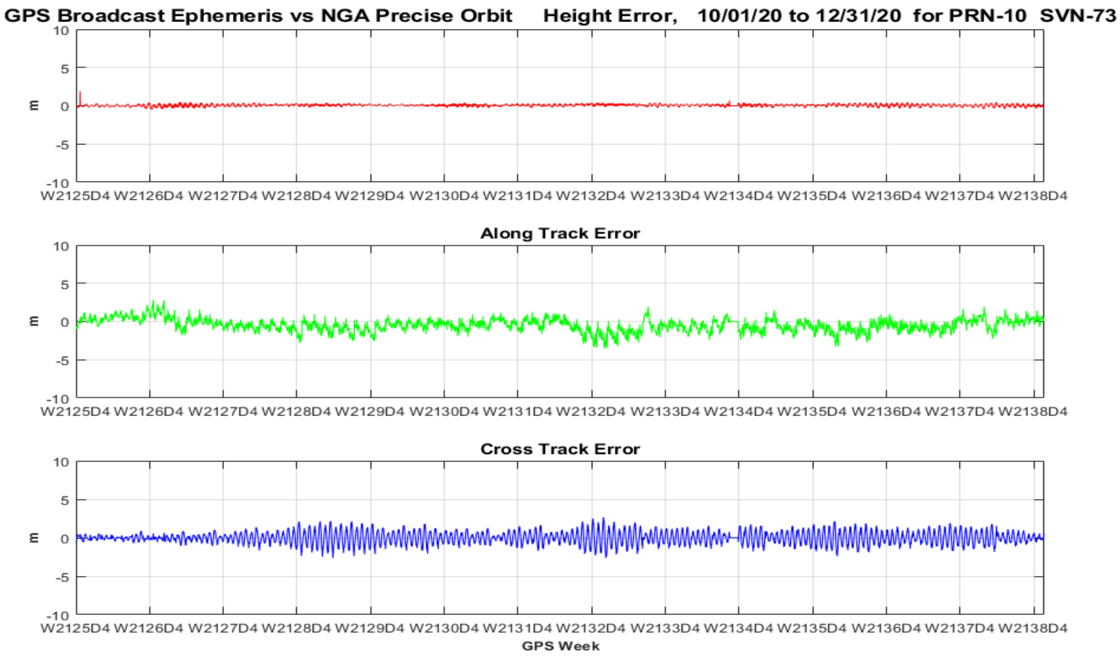


Figure 10-27 Orbit Error PRN-10 (SVN-73) Using L2C CNAV Data

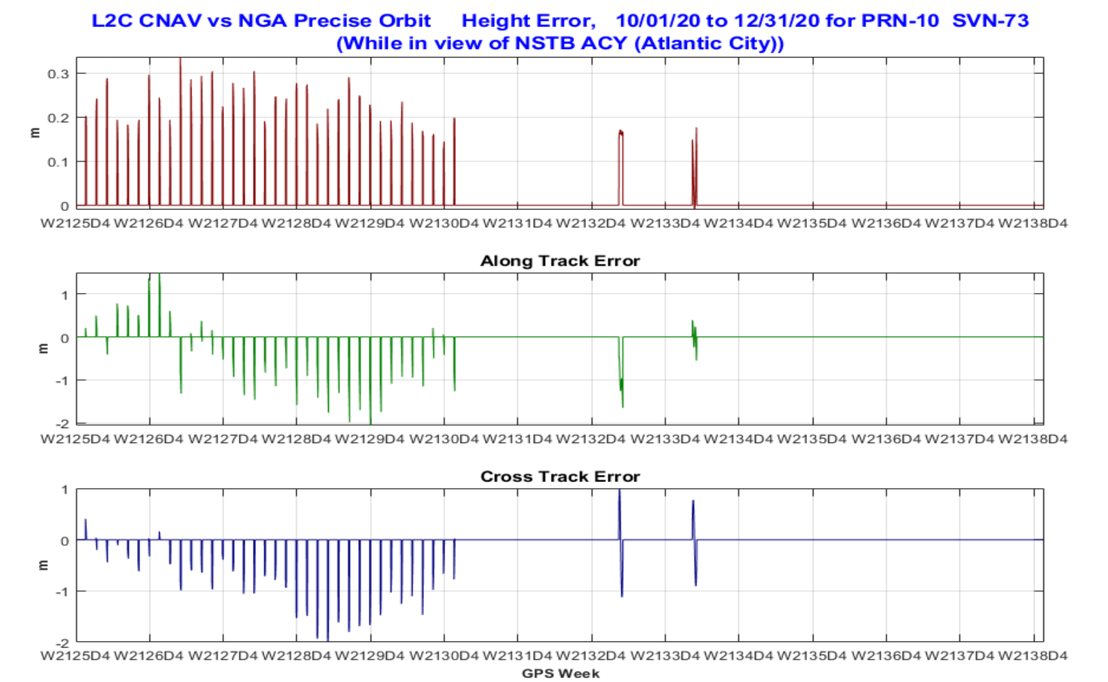


Figure 10-28 Orbit Error PRN-11 (SVN-46) Using C/A Nav Data

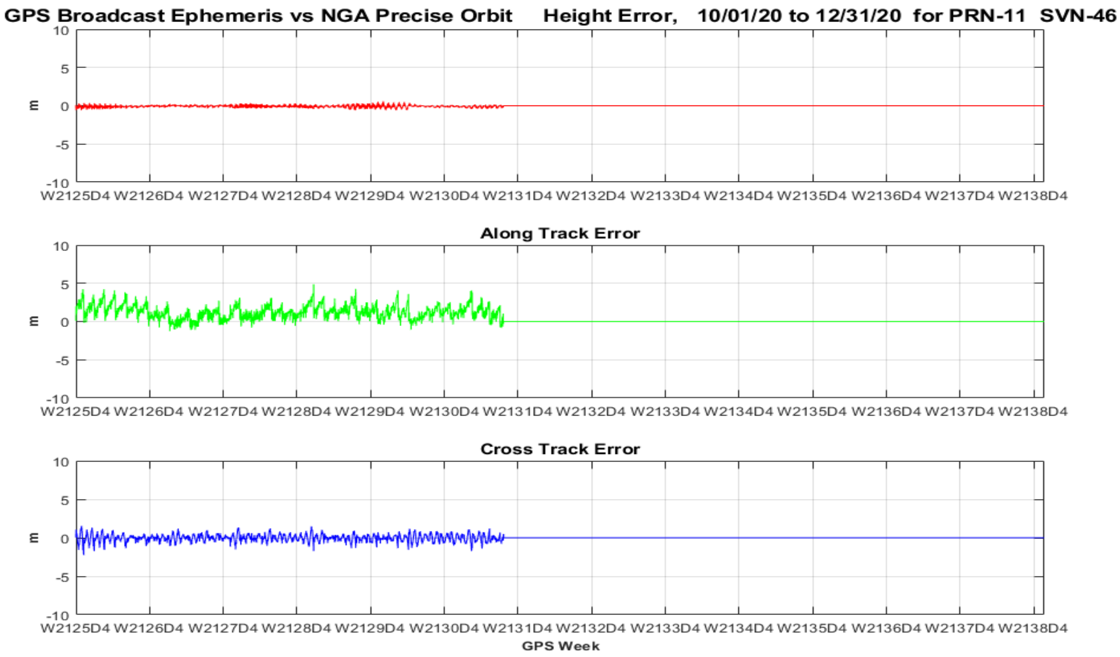


Figure 10-29 Orbit Error PRN-12 (SVN-58) Using C/A Nav Data

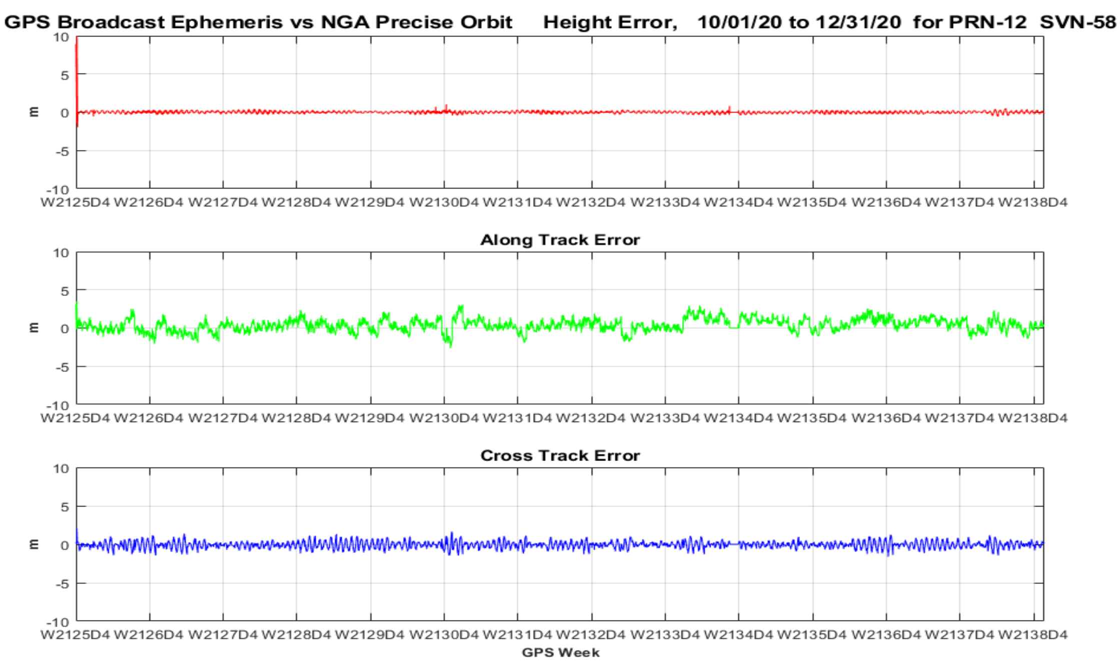


Figure 10-30 Orbit Error PRN-12 (SVN-58) Using L2C CNAV Data

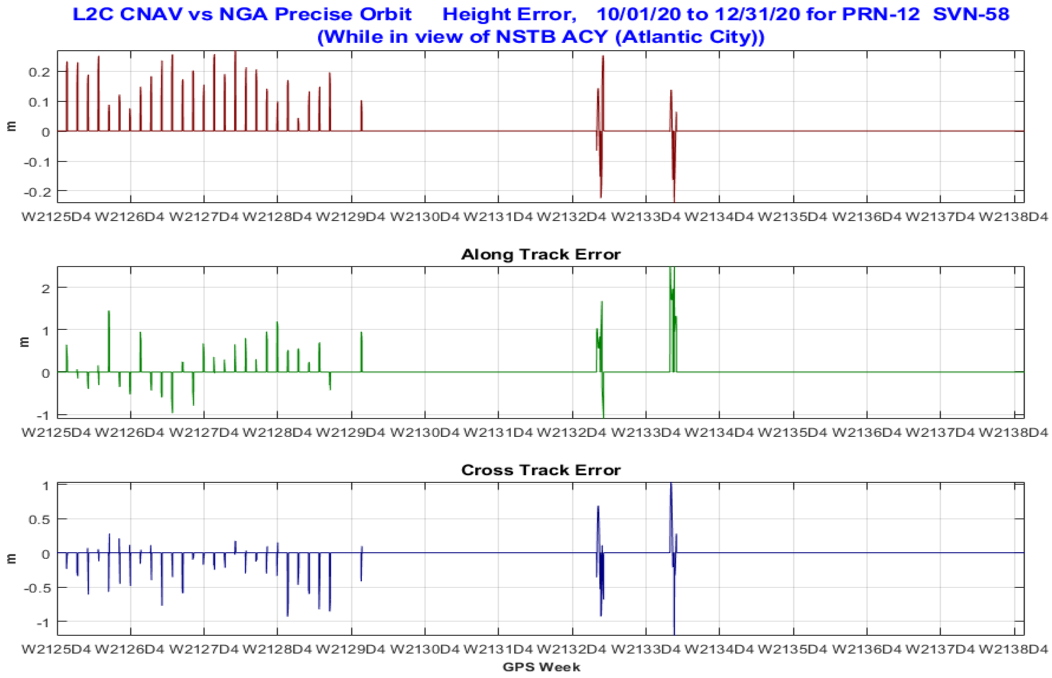


Figure 10-31 Orbit Error PRN-13 (SVN-43) Using C/A Nav Data

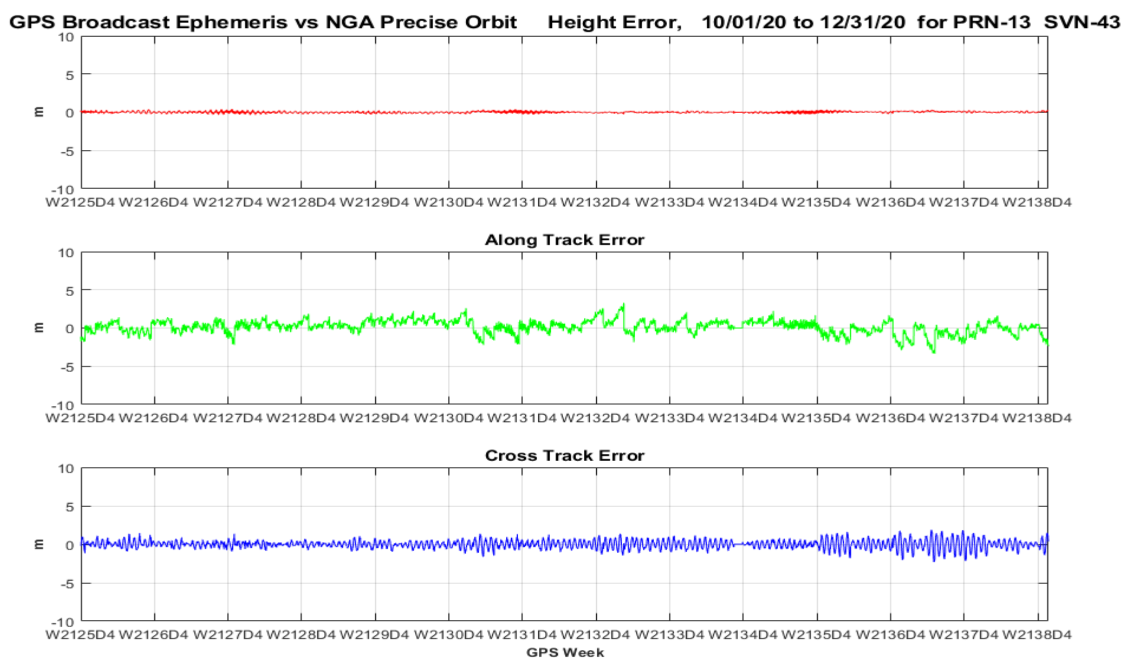


Figure 10-32 Orbit Error PRN-14 (SVN-77) Using C/A Nav Data

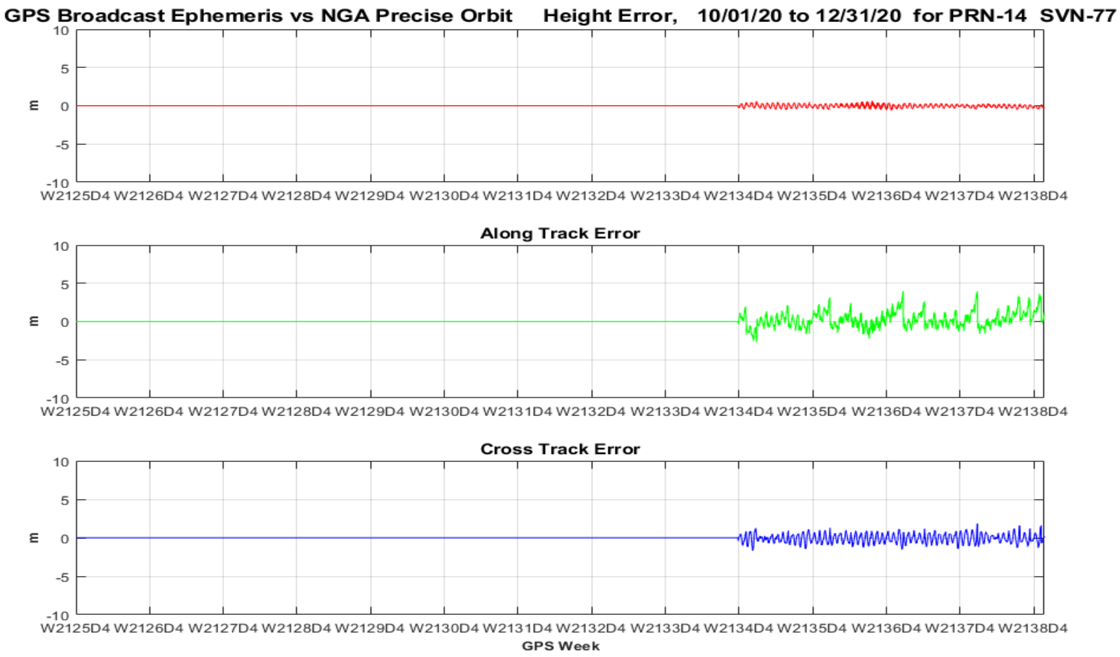


Figure 10-33 Orbit Error PRN-14 (SVN-77) Using L2C CNAV Data

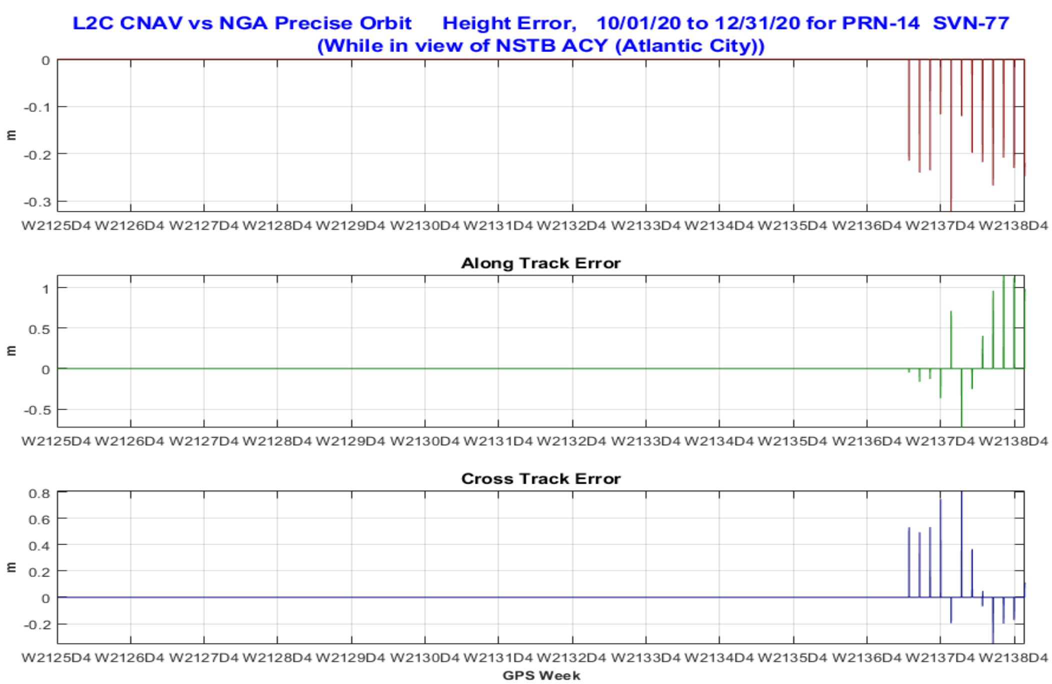


Figure 10-34 Orbit Error PRN-15 (SVN-55) Using C/A Nav Data

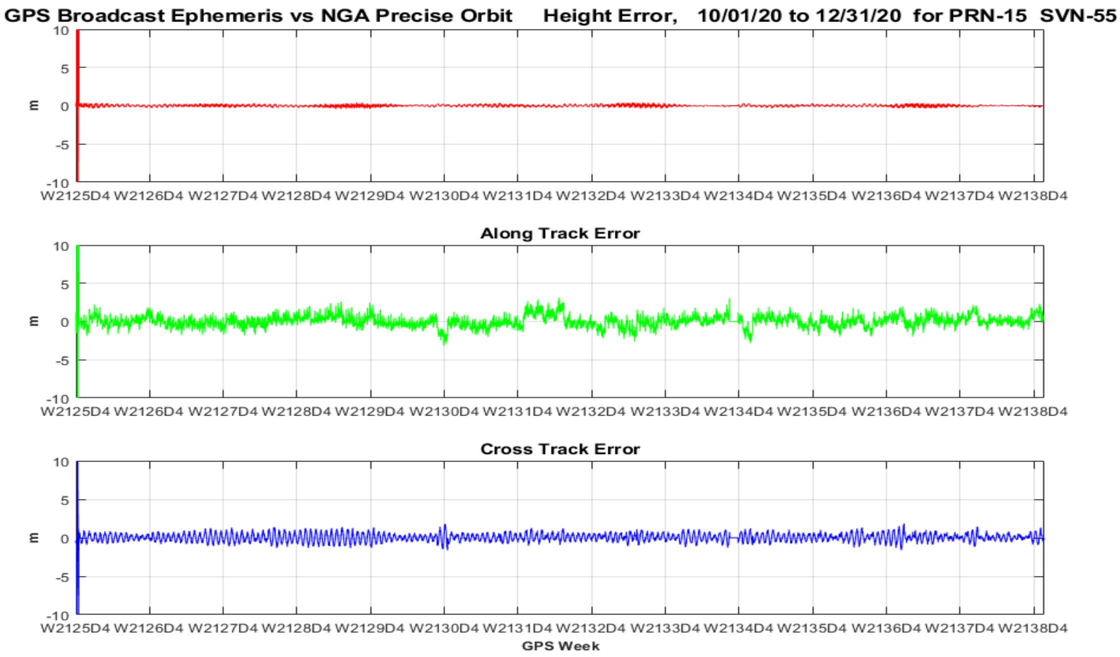


Figure 10-35 Orbit Error PRN-15 (SVN-55) Using L2C CNAV Data

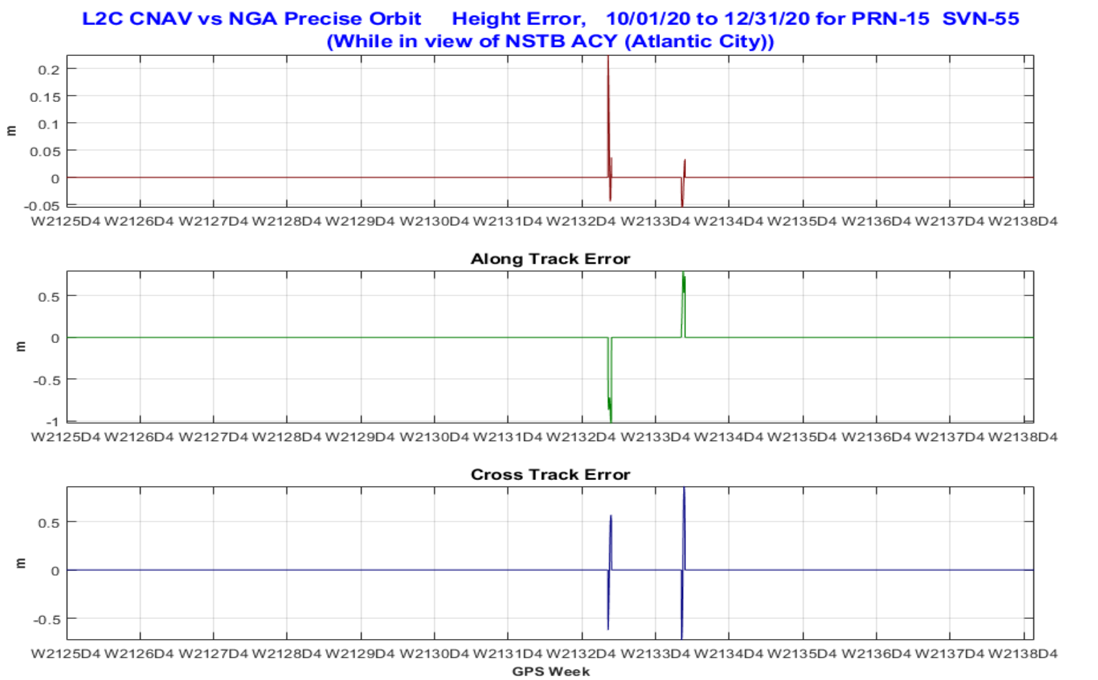


Figure 10-36 Orbit Error PRN-16 (SVN-56) Using C/A Nav Data

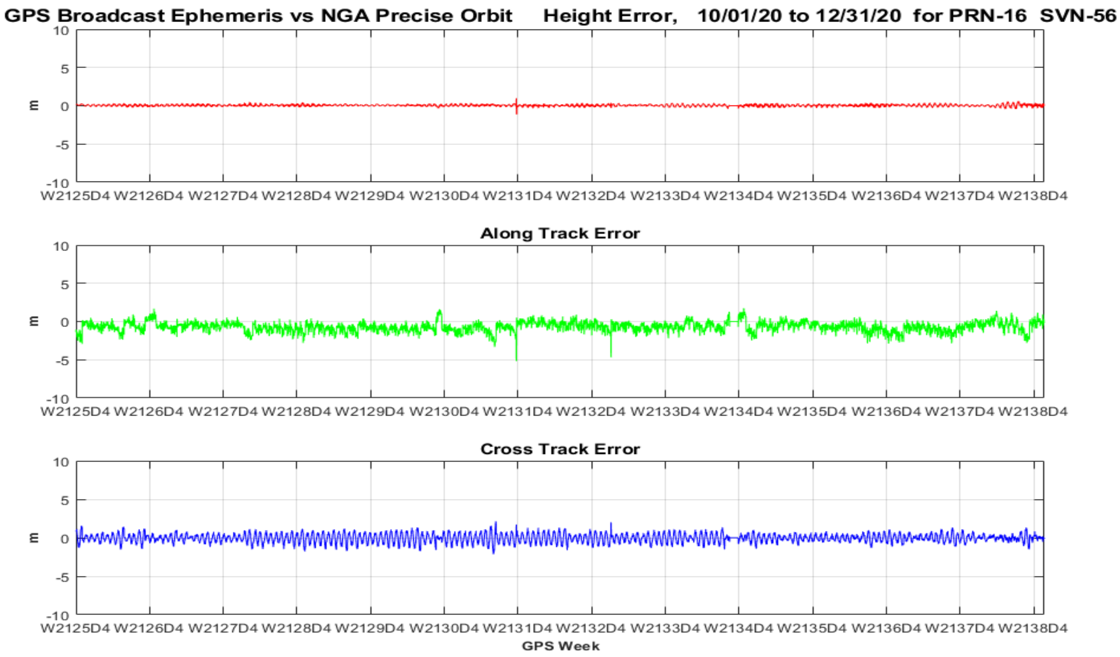


Figure 10-37 Orbit Error PRN-17 (SVN-53) Using C/A Nav Data

Figure 10-38 Orbit Error PRN-17 (SVN-53) Using L2C CNAV Data

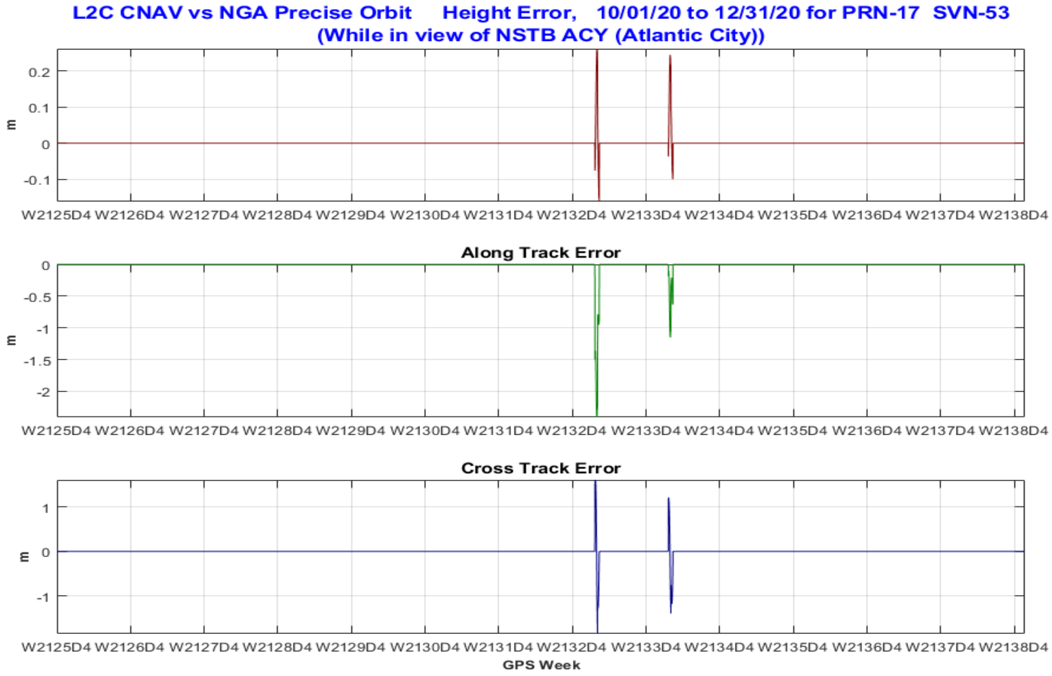


Figure 10-39 Orbit Error PRN-18 (SVN-75) Using C/A Nav Data

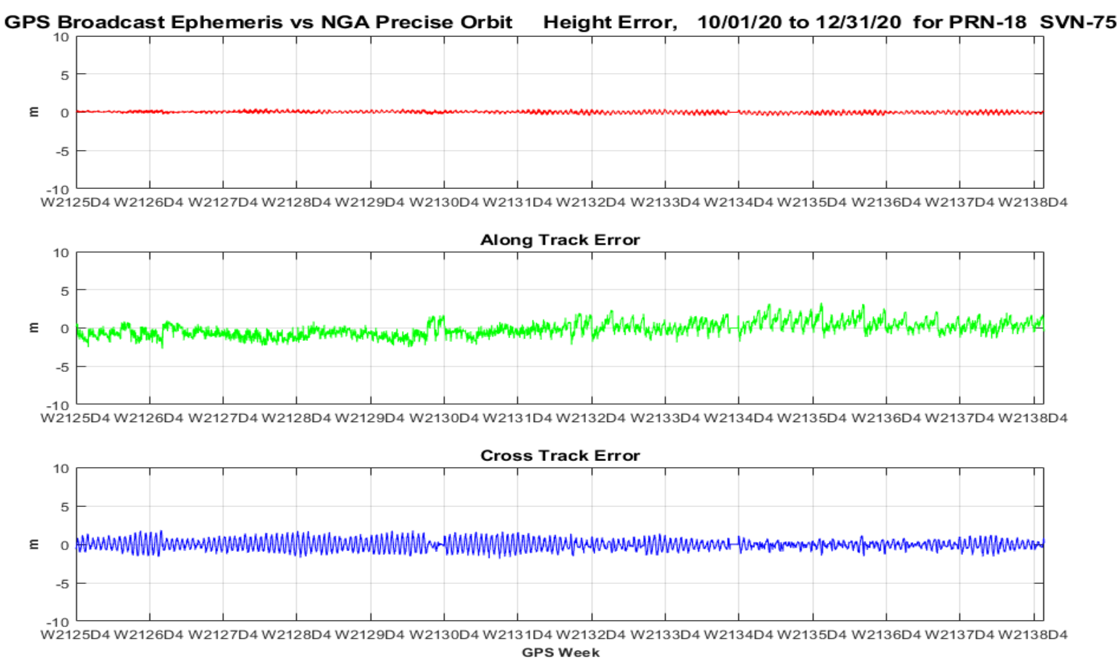


Figure 10-40 Orbit Error PRN-18 (SVN-75) Using L2C CNAV Data

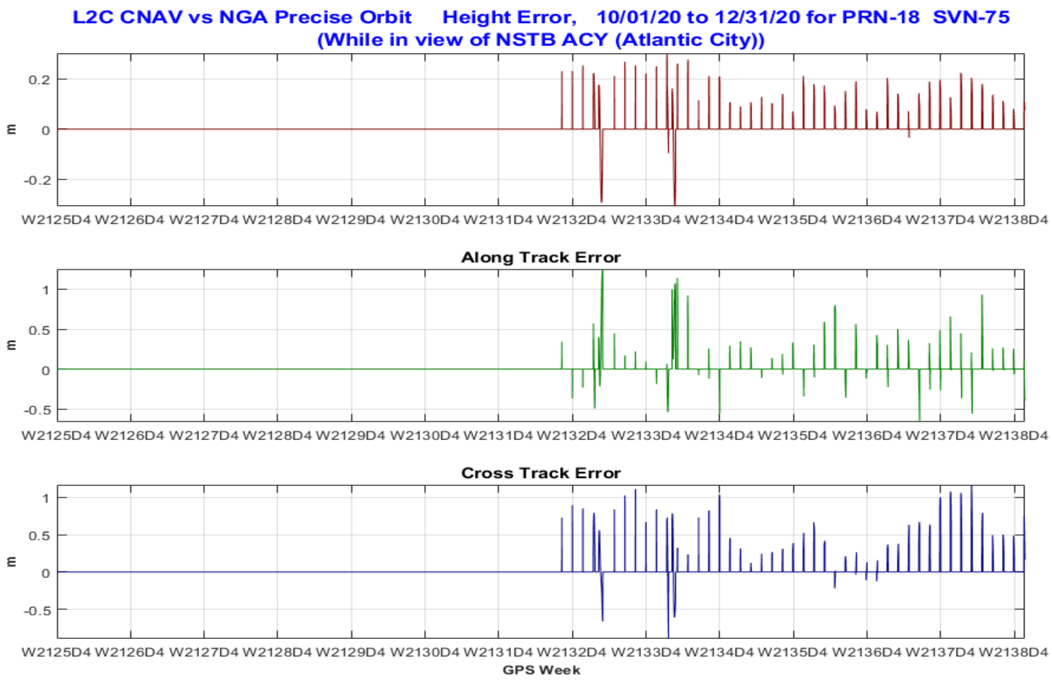


Figure 10-41 Orbit Error PRN-19 (SVN-59) Using C/A Nav Data

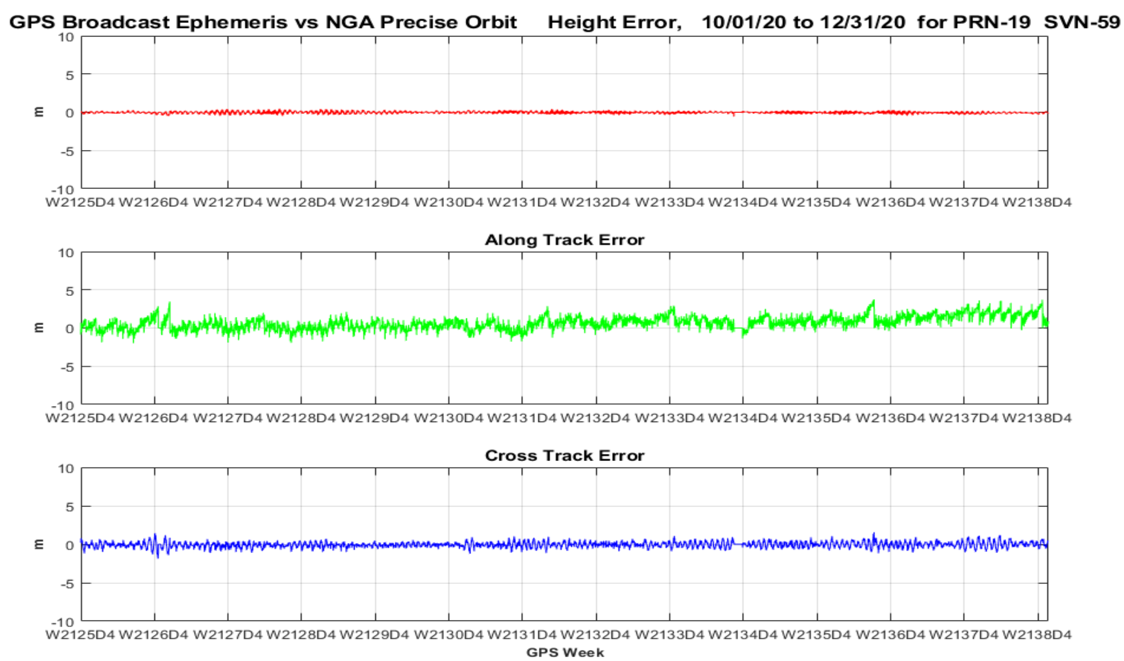


Figure 10-42 Orbit Error PRN-20 (SVN-51) Using C/A Nav Data

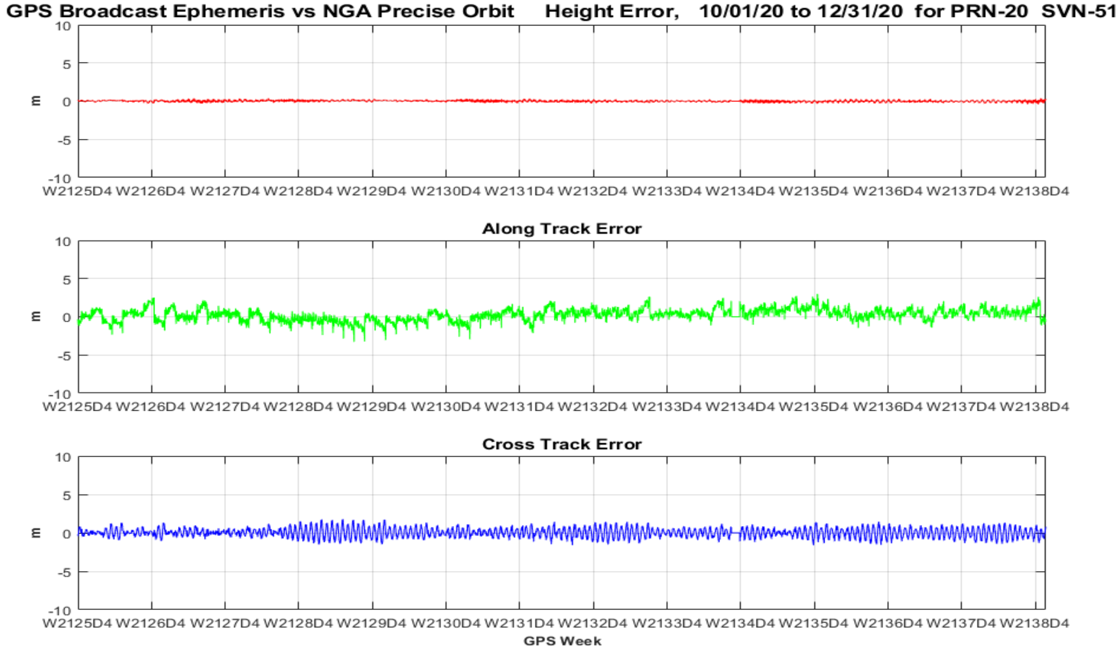


Figure 10-43 Orbit Error PRN-21 (SVN-45) Using C/A Nav Data

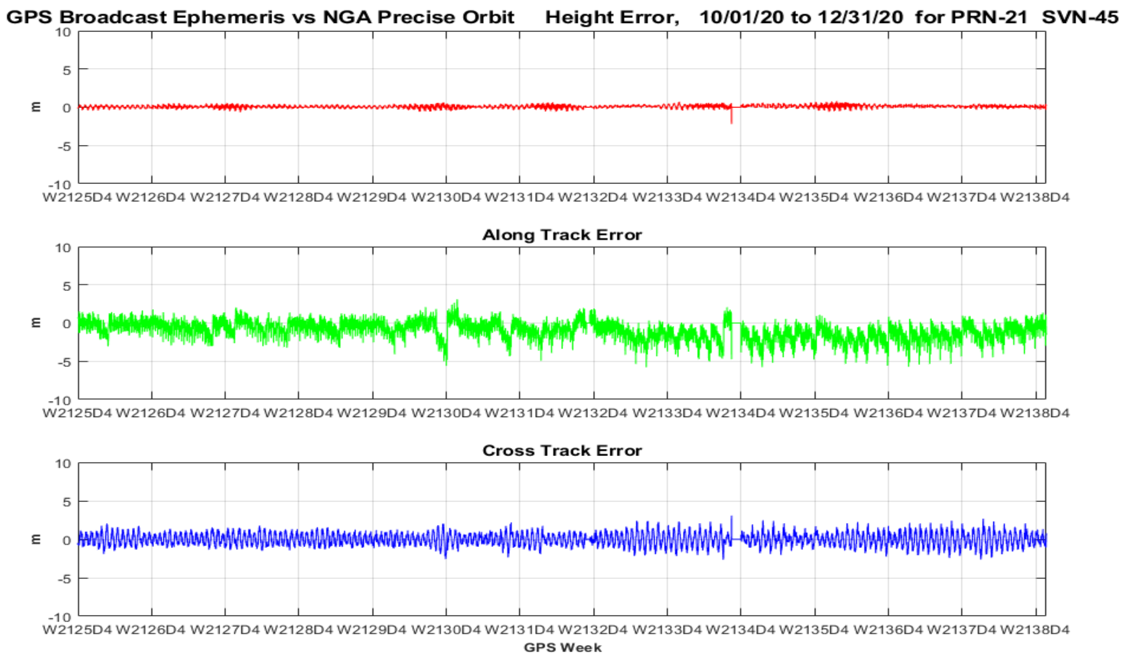


Figure 10-44 Orbit Error PRN-22 (SVN-47) Using C/A Nav Data

Figure 10-45 Orbit Error PRN-23 (SVN-76) Using C/A Nav Data

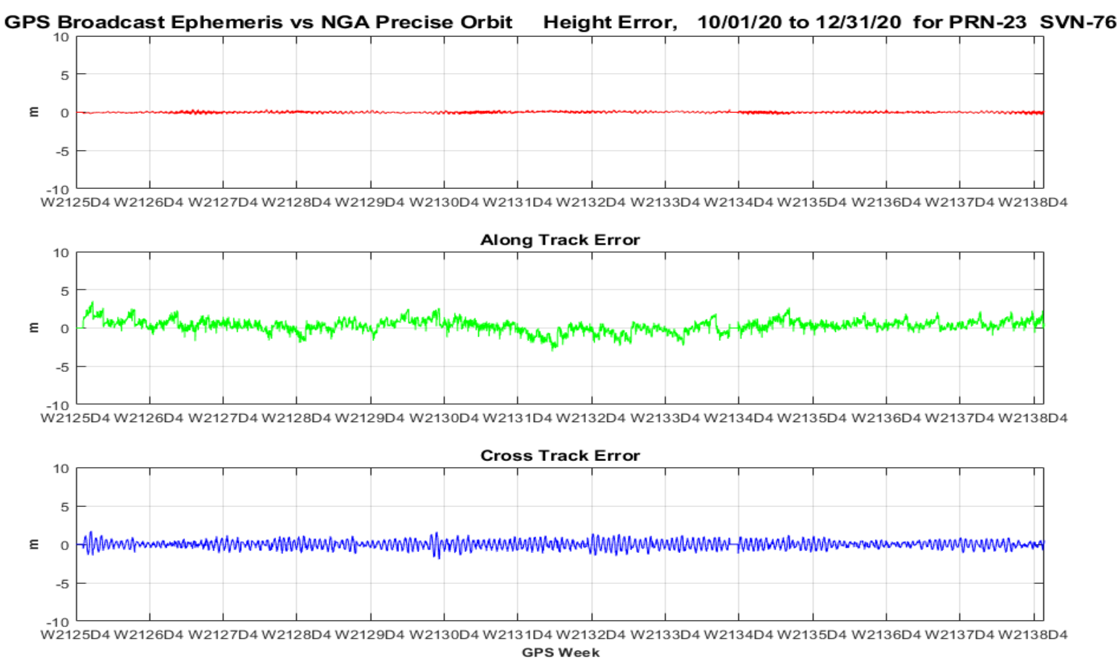


Figure 10-46 Orbit Error PRN-23 (SVN-76) Using L2C CNAV Data

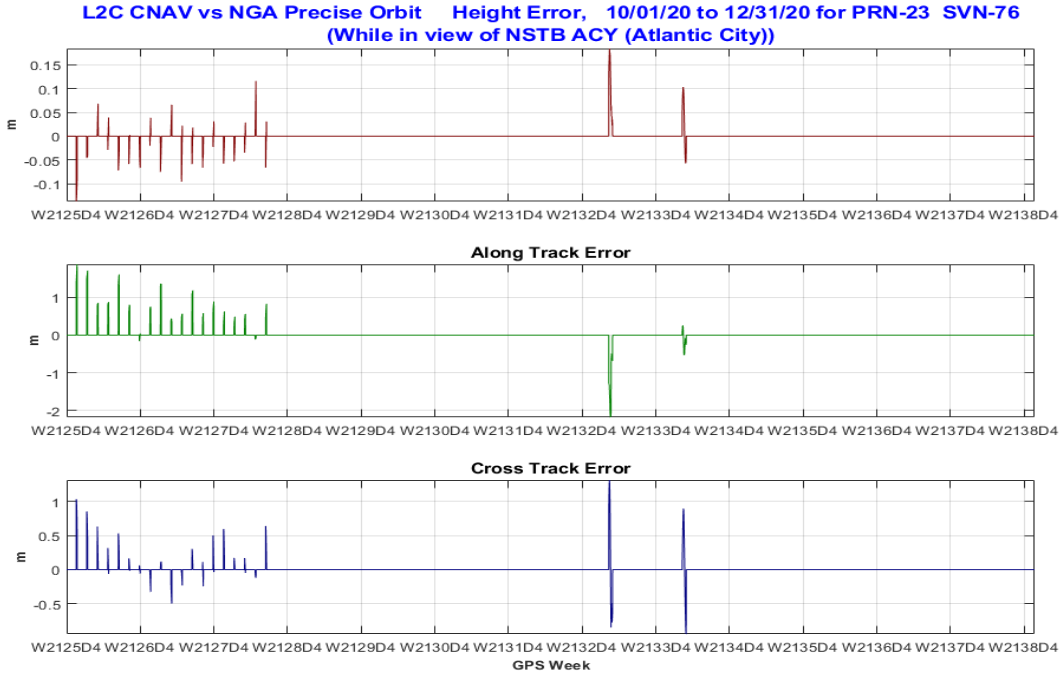


Figure 10-47 Orbit Error PRN-24 (SVN-65) Using C/A Nav Data

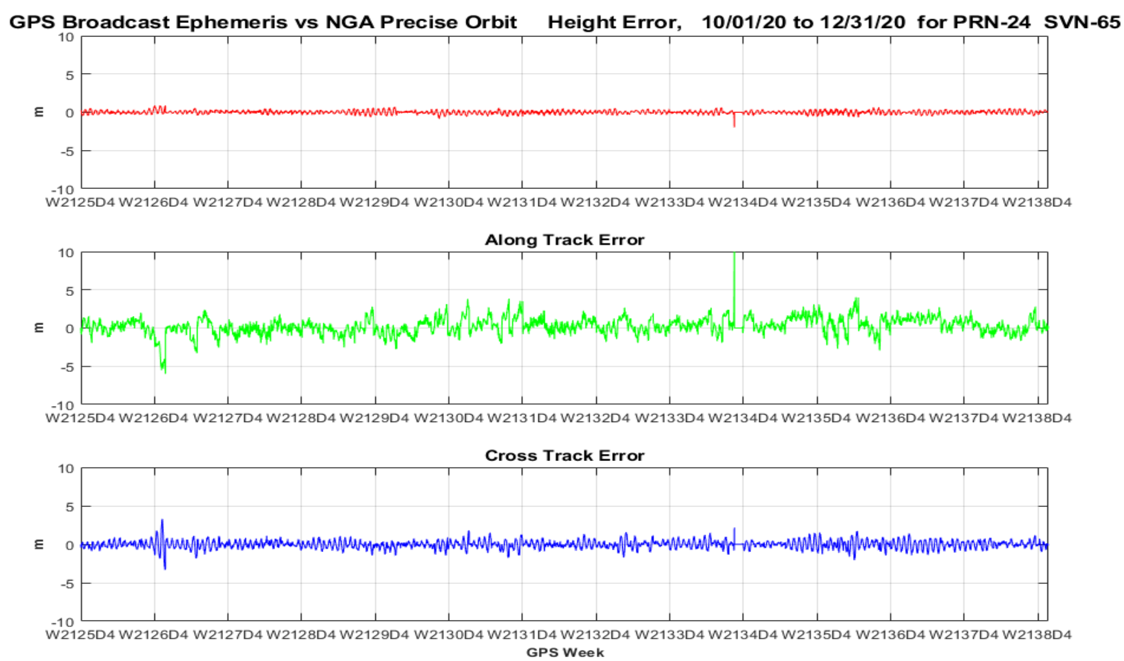


Figure 10-48 Orbit Error PRN-24 (SVN-65) Using L2C CNAV Data

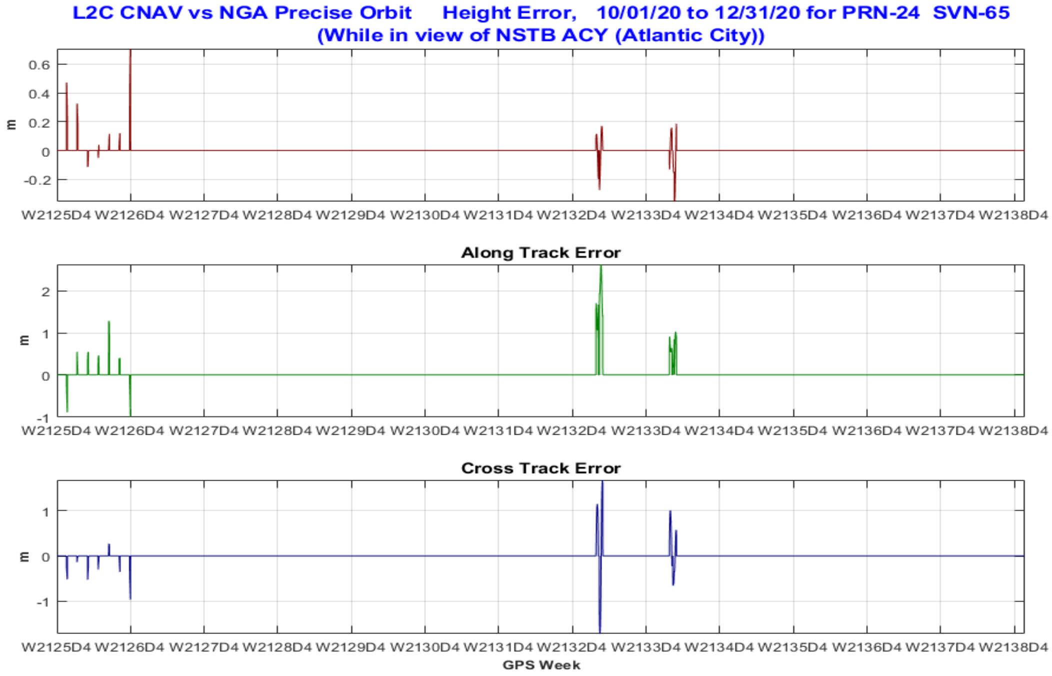


Figure 10-49 Orbit Error PRN-25 (SVN-62) Using C/A Nav Data

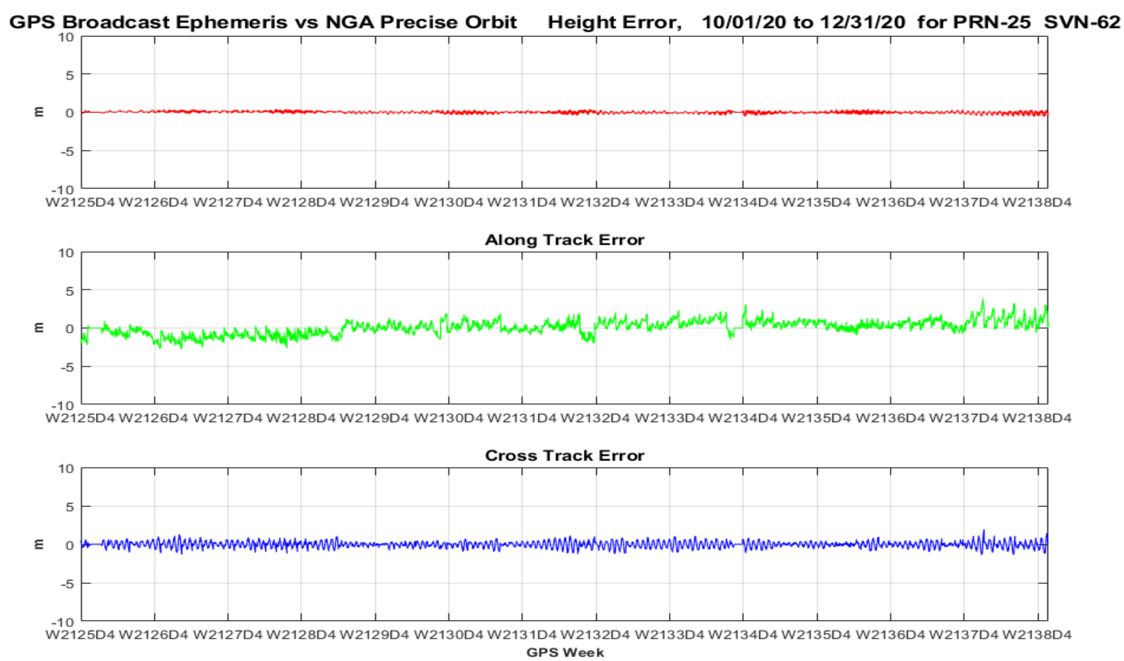


Figure 10-50 Orbit Error PRN-25 (SVN-62) Using L2C CNAV Data

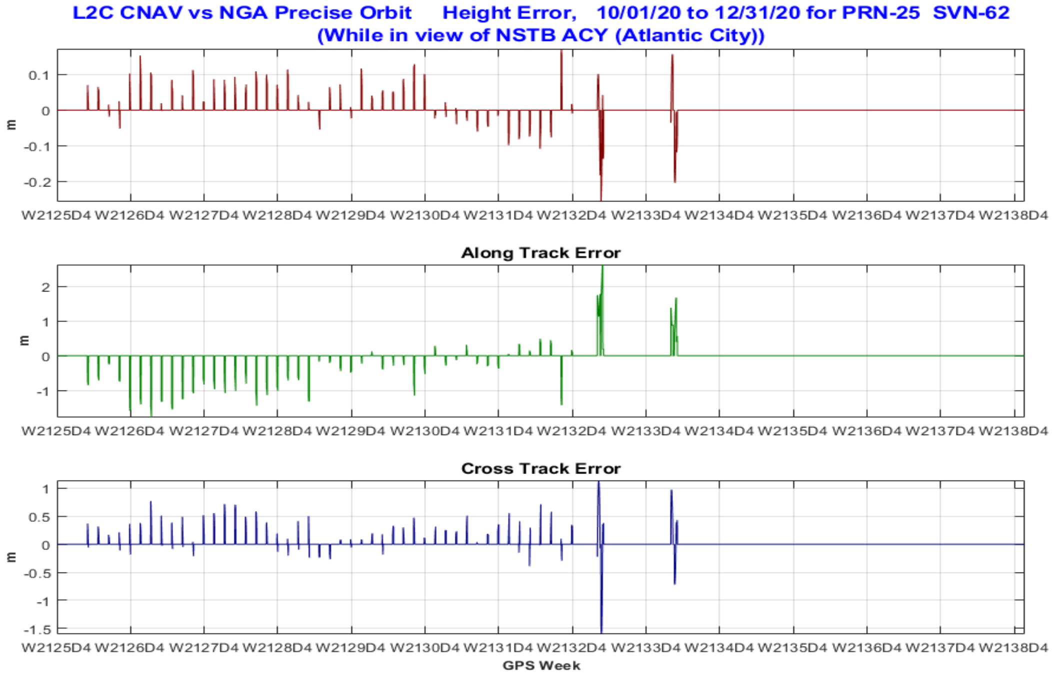


Figure 10-51 Orbit Error PRN-26 (SVN-71) Using C/A Nav Data

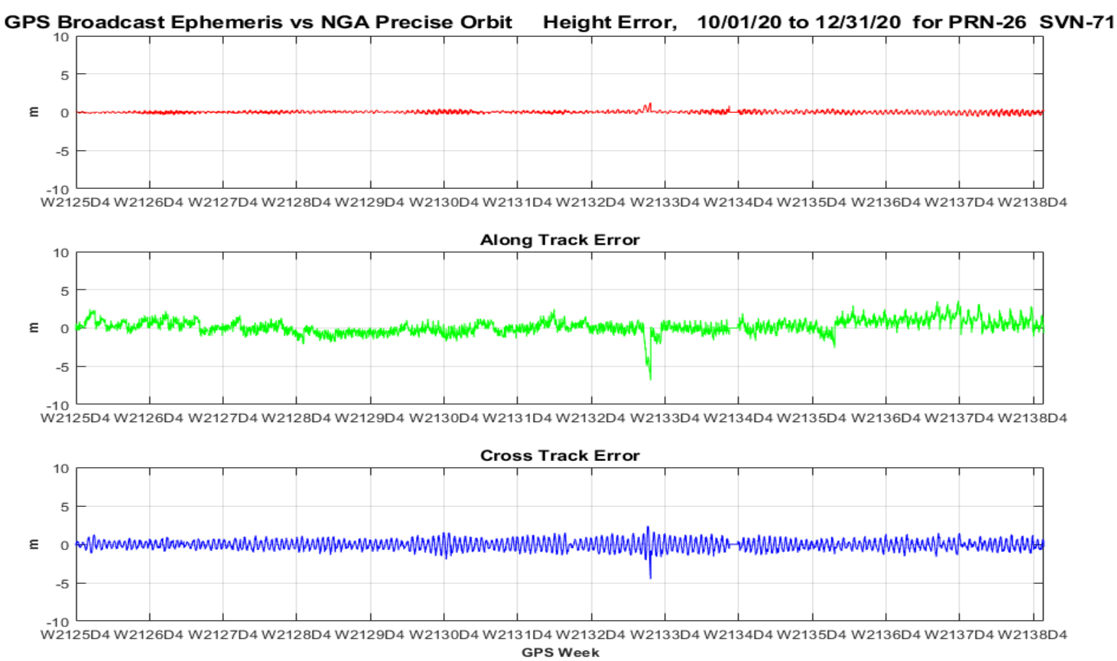


Figure 10-52 Orbit Error PRN-26 (SVN-71) Using L2C CNAV Data

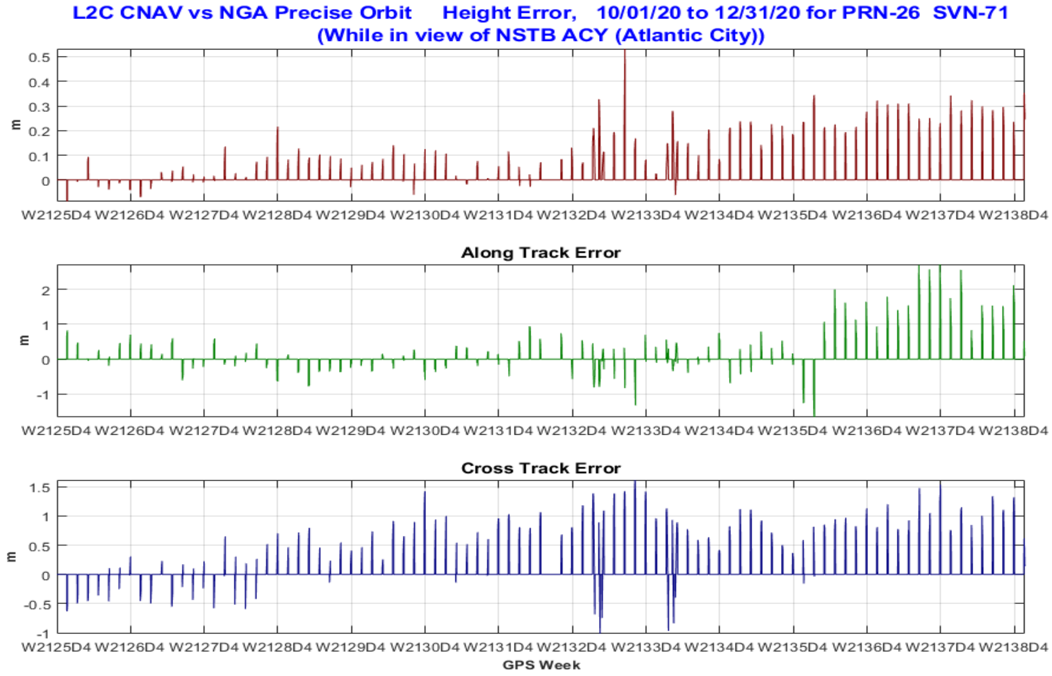


Figure 10-53 Orbit Error PRN-27 (SVN-66) Using C/A Nav Data

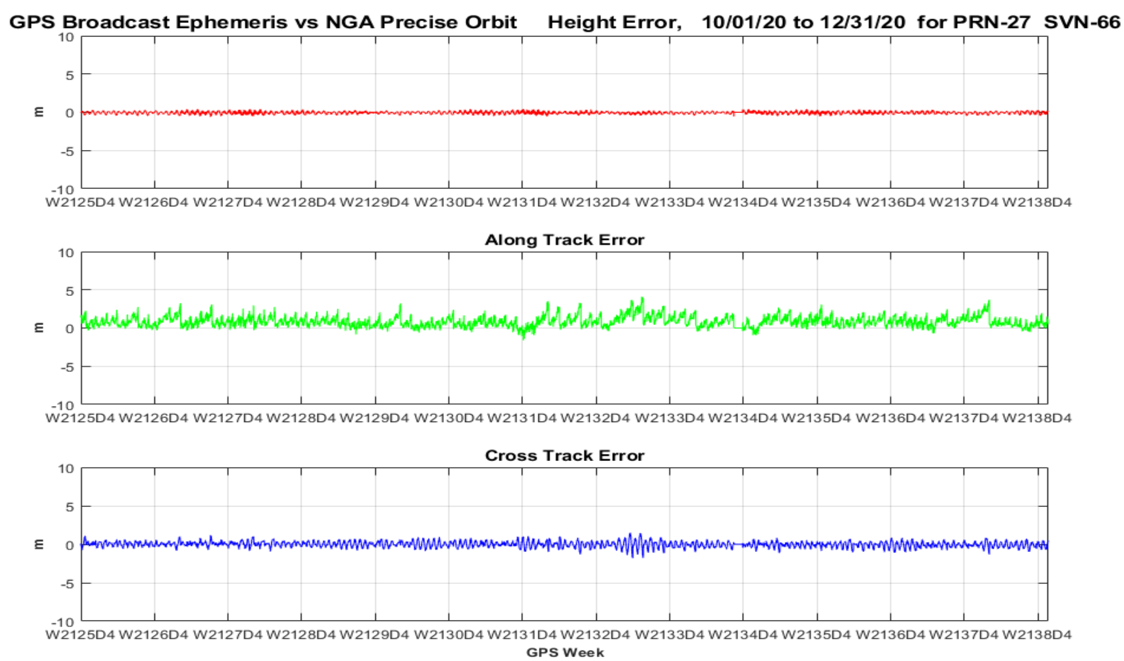


Figure 10-54 Orbit Error PRN-27 (SVN-66) Using L2C CNAV Data

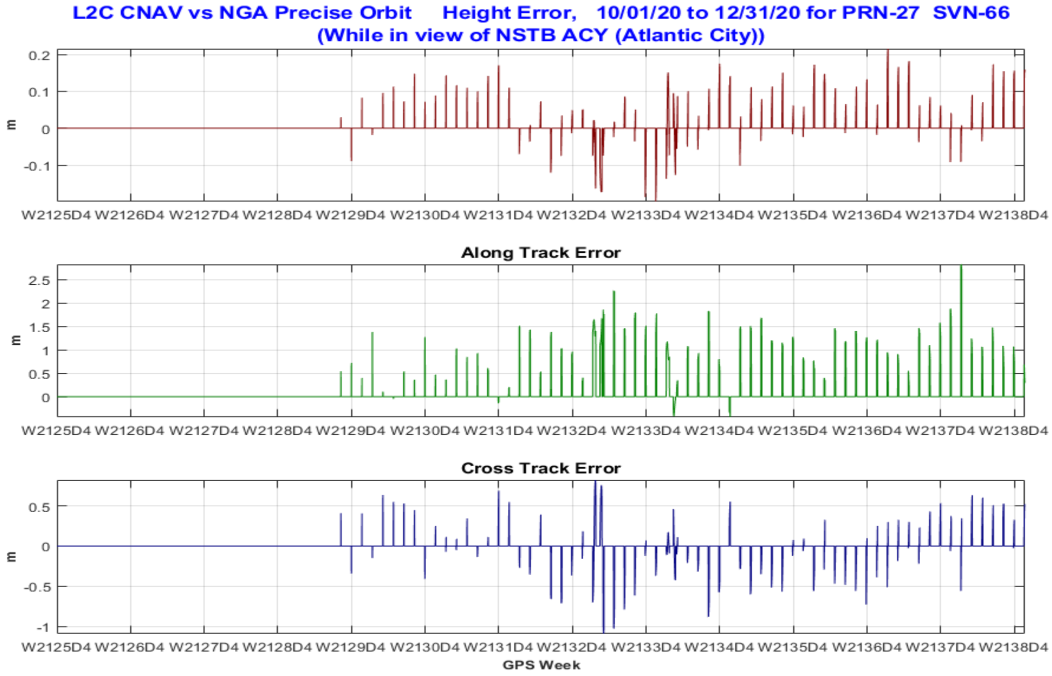


Figure 10-55 Orbit Error PRN-28 (SVN-44) Using C/A Nav Data

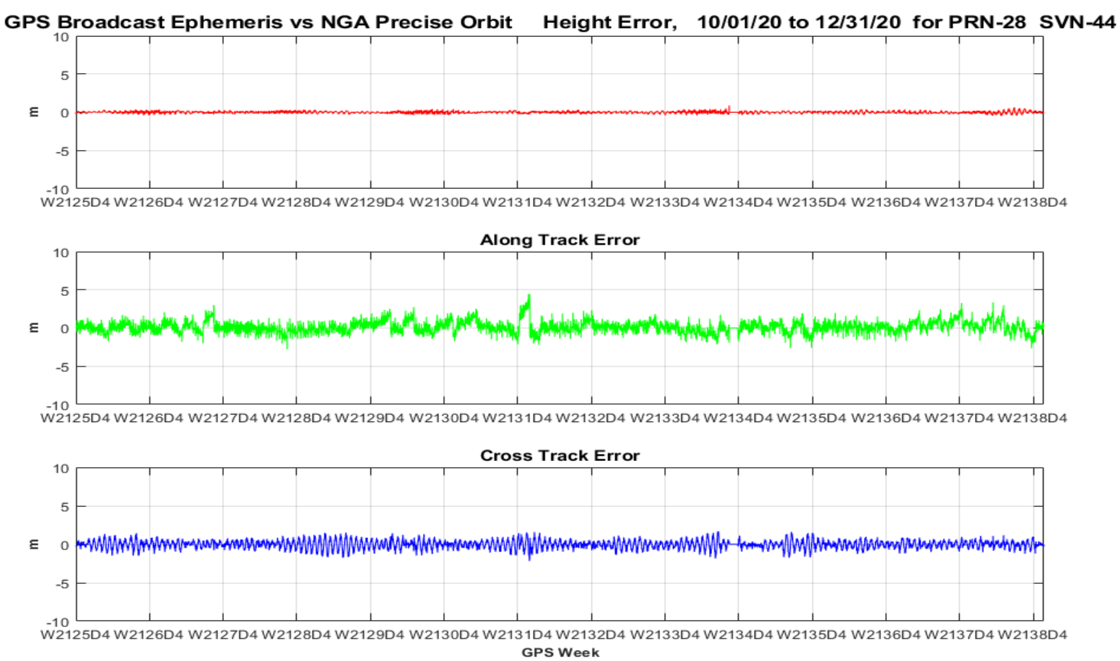


Figure 10-56 Orbit Error PRN-29 (SVN-57) Using C/A Nav Data

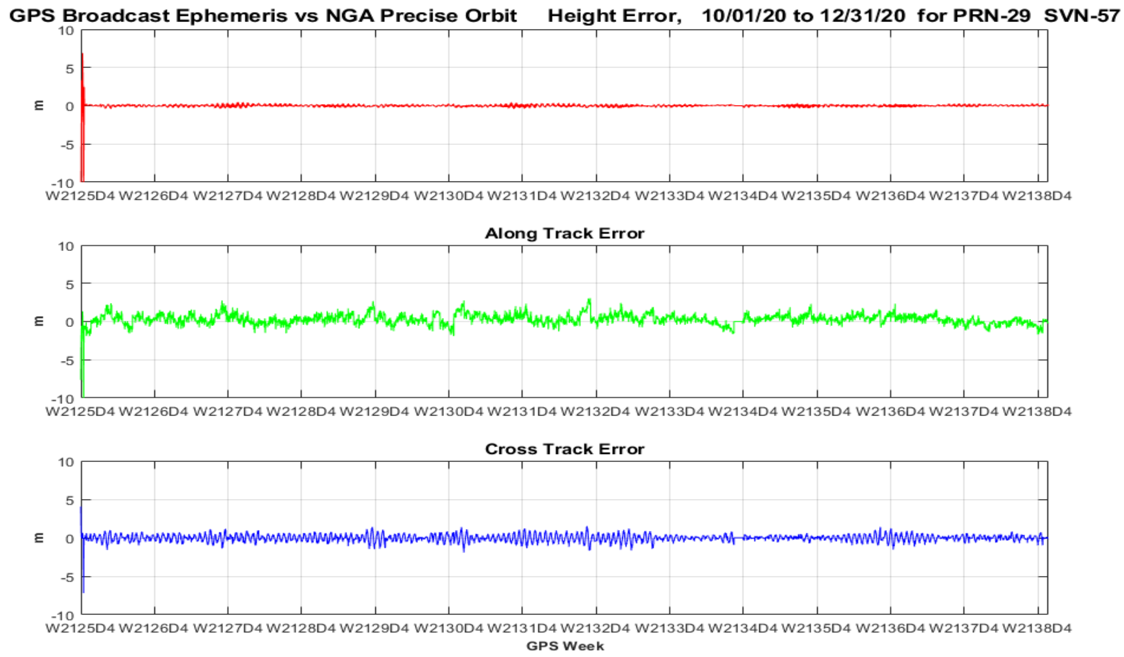


Figure 10-57 Orbit Error PRN-29 (SVN-57) Using L2C CNAV Data

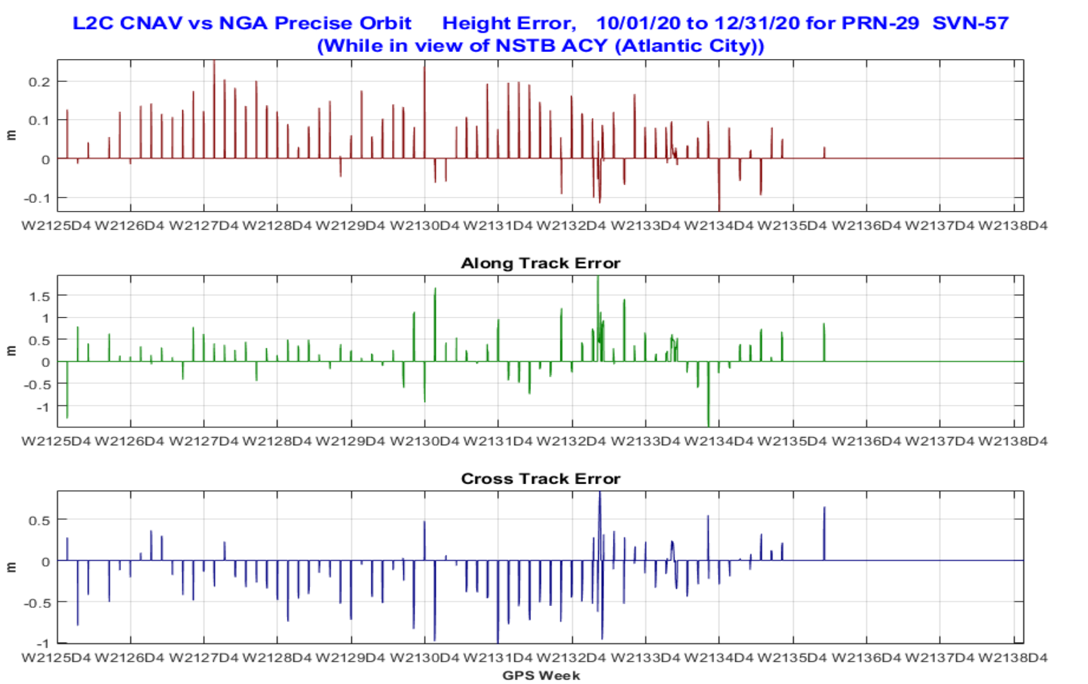


Figure 10-58 Orbit Error PRN-30 (SVN-64) Using C/A Nav Data

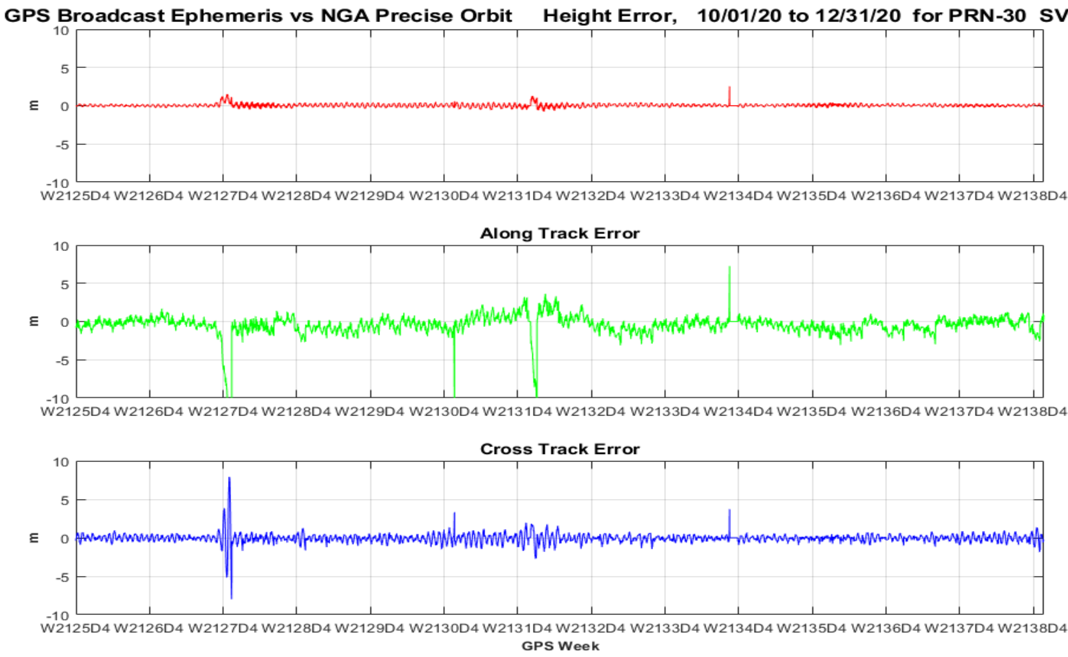


Figure 10-59 Orbit Error PRN-30 (SVN-64) Using L2C CNAV Data

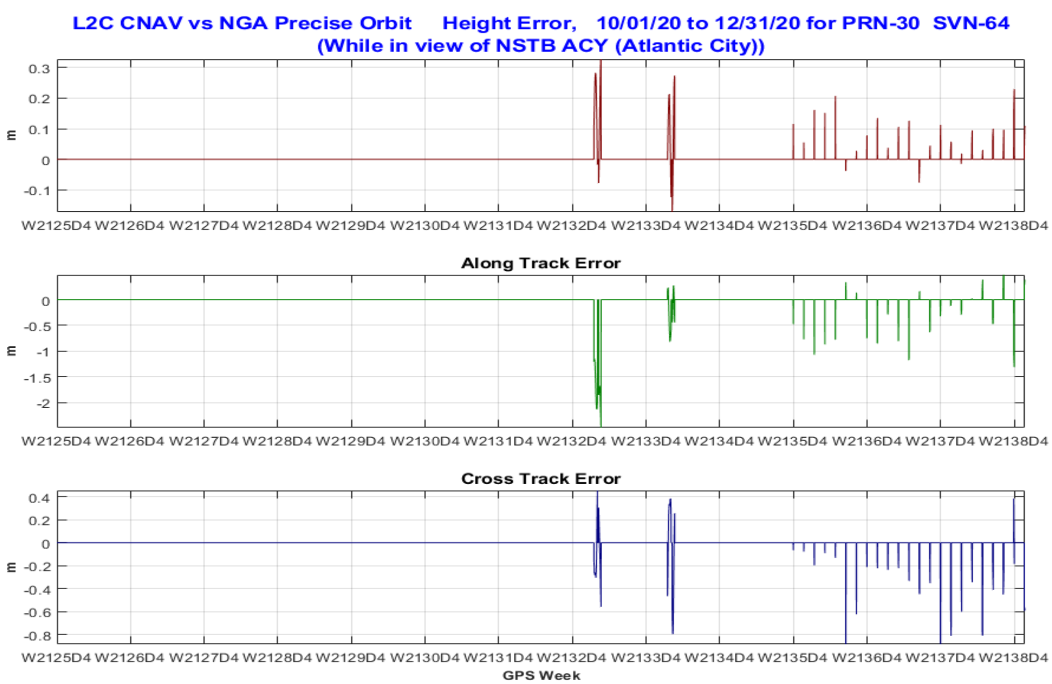


Figure 10-60 Orbit Error PRN-31 (SVN-52) Using C/A Nav Data

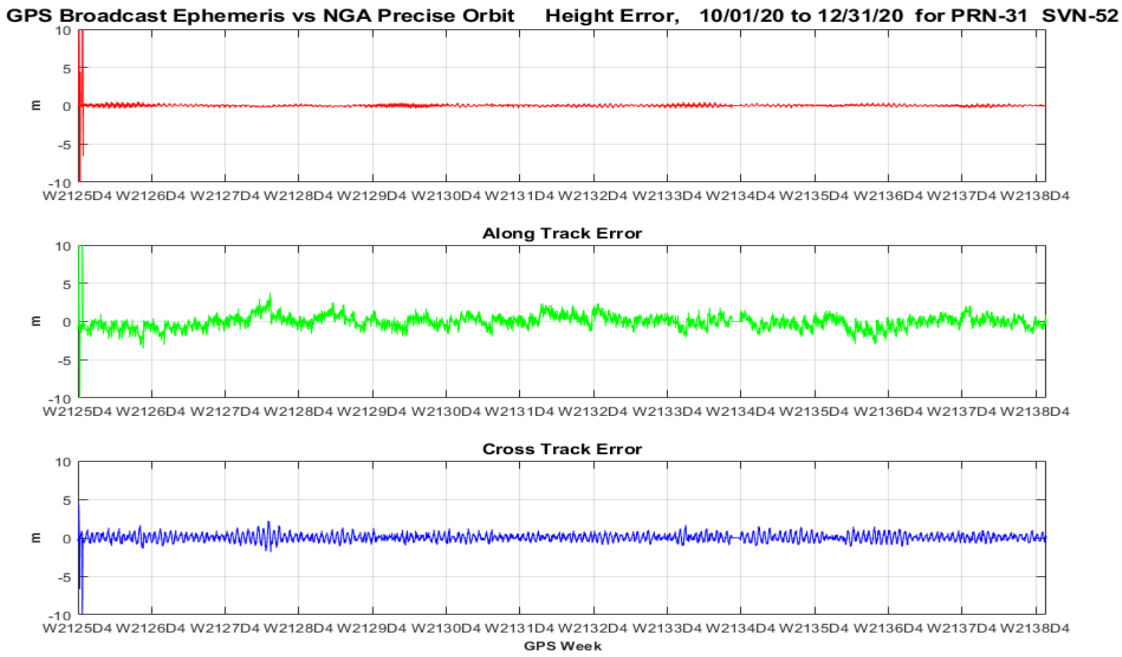


Figure 10-61 Orbit Error PRN-31 (SVN-52) Using L2C CNAV Data

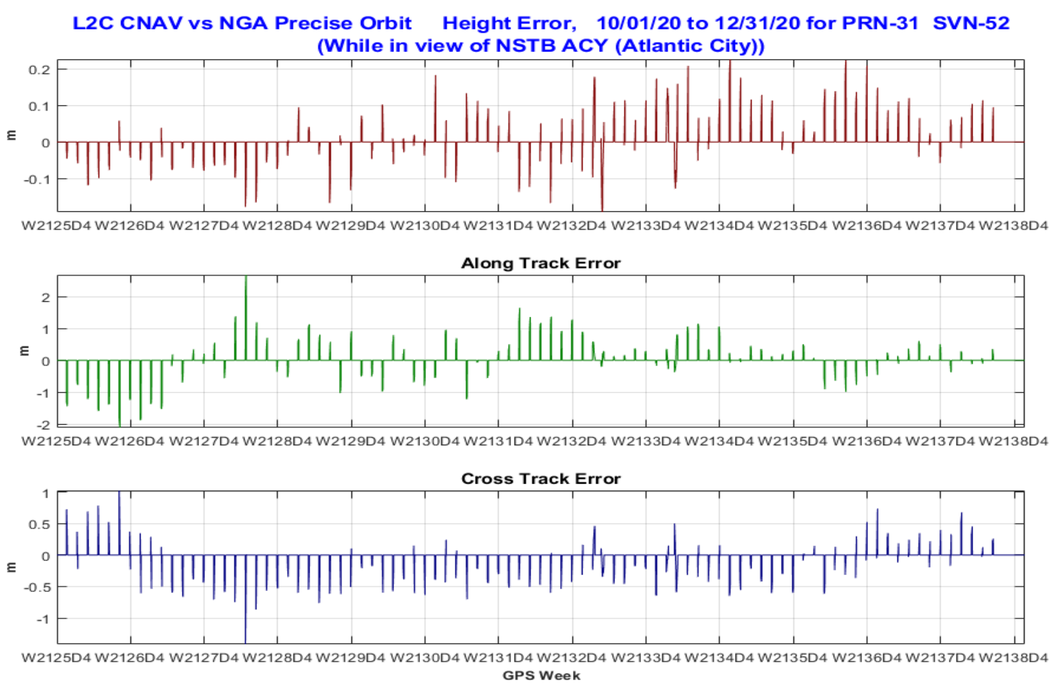


Figure 10-62 Orbit Error PRN-32 (SVN-70) Using C/A Nav Data

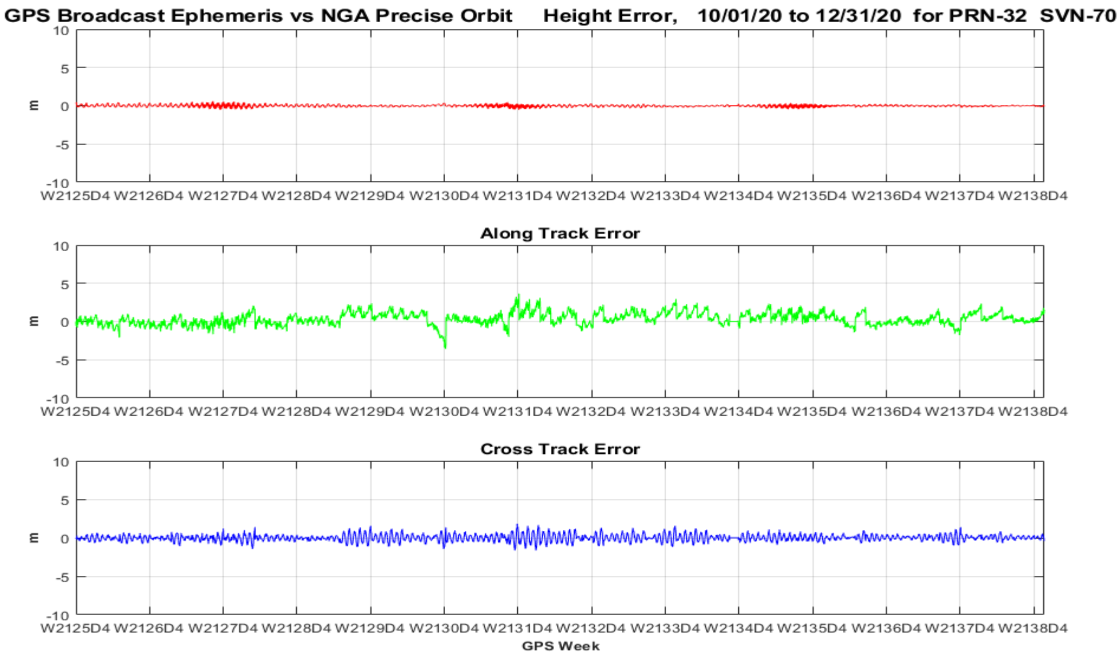
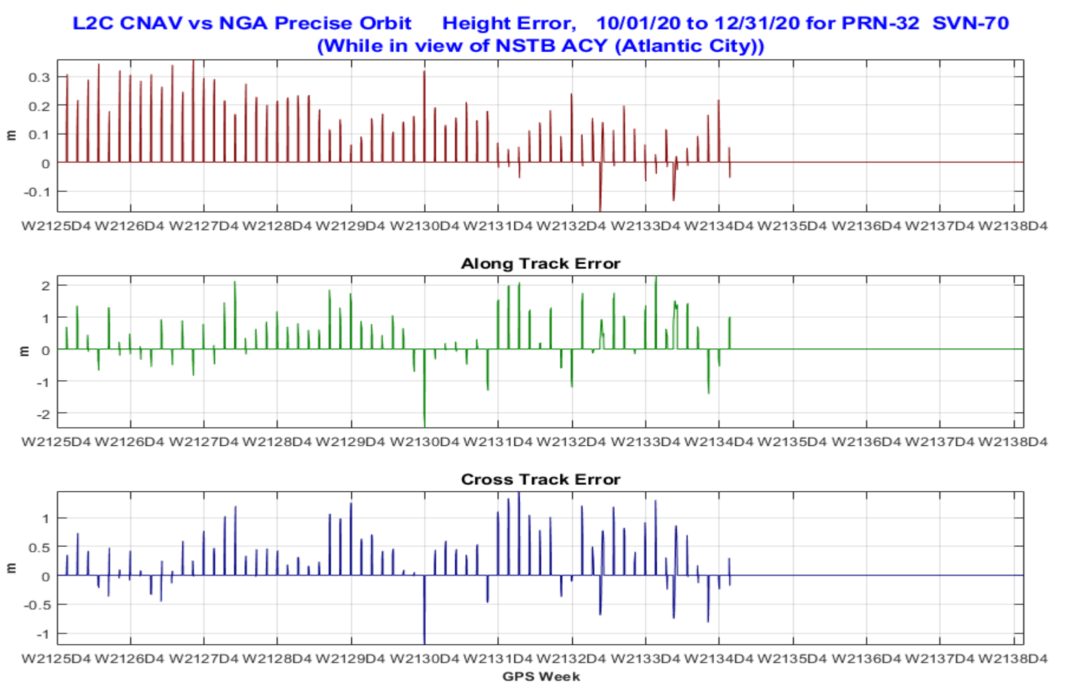


Figure 10-63 Orbit Error PRN-32 (SVN-70) Using L2C CNAV Data



10.6 QQ Plots of URA Normalized Error for All Satellites

Figure 10-64 QQ Plots of Range Error PRNs 1 to 4 Using C/A Nav Data

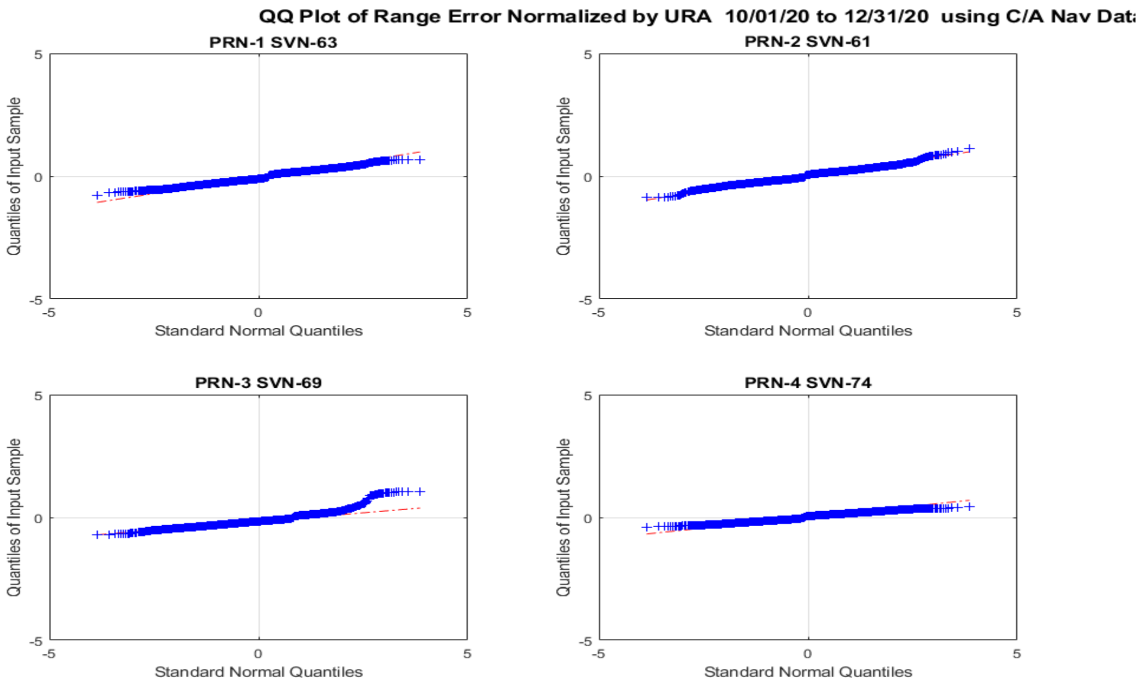


Figure 10-65 QQ Plots of Range Error PRNs 5 to 8 Using C/A Nav Data

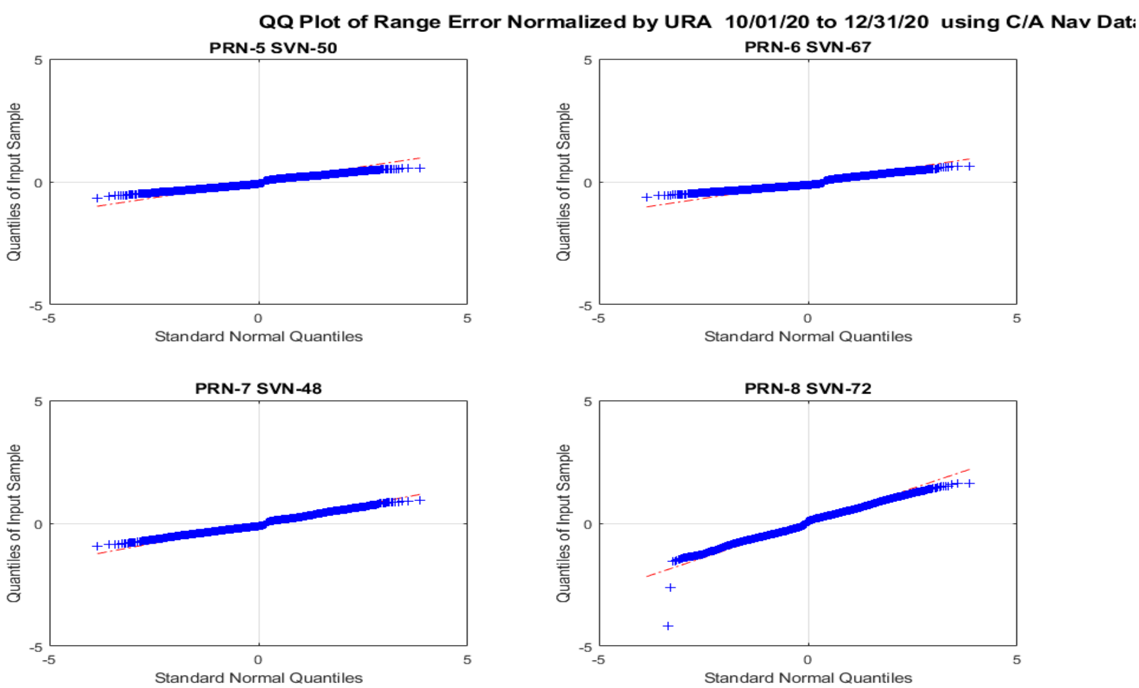


Figure 10-66 QQ Plots of Range Error PRNs 9 to 12 Using C/A Nav Data

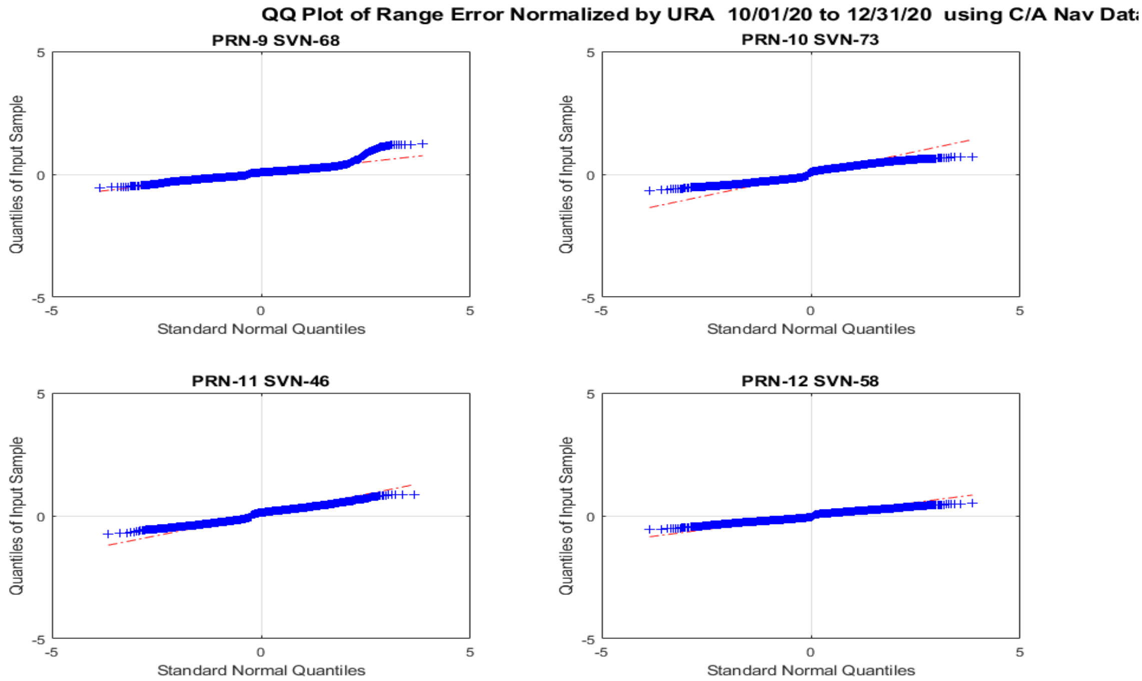


Figure 10-67 QQ Plots of Range Error PRNs 13 to 16 Using C/A Nav Data

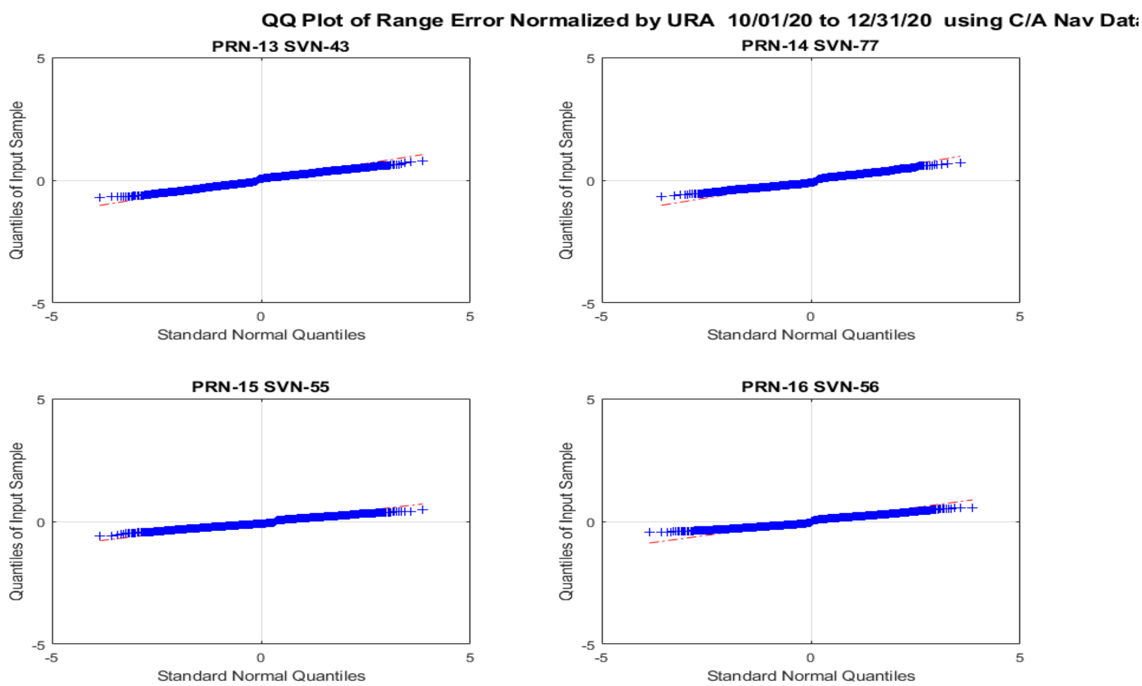


Figure 10-68 QQ Plots of Range Error PRNs 17 to 20 Using C/A Nav Data

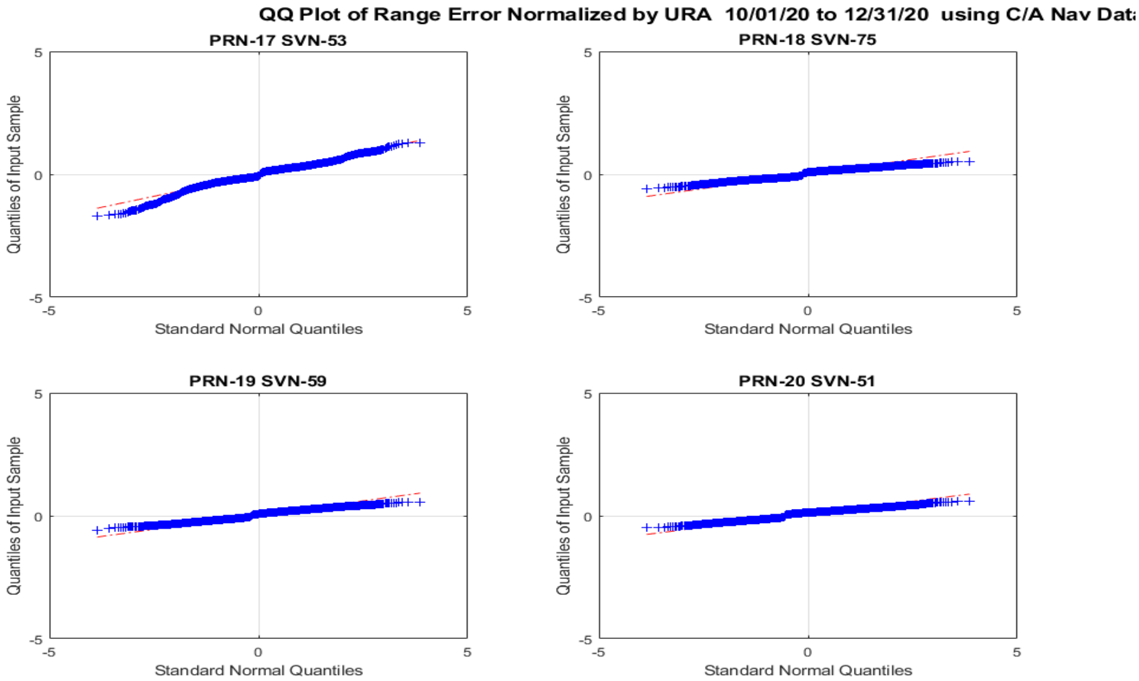


Figure 10-69 QQ Plots of Range Error PRNs 21 to 24 Using C/A Nav Data

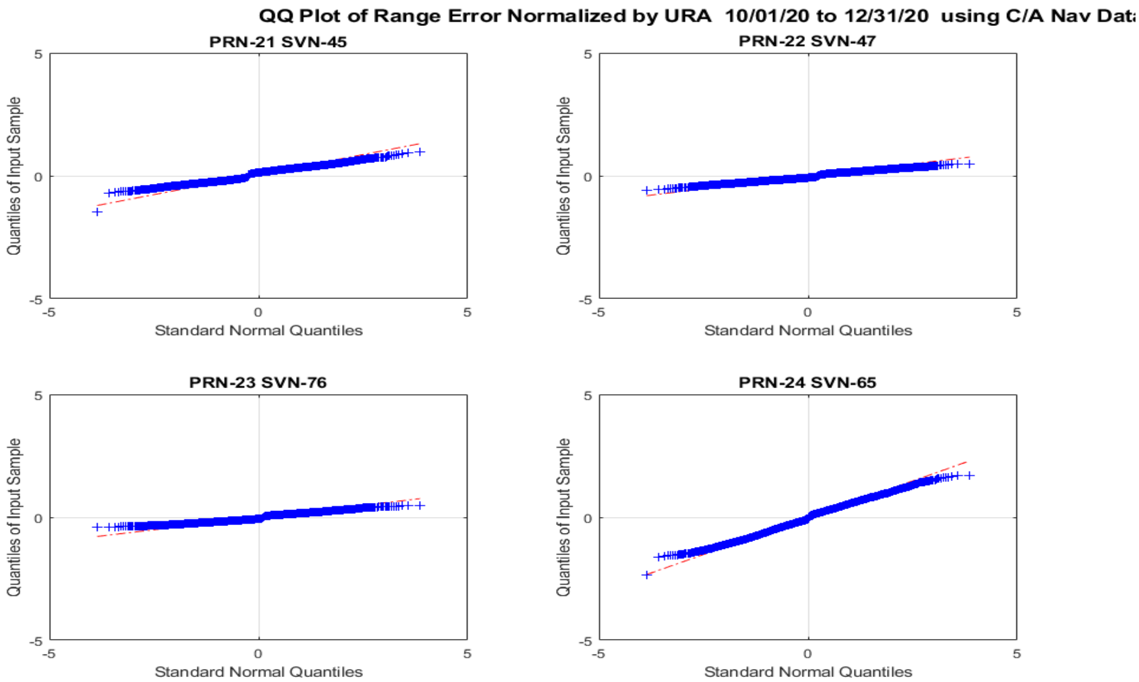


Figure 10-70 QQ Plots of Range Error PRNs 25 to 28 Using C/A Nav Data

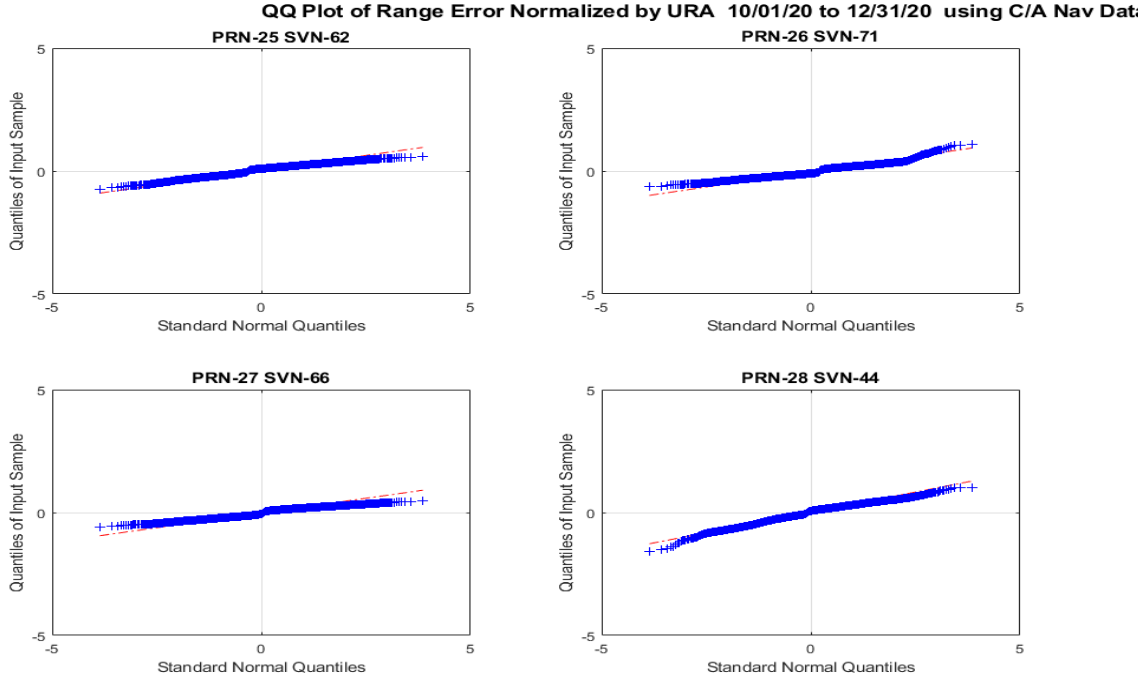


Figure 10-71 QQ Plots of Range Error PRNs 29 to 32 Using C/A Nav Data

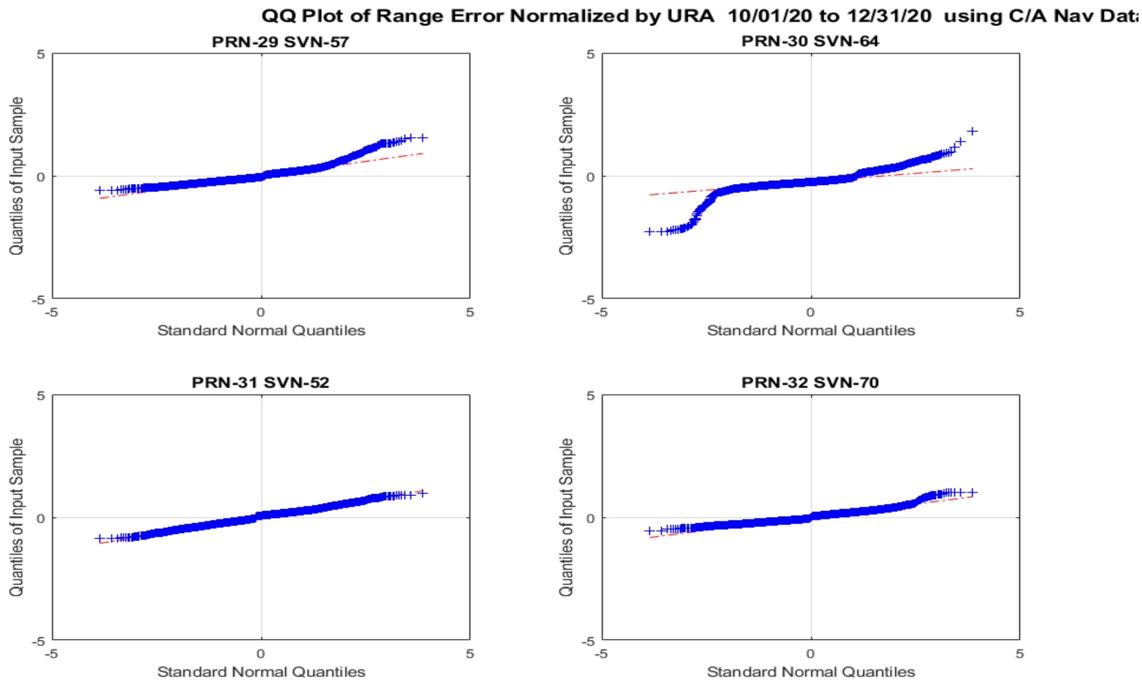


Figure 10-72 QQ Plots of Range Error PRNs 1, 3, 4, and 5 Using L2C CNAV Data

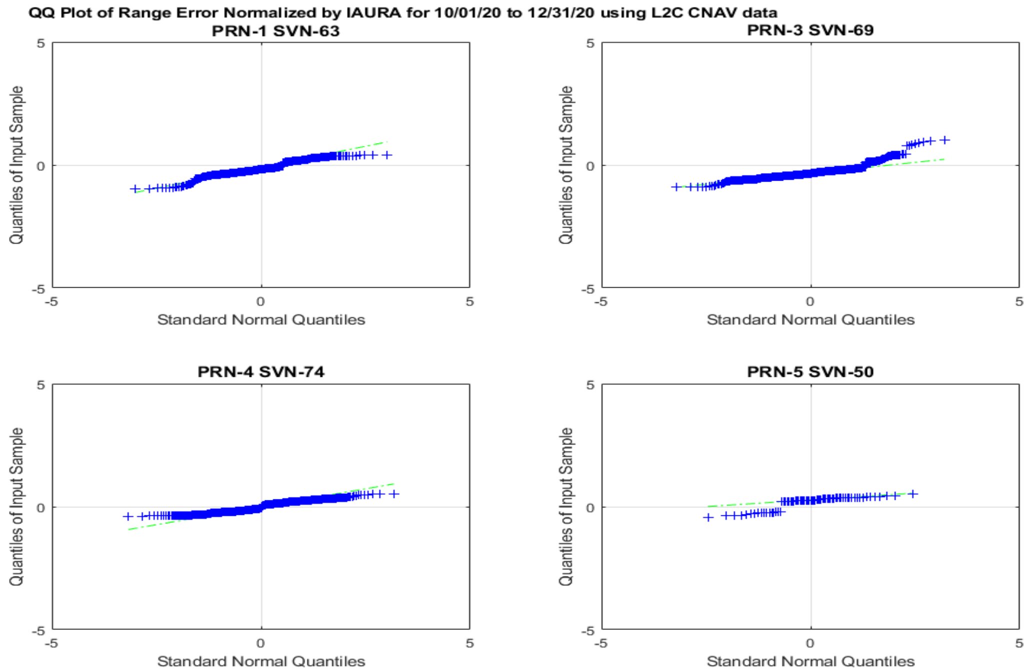


Figure 10-73 QQ Plots of Range Error PRNs 6, 7, 8, and 9 Using L2C CNAV Data

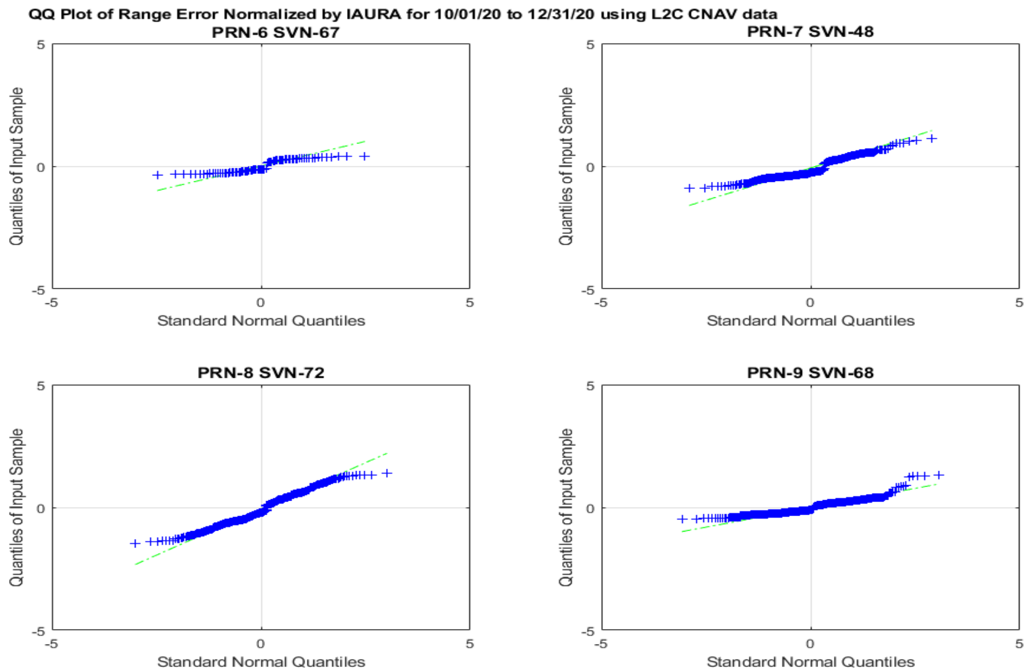


Figure 10-74 QQ Plots of Range Error PRNs 10, 12, 14, and 15 Using L2C CNAV Data

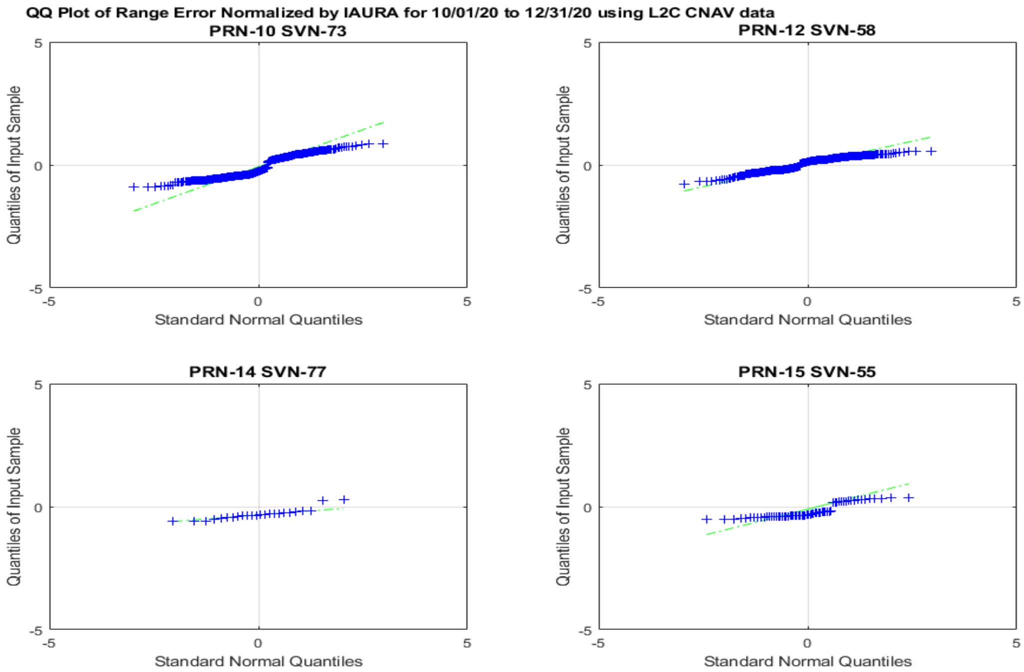


Figure 10-75 QQ Plots of Range Error PRNs 17, 18, 23, and 24 Using L2C CNAV Data

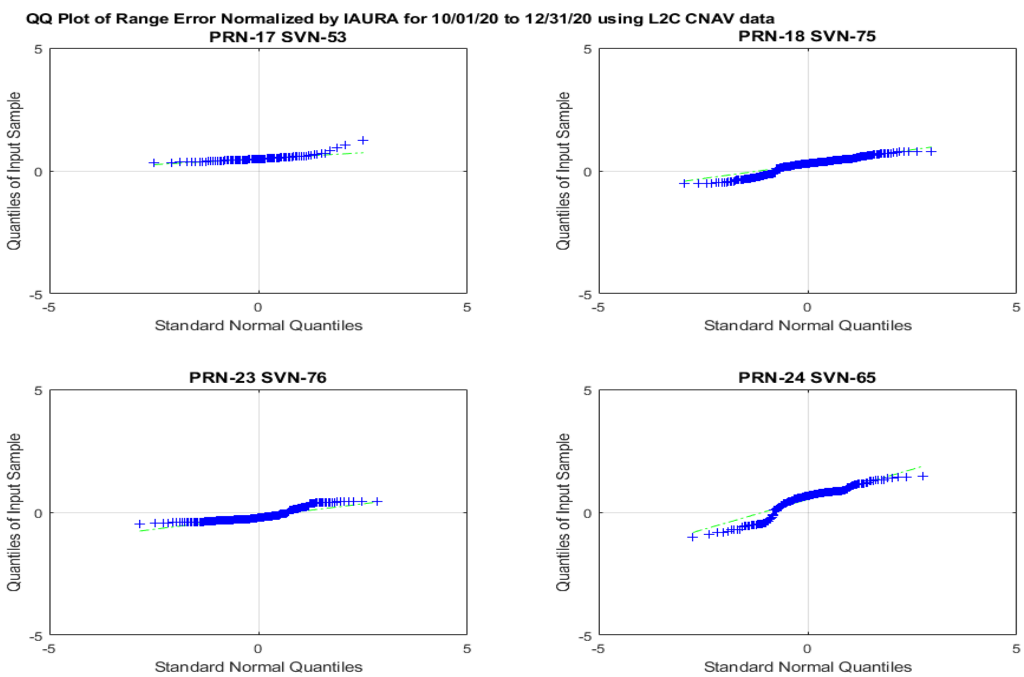


Figure 10-76 QQ Plots of Range Error PRN 25, 26, 27, and 29 Using L2C CNAV Data

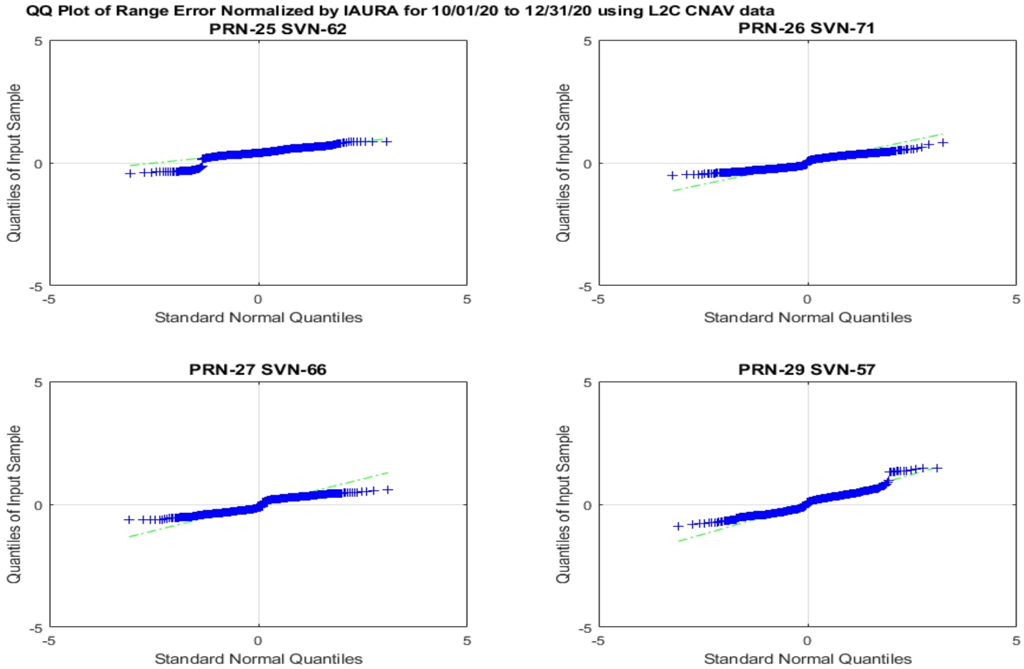
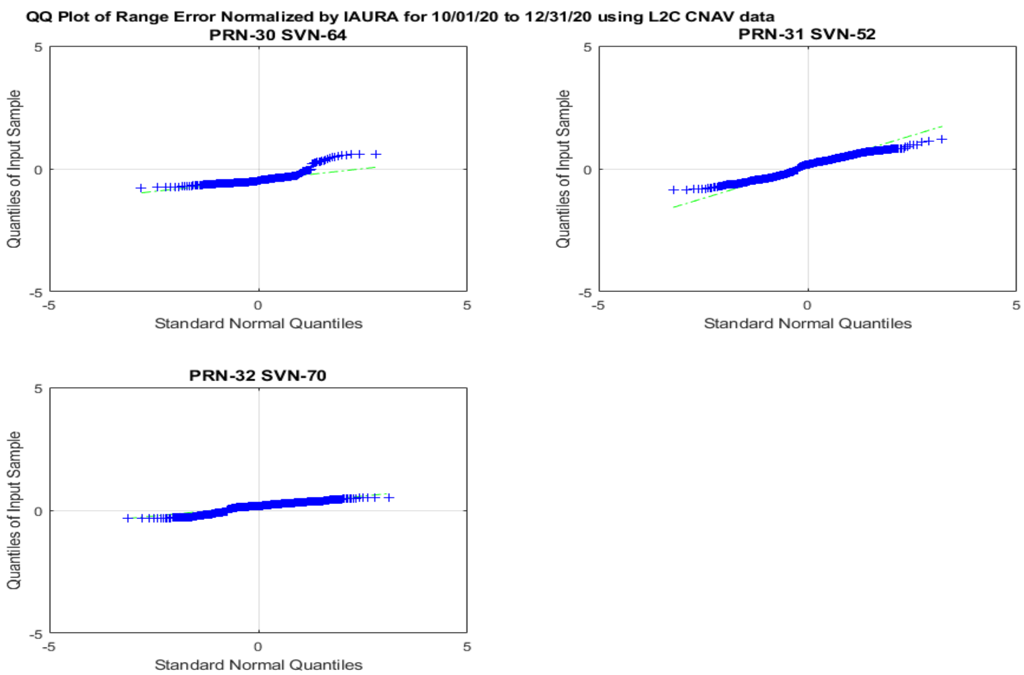


Figure 10-77 QQ Plots of Range Error PRNs 30, 31, and 32 Using L2C CNAV Data



10.7 Histogram Plots of H, A, C, and Range Error for All Satellites

Figure 10-78 Histograms of H, A, C, and Range Error PRN-1 (SVN-63) Using C/A Nav Data

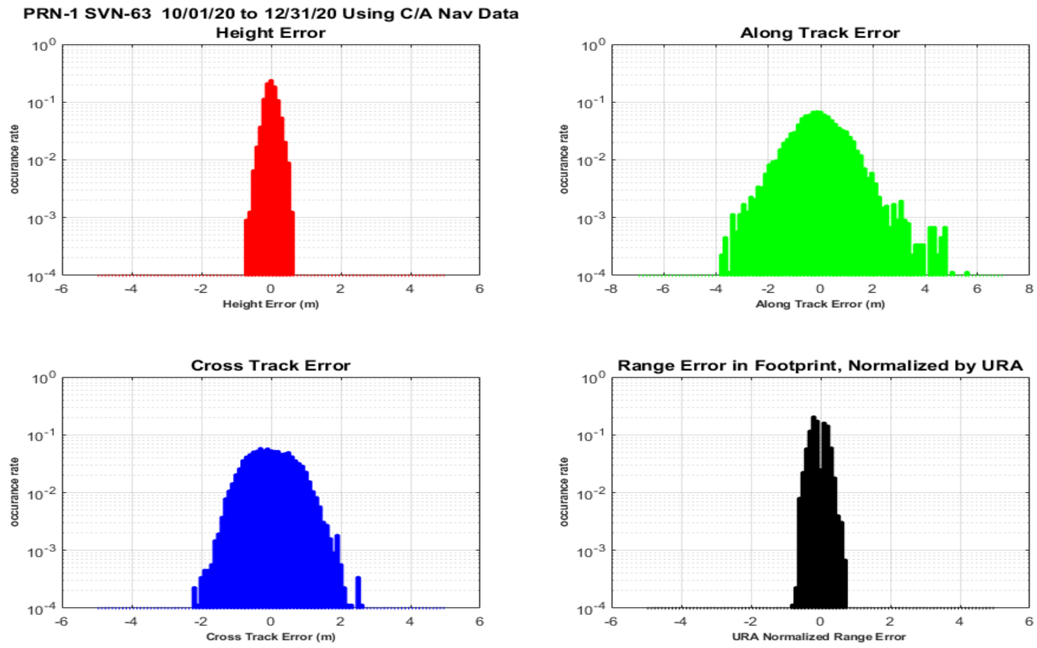


Figure 10-79 Histograms of H, A, C, and Range Error PRN-1 (SVN-63) Using L2C CNAV Data

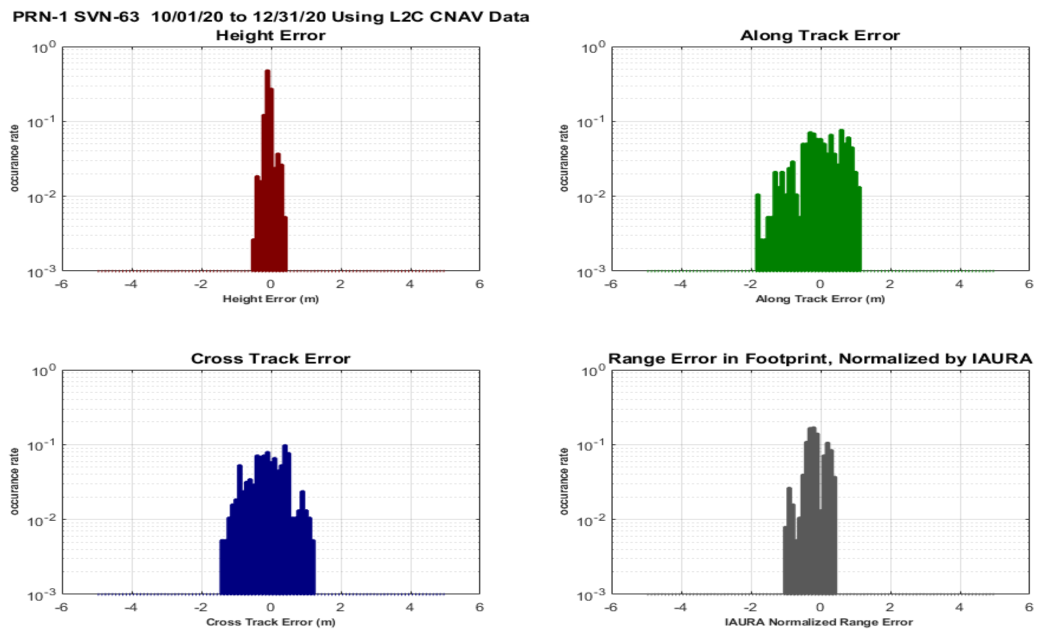


Figure 10-80 Histograms of H, A, C, and Range Error PRN-2 (SVN-61) Using C/A Nav Data

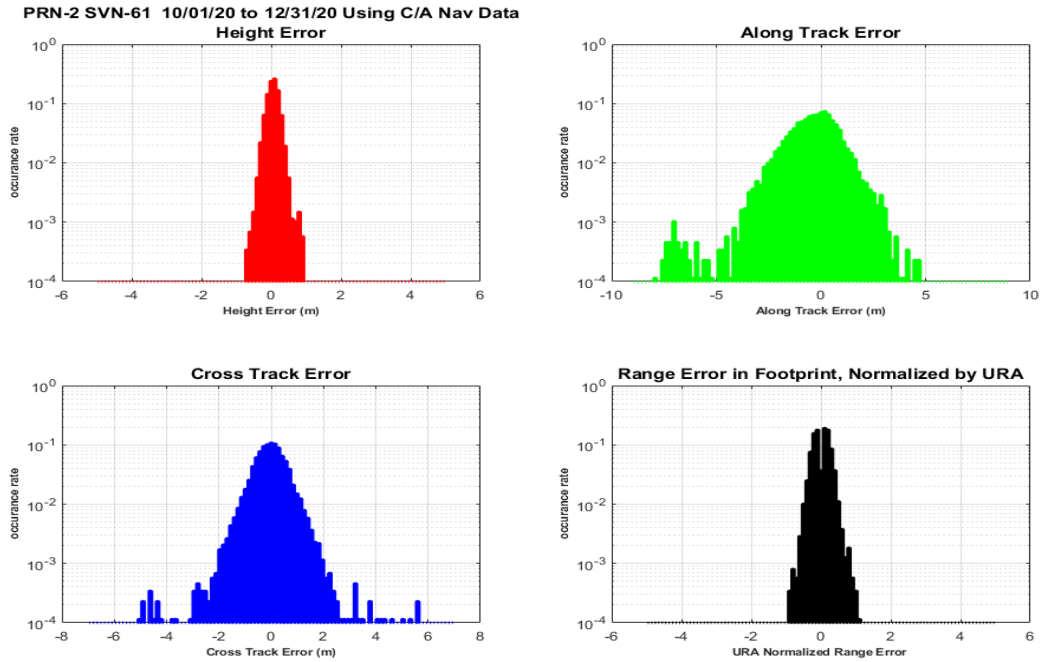


Figure 10-81 Histograms of H, A, C, and Range Error PRN-3 (SVN-69) Using C/A Nav Data

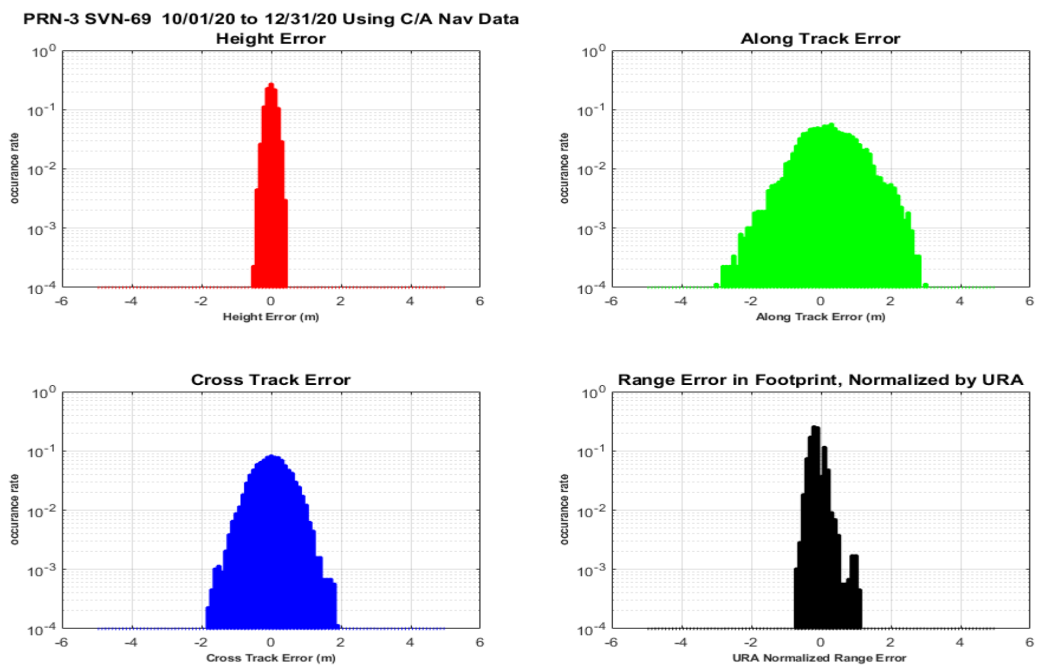


Figure 10-82 Histograms of H, A, C, and Range Error PRN-3 (SVN-69) Using L2C CNAV Data

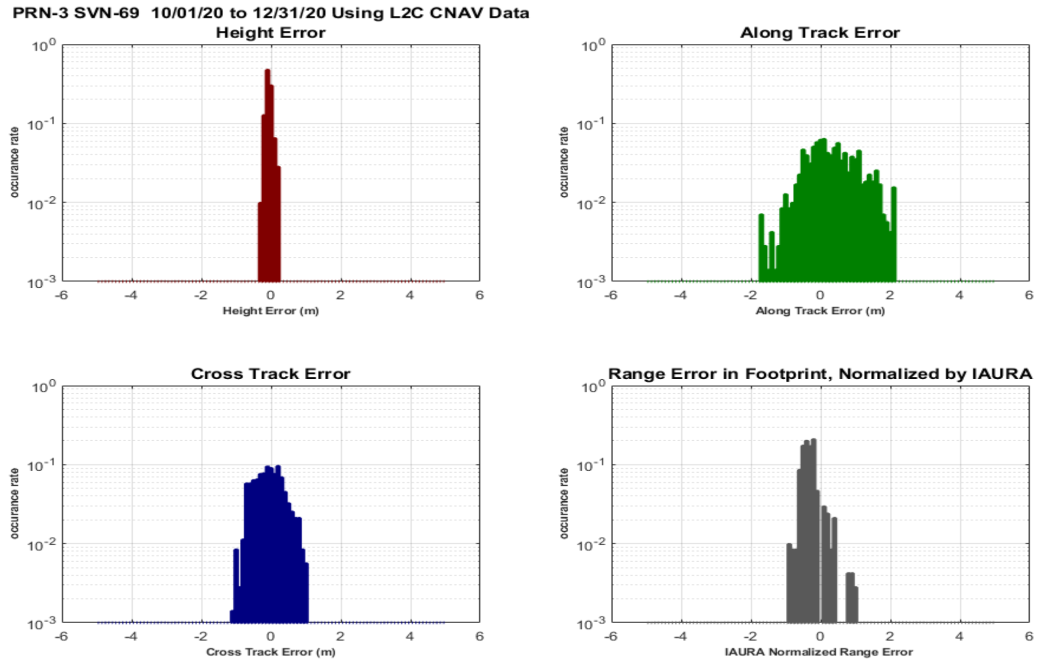


Figure 10-83 Histograms of H, A, C, and Range Error PRN-4 (SVN-74) Using C/A Nav Data

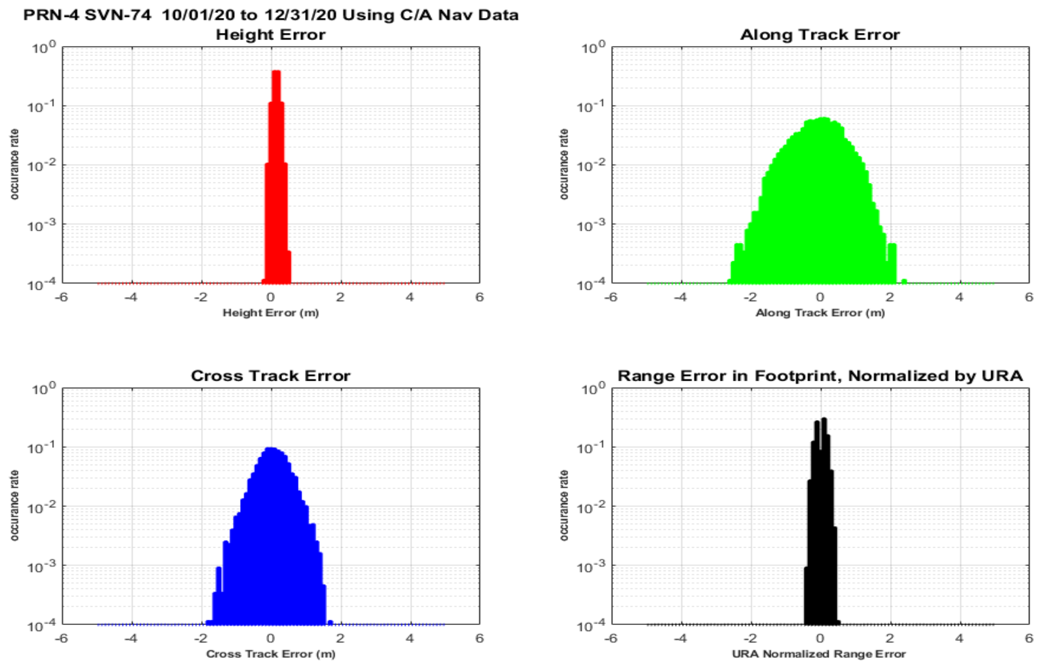


Figure 10-84 Histograms of H, A, C, and Range Error PRN-4 (SVN-74) Using L2C CNAV Data

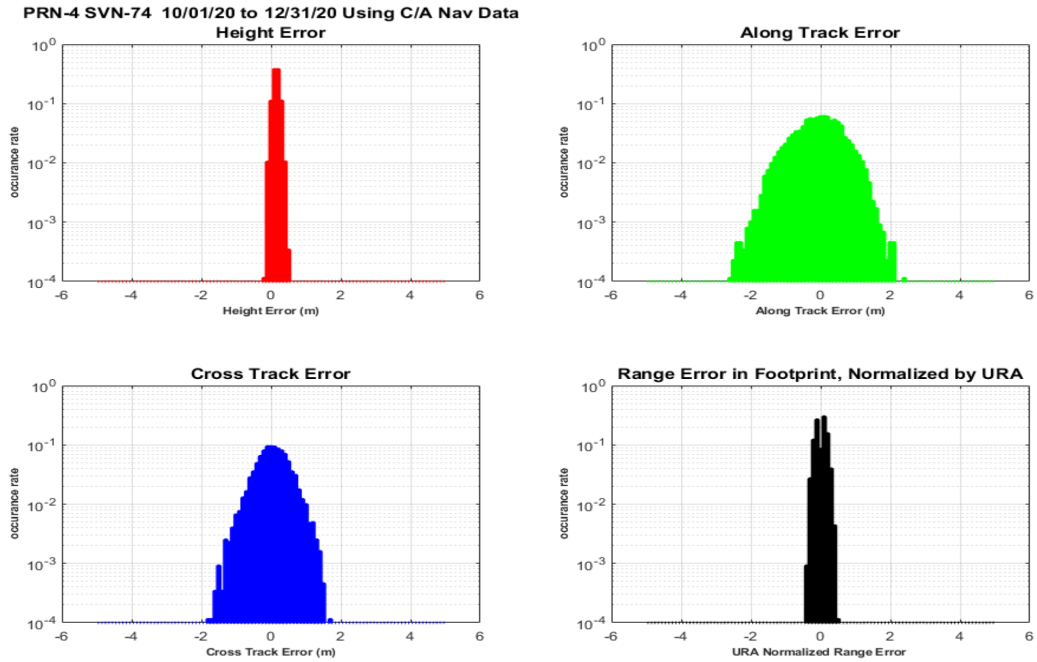


Figure 10-85 Histograms of H, A, C, and Range Error PRN-5 (SVN-50) Using C/A Nav Data

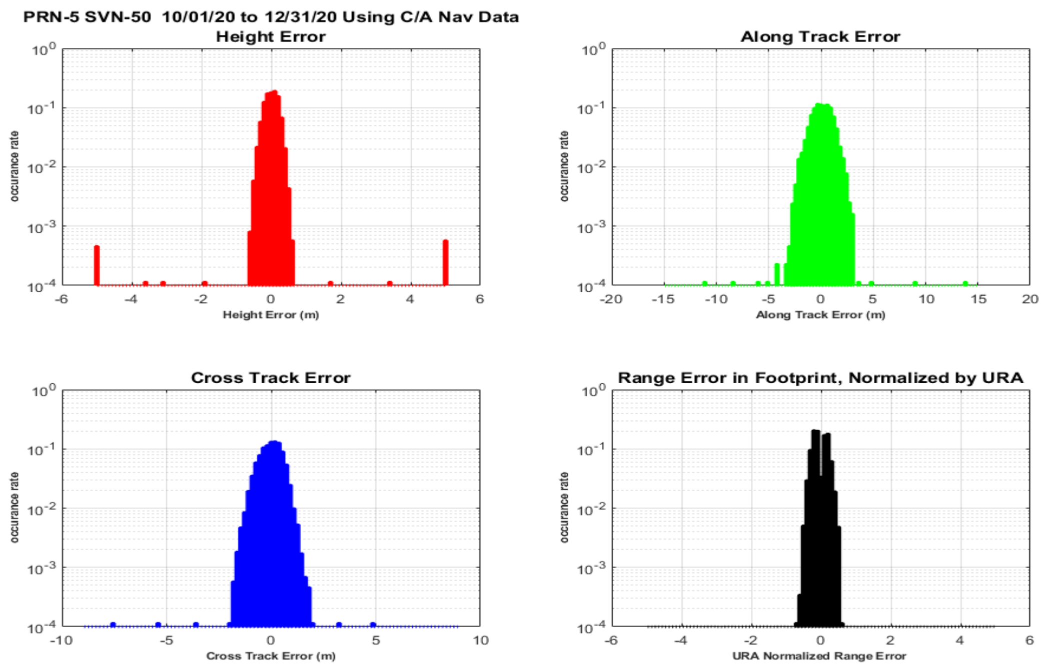


Figure 10-86 Histograms of H, A, C, and Range Error PRN-5 (SVN-50) Using L2C CNAV Data

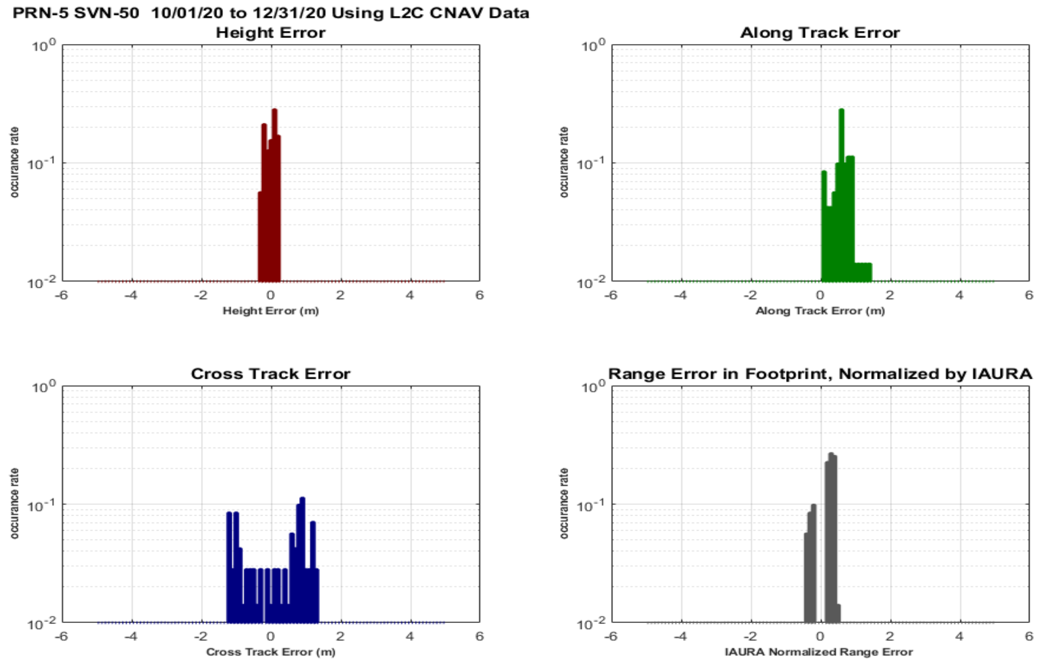


Figure 10-87 Histograms of H, A, C, and Range Error PRN-6 (SVN-67) Using C/A Nav Data

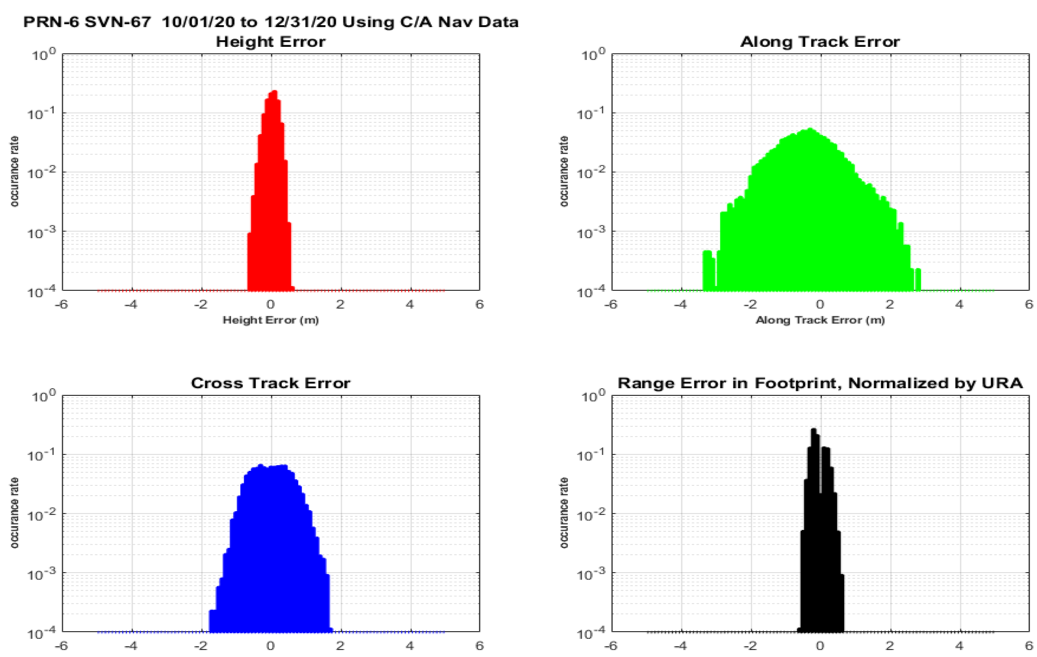


Figure 10-88 Histograms of H, A, C, and Range Error PRN-6 (SVN-67) Using L2C CNAV Data

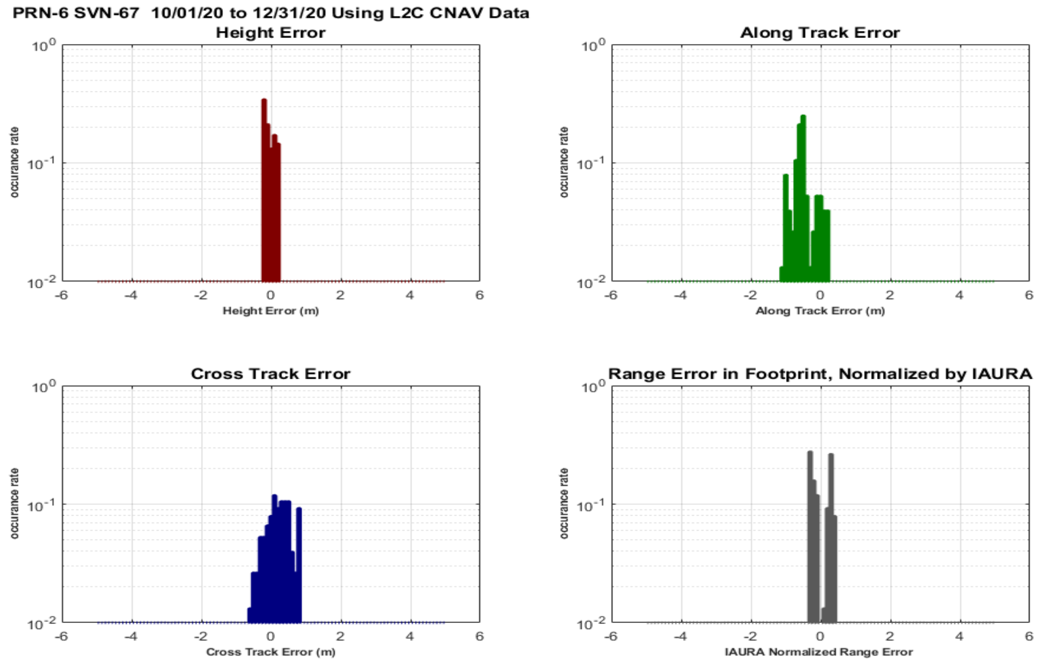


Figure 10-89 Histograms of H, A, C, and Range Error PRN-7 (SVN-48) Using C/A Nav Data

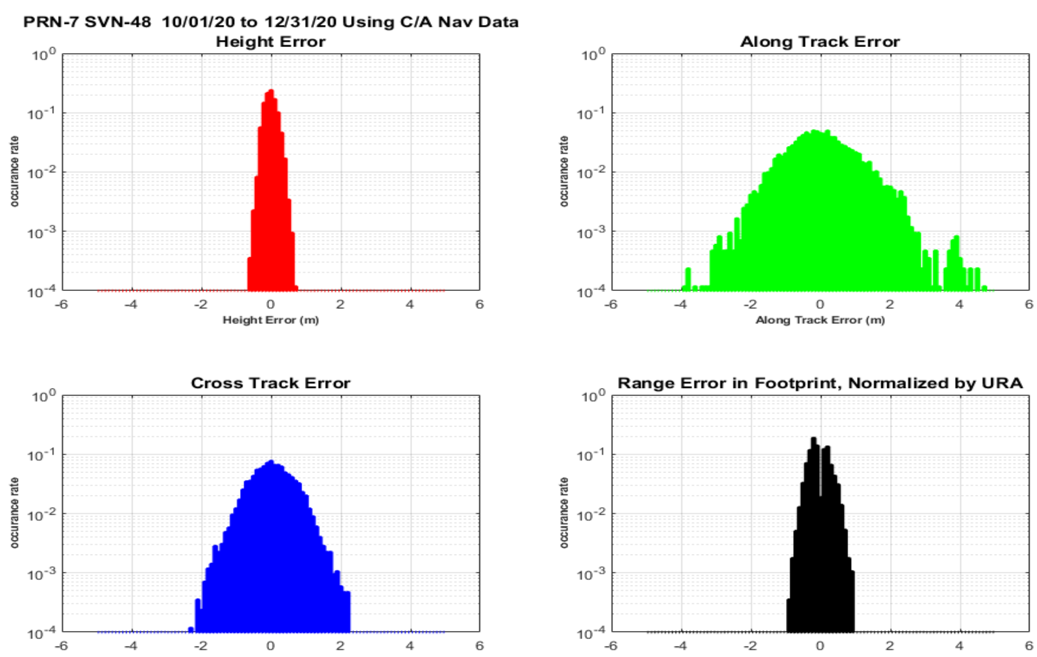


Figure 10-90 Histograms of H, A, C, and Range Error PRN-7 (SVN-48) Using L2C CNAV Data

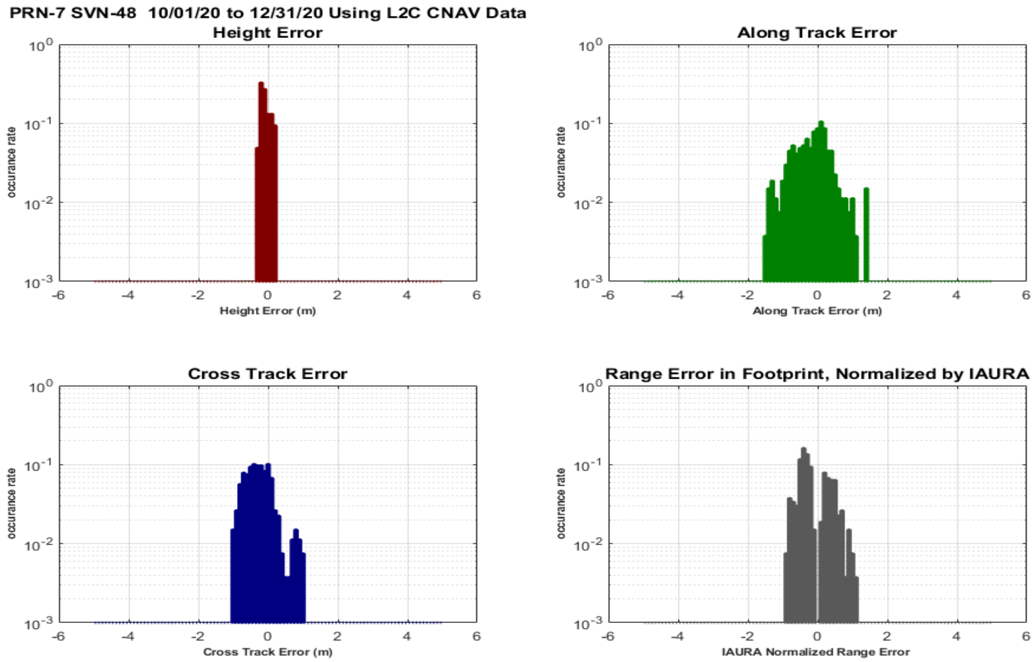


Figure 10-91 Histograms of H, A, C, and Range Error PRN-8 (SVN-72) Using C/A Nav Data

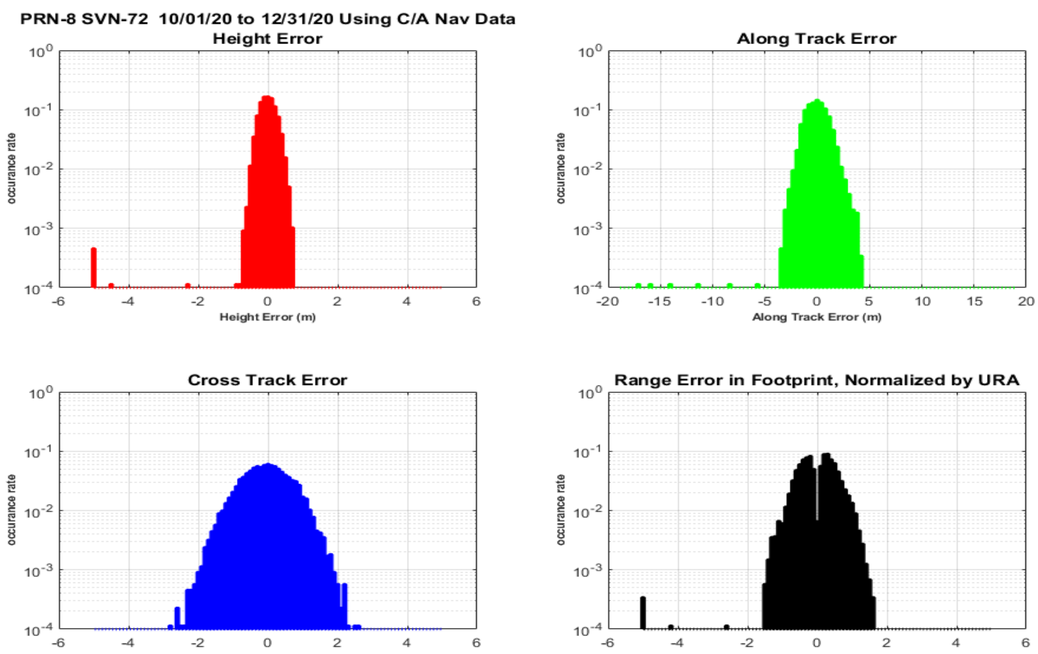


Figure 10-92 Histograms of H, A, C, and Range Error PRN-8 (SVN-72) Using L2C CNAV Data

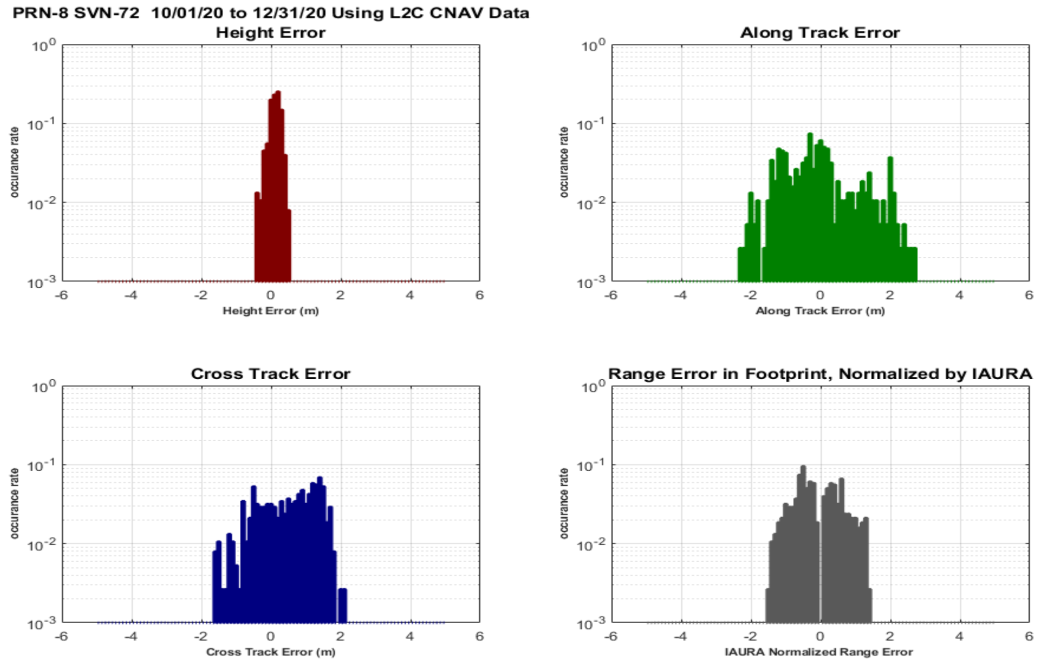


Figure 10-93 Histograms of H, A, C, and Range Error PRN-9 (SVN-68) Using C/A Nav Data

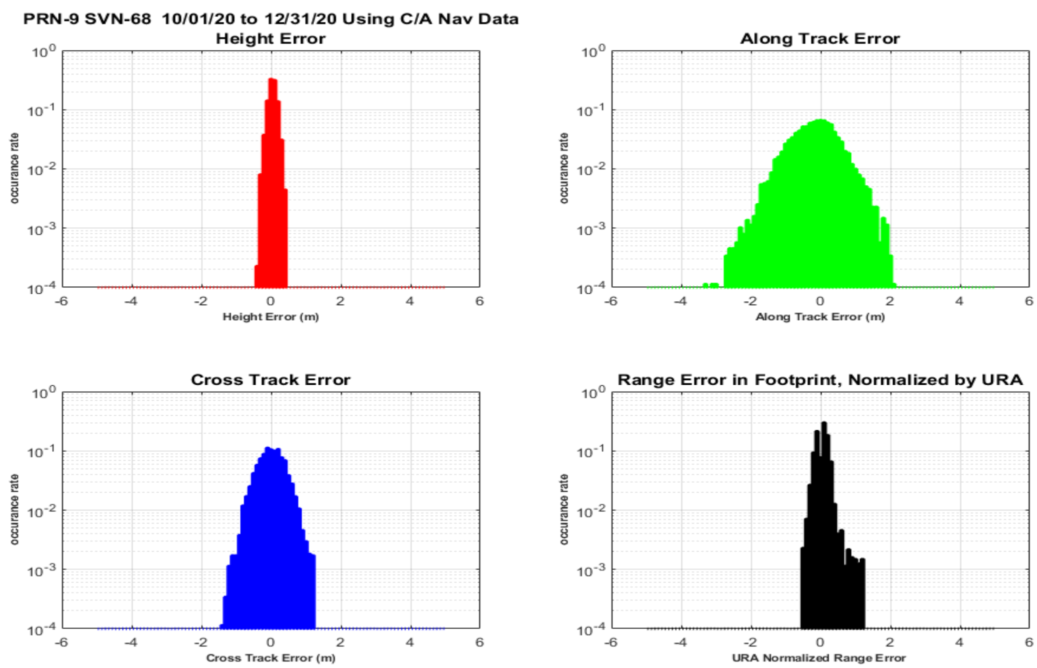


Figure 10-94 Histograms of H, A, C, and Range Error PRN-9 (SVN-68) Using L2C CNAV Data

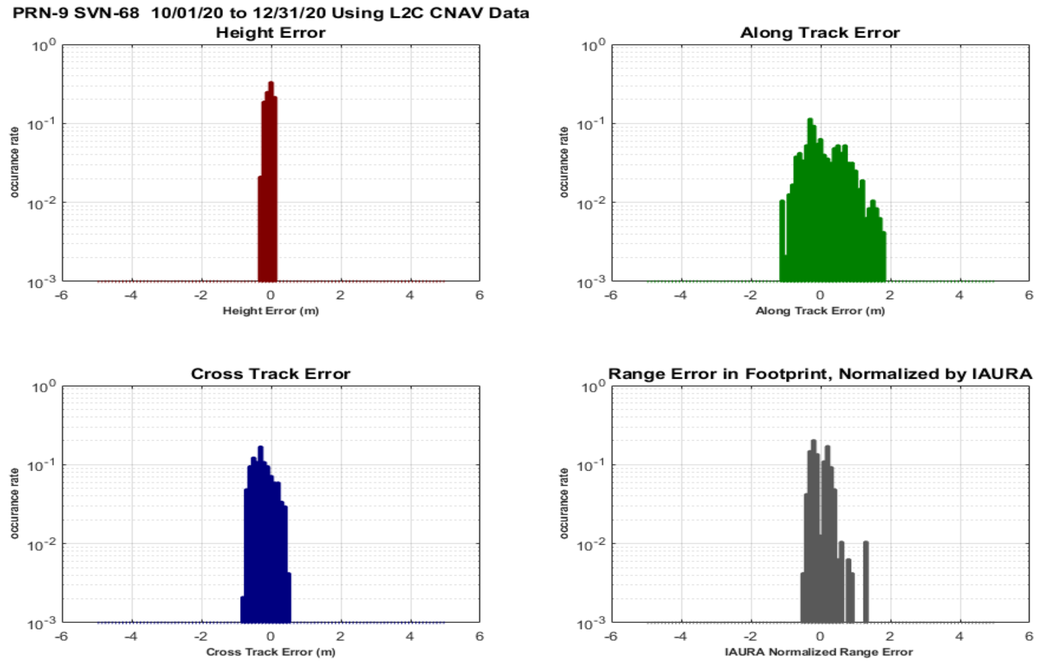


Figure 10-95 Histograms of H, A, C, and Range Error PRN-10 (SVN-73) Using C/A Nav Data

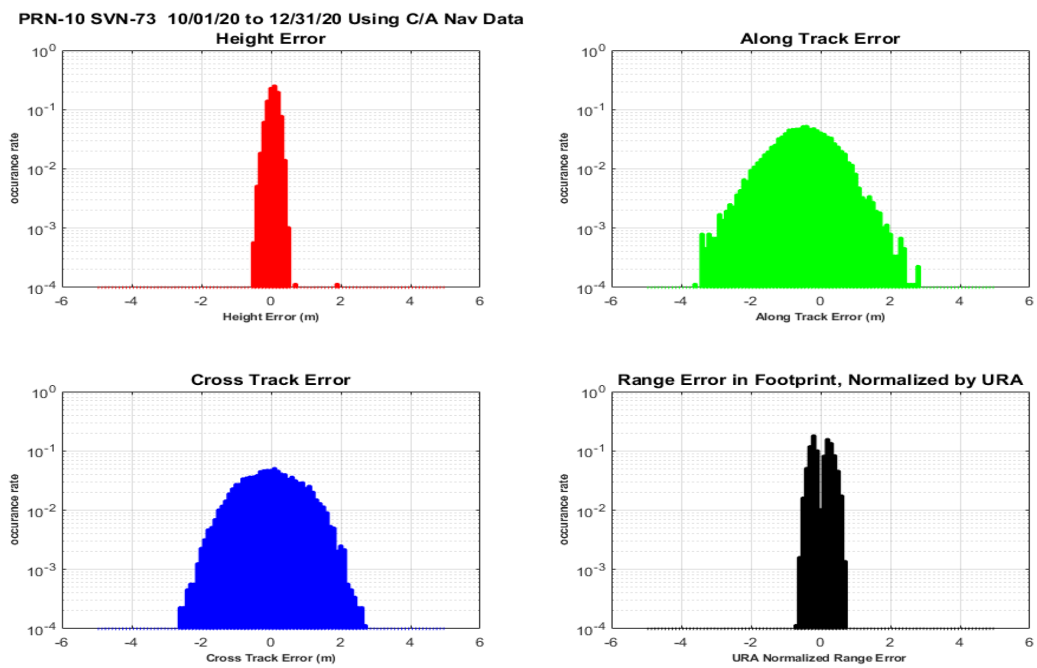


Figure 10-96 Histograms of H, A, C, and Range Error PRN-10 (SVN-73) Using L2C CNAV Data

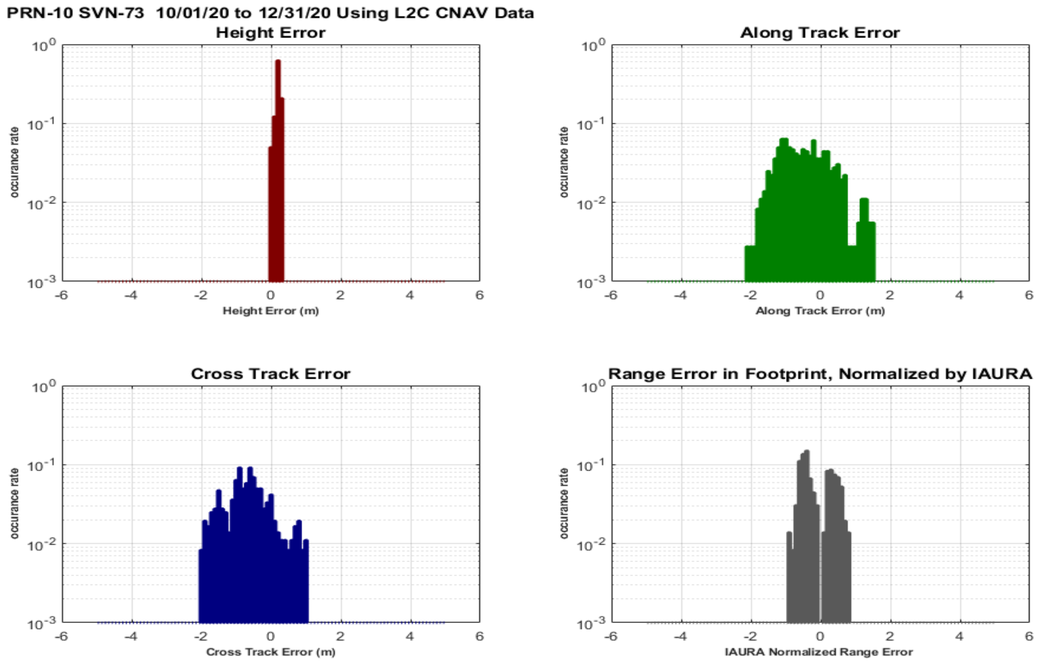


Figure 10-97 Histograms of H, A, C, and Range Error PRN-11 (SVN-46) Using C/A Nav Data

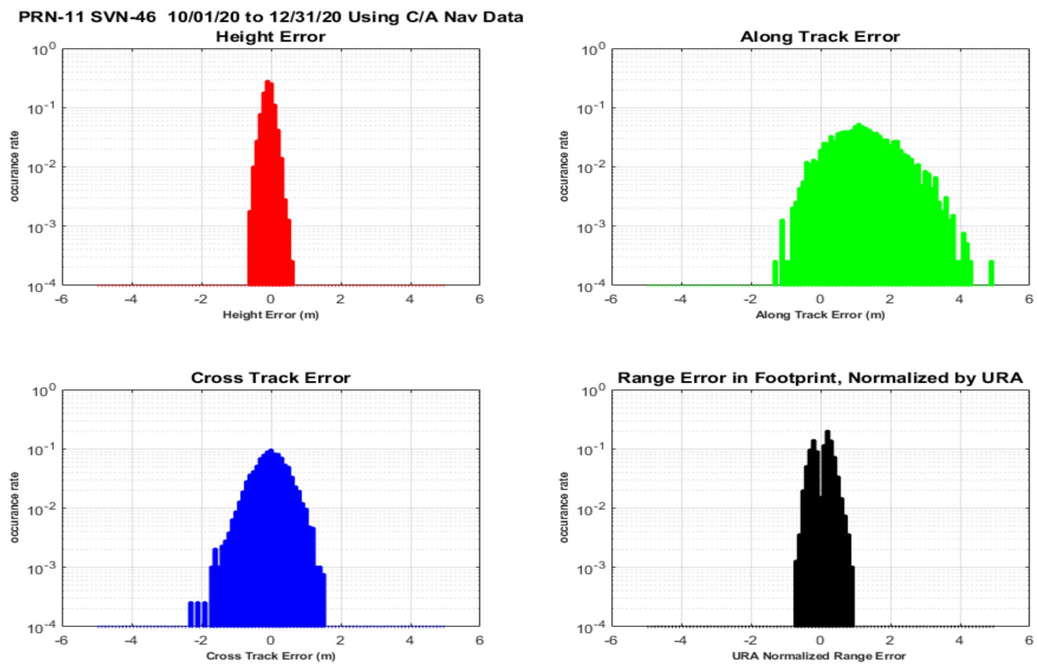


Figure 10-98 Histograms of H, A, C, and Range Error PRN-12 (SVN-58) Using C/A Nav Data

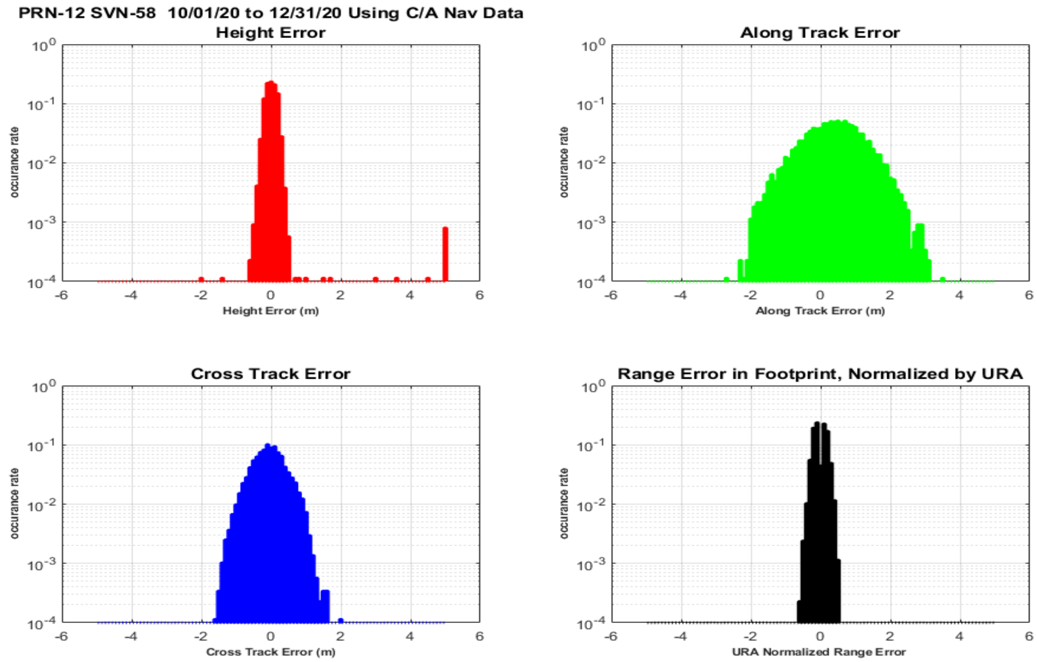


Figure 10-99 Histograms of H, A, C, and Range Error PRN-12 (SVN-58) Using L2C CNAV Data

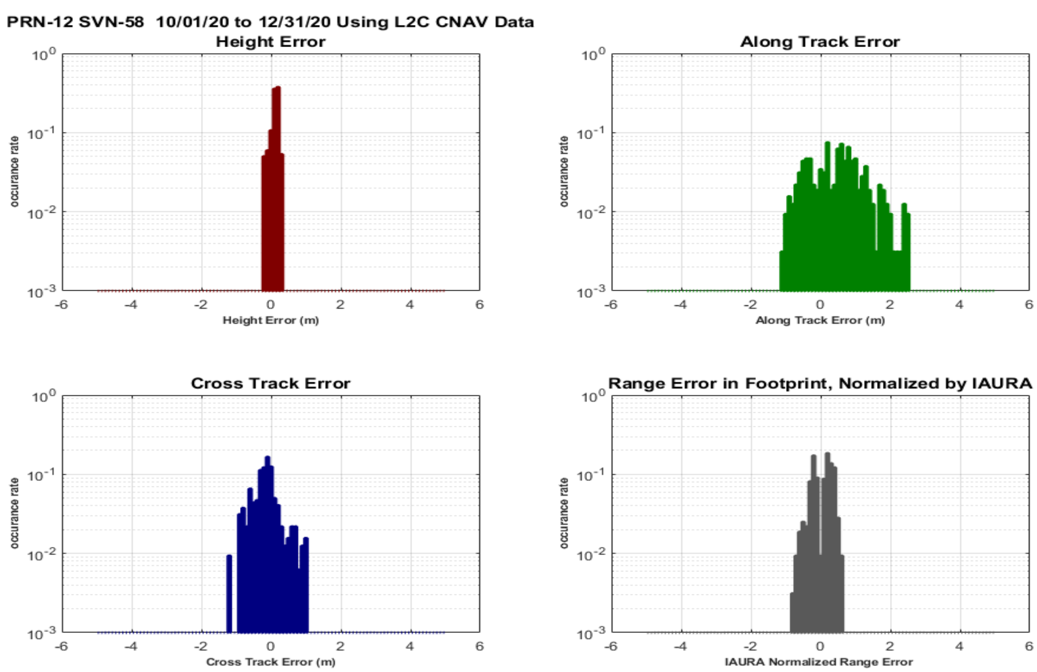


Figure 10-100 Histograms of H, A, C, and Range Error PRN-13 (SVN-43) Using C/A Nav Data

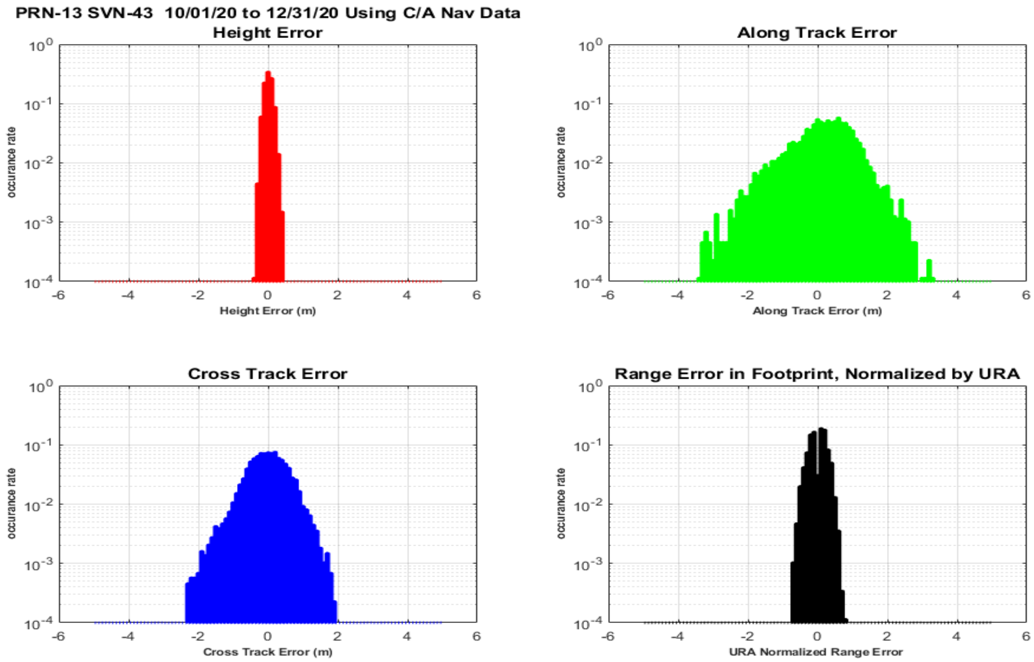


Figure 10-101 Histograms of H, A, C, and Range Error PRN-14 (SVN-77) Using C/A Nav Data

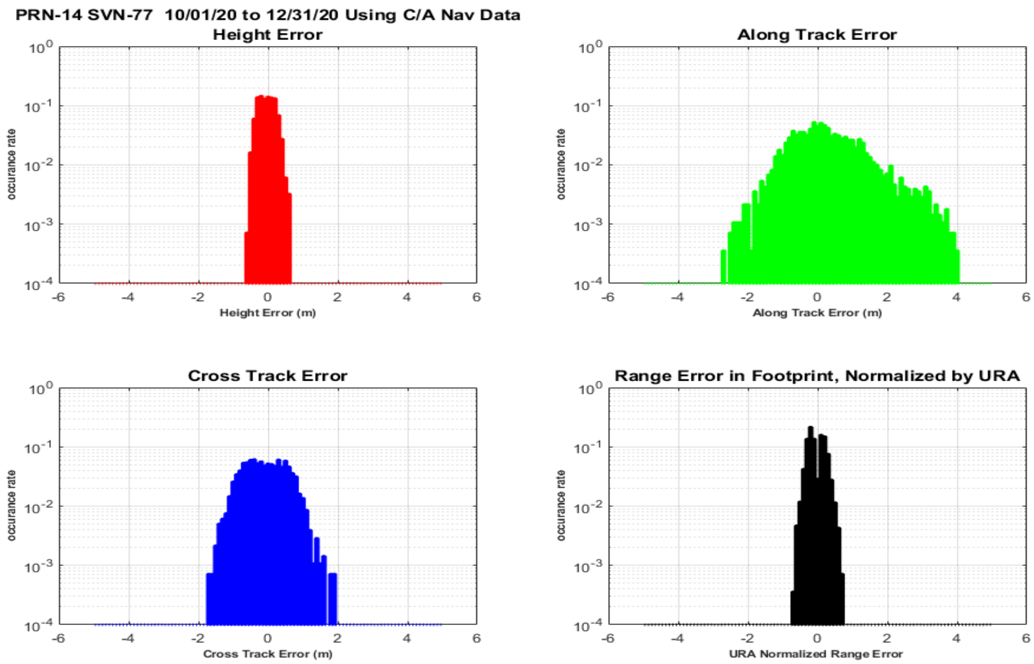


Figure 10-102 Histograms of H, A, C, and Range Error PRN-14 (SVN-77) Using L2C CNAV Data

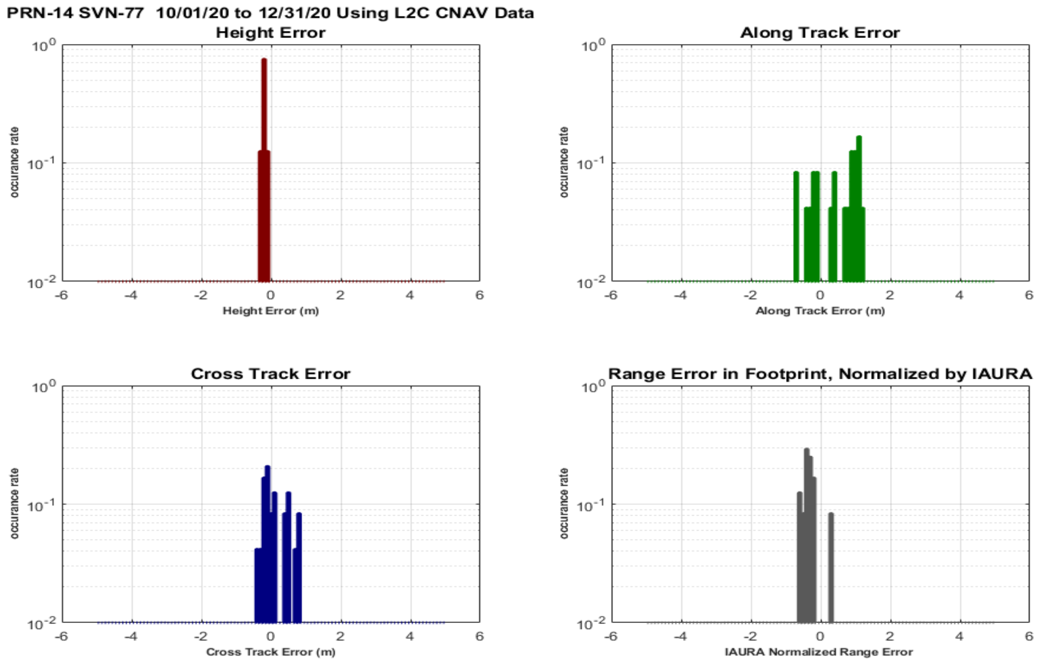


Figure 10-103 Histograms of H, A, C, and Range Error PRN-15 (SVN-55) Using C/A Nav Data

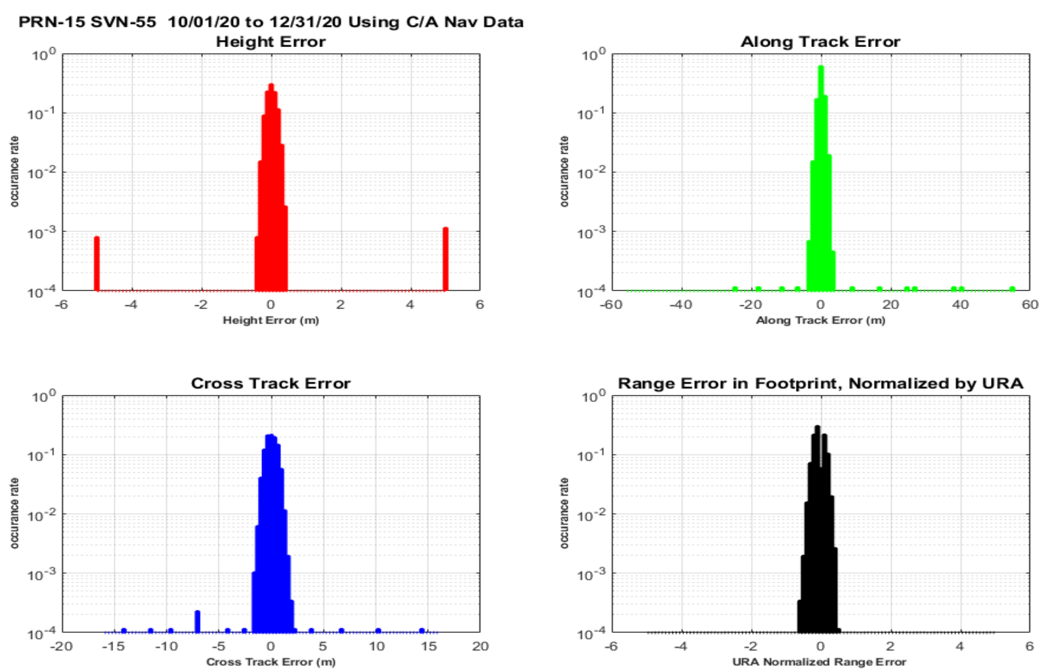


Figure 10-104 Histograms of H, A, C, and Range Error PRN-15 (SVN-55) Using L2C CNAV Data

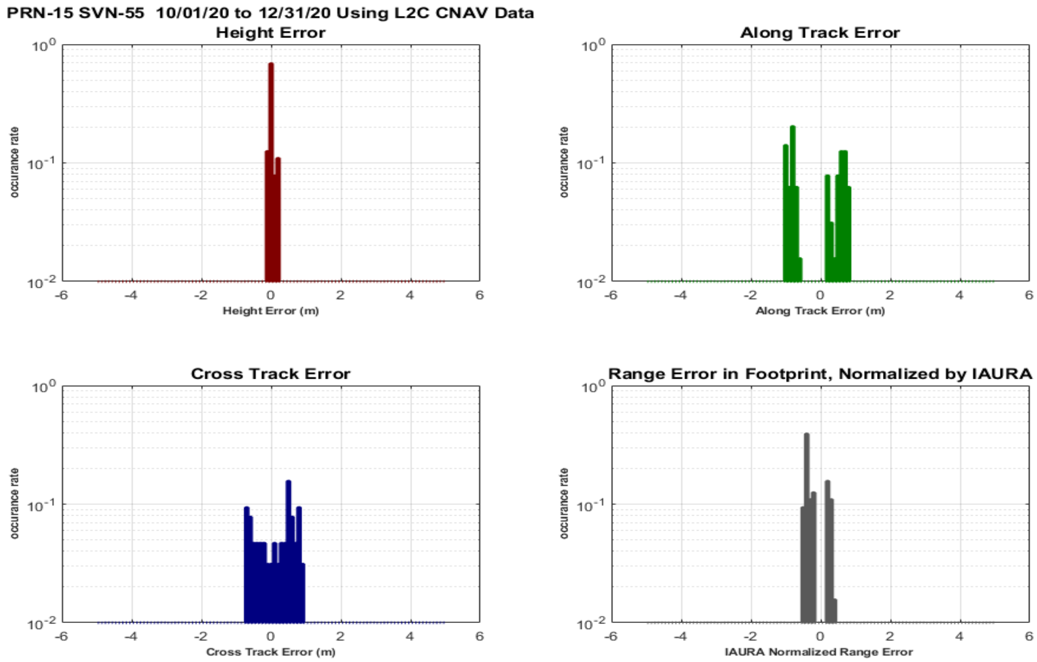


Figure 10-105 Histograms of H, A, C, and Range Error PRN-16 (SVN-56) Using C/A Nav Data

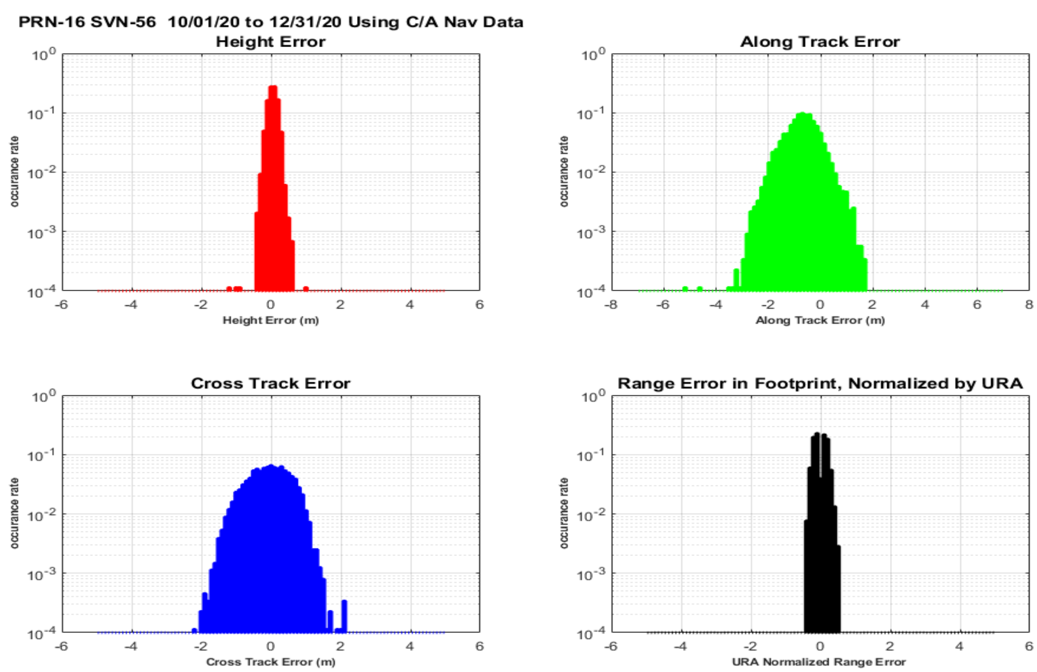


Figure 10-106 Histograms of H, A, C, and Range Error PRN-17 (SVN-53) Using C/A Nav Data

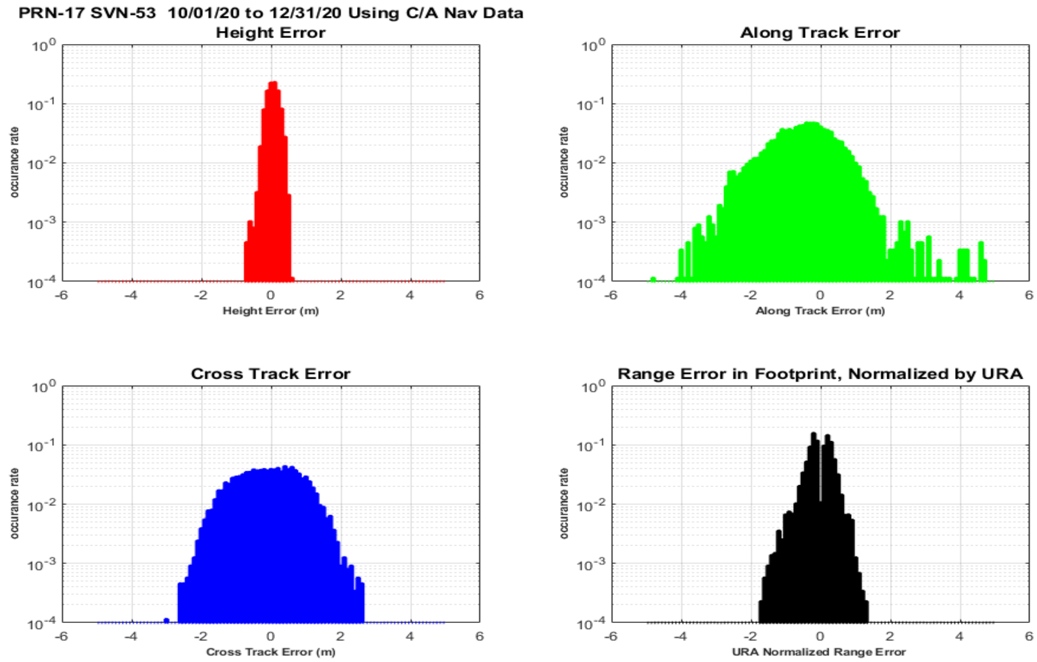


Figure 10-107 Histograms of H, A, C, and Range Error PRN-17 (SVN-53) Using L2C CNAV Data

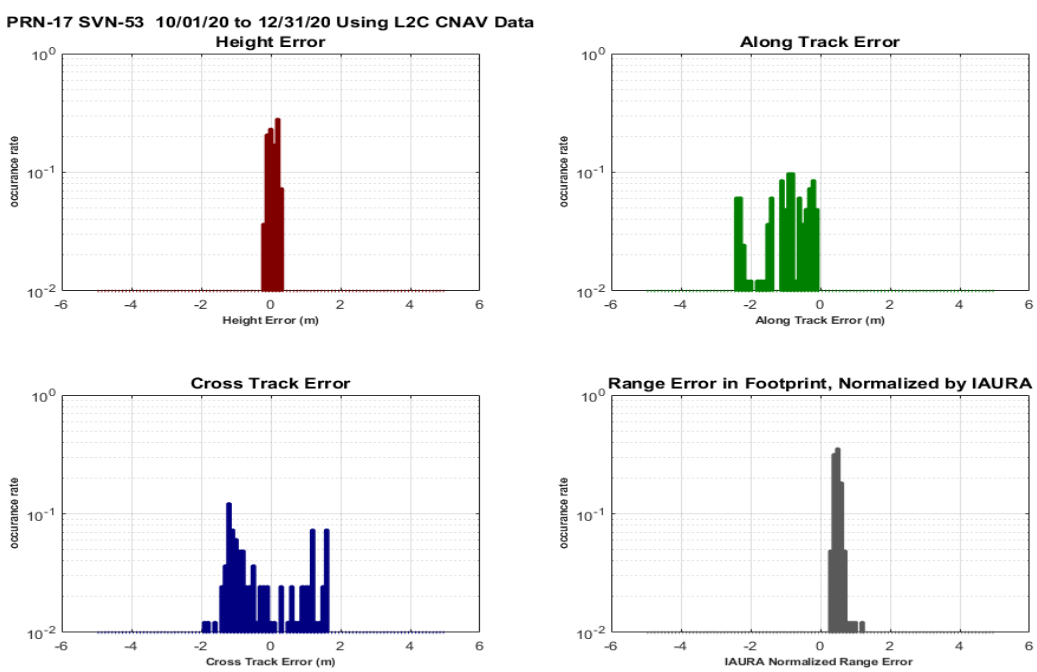


Figure 10-108 Histograms of H, A, C, and Range Error PRN-18 (SVN-75) Using C/A Nav Data

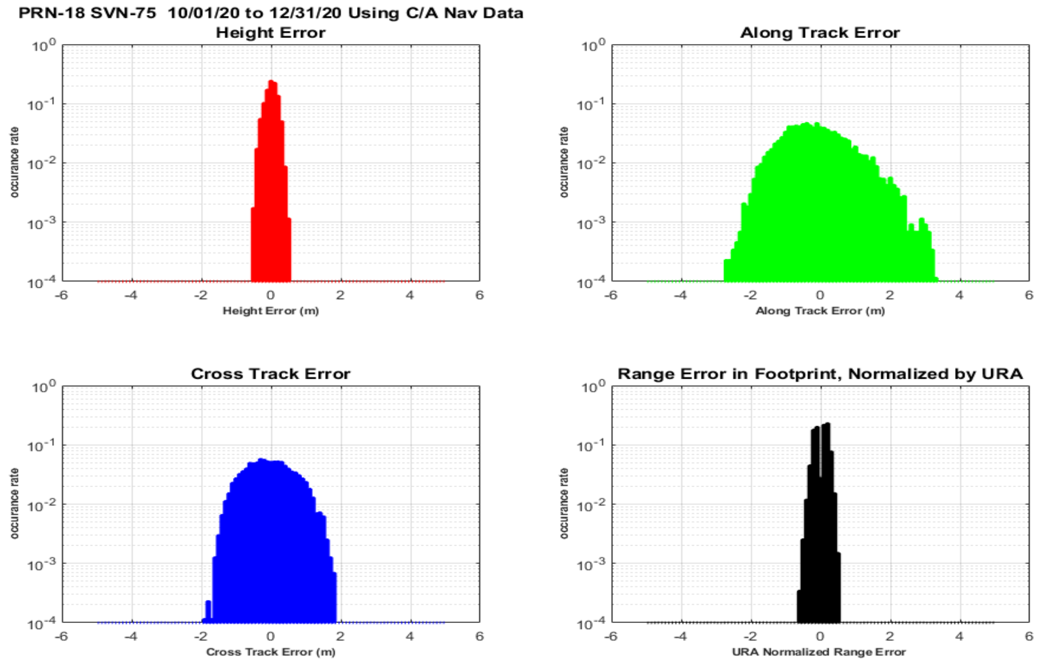


Figure 10-109 Histograms of H, A, C, and Range Error PRN-18 (SVN-75) Using L2C CNAV Data

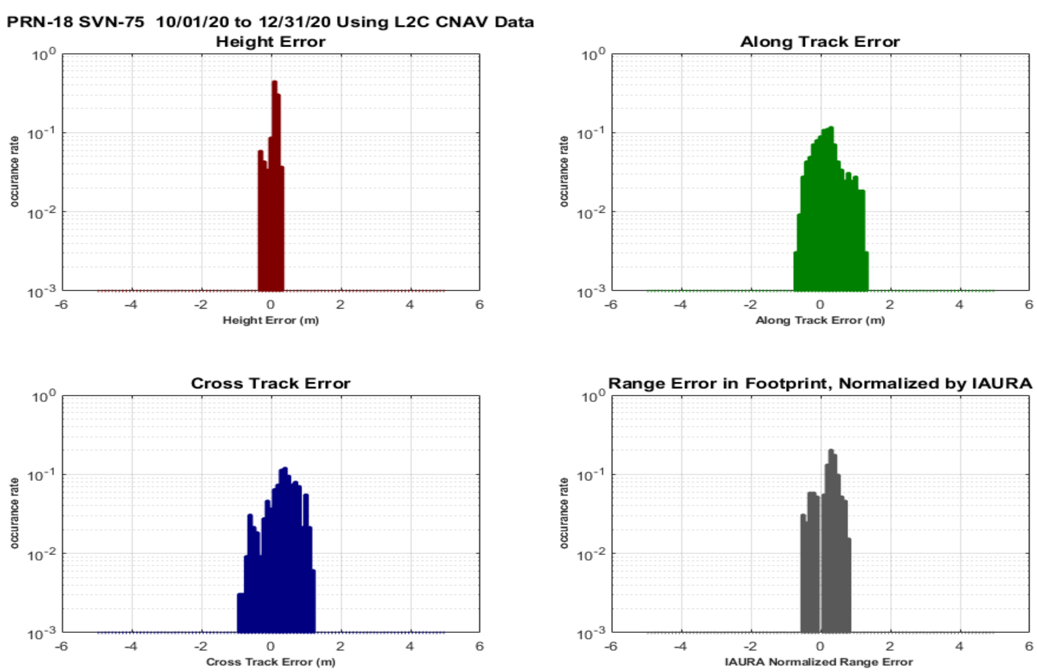


Figure 10-110 Histograms of H, A, C, and Range Error PRN-19 (SVN-59) Using C/A Nav Data

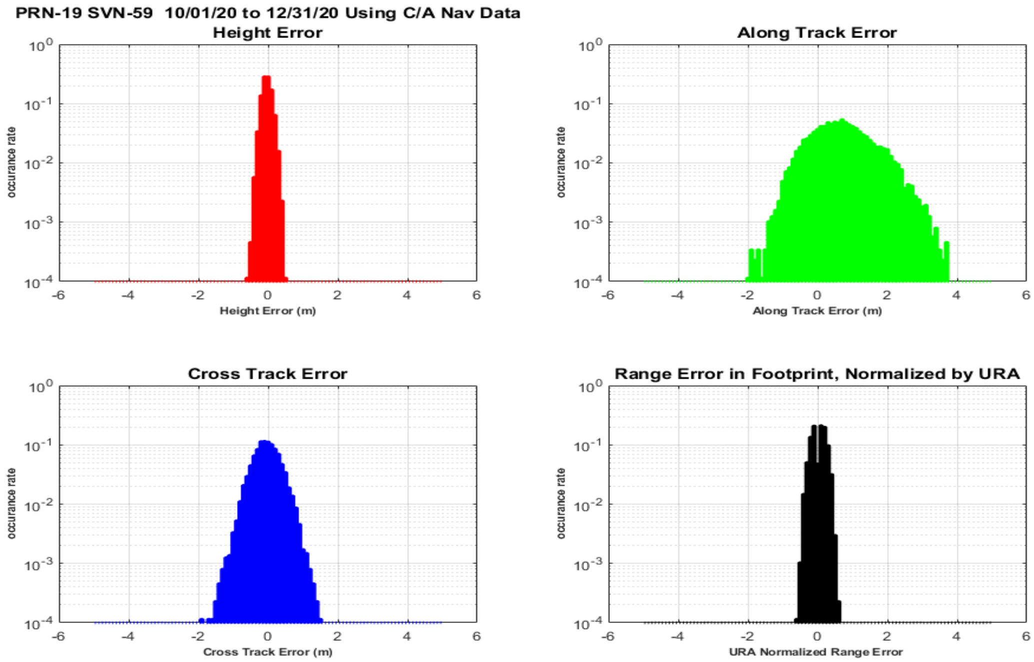


Figure 10-111 Histograms of H, A, C, and Range Error PRN-20 (SVN-51) Using C/A Nav Data

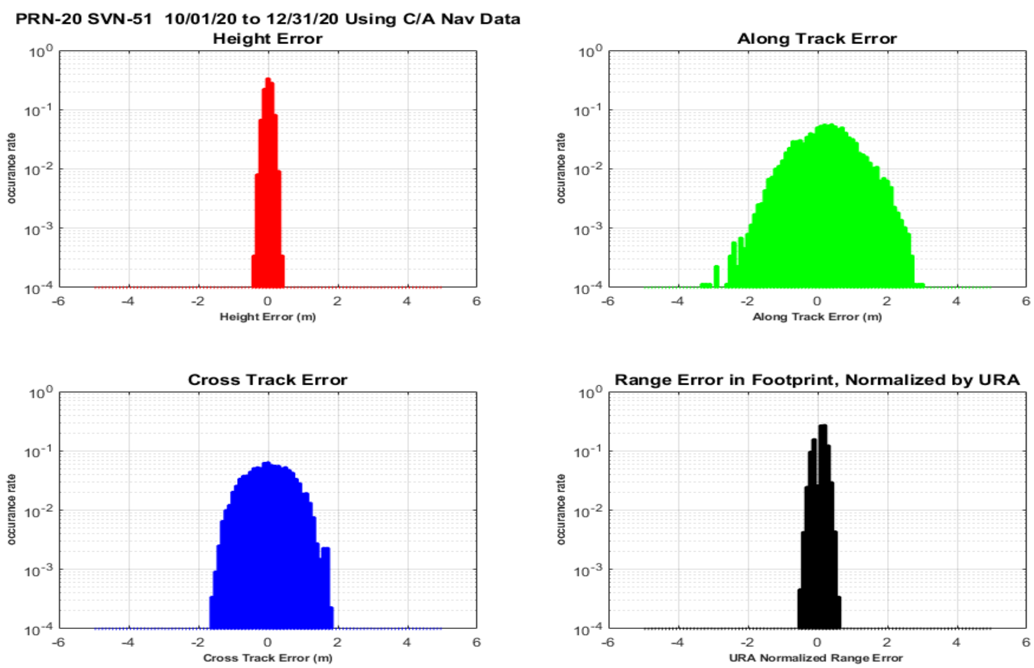


Figure 10-112 Histograms of H, A, C, and Range Error PRN-21 (SVN-45) Using C/A Nav Data

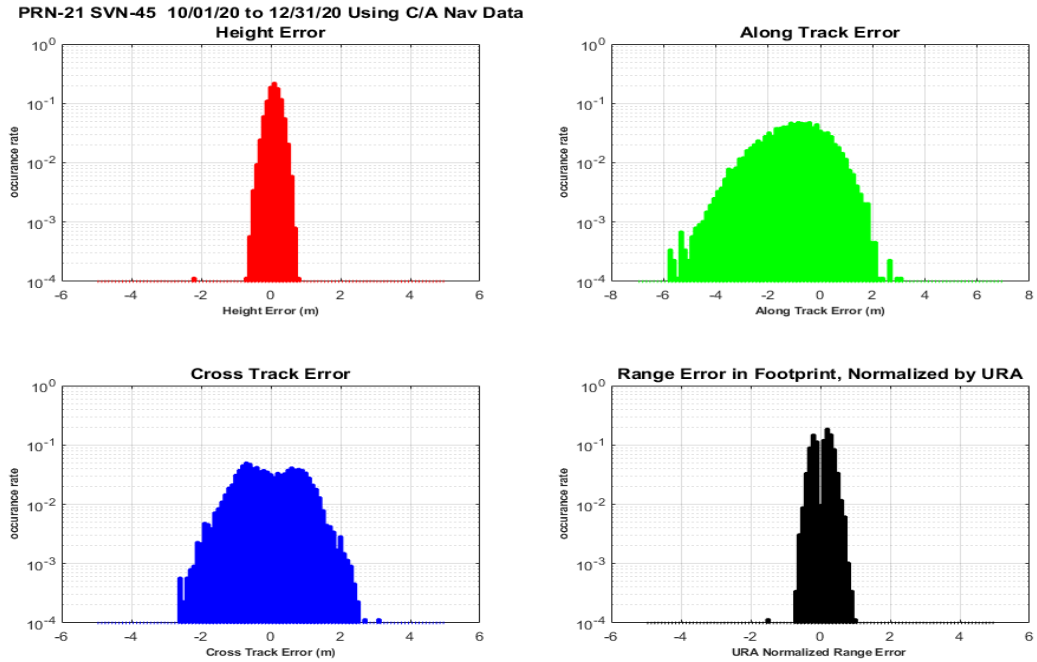


Figure 10-113 Histograms of H, A, C, and Range Error PRN-22 (SVN-47) Using C/A Nav Data

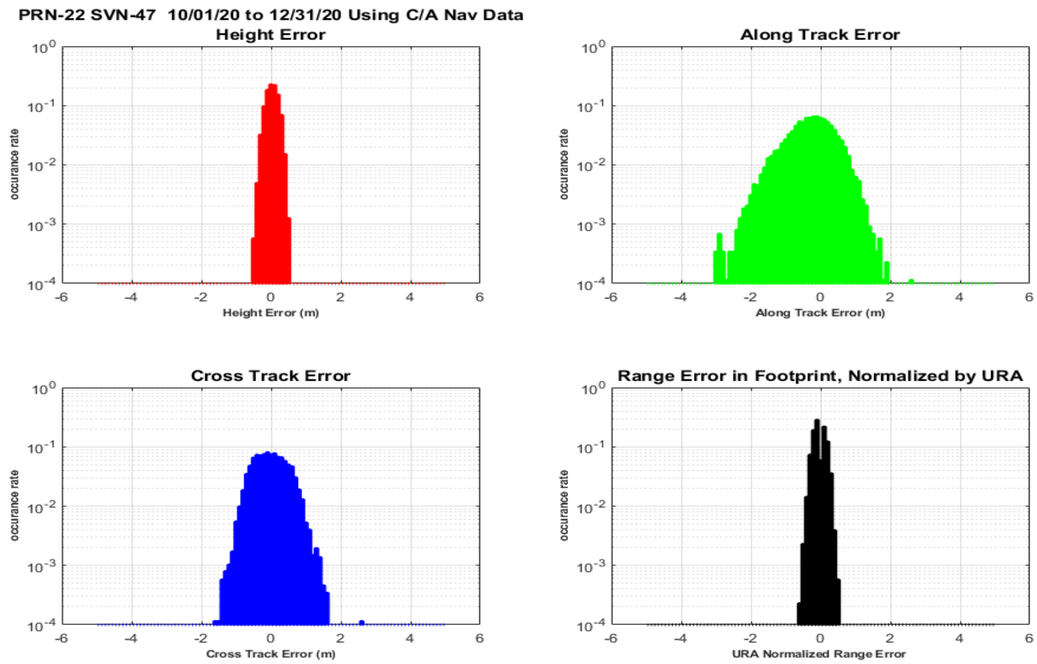


Figure 10-114 Histograms of H, A, C, and Range Error PRN-23 (SVN-76) Using C/A Nav Data

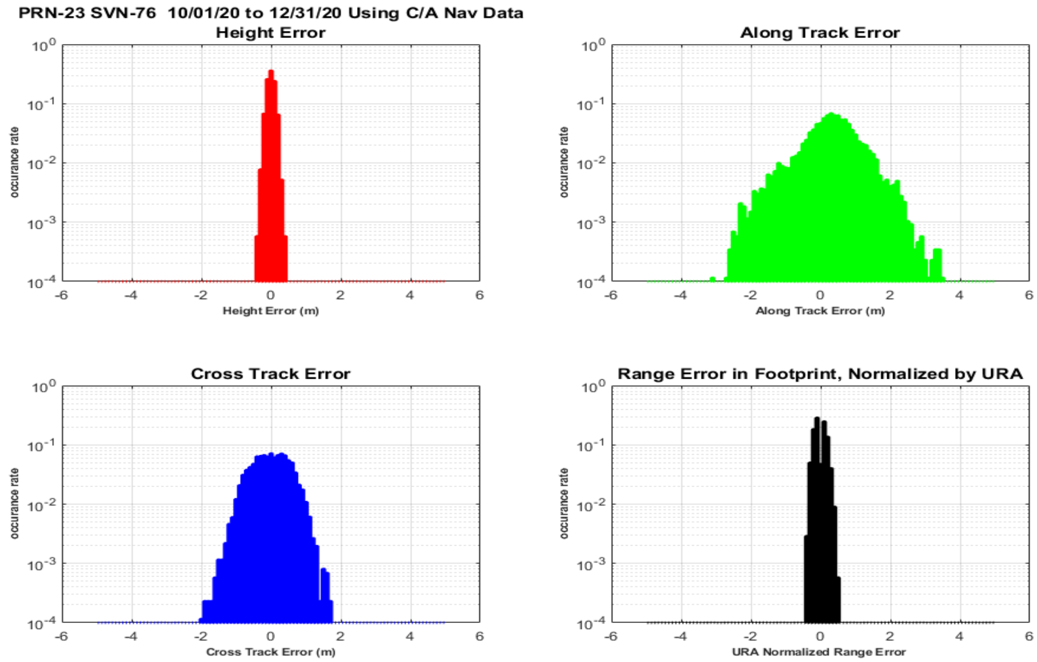


Figure 10-115 Histograms of H, A, C, and Range Error PRN-23 (SVN-76) Using L2C CNAV Data

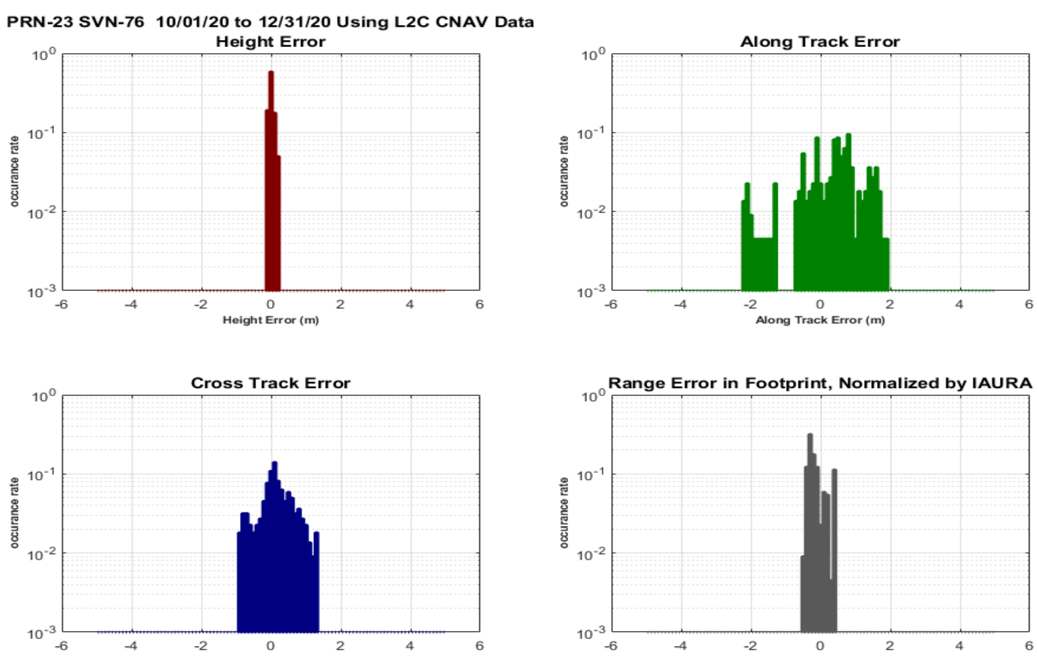


Figure 10-116 Histograms of H, A, C, and Range Error PRN-24 (SVN-65) Using C/A Nav Data

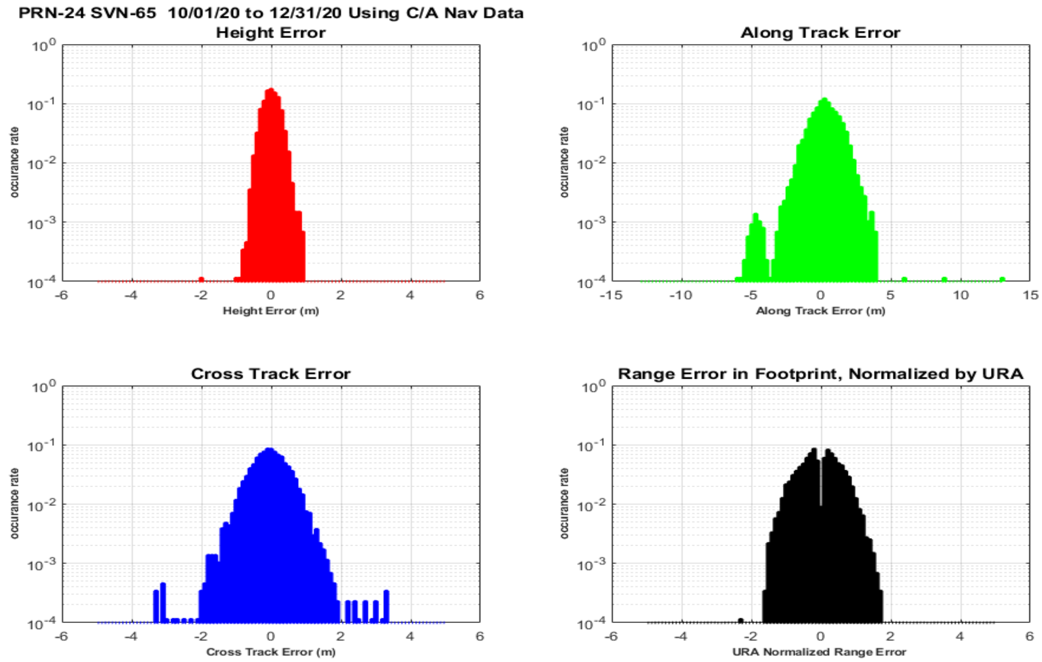


Figure 10-117 Histograms of H, A, C, and Range Error PRN-24 (SVN-65) Using L2C CNAV Data

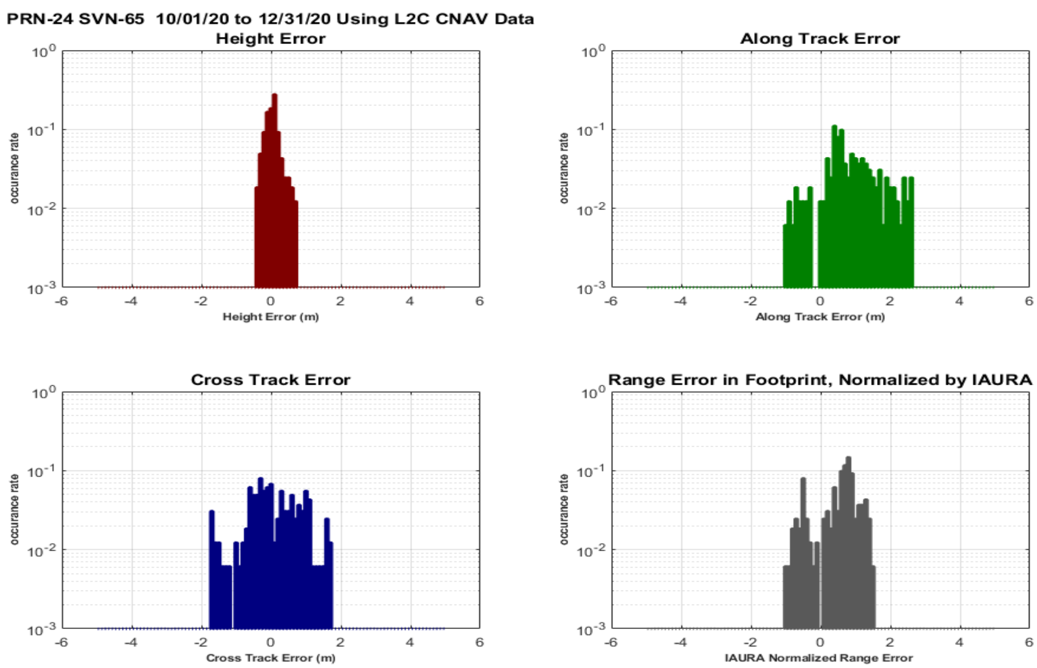


Figure 10-118 Histograms of H, A, C, and Range Error PRN-25 (SVN-62) Using C/A Nav Data

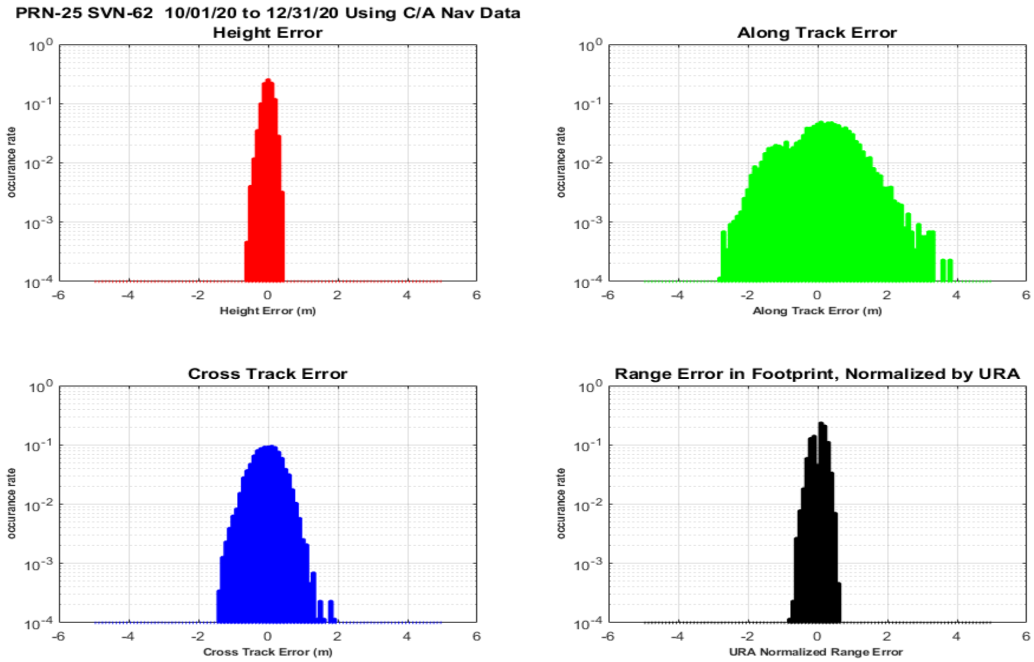


Figure 10-119 Histograms of H, A, C, and Range Error PRN-25 (SVN-62) Using L2C CNAV Data

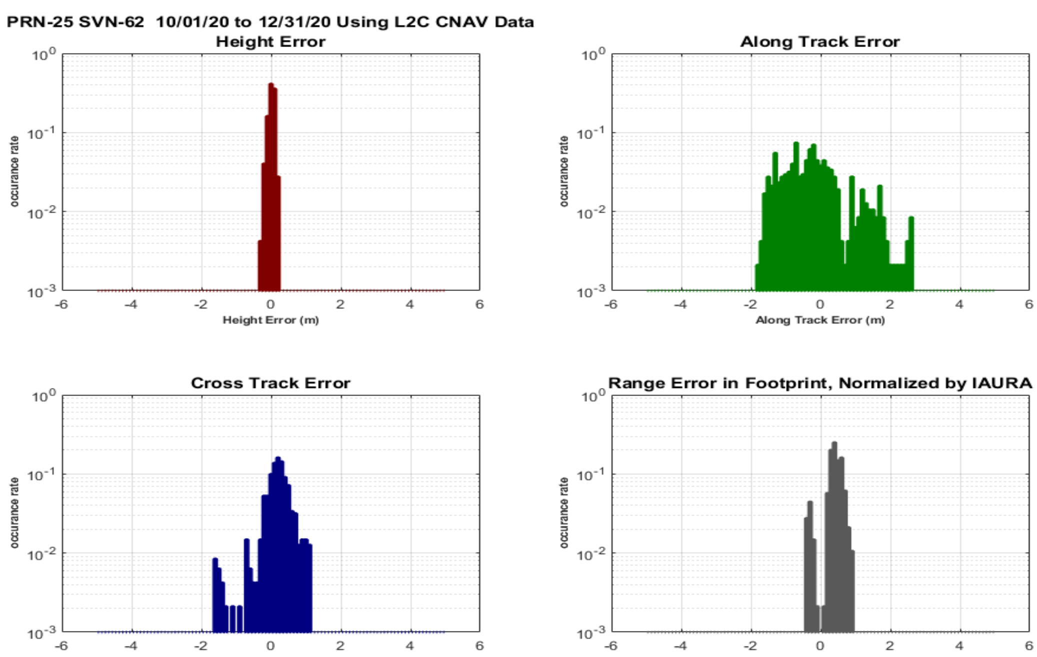


Figure 10-120 Histograms of H, A, C, and Range Error PRN-26 (SVN-71) Using C/A Nav Data

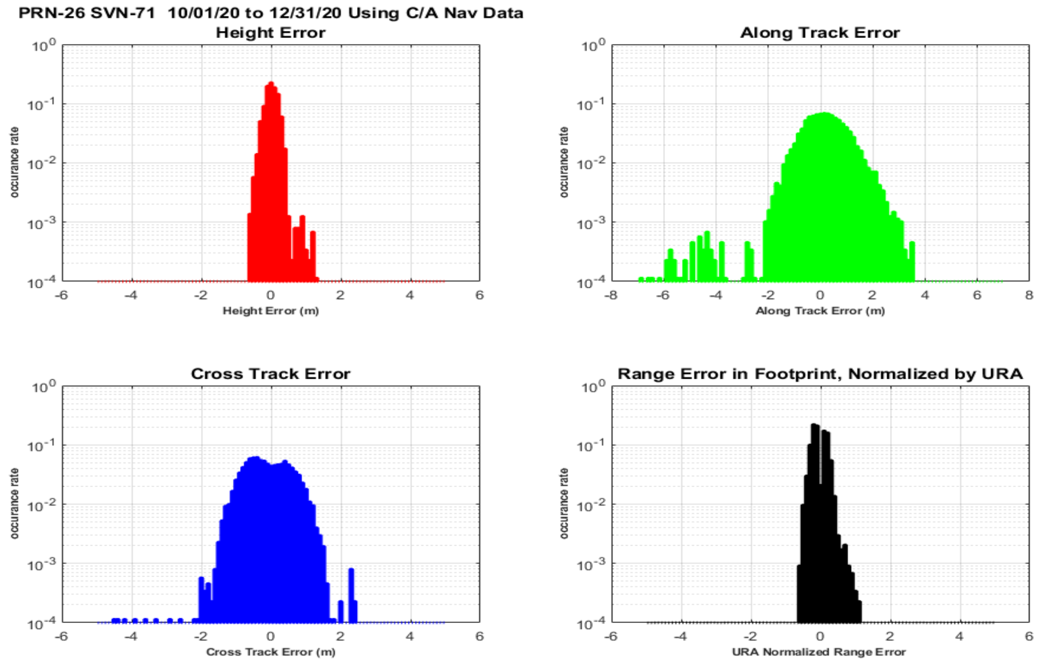


Figure 10-121 Histograms of H, A, C, and Range Error PRN-26 (SVN-71) Using L2C CNAV Data

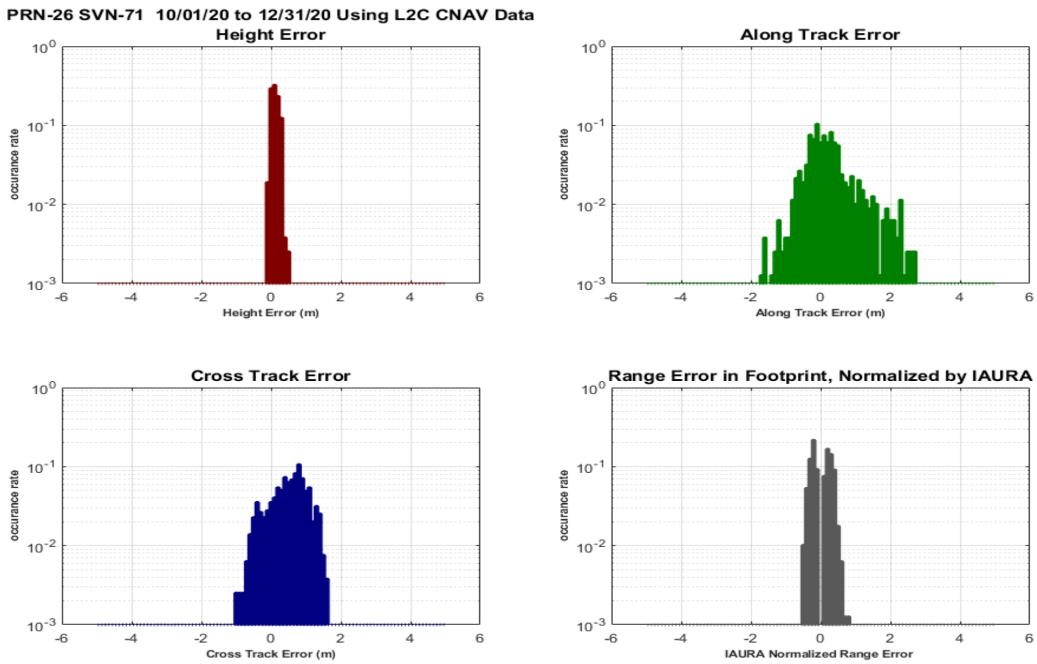


Figure 10-122 Histograms of H, A, C, and Range Error PRN-27 (SVN-66) Using C/A Nav Data

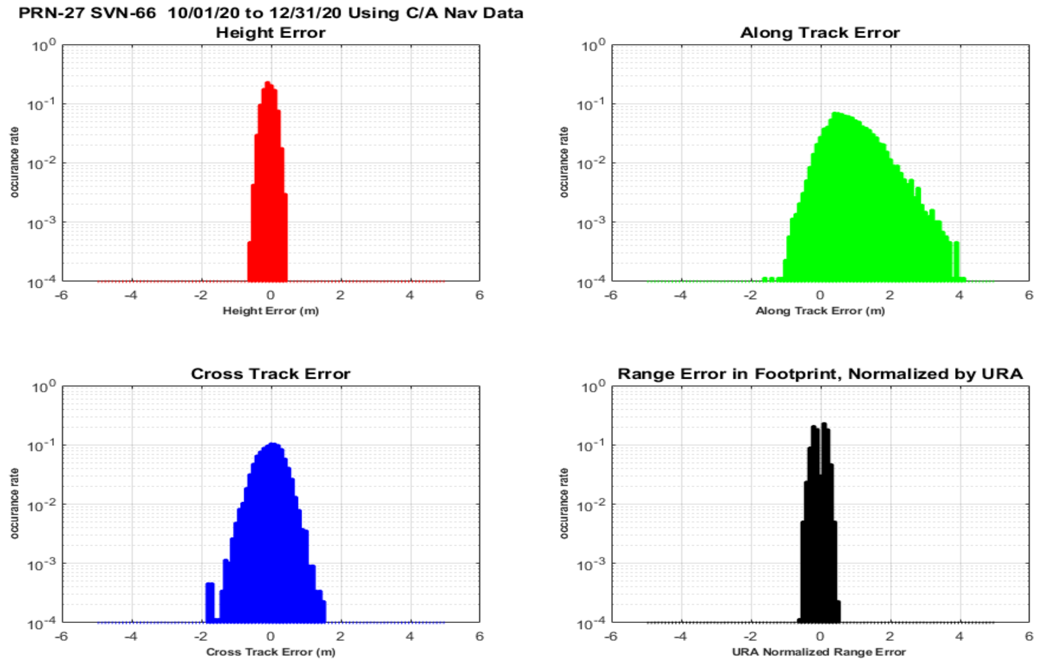


Figure 10-123 Histograms of H, A, C, and Range Error PRN-27 (SVN-66) Using L2C CNAV Data

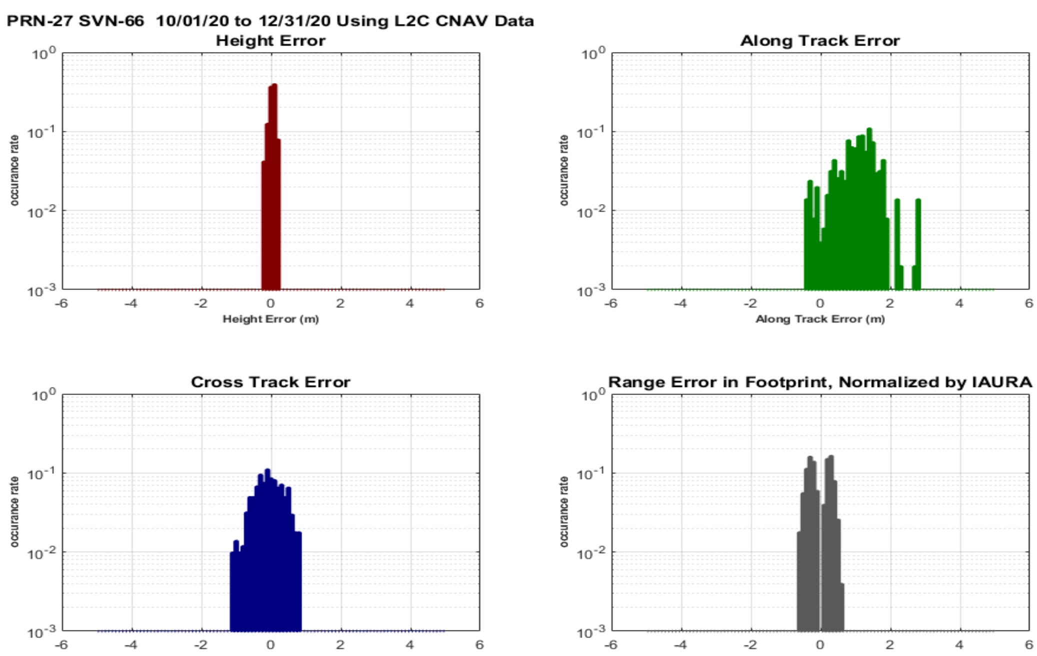


Figure 10-124 Histograms of H, A, C, and Range Error PRN-28 (SVN-44) Using C/A Nav Data

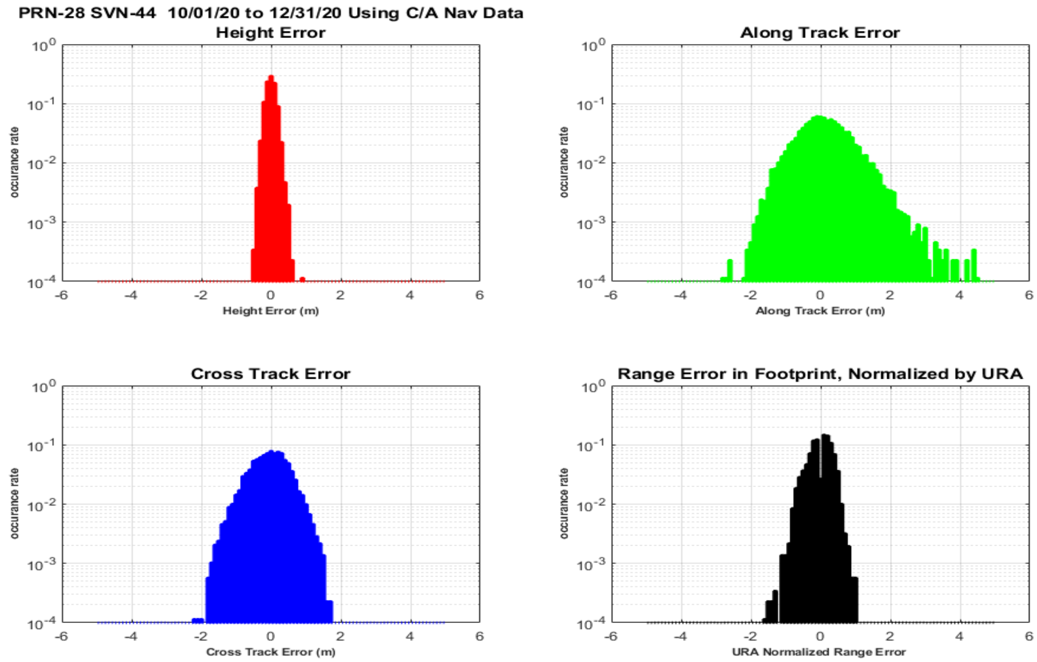


Figure 10-125 Histograms of H, A, C, and Range Error PRN-29 (SVN-57) Using C/A Nav Data

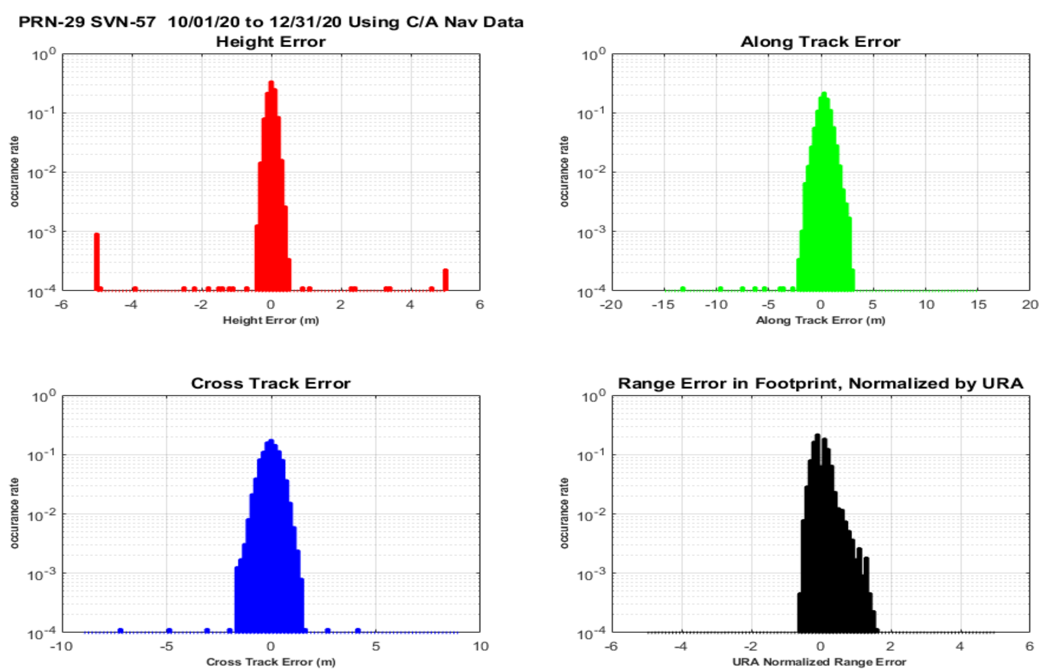


Figure 10-126 Histograms of H, A, C, and Range Error PRN-29 (SVN-57) Using L2C CNAV Data

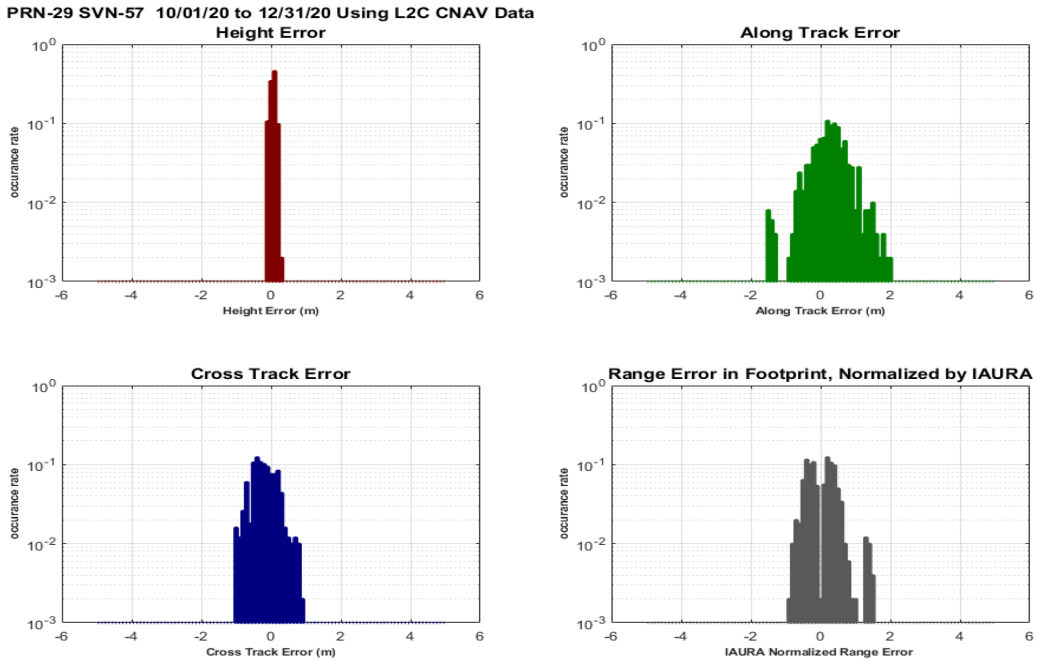


Figure 10-127 Histograms of H, A, C, and Range Error PRN-30 (SVN-64) Using C/A Nav Data

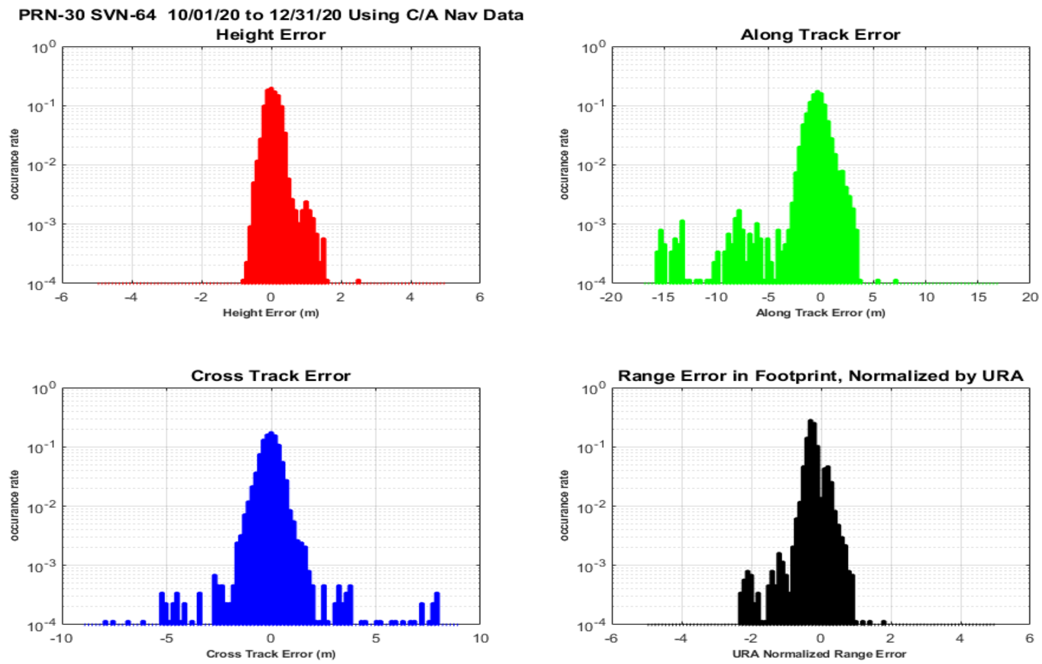


Figure 10-128 Histograms of H, A, C, and Range Error PRN-30 (SVN-64) Using L2C CNAV Data

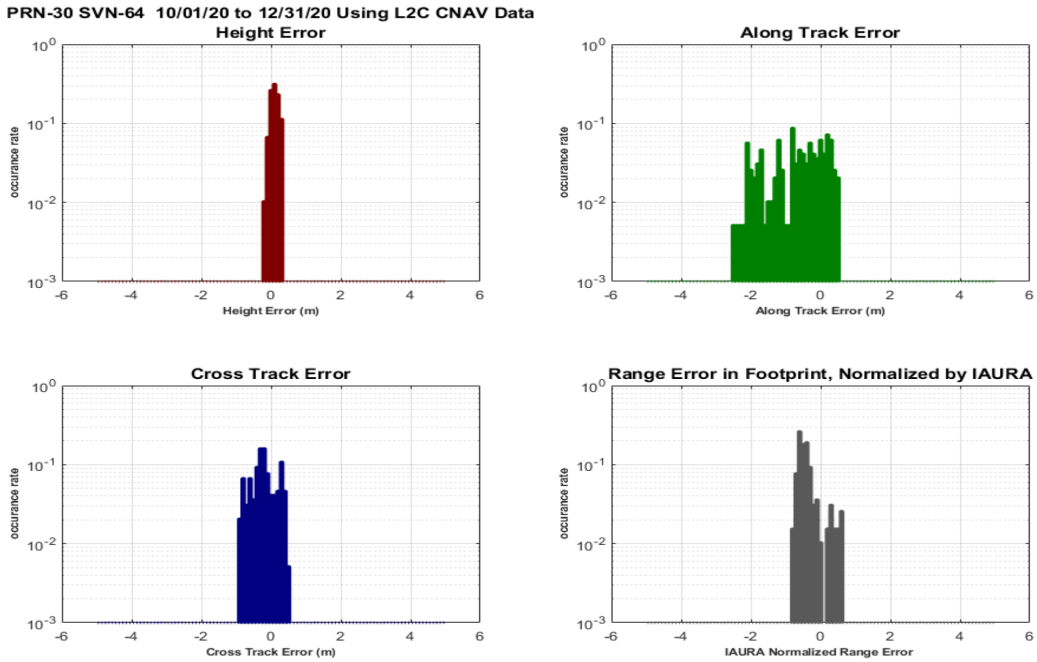


Figure 10-129 Histograms of H, A, C, and Range Error PRN-31 (SVN-52) Using C/A Nav Data

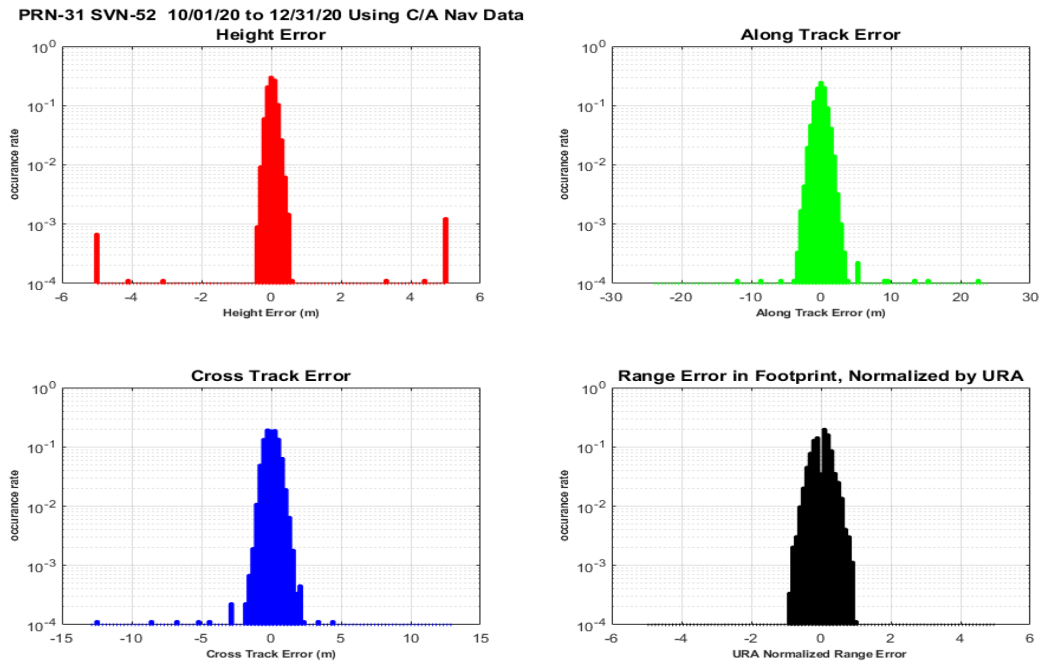


Figure 10-130 Histograms of H, A, C, and Range Error PRN-31 (SVN-52) Using L2C CNAV Data

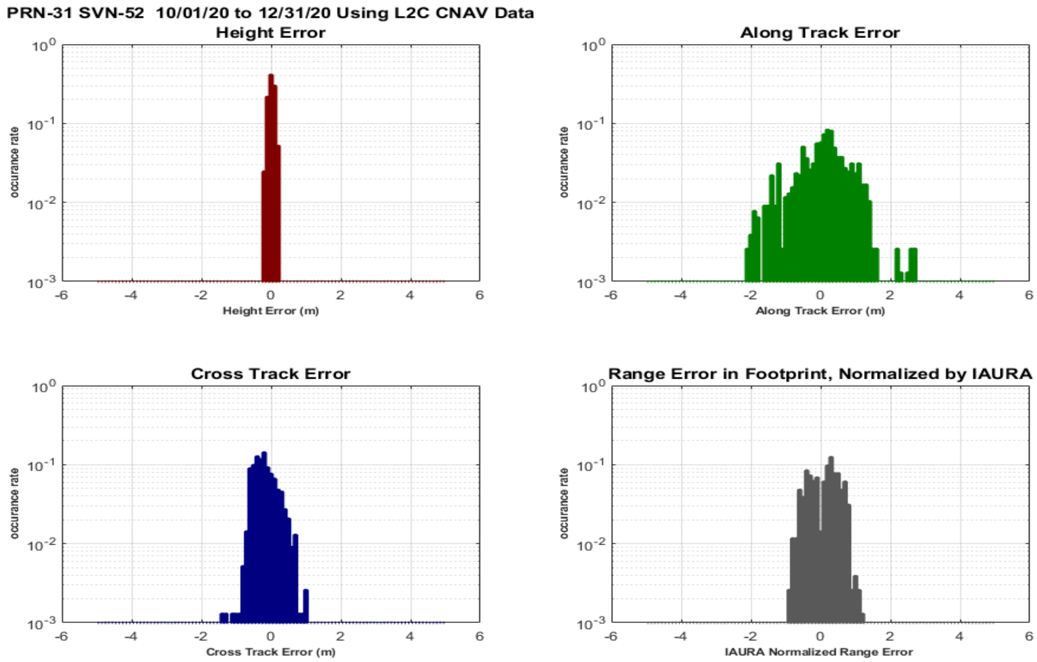


Figure 10-131 Histograms of H, A, C, and Range Error PRN-32 (SVN-70) Using C/A Nav Data

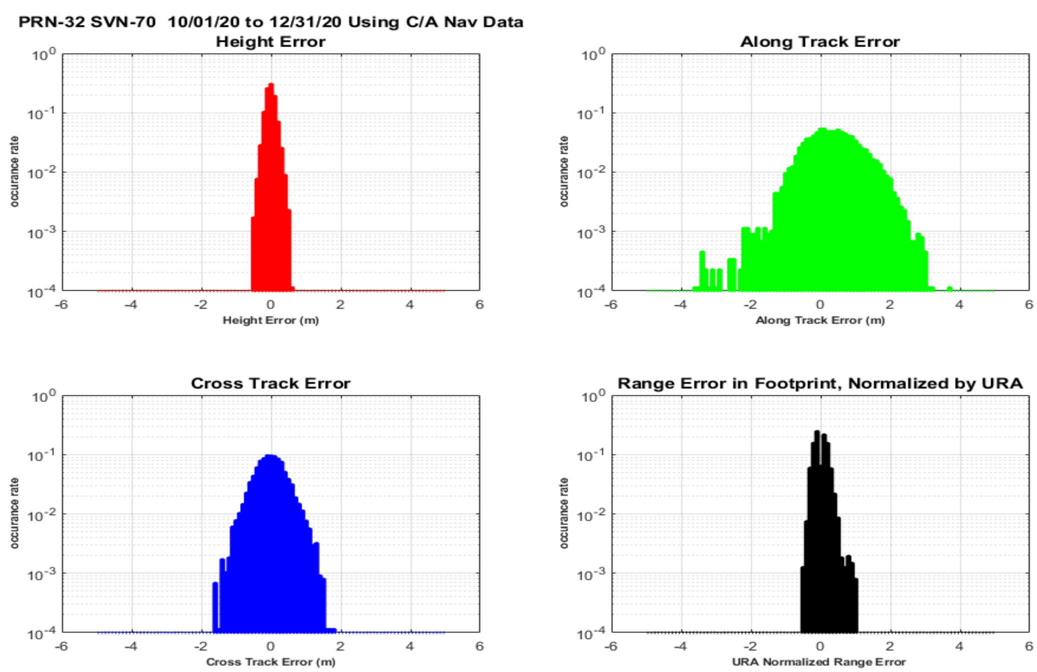
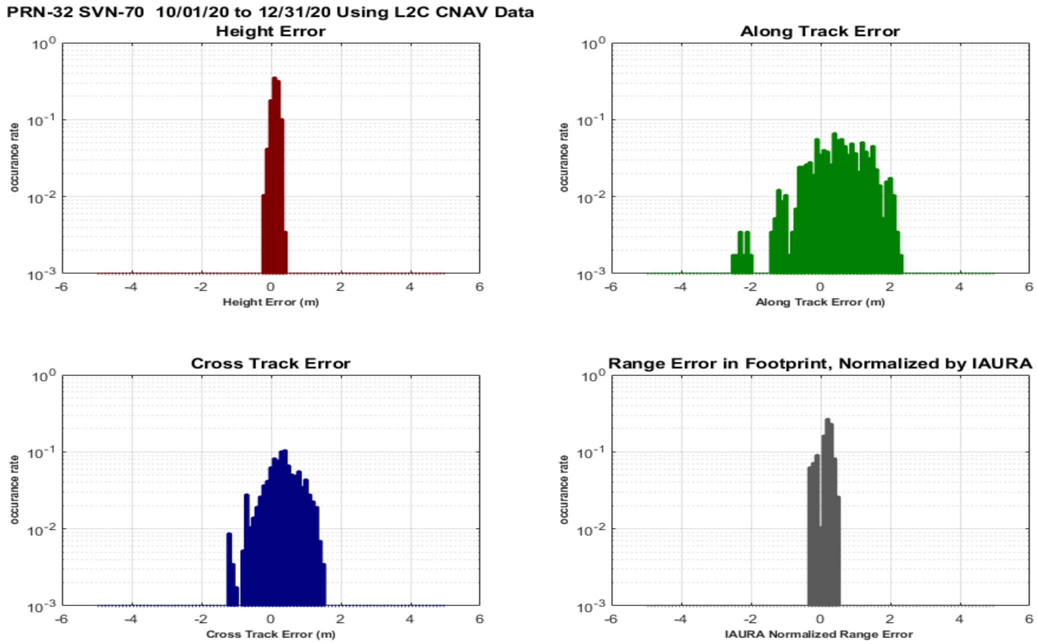


Figure 10-132 Histograms of H, A, C, and Range Error PRN-32 (SVN-70) Using L2C CNAV Data



10.8 Timeline of URA Normalized Range Error for All Satellites

Figure 10-133 Timeline of URA Normalized Range Error PRN-1 (SVN-63) Using C/A Nav Data

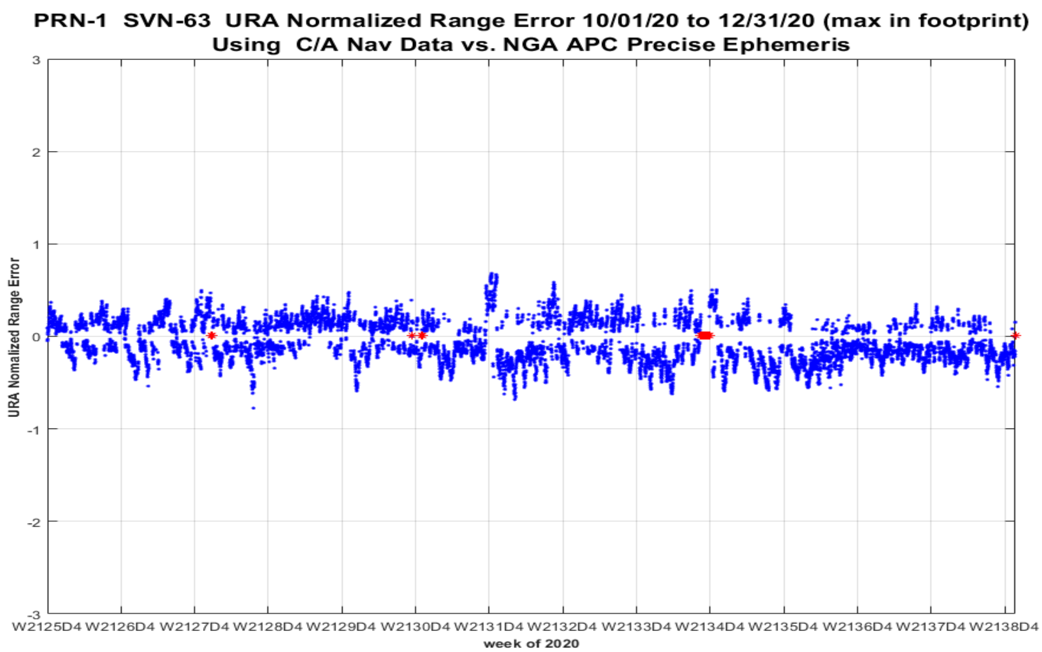


Figure 10-134 Timeline of IAURA Normalized Range Error PRN-1 (SVN-63) Using L2C CNAV Data

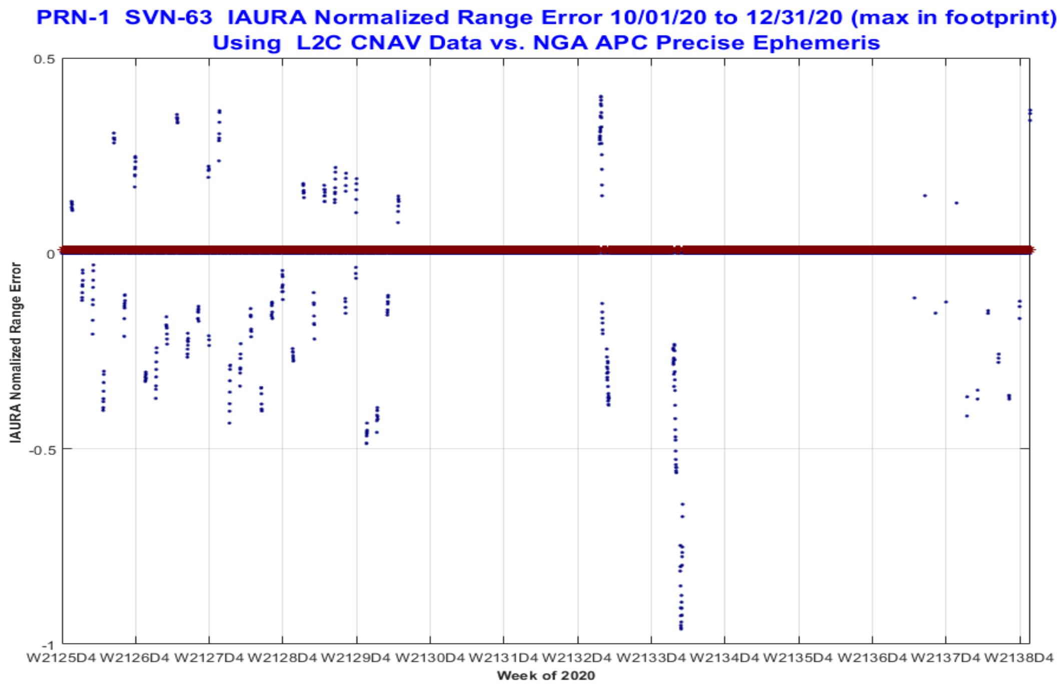


Figure 10-135 Timeline of URA Normalized Range Error PRN-2 (SVN-61) Using C/A Nav Data

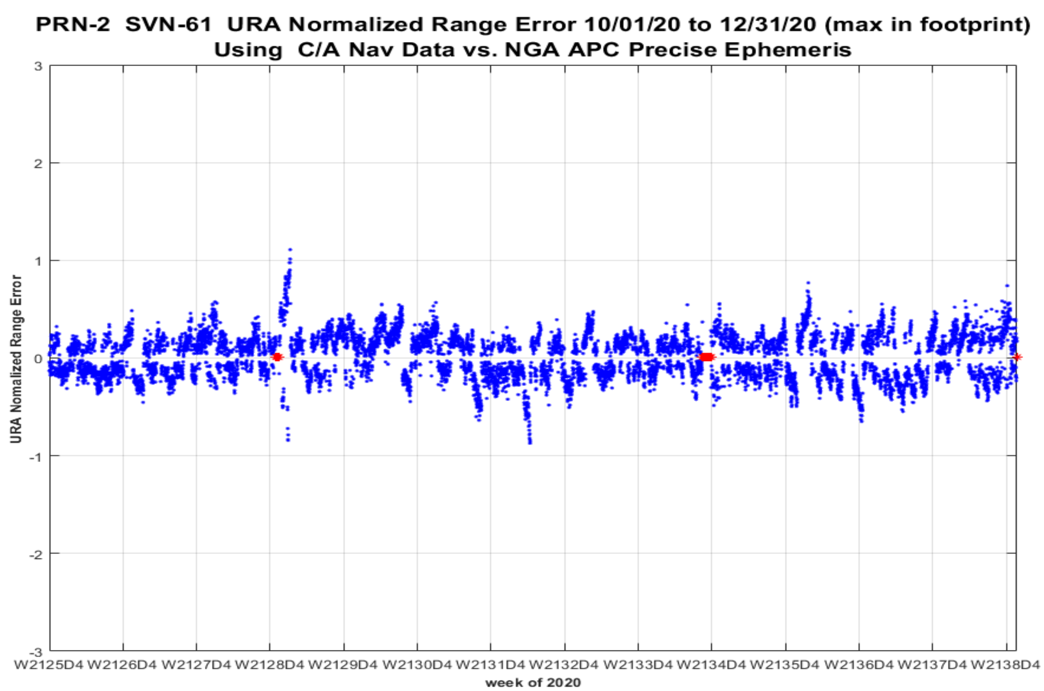


Figure 10-136 Timeline of URA Normalized Range Error PRN-3 (SVN-69) Using C/A Nav Data

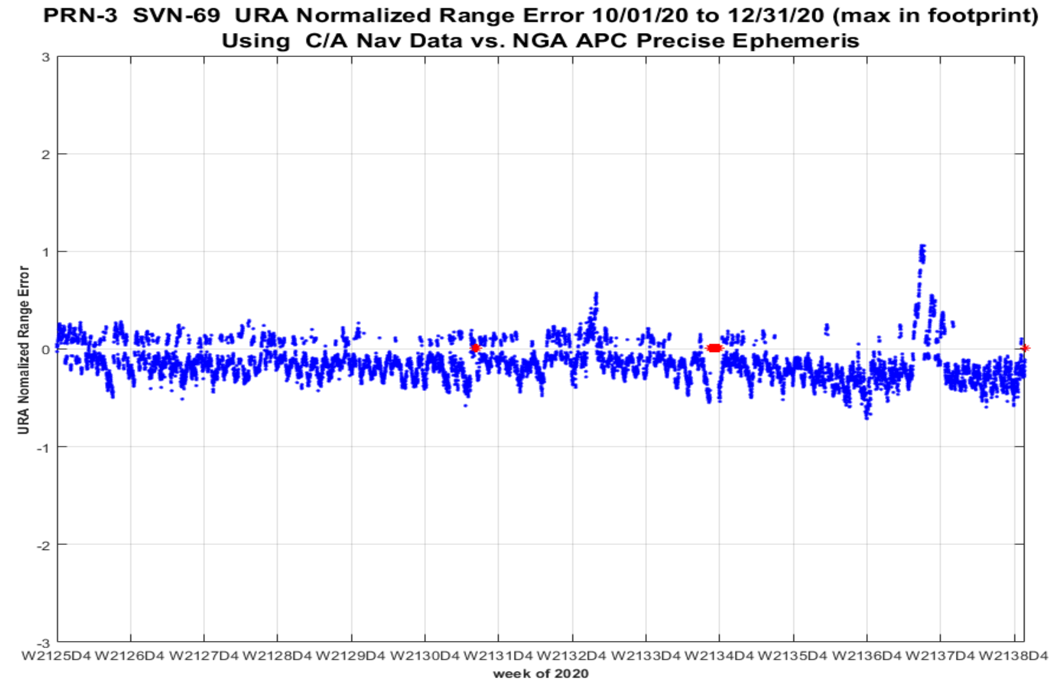


Figure 10-137 Timeline of IAURA Normalized Range Error PRN-3 (SVN-69) Using L2C CNAV Data

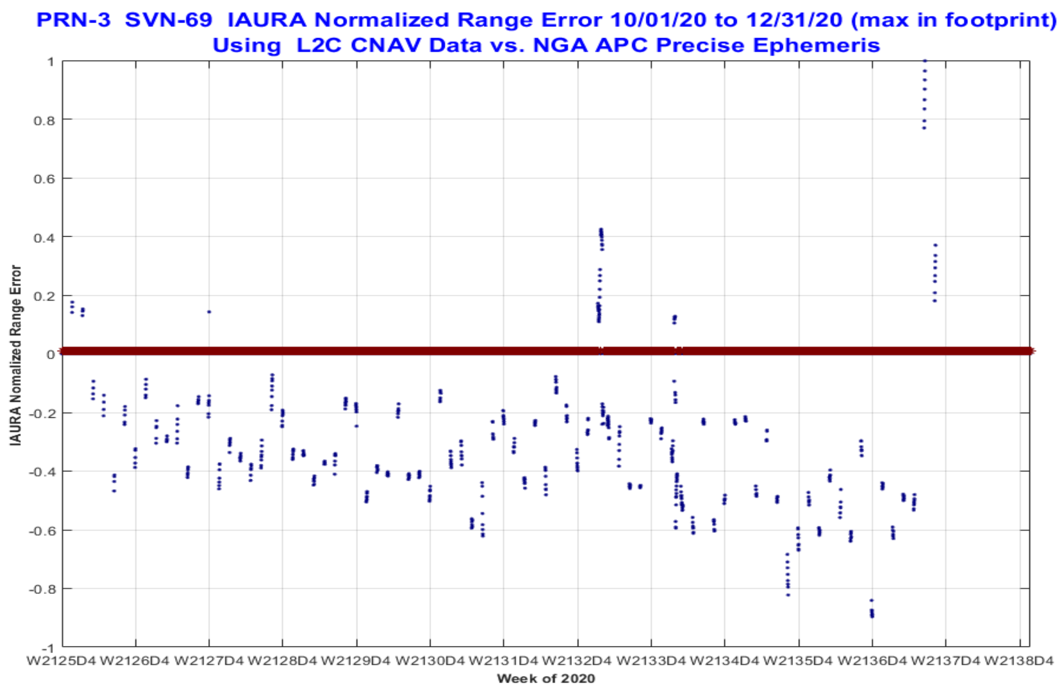


Figure 10-138 Timeline of URA Normalized Range Error PRN-4 (SVN-74) Using C/A Nav Data

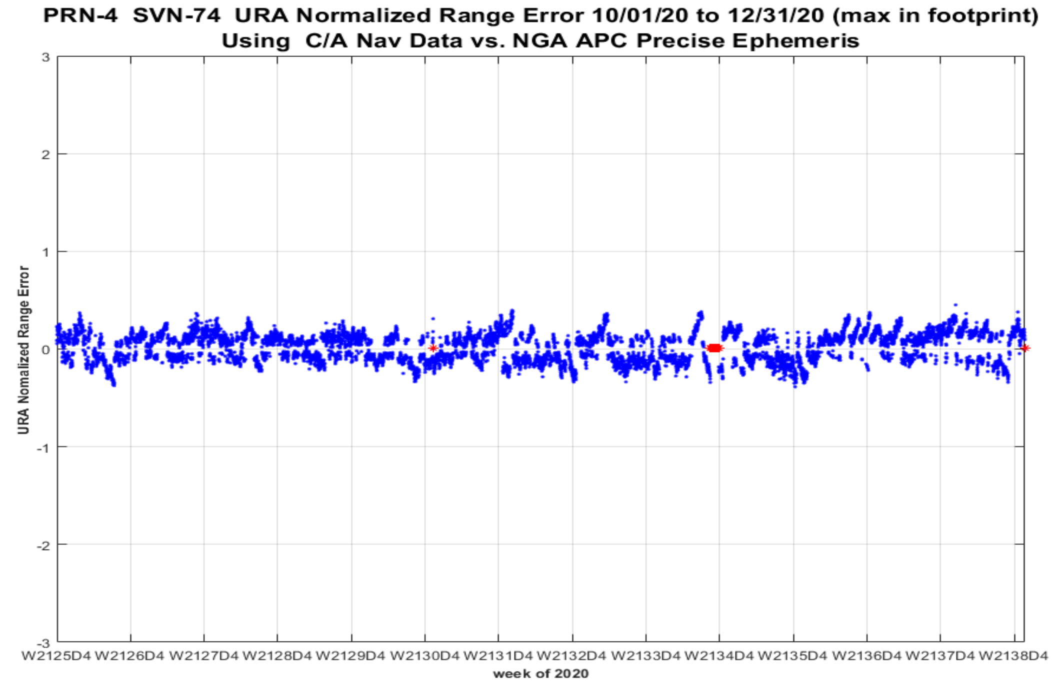


Figure 10-139 Timeline of IAURA Normalized Range Error PRN-4 (SVN-74) Using L2C CNAV Data

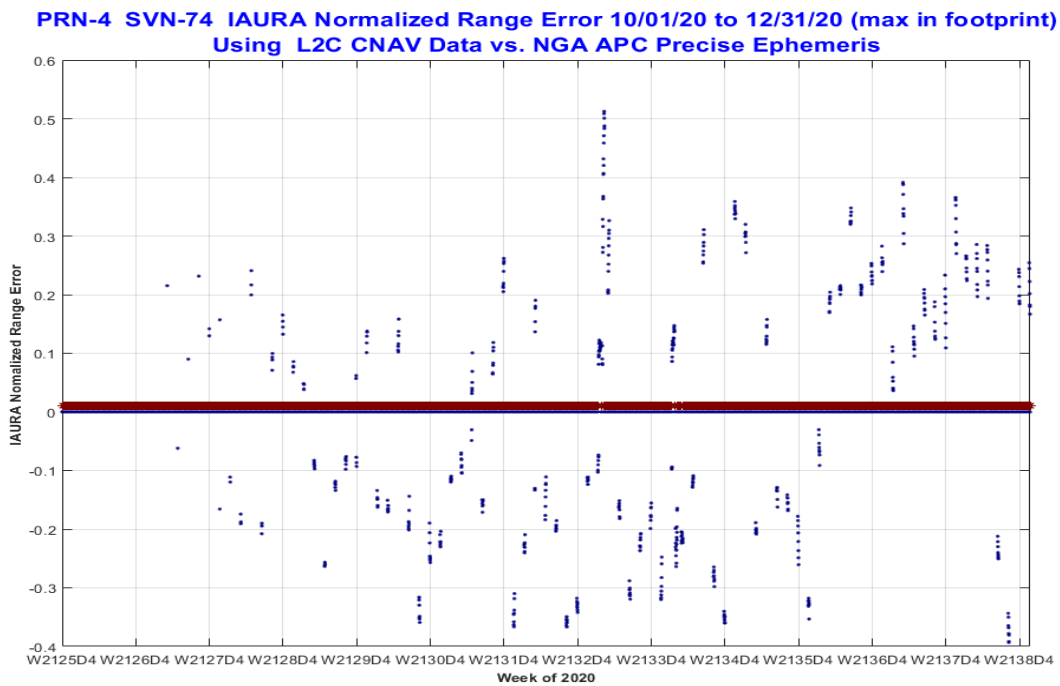


Figure 10-140 Timeline of URA Normalized Range Error PRN-5 (SVN-50) Using C/A Nav Data

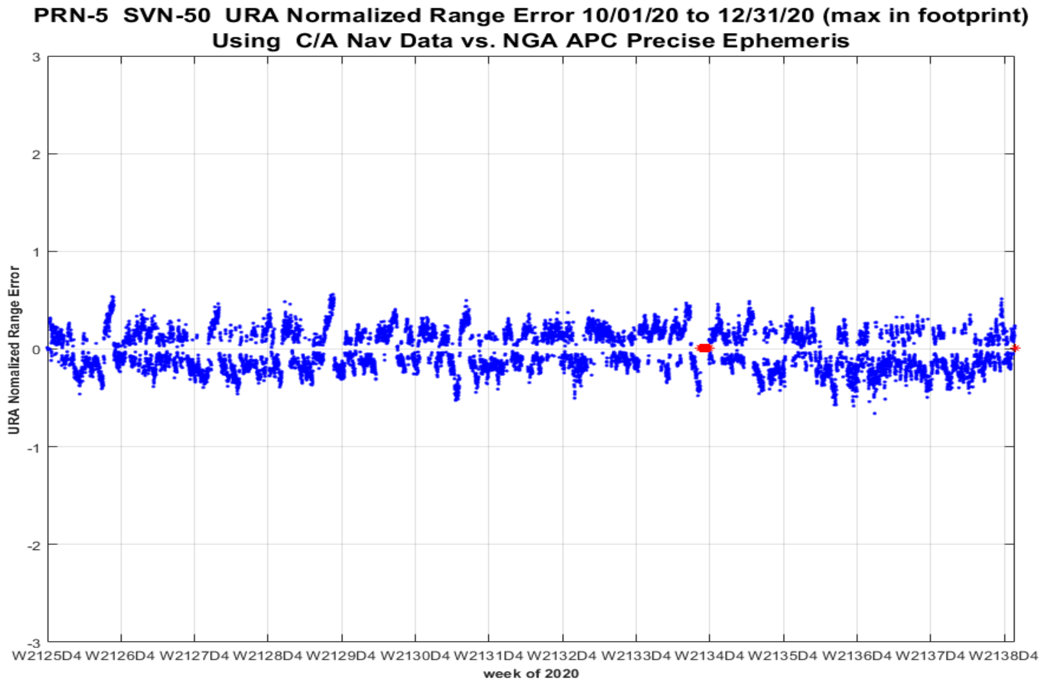


Figure 10-141 Timeline of IAURA Normalized Range Error PRN-5 (SVN-50) Using L2C CNAV Data

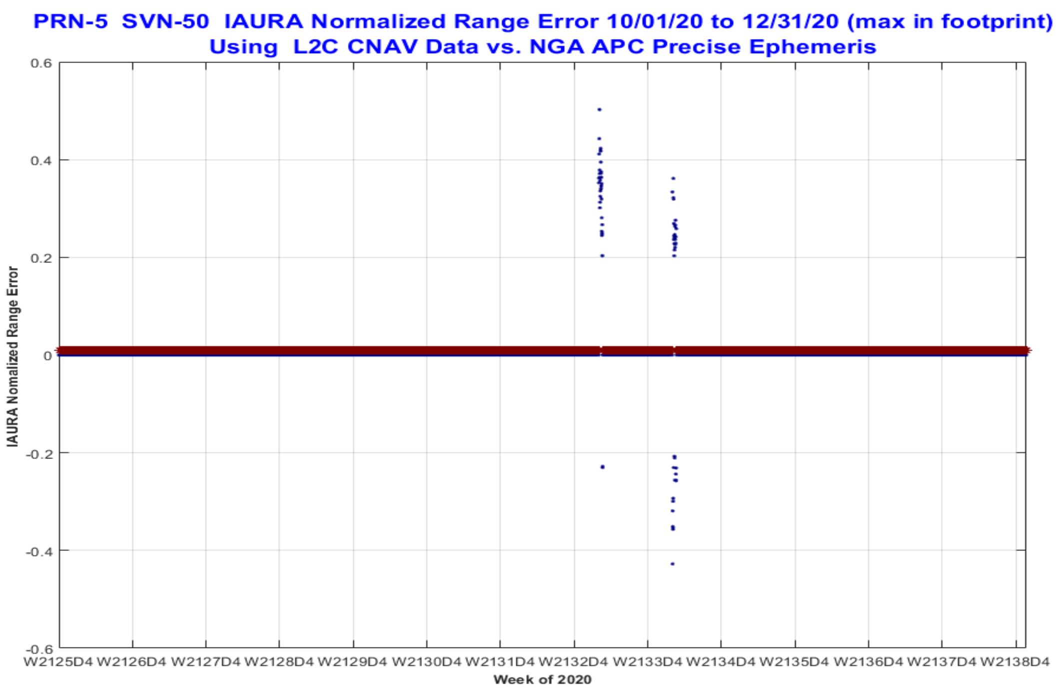


Figure 10-142 Timeline of URA Normalized Range Error PRN-6 (SVN-67) Using C/A Nav Data

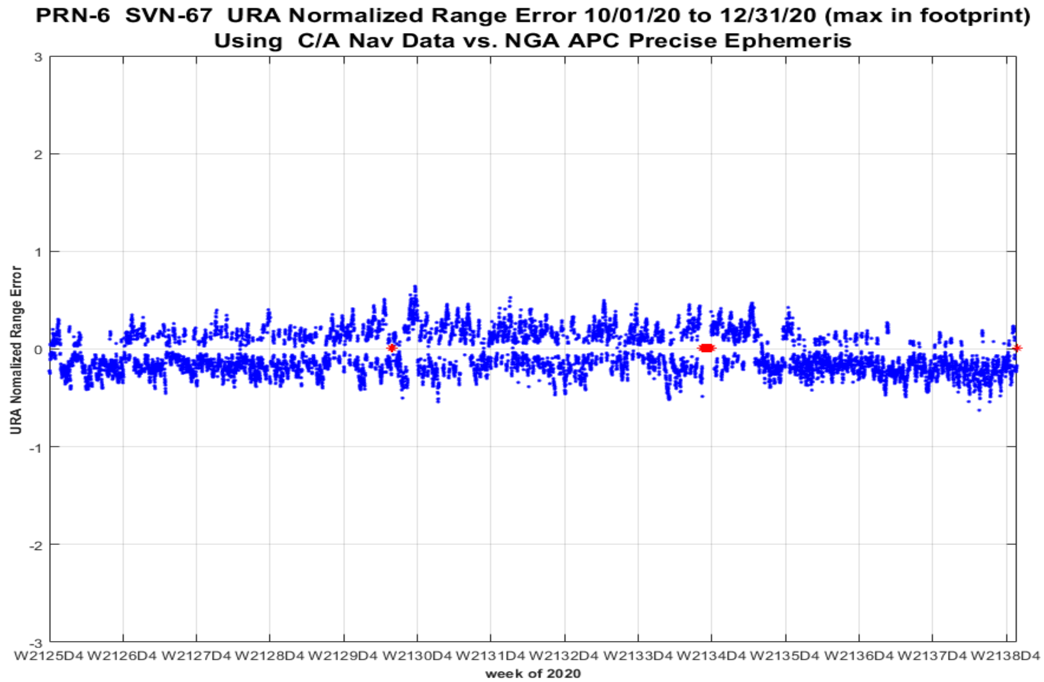


Figure 10-143 Timeline of IAURA Normalized Range Error PRN-6 (SVN-67) Using L2C CNAV Data

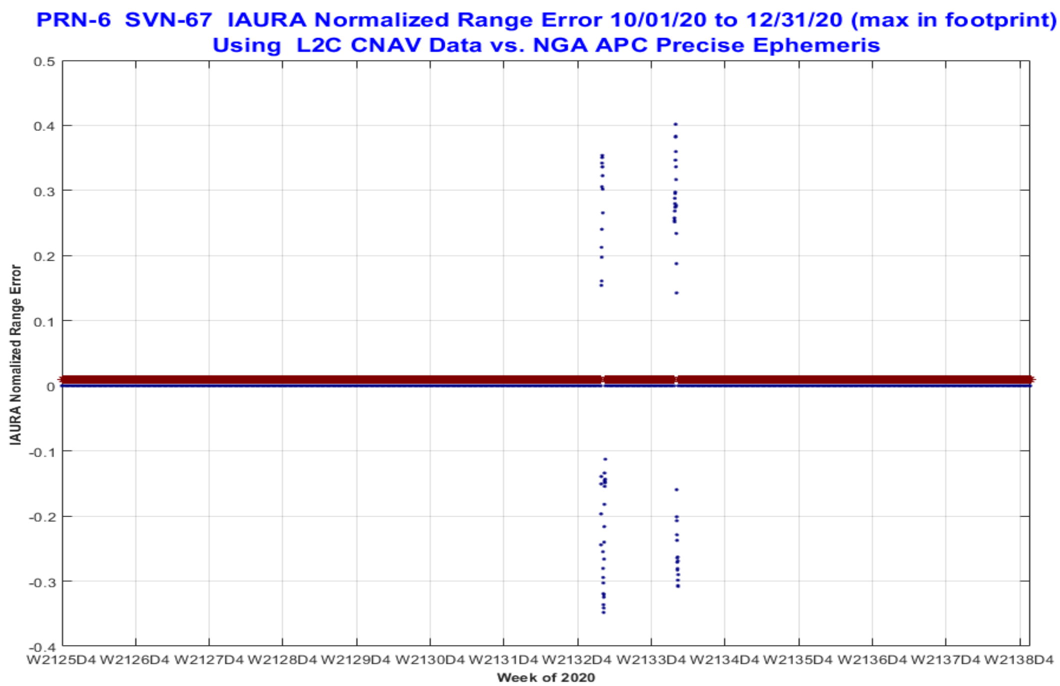


Figure 10-144 Timeline of URA Normalized Range Error PRN-7 (SVN-48) Using C/A Nav Data

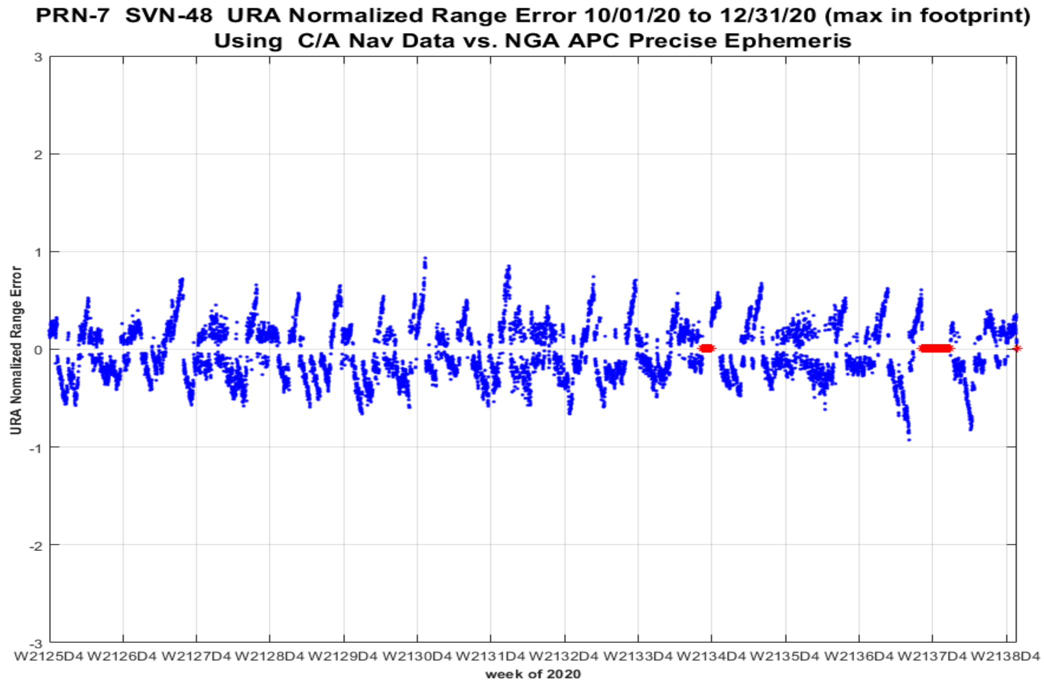


Figure 10-145 Timeline of IAURA Normalized Range Error PRN-7 (SVN-48) Using L2C CNAV Data

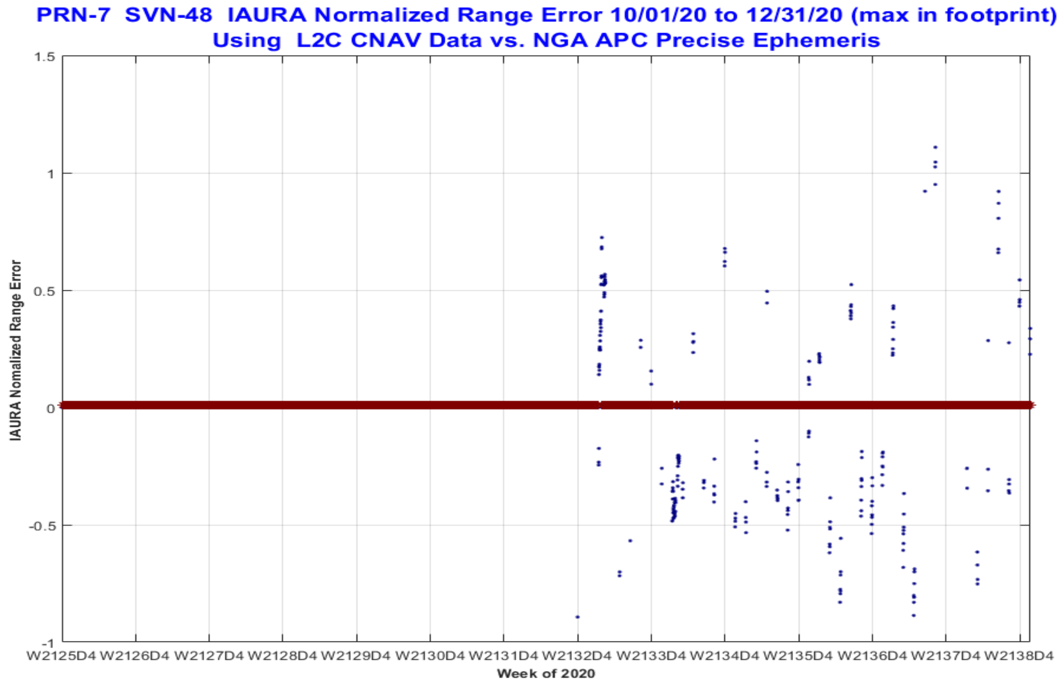


Figure 10-146 Timeline of URA Normalized Range Error PRN-8 (SVN-72) Using C/A Nav Data

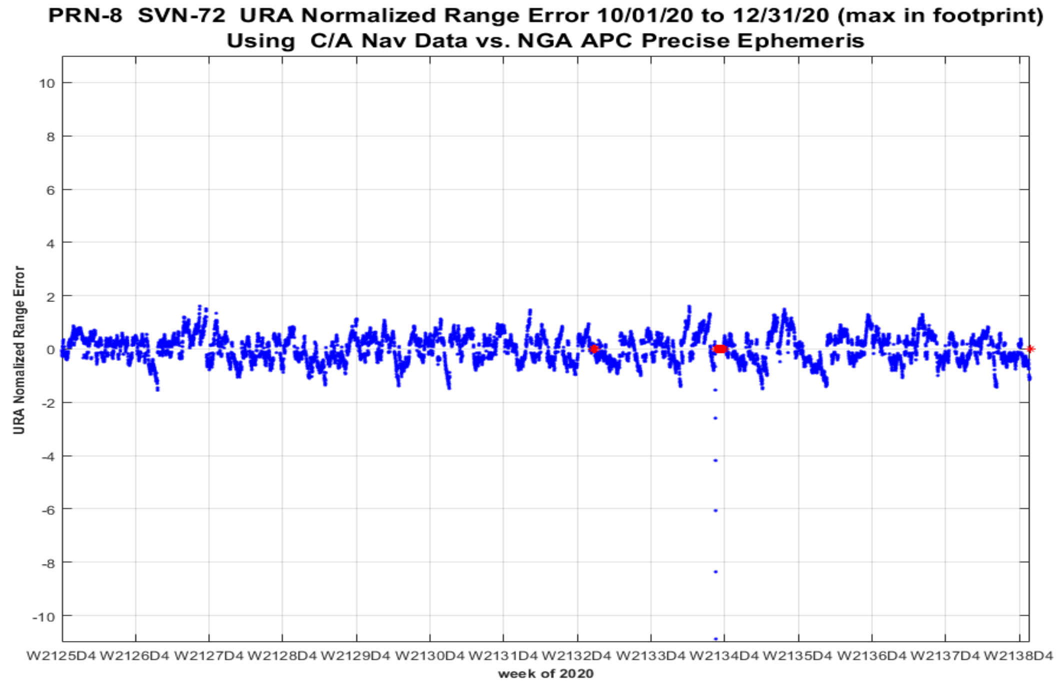


Figure 10-147 Timeline of IAURA Normalized Range Error PRN-8 (SVN-72) Using L2C CNAV Data

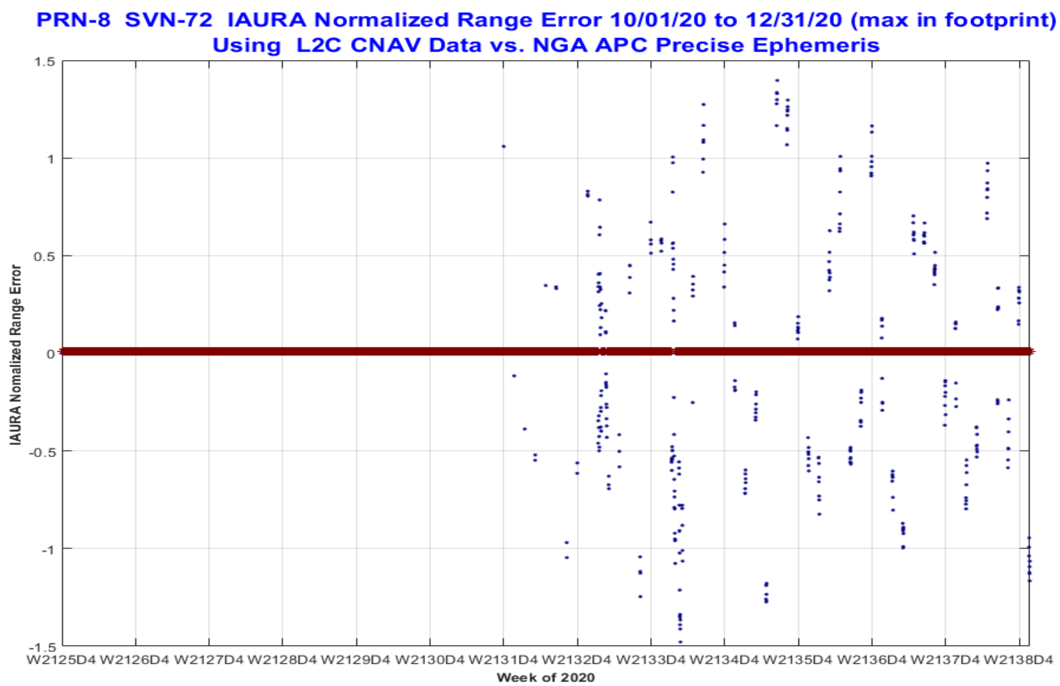


Figure 10-148 Timeline of URA Normalized Range Error PRN-9 (SVN-68) Using C/A Nav Data

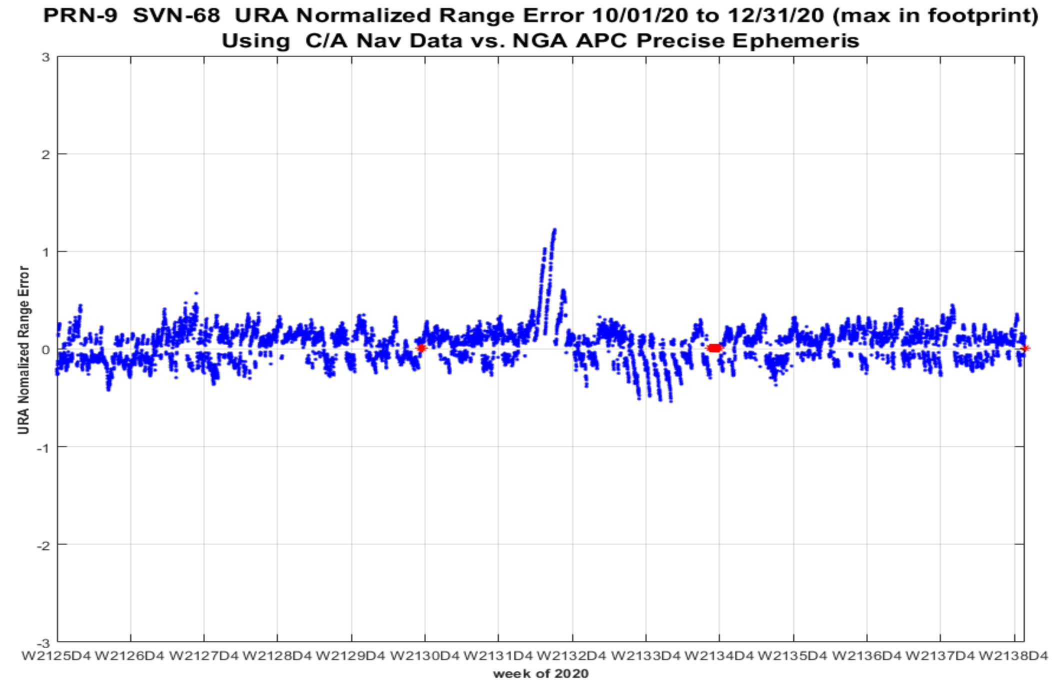


Figure 10-149 Timeline of IAURA Normalized Range Error PRN-9 (SVN-68) Using L2C CNAV Data

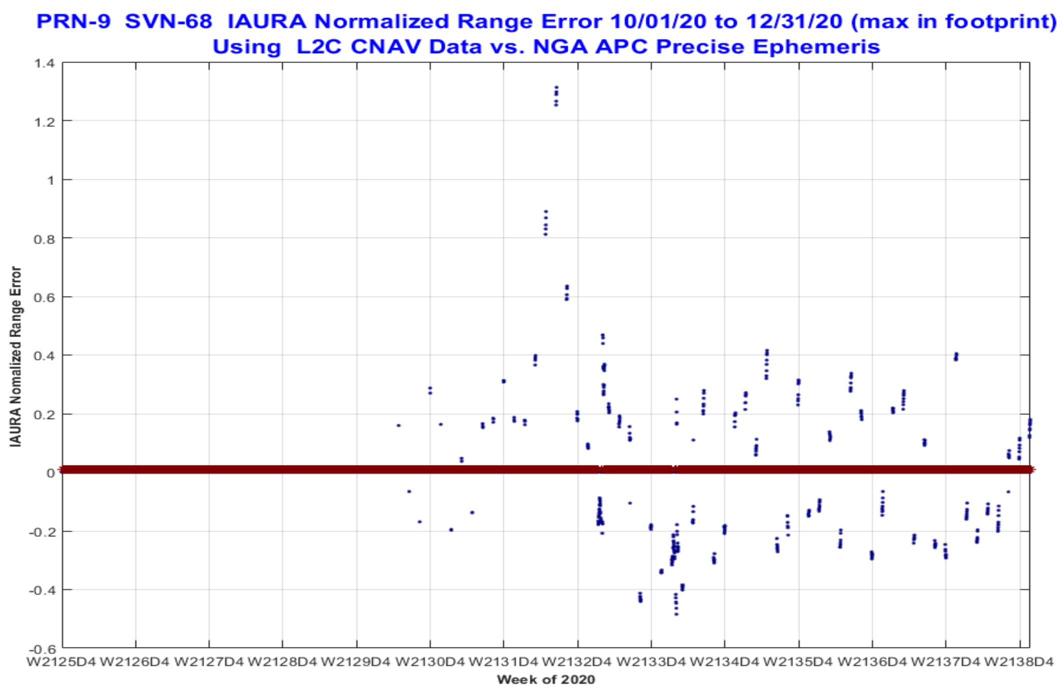


Figure 10-150 Timeline of URA Normalized Range Error PRN-10 (SVN-73) Using C/A Nav Data

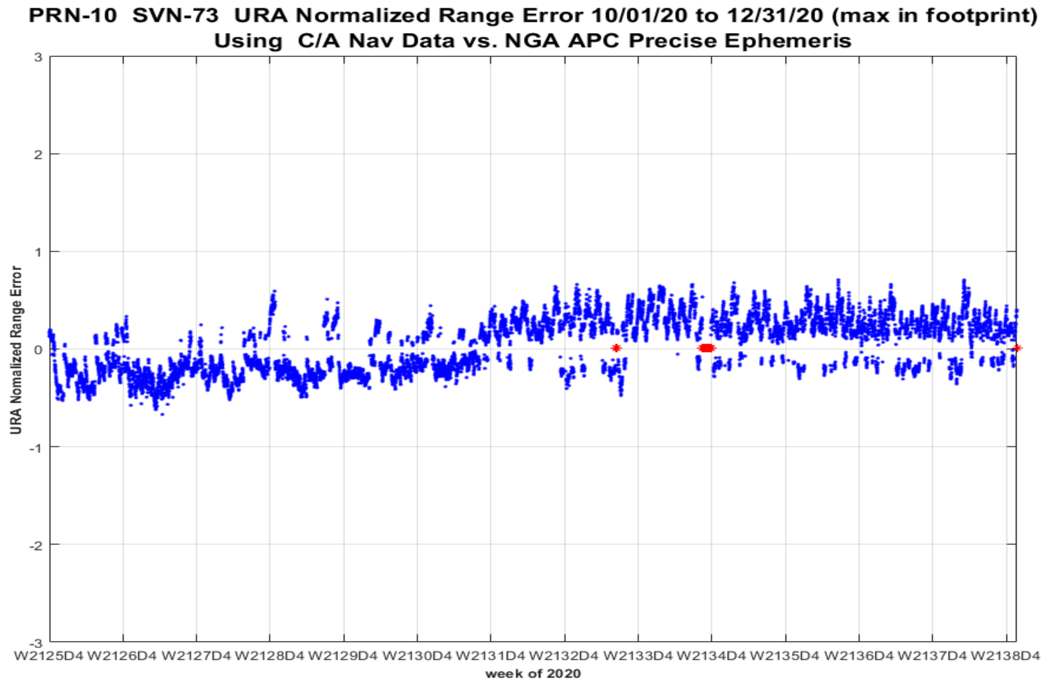


Figure 10-151 Timeline of IAURA Normalized Range Error PRN-10 (SVN-73) Using L2C CNAV Data

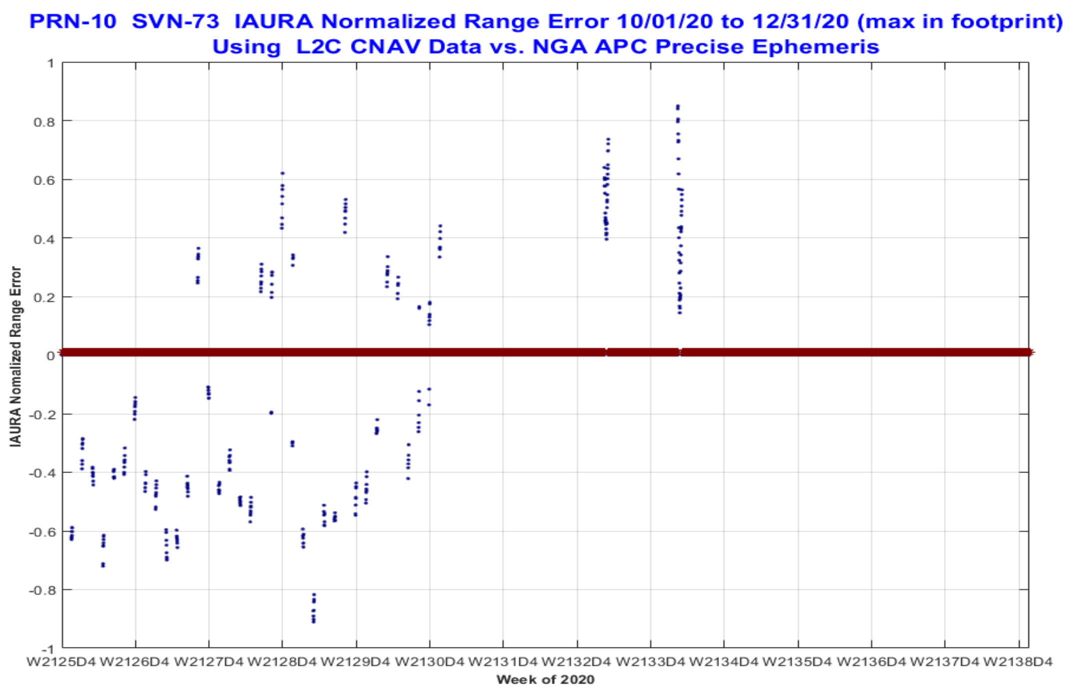


Figure 10-152 Timeline of URA Normalized Range Error PRN-11 (SVN-46) Using C/A Nav Data

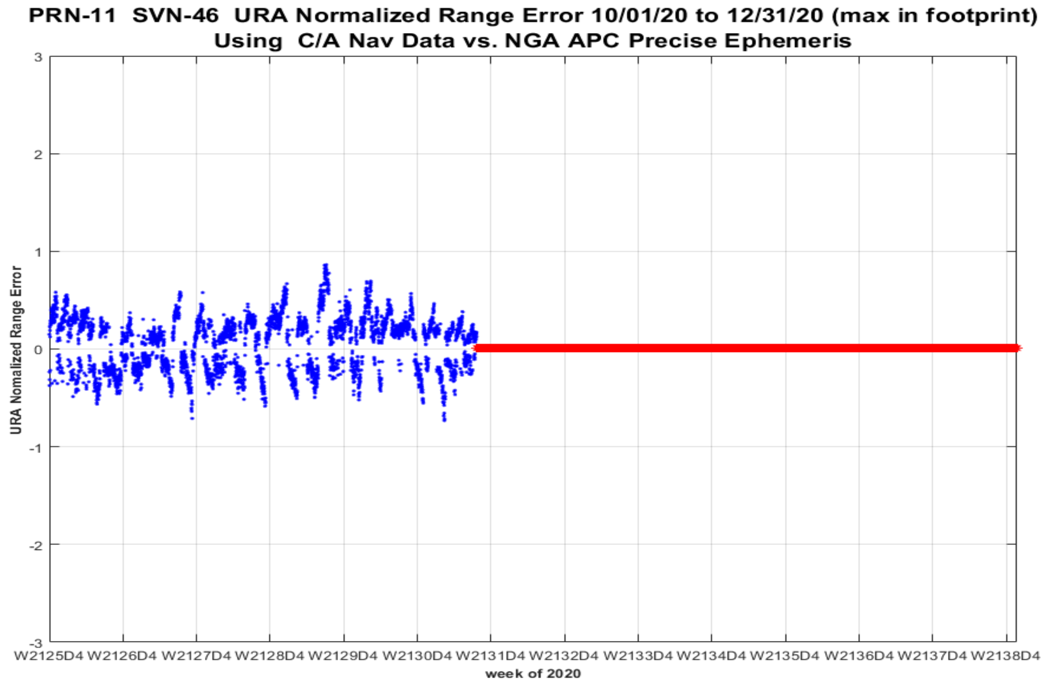


Figure 10-153 Timeline of URA Normalized Range Error PRN-12 (SVN-58) Using C/A Nav Data

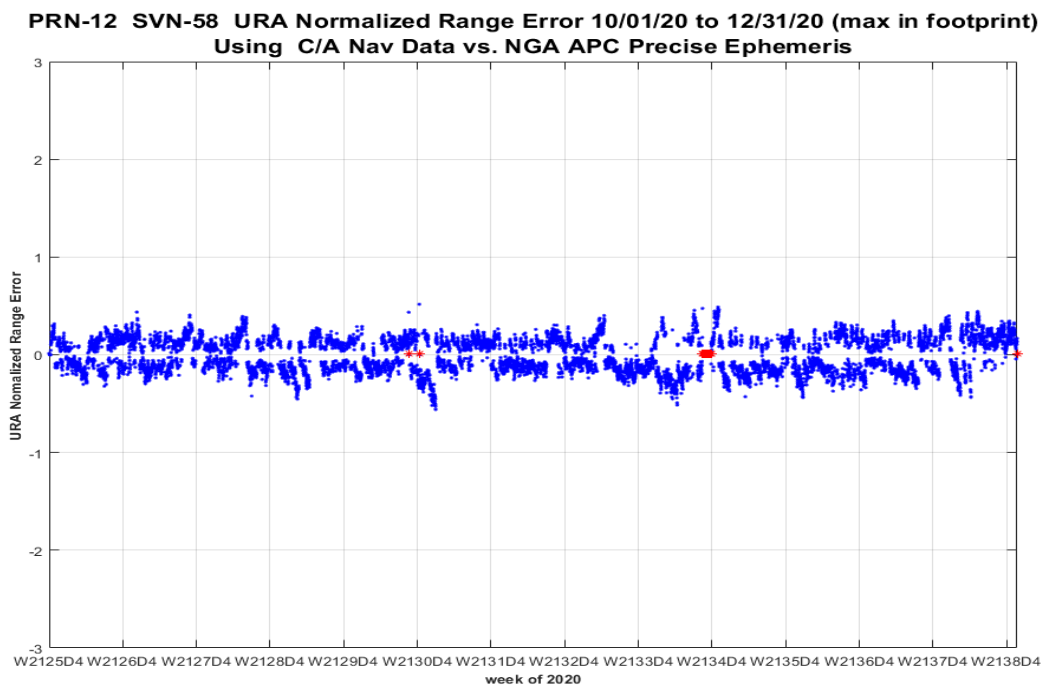


Figure 10-154 Timeline of IAURA Normalized Range Error PRN-12 (SVN-58) Using L2C CNAV Data

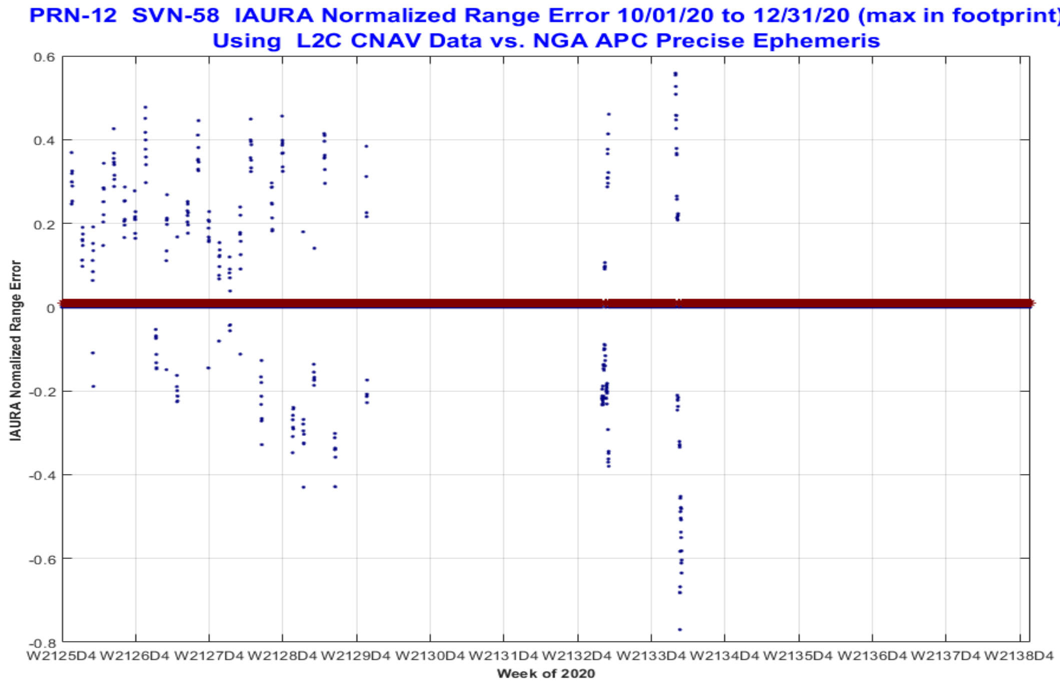


Figure 10-155 Timeline of URA Normalized Range Error PRN-13 (SVN-43) Using C/A Nav Data

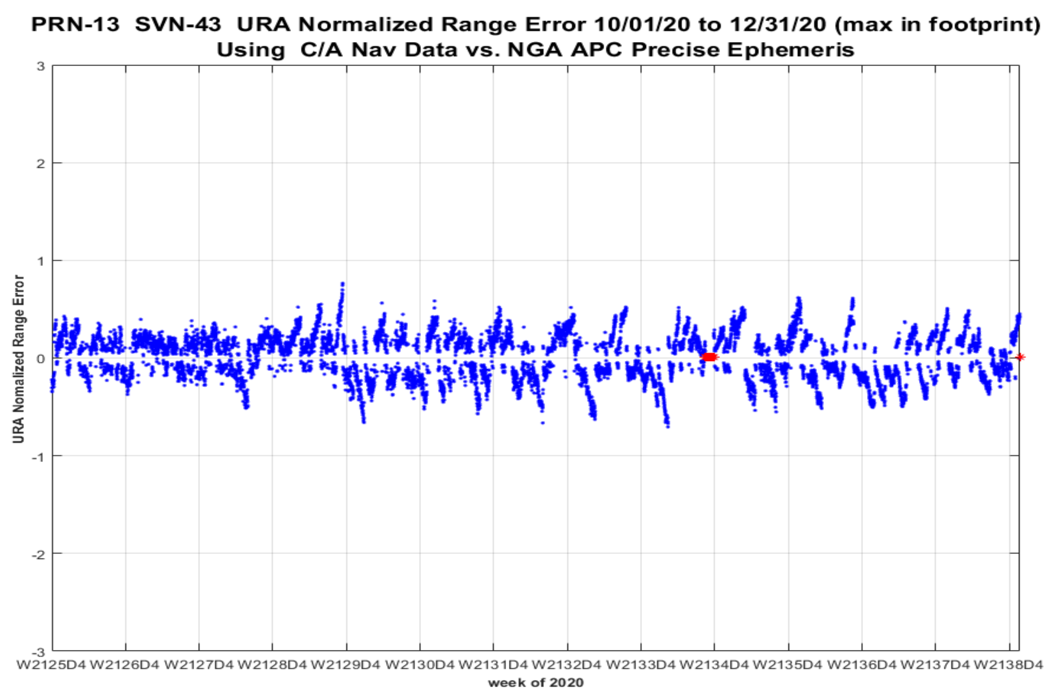


Figure 10-156 Timeline of URA Normalized Range Error PRN-14 (SVN-77) Using C/A Nav Data

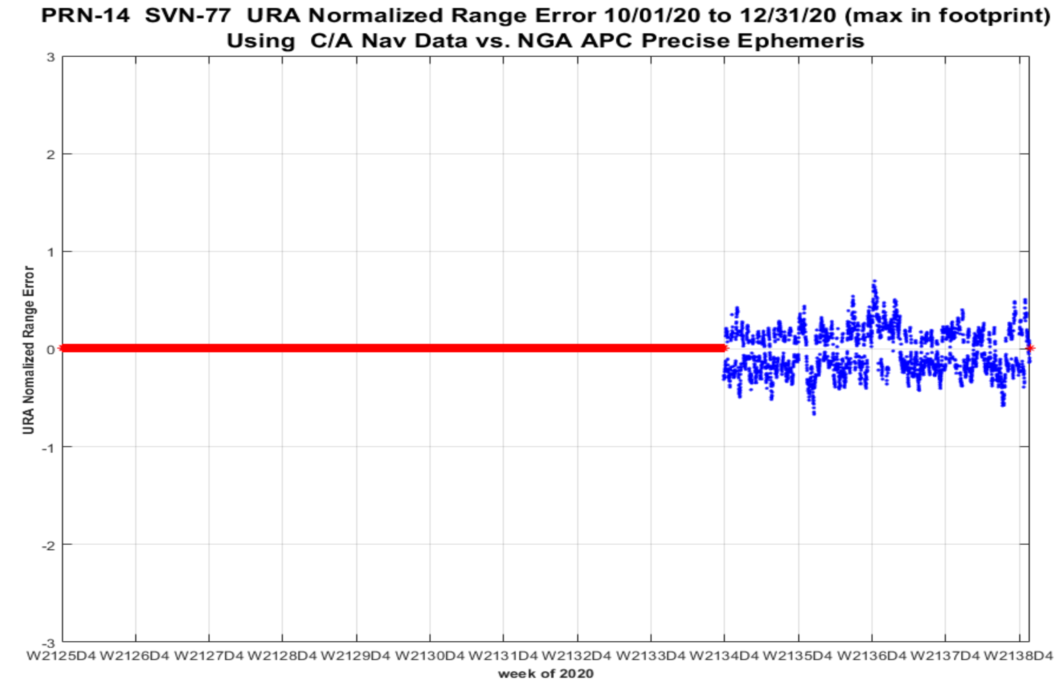


Figure 10-157 Timeline of IAURA Normalized Range Error PRN-14 (SVN-77) Using L2C CNAV Data

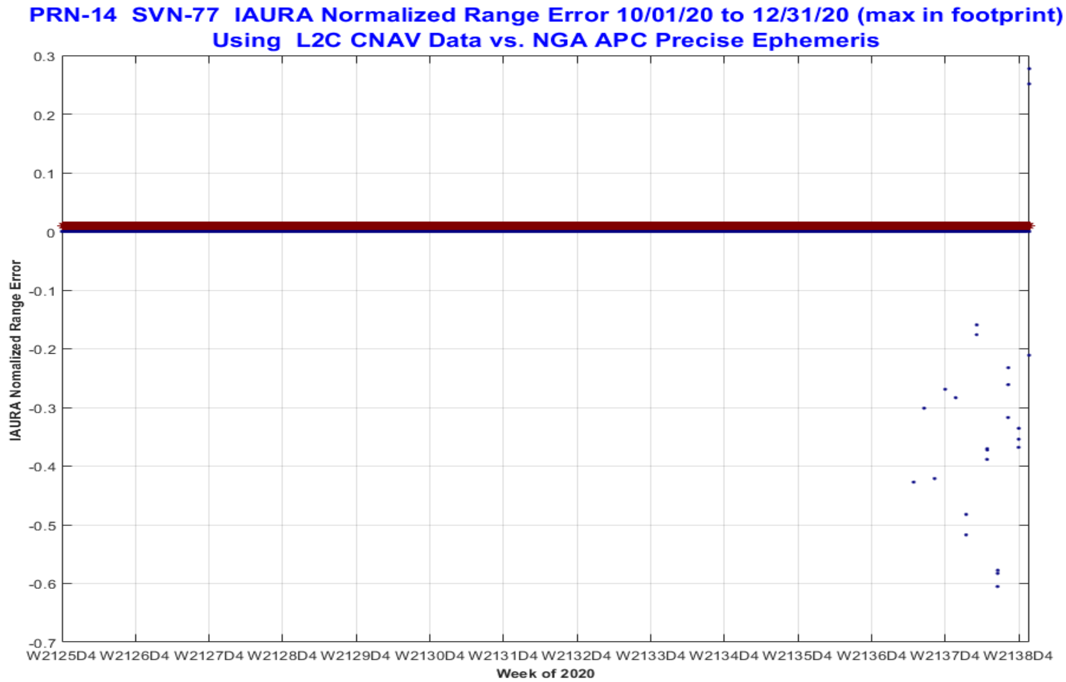


Figure 10-158 Timeline of URA Normalized Range Error PRN-15 (SVN-55) Using C/A Nav Data

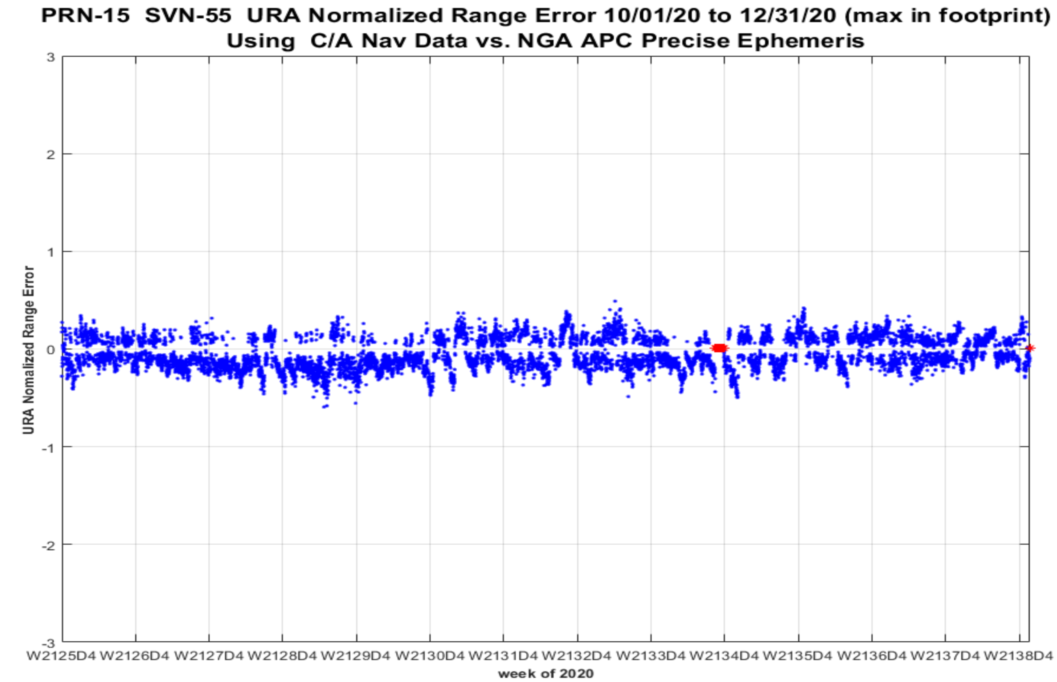


Figure 10-159 Timeline of IAURA Normalized Range Error PRN-15 (SVN-55) Using L2C CNAV Data

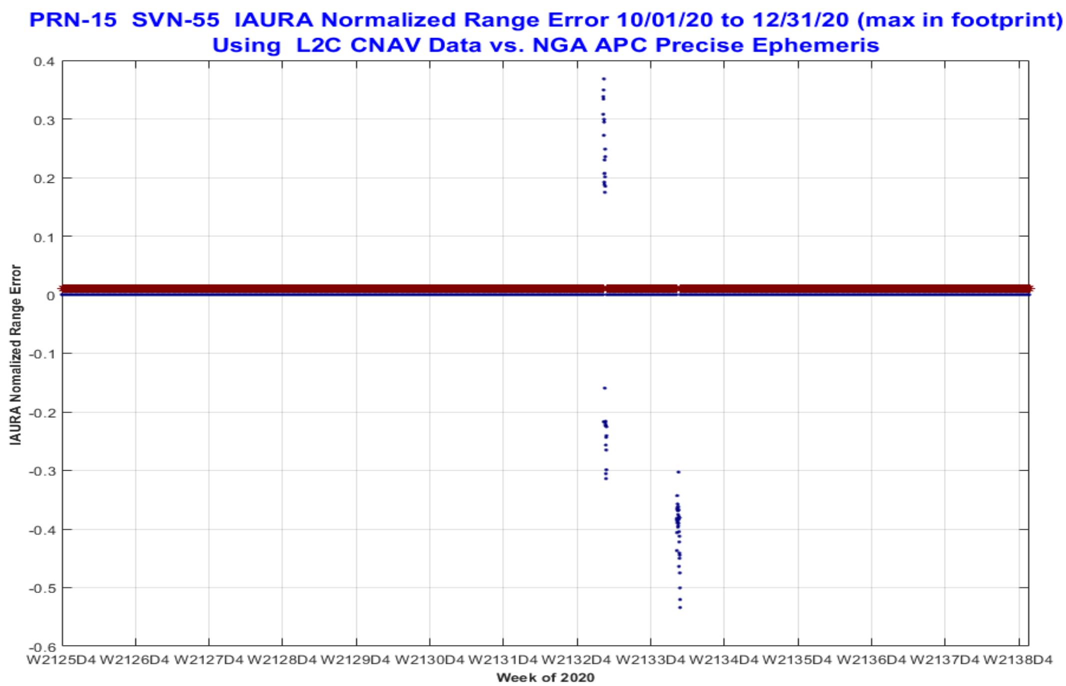


Figure 10-160 Timeline of URA Normalized Range Error PRN-16 (SVN-56) Using C/A Nav Data

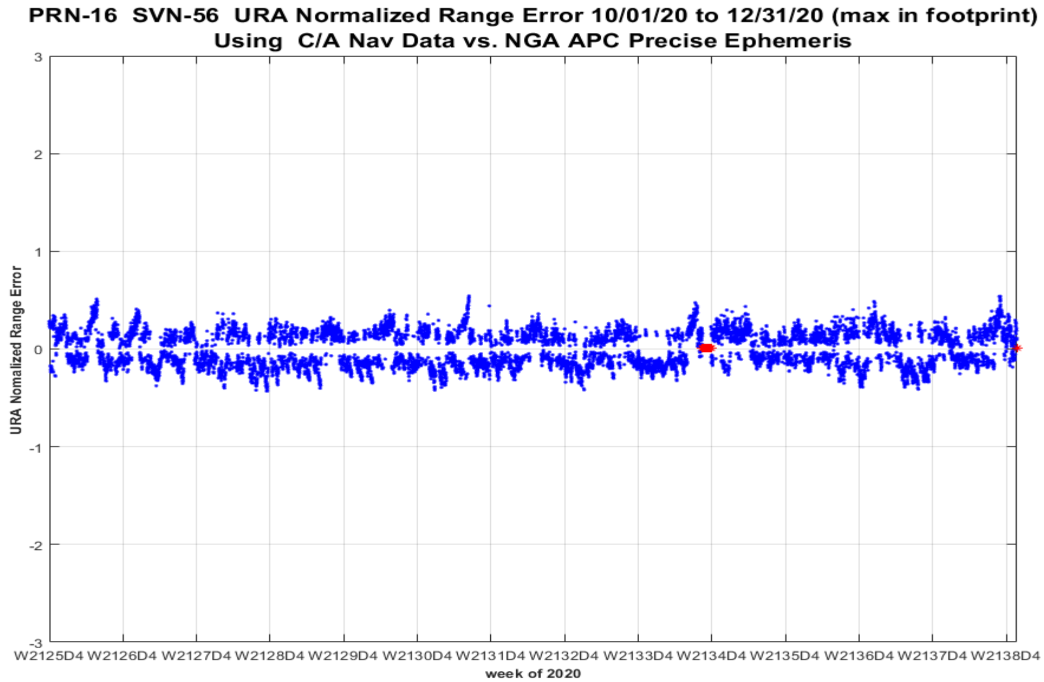


Figure 10-161 Timeline of URA Normalized Range Error PRN-17 (SVN-53) Using C/A Nav Data

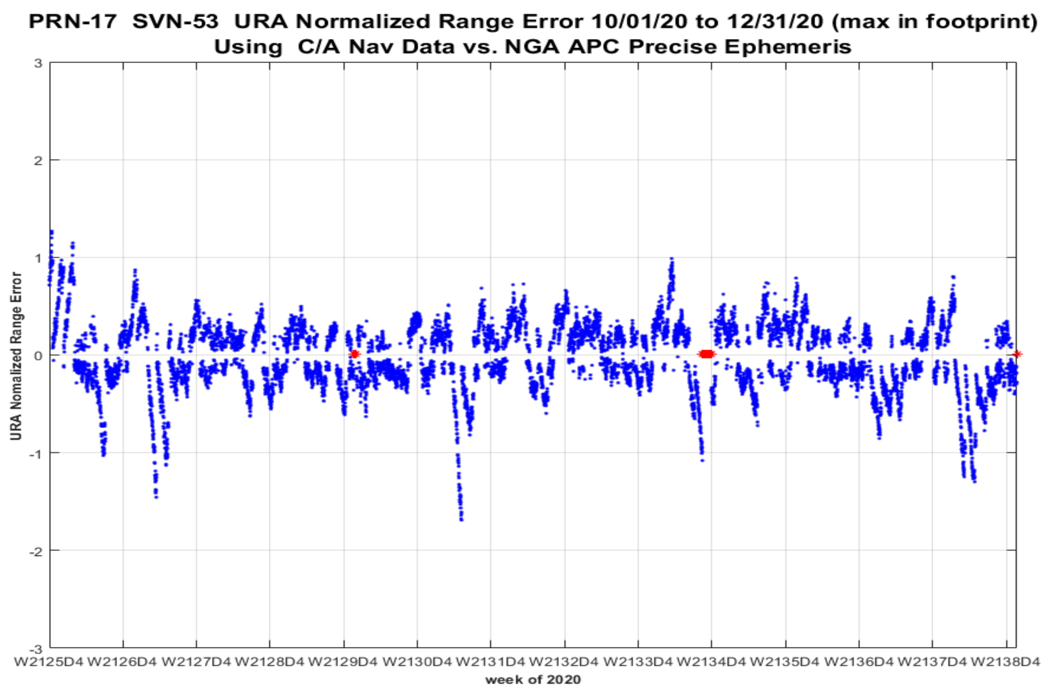


Figure 10-162 Timeline of IAURA Normalized Range Error PRN-17 (SVN-53) Using L2C CNAV Data

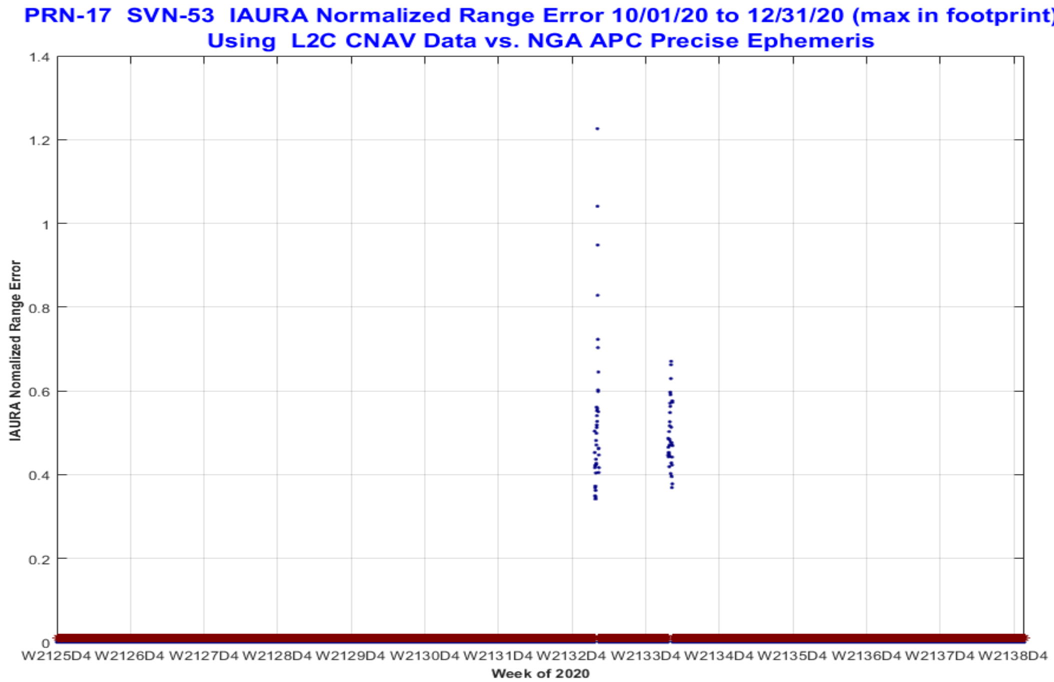


Figure 10-163 Timeline of URA Normalized Range Error PRN-18 (SVN-75) Using C/A Nav Data

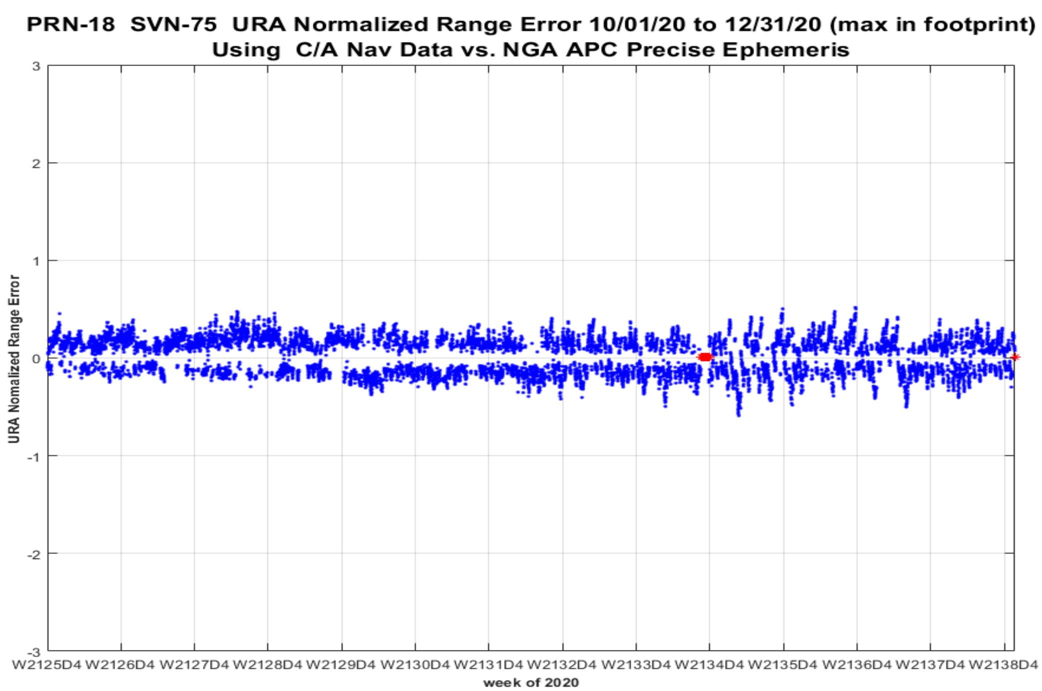


Figure 10-164 Timeline of IAURA Normalized Range Error PRN-18 (SVN-75) Using L2C CNAV Data

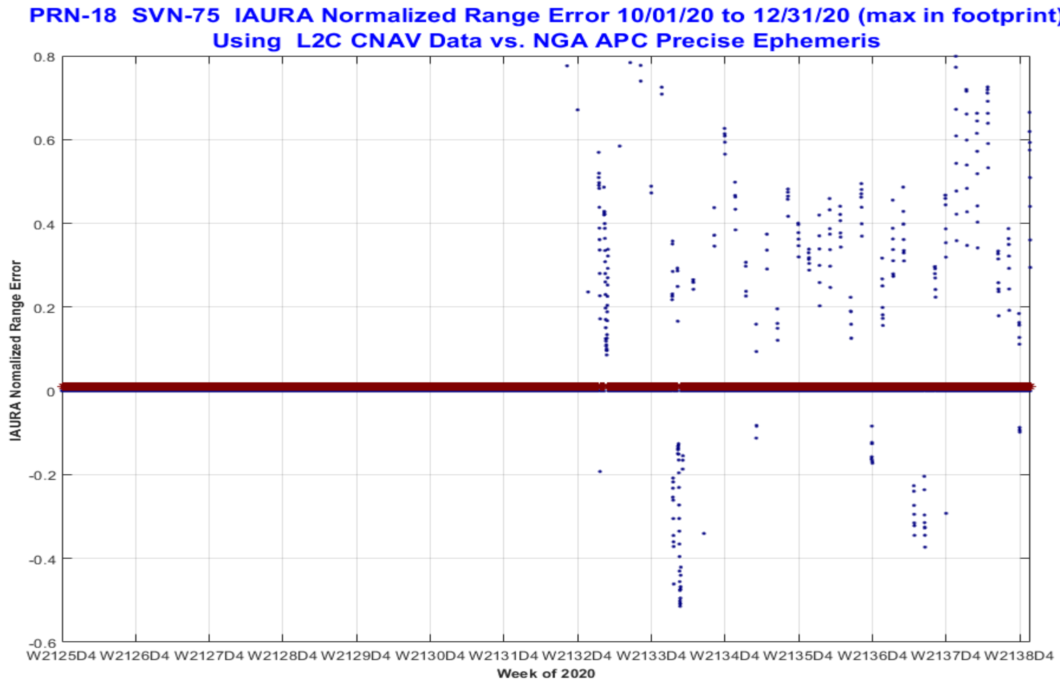


Figure 10-165 Timeline of URA Normalized Range Error PRN-19 (SVN-59) Using C/A Nav Data

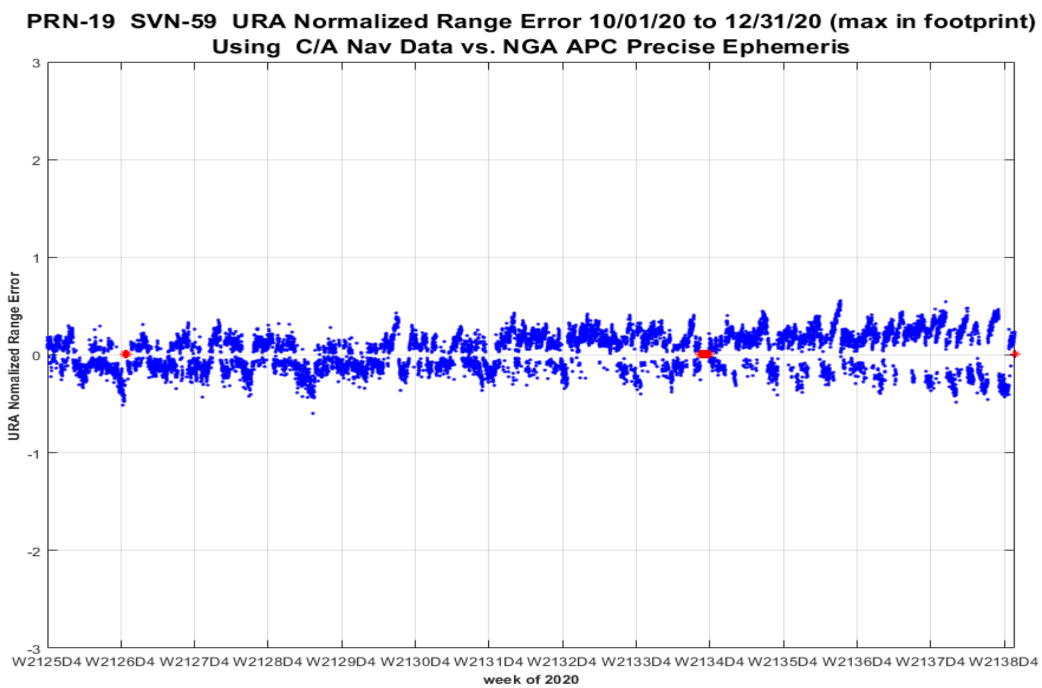


Figure 10-166 Timeline of URA Normalized Range Error PRN-20 (SVN-51) Using C/A Nav Data

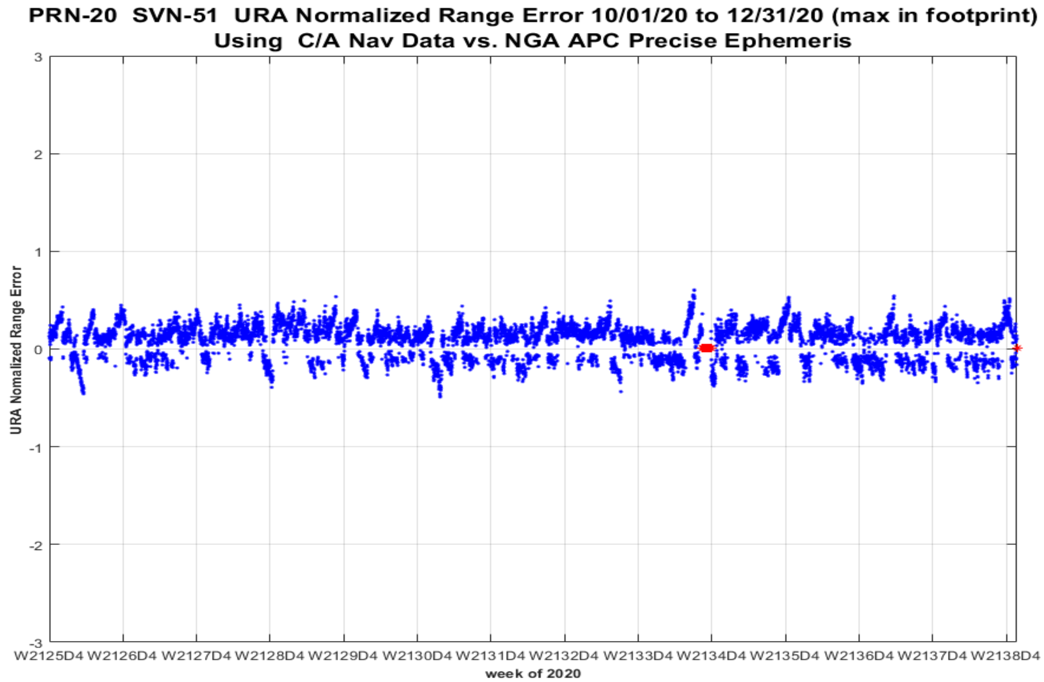


Figure 10-167 Timeline of URA Normalized Range Error PRN-21 (SVN-45) Using C/A Nav Data

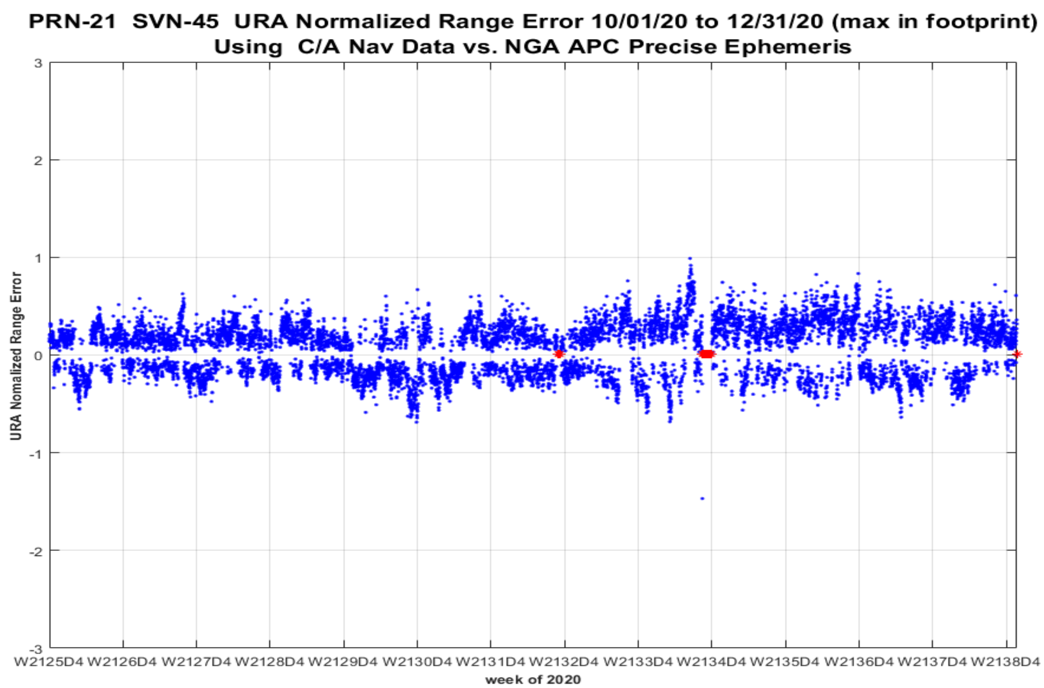


Figure 10-168 Timeline of URA Normalized Range Error PRN-22 (SVN-47) Using C/A Nav Data

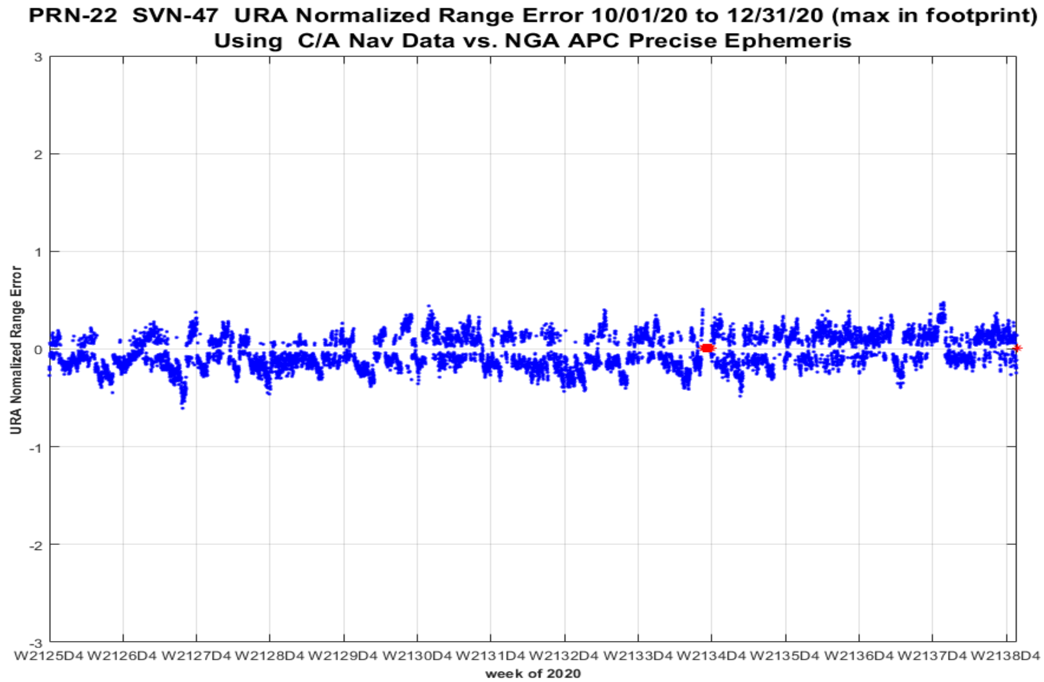


Figure 10-169 Timeline of URA Normalized Range Error PRN-23 (SVN-76) Using C/A Nav Data

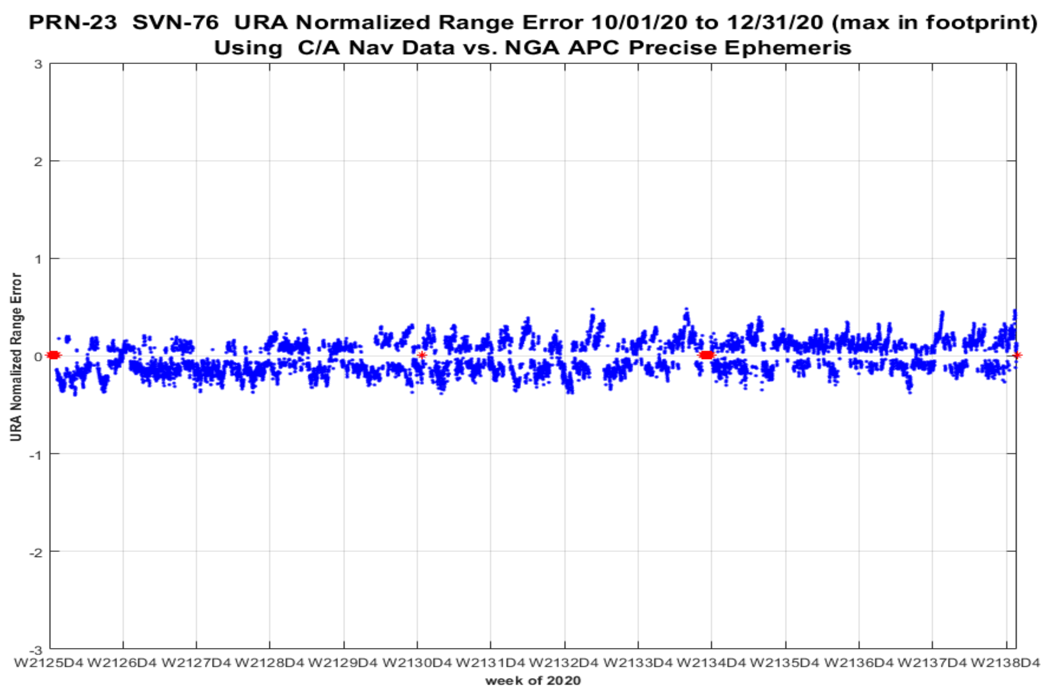


Figure 10-170 Timeline of IAURA Normalized Range Error PRN-23 (SVN-76) Using L2C CNAV Data

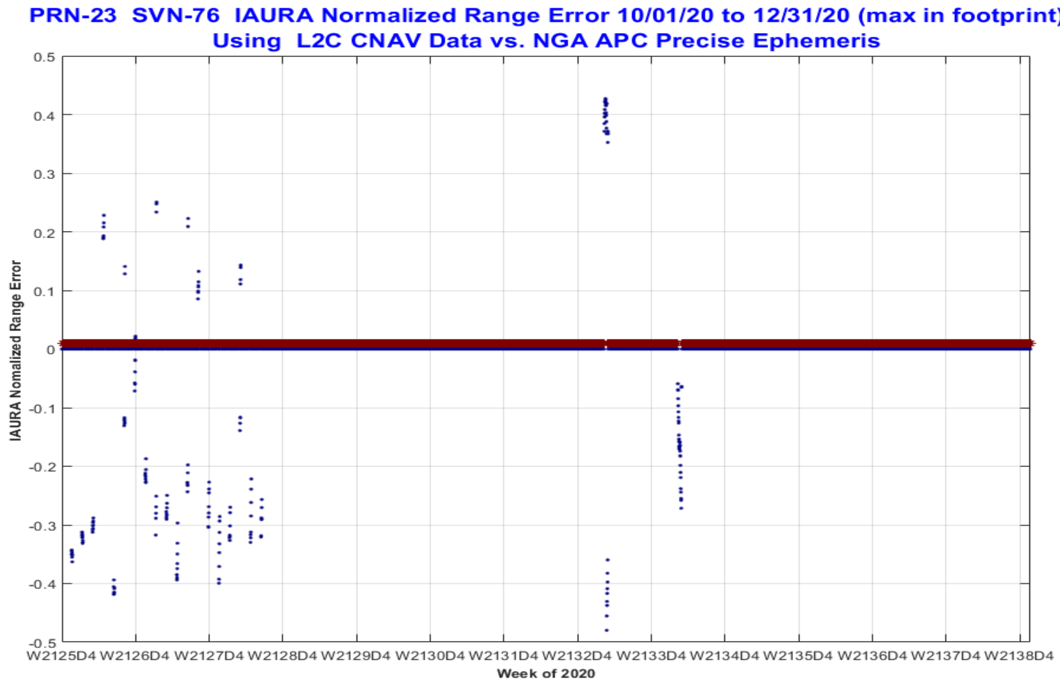


Figure 10-171 Timeline of URA Normalized Range Error PRN-24 (SVN-65) Using C/A Nav Data

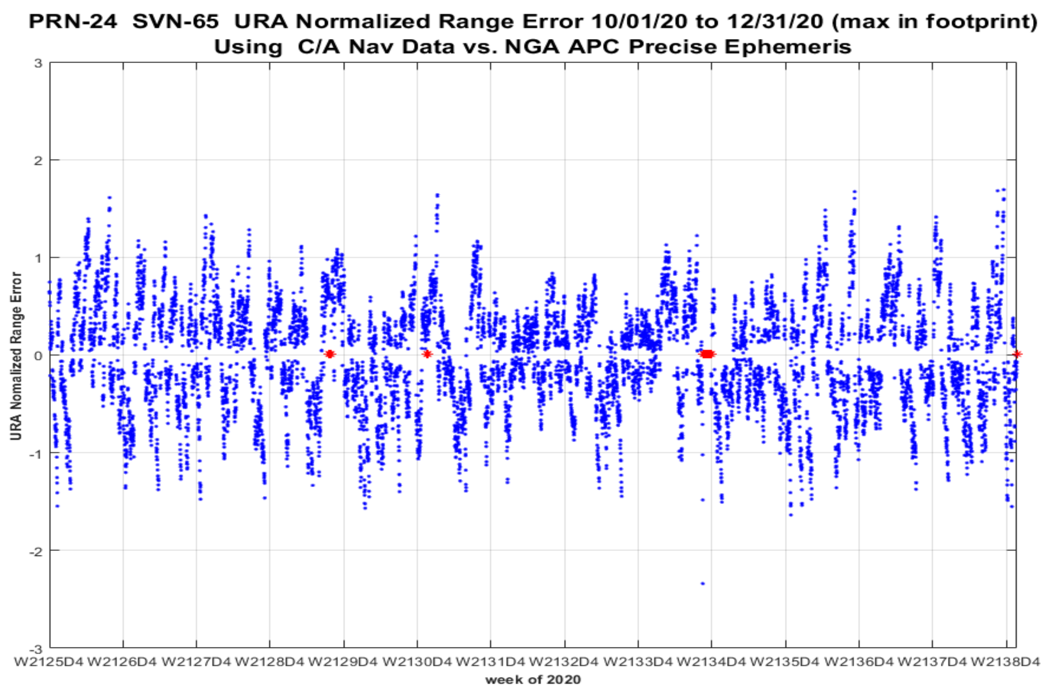


Figure 10-172 Timeline of IAURA Normalized Range Error PRN-24 (SVN-65) Using L2C CNAV Data

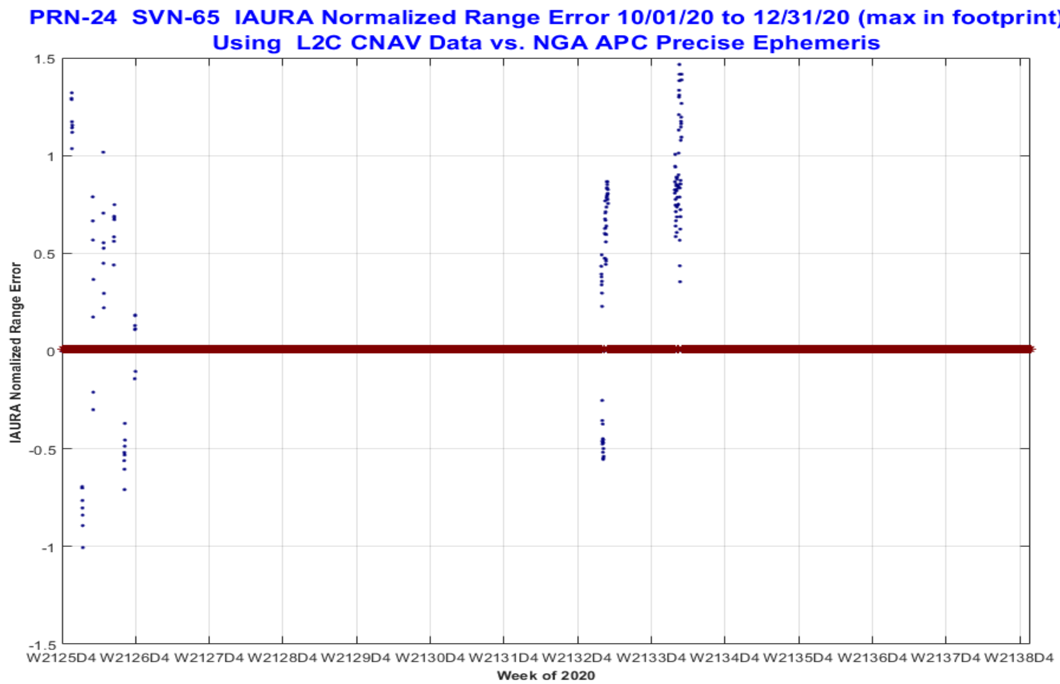


Figure 10-173 Timeline of URA Normalized Range Error PRN-25 (SVN-62) Using C/A Nav Data

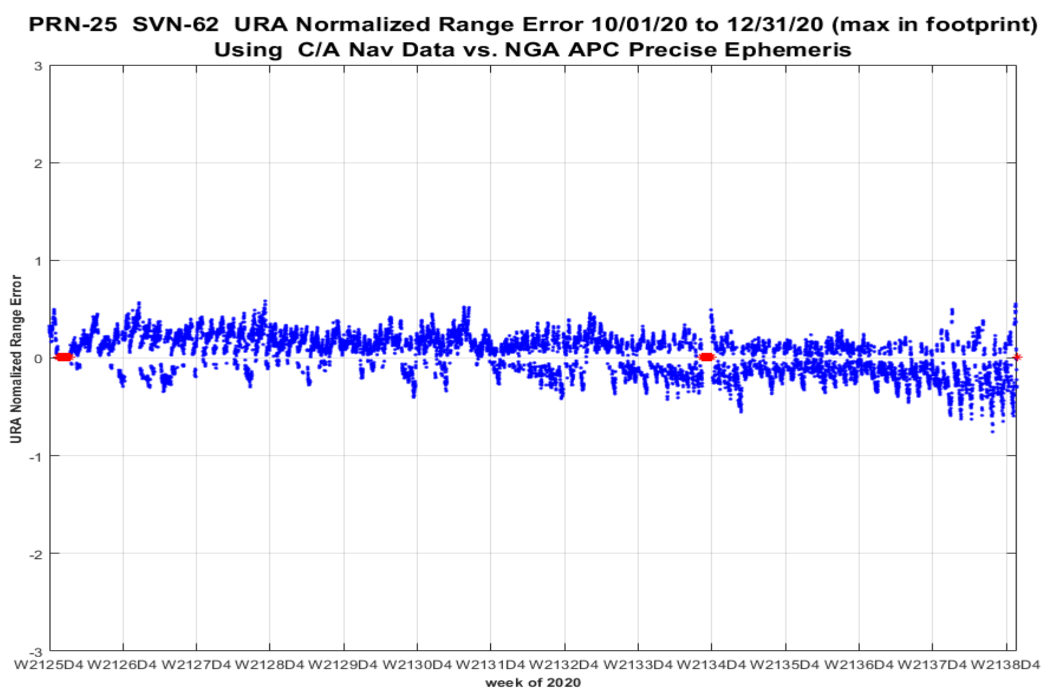


Figure 10-174 Timeline of IAURA Normalized Range Error PRN-25 (SVN-62) Using L2C CNAV Data

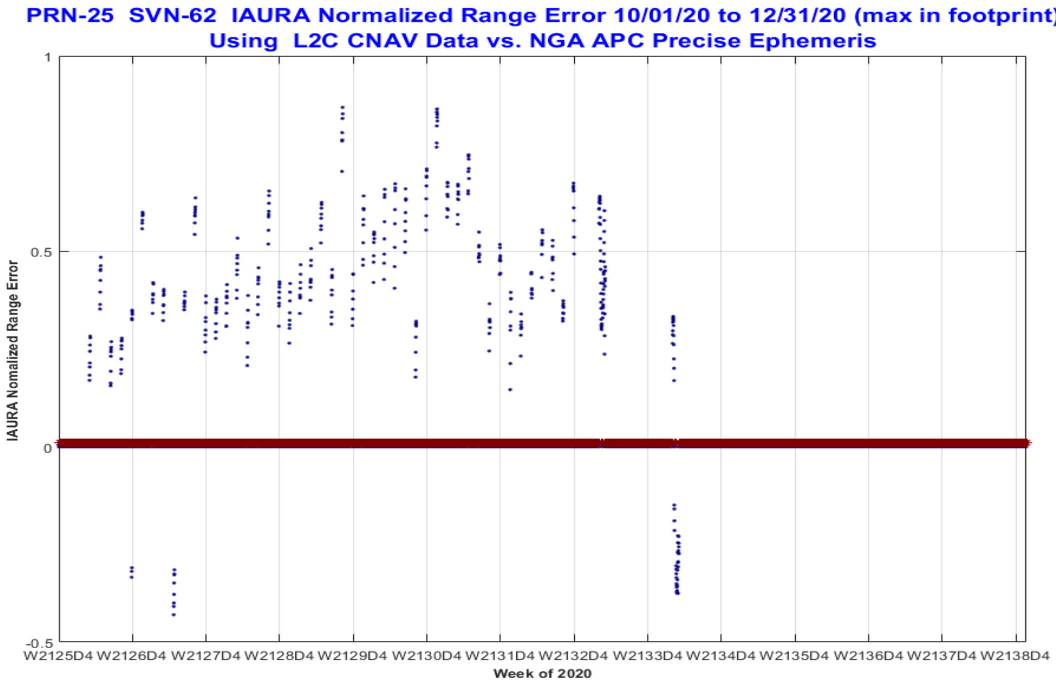


Figure 10-175 Timeline of URA Normalized Range Error PRN-26 (SVN-71) Using C/A Nav Data

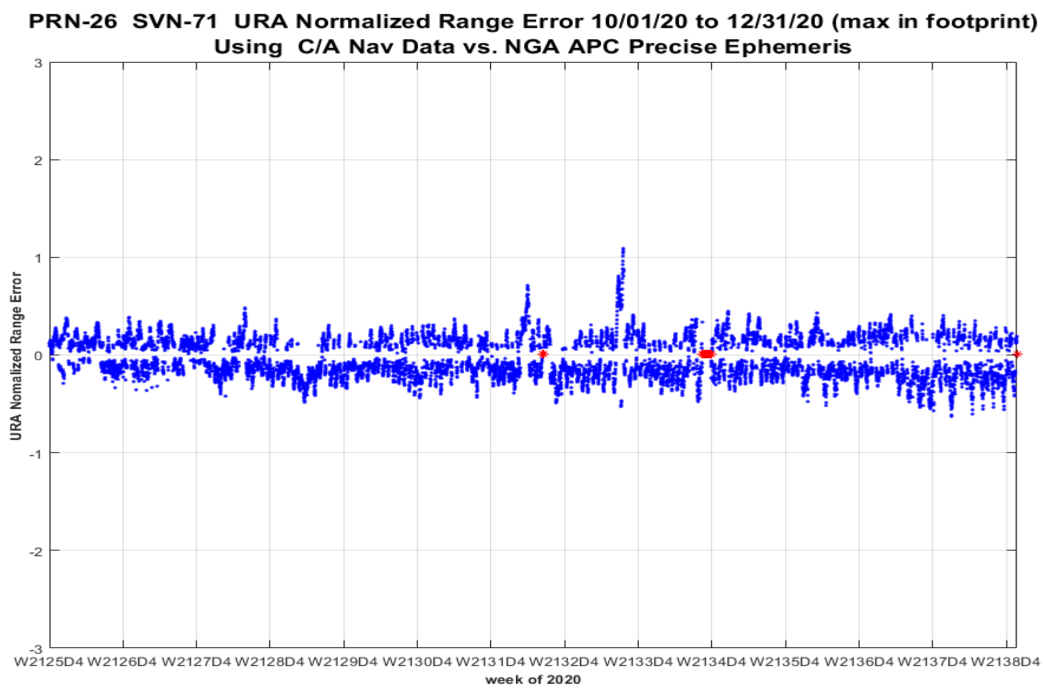


Figure 10-176 Timeline of IAURA Normalized Range Error PRN-26 (SVN-71) Using L2C CNAV Data

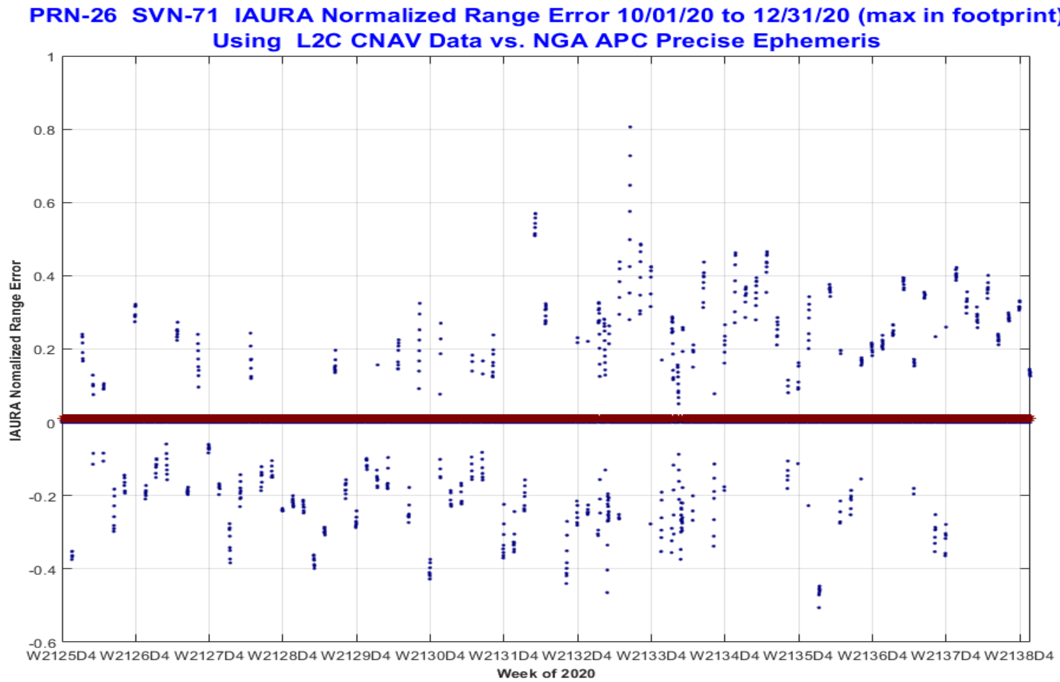


Figure 10-177 Timeline of URA Normalized Range Error PRN-27 (SVN-66) Using C/A Nav Data

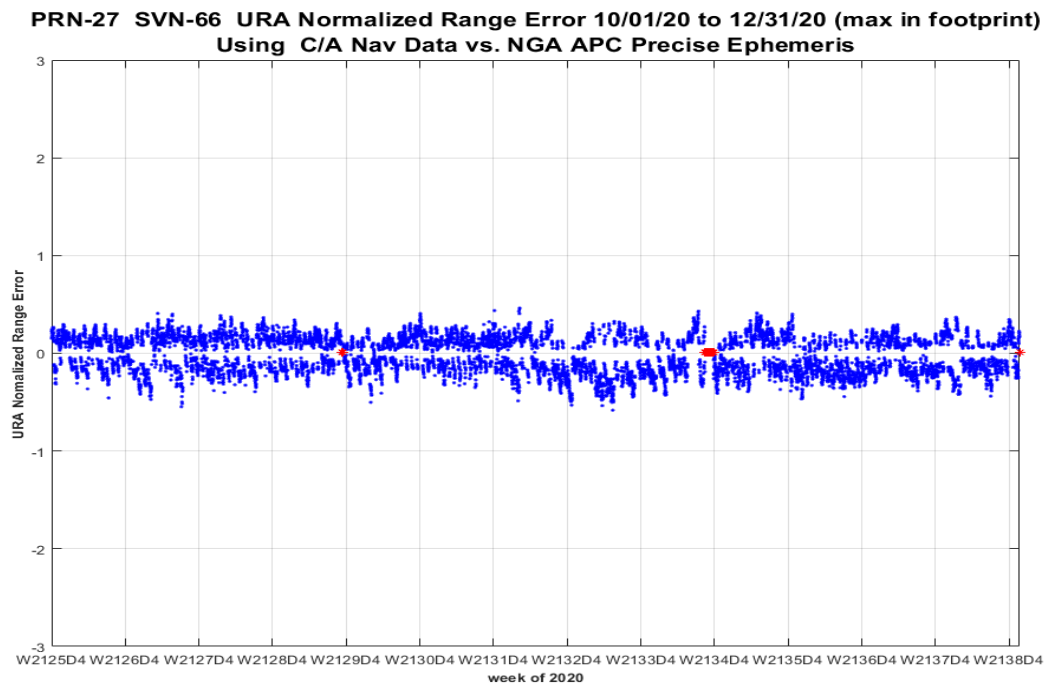


Figure 10-178 Timeline of IAURA Normalized Range Error PRN-27 (SVN-66) Using L2C CNAV Data

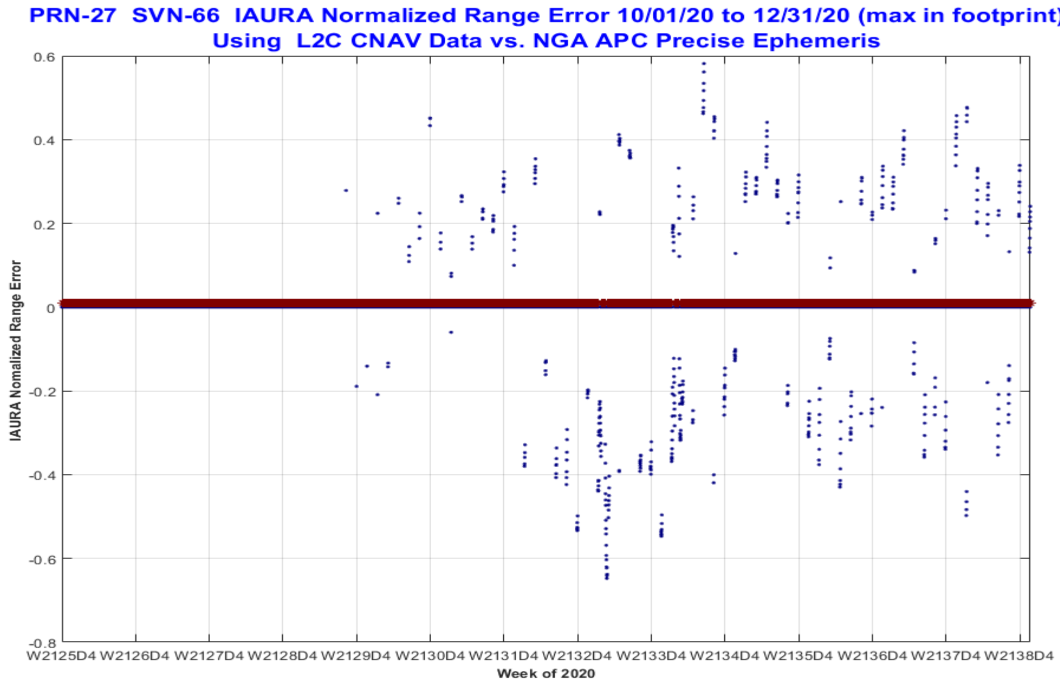


Figure 10-179 Timeline of URA Normalized Range Error PRN-28 (SVN-44) Using C/A Nav Data

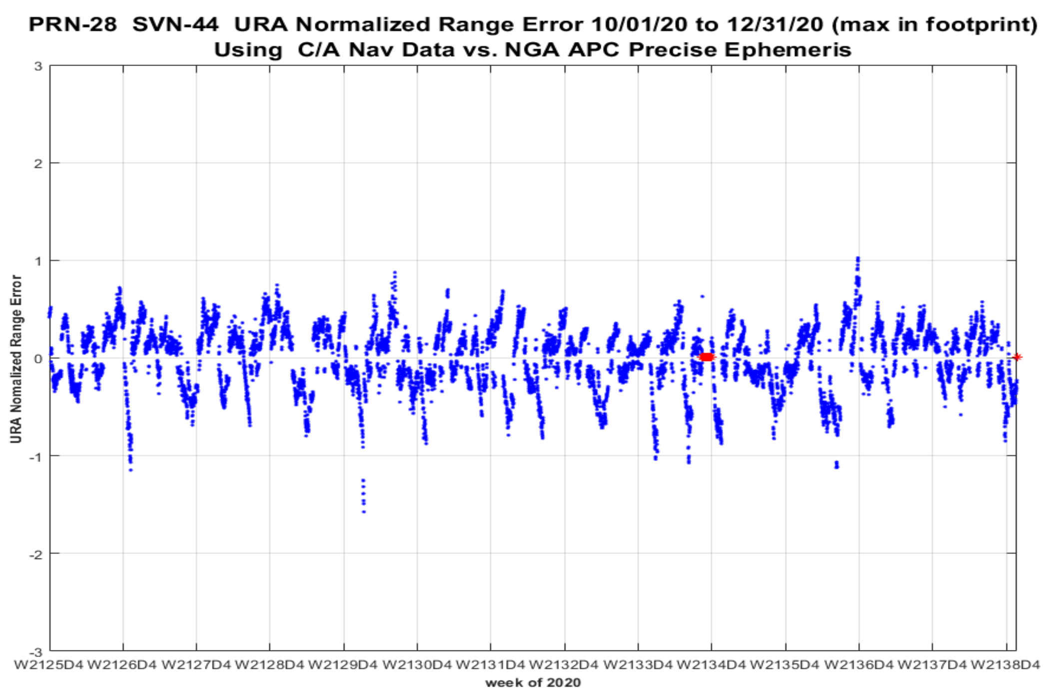


Figure 10-180 Timeline of URA Normalized Range Error PRN-29 (SVN-57) Using C/A Nav Data

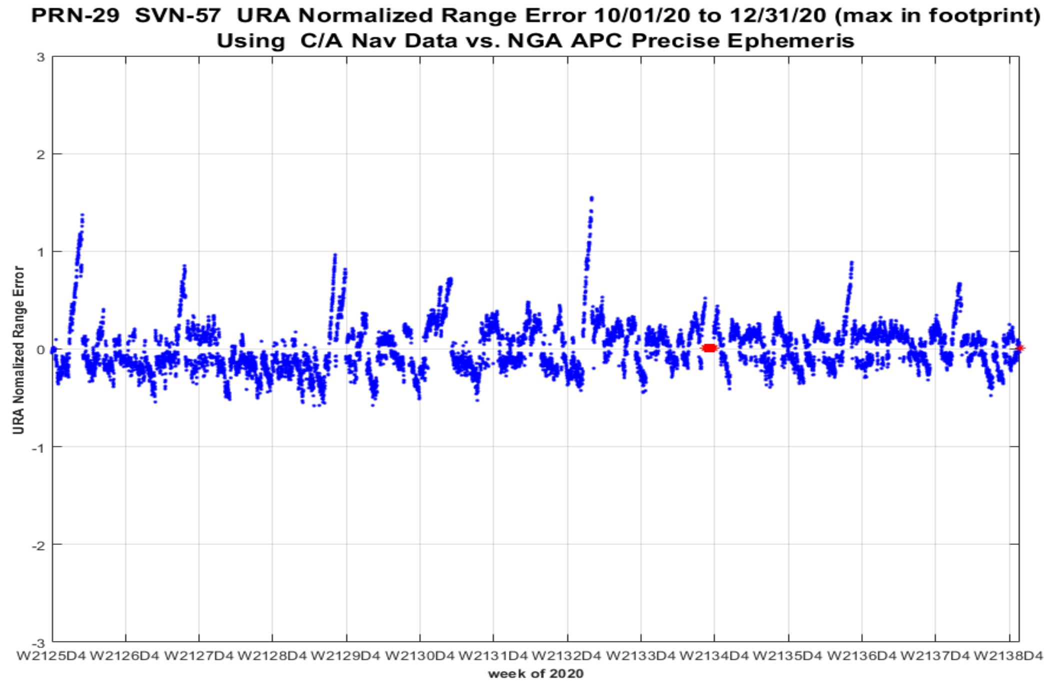


Figure 10-181 Timeline of IAURA Normalized Range Error PRN-29 (SVN-57) Using L2C CNAV Data

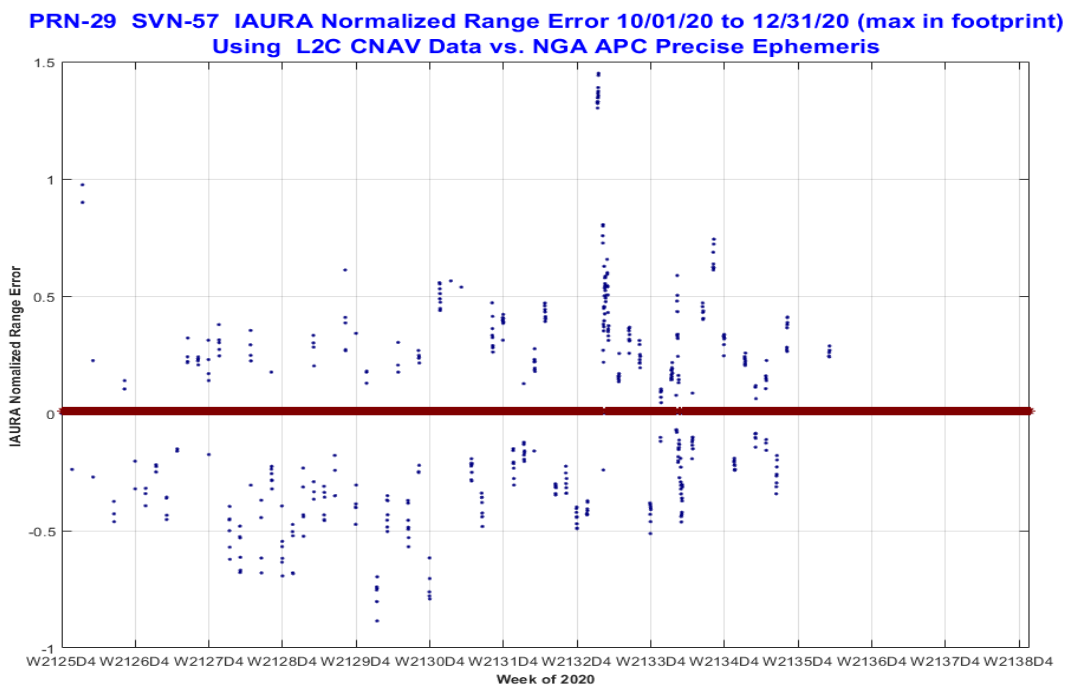


Figure 10-182 Timeline of URA Normalized Range Error PRN-30 (SVN-64) Using C/A Nav Data

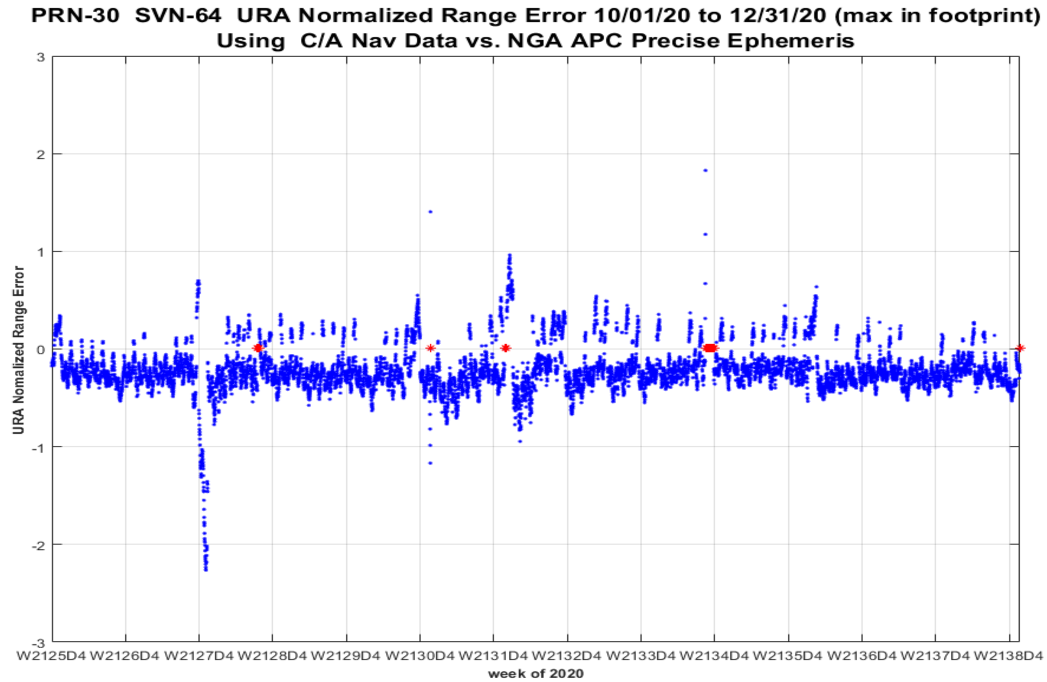


Figure 10-183 Timeline of IAURA Normalized Range Error PRN-30 (SVN-64) Using L2C CNAV Data

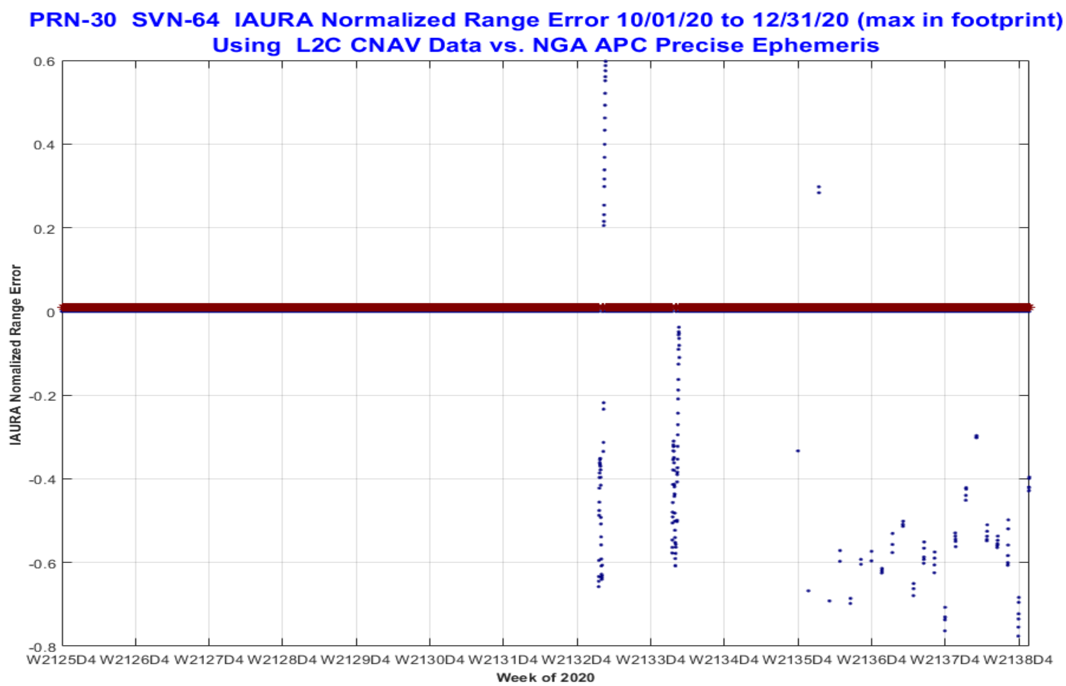


Figure 10-184 Timeline of URA Normalized Range Error PRN-31 (SVN-52) Using C/A Nav Data

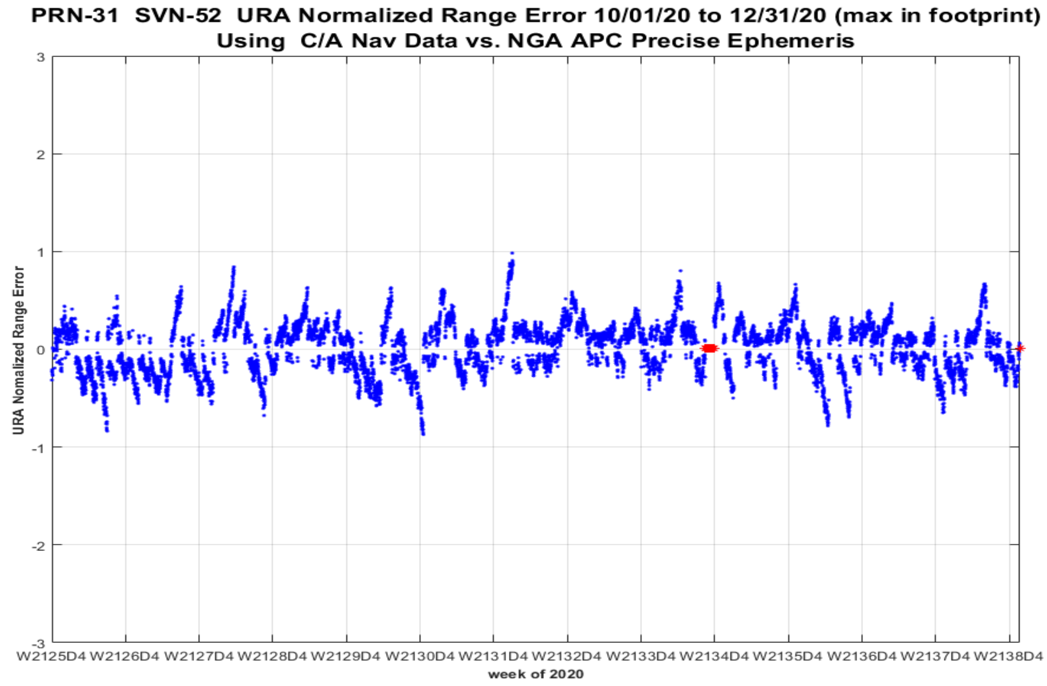


Figure 10-185 Timeline of IAURA Normalized Range Error PRN-31 (SVN-52) Using L2C CNAV Data

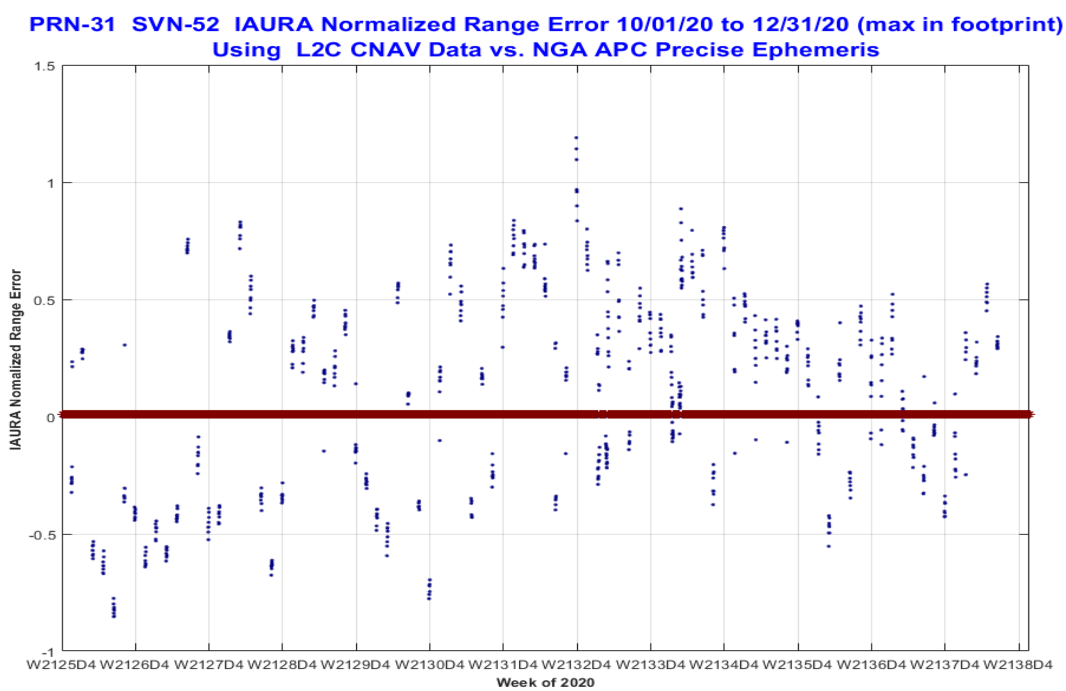


Figure 10-186 Timeline of URA Normalized Range Error PRN-32 (SVN-70) Using C/A Nav Data

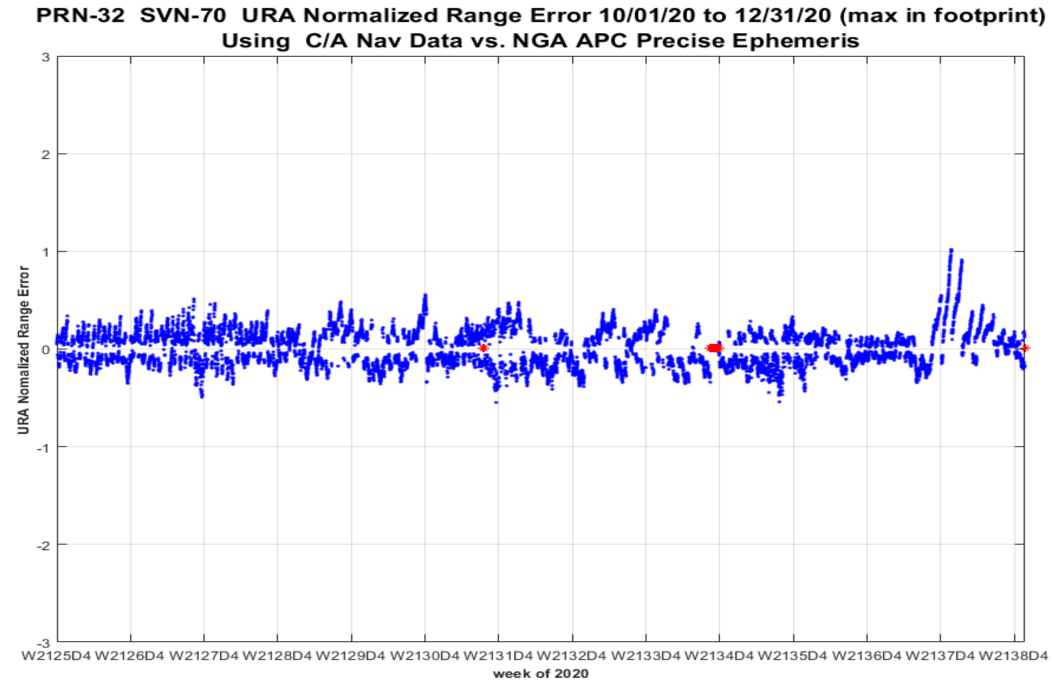
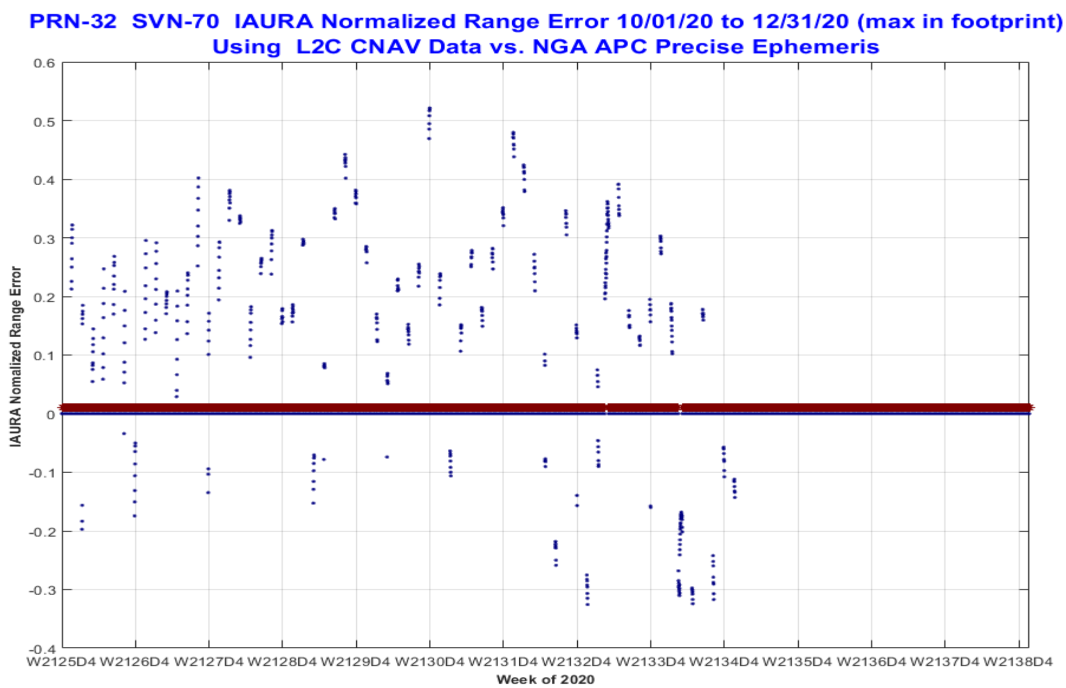


Figure 10-187 Timeline of IAURA Normalized Range Error PRN-32 (SVN-70) Using L2C CNAV Data



APPENDIX A: PERFORMANCE SUMMARY

Table A-1. Performance Summary

Parameter	Measured Performance	Conditions and Constraints
User Range Error Accuracy Single-Frequency C/A-Code 1. ≤7.8m 95% Global Average URE during normal operations over All AODs 2. ≤6.0m 95% Global Average URE during operations at Zero AOD 3. ≤12.8m 95% Global Average URE during normal operations at Any AOD	1. ≤2.958 m 2. N/A 3. N/A	For any healthy SPS SIS. Neglecting single-frequency ionospheric delay model errors. Including group delay time correction (T_{GD}) errors at L1. Including inter-signal bias (P(Y)-code to C/A-code) errors at L1.
User Range Error Accuracy Single-Frequency C/A-Code 1. ≤30m 99.94% Global Average URE during normal operations 2. ≤30m 99.79% Worst Case single point average during normal operations	1. 100% Global 2. 100% WCP	For any healthy SPS SIS. Neglecting single-frequency ionospheric delay model errors. Including group delay time correction (T_{GD}) errors at L1. Standard based on measurement interval of one year; average of daily values within service volume Standard based on 3 service failures per year, lasting no more than 6 hours each

Parameter	Measured Performance	Conditions and Constraints
User Range Rate Error Accuracy Single-Frequency C/A Code: ≤6mm/sec 95% Global Average URRE over any 3-second interval during normal operations at Any AOD	≤2.743 mm/sec	For any healthy SPS SIS. Neglecting all perceived pseudorange rate errors attributable to pseudorange step changes caused by NAV message data cutovers. Neglecting single-frequency ionospheric delay model errors.
User Range Acceleration Error Accuracy Single-Frequency C/A Code: ≤2mm/sec^2 95% Global Average URAE over any 3-second interval during normal operations at Any AOD	≤22.563 mm/s^2	For any healthy SPS SIS. Neglecting all perceived pseudorange rate errors attributable to pseudorange step changes caused by NAV message data cutovers. Neglecting single-frequency ionospheric delay model errors.
Per-Satellite Coverage Terrestrial Service Volume: 100% Coverage	100%	For any healthy or marginal SPS SIS.
Constellation Coverage Terrestrial Service Volume: 100% Coverage	100%	For any healthy or marginal SPS SIS.

Parameter	Measured Performance	Conditions and Constraints
Status and Problem Reporting Scheduled event affecting service Appropriate NANU issued to the Coast Guard and the FAA at least 48 hours prior to the event	≥-0.2 hours Prior to event	For any SPS SIS.
Status and Problem Reporting Unscheduled outage or problem affecting service Appropriate NANU issued to the Coast Guard and the FAA as soon as possible after the event	≤0.183 hours	For any SPS SIS.
Status and Problem Reporting Unscheduled Failure Interruption Continuity: ≥0.9998 Probability over any hour of not losing the SPS SIS availability from a slot due to unscheduled interruption.	100%	Calculated as an average over all slots in the 24-slot constellation, normalized annually. Given that the SPS SIS is available from the slot at the start of the hour.
Operational Satellite Count ≥0.95 Probability that the constellation will have at least 24 operational satellites regardless of whether those operational satellites are located in slots or not.	100%	Applies to the total number of operational satellites in the constellation (averaged over any day); where any satellite which appears in the transmitted navigation message almanac is defined to be an operational satellite regardless of whether that satellite is currently broadcasting a healthy SPS SIS or not and regardless of whether the broadcast SPS SIS also satisfies the other performance standards in the SPS performance standard or not.

Parameter	Measured Performance	Conditions and Constraints
PDOP Availability 1. ≥98% global PDOP of 6 or less 2. ≥88% worst site PDOP of 6 or less	1. 100% 2. 100%	Defined for a position/time solution meeting the representative user conditions and operating within the service volume over any 24-hour interval.
Service Availability 1. ≥99% Horizontal Service Availability, average location 2. ≥99% Vertical Service Availability, average location	1. 100% Horizontal 2. 100% Vertical	17m Horizontal (SIS only) 95% threshold. 37m Vertical (SIS only) 95% threshold. Defined for a position/time solution meeting the representative user conditions and operating within the service volume over any 24-hour interval.
Service Availability 1. ≥90% Horizontal Service Availability, worst-case location 2. ≥90% Vertical Service Availability, worst-case location	1. 100% Horizontal 2. 100% Vertical	17m Horizontal (SIS only) 95% threshold. 37m Vertical (SIS only) 95% threshold. Defined for a position/time solution meeting the representative user conditions and operating within the service volume over any 24-hour interval.
Position/Time Accuracy Global Average Position Domain Accuracy: 1. ≤9m 95% Horizontal Error 2. ≤15m 95 % Vertical Error	1. ≤1.822 m Horizontal 2. ≤4.524 m Vertical	Defined for a position/time solution meeting the representative user conditions. Standard based on a measurement interval of 24 hours averaged over all points in the service volume.

Parameter	Measured Performance	Conditions and Constraints
Position/Time Accuracy Worst Site Position Domain Accuracy: 1. ≤17m 95% Horizontal Error 2. ≤37m 95% Vertical Error	1. ≤4.170 m Horizontal 2. ≤5.640 m Vertical	Defined for a position/time solution meeting the representative user conditions. Standard based on a measurement interval of 24 hours averaged over all points in the service volume.
Position/Time Accuracy Time Transfer Domain Accuracy: ≤40 nanoseconds time transfer error 95% of time (SIS only)	≤12.7 nanoseconds	Defined for a time transfer solution meeting the representative user conditions. Standard based on a measurement interval of 24 hours averaged over all points in the service volume.
Position/Time Accuracy Instantaneous UTCOE Integrity: NTE ±120 nanoseconds 99.999% of time without a timely alert. (SIS only)	≤23.9 nanoseconds	For any healthy SPS SIS. Worst case for delayed alert is 6 hours.

Parameter	Measured Performance	Conditions and Constraints
Per-Slot Availability 1. ≥0.957 Probability that a slot in the baseline 24-slot configuration will be occupied by a satellite broadcasting a healthy SPS SIS 2. ≥0.957 Probability that a slot in the expanded configuration will be occupied by a pair of satellites each broadcasting a healthy SPS SIS	1. 100% 2. 100%	Calculated as an average over all slots in the 24-slot constellation, normalized annually Applies to satellites broadcasting a healthy SPS SIS that also satisfy the other performance standards in the SPS performance standard.
Constellation Availability 1. ≥0.98 Probability that at least 21 slots out of the 24 will be occupied either by a satellite broadcasting a healthy SPS SIS in the baseline 24-slot configuration or by a pair of satellites each broadcasting a healthy SPS SIS in the expanded slot configuration. 2. ≥0.99999 Probability that at least 20 slots out of the 24 will be occupied either by a satellite broadcasting a healthy SPS SIS in the baseline 24-slot configuration or by a pair of satellites each broadcasting a healthy SPS SIS in the expanded slot configuration.	1. 100% 2. 100%	Calculated as an average over all slots in the 24-slot constellation, normalized annually. Applied to satellites broadcasting a healthy SPS SIS that also satisfies the other performance standards in the SPS performance standard.

APPENDIX B: GEOMAGNETIC DATA

```
:Product: Daily Geomagnetic Data     quar_DGD.txt
:Issued: 2130 UT 07 Jan 2021

#  Prepared by the U.S. Dept. of Commerce, NOAA, Space Weather Prediction Center
#  Please send comment and suggestions to SWPC.Webmaster@noaa.gov

#              Current Quarter Daily Geomagnetic Data


#                 Middle Latitude        High Latitude            Estimated
#               - Fredericksburg -     ---- College ----      --- Planetary ---
#  Date         A     K-indices        A     K-indices        A     K-indices
2020 10 01     11  3 1 2 4 3 2 2 2    21  1 1 2 6 5 3 2 1    11  3 2 2 4 3 3 2 2
2020 10 02      6  2 2 2 2 2 2 1 1    19  2 2 2 6 4 3 2 1     9  2 3 2 3 3 2 2 2
2020 10 03      5  1 2 2 3 1 2 0 0     5  1 1 2 3 1 0 1 1     6  2 2 2 2 1 1 1 1
2020 10 04      3  0 2 0 1 1 1 1 1     4  0 1 0 2 3 1 0 0     4  1 2 1 1 1 1 0 1
2020 10 05      7  0 0 1 1 3 3 3 2    14  0 0 1 2 4 5 3 3     8  0 1 1 1 2 3 4 2
2020 10 06      6  2 3 1 1 1 2 1 1     3  1 2 2 2 1 0 0 0     7  3 4 2 1 1 1 1 1
2020 10 07      4  0 1 1 1 2 2 1 1     2  0 0 0 0 2 1 1 0     5  1 1 1 1 2 2 1 1
2020 10 08      2  1 0 1 1 1 1 1 0     1  1 0 1 0 0 0 0 0     3  1 1 1 0 1 0 0 1
2020 10 09      1  0 0 0 0 1 1 1 0     0  0 0 0 0 0 0 0 0     2  1 0 1 0 0 0 0 0
2020 10 10      2  0 0 0 1 1 1 1 0     2  0 0 0 3 0 0 0 0     2  0 0 1 1 0 1 1 0
2020 10 11      2  0 0 1 0 1 1 1 1     0  0 0 0 0 0 0 0 0     3  0 0 1 1 0 1 1 1
2020 10 12      3  1 0 0 1 2 1 1 1     0  0 0 0 0 0 0 0 1     4  1 0 0 1 1 1 1 1
2020 10 13      3  1 1 0 1 1 1 2 0     0  1 0 0 0 0 0 0 0     3  1 1 1 1 0 1 1 1
2020 10 14      0  0 0 0 0 0 1 0 0     0  0 0 0 0 0 0 0 0     2  0 0 0 0 0 0 0 0
2020 10 15      2  0 0 0 0 1 2 1 1     0  0 0 0 0 0 0 0 0     3  0 0 0 0 0 1 1 1
2020 10 16      4  1 1 1 1 1 2 1 1     0  1 0 0 0 0 0 0 0     4  1 1 1 1 0 1 1 1
2020 10 17      5  0 2 2 1 2 1 2 1     7  0 2 4 3 1 0 1 0     5  1 2 2 1 1 0 1 2
2020 10 18      3  1 1 0 0 1 2 1 1     0  0 0 0 0 0 0 0 0     3  1 0 0 0 0 0 1 1
2020 10 19      5  0 1 1 2 2 2 2 1    14  0 0 2 5 5 1 1 1     6  1 1 1 2 3 2 2 1
2020 10 20      3  2 1 1 1 1 1 1 0     1  1 0 1 1 0 0 0 0     4  2 2 1 1 0 0 1 1
2020 10 21      7  1 1 4 2 1 1 1 1    12  0 1 4 5 3 0 0 1    10  3 2 4 3 1 1 1 1
2020 10 22      3  2 1 0 0 2 1 1 1     2  1 0 0 0 1 1 0 1     6  3 1 1 0 1 1 1 2
2020 10 23     10  1 1 1 0 2 2 4 4     5  1 0 1 1 1 1 2 3    12  1 1 1 1 2 3 4 4
2020 10 24     16  3 4 4 3 2 3 3 2    28  3 5 5 5 4 4 2 2    17  4 4 4 3 2 3 3 2
2020 10 25      9  3 1 2 2 3 2 3 1    28  2 1 4 5 6 4 3 3    15  3 2 3 3 4 3 4 2
2020 10 26     15  2 4 3 3 3 2 2 4    32  2 3 5 6 6 2 3 2    15  2 4 3 3 4 2 3 3
2020 10 27      7  2 2 3 3 1 0 2 1    13  2 2 5 4 1 1 1 1     9  2 2 4 3 1 0 2 2
2020 10 28      9  2 3 1 2 2 2 3 2    23  1 2 2 5 5 5 3 2    12  2 3 2 2 3 3 3 3
2020 10 29     11  2 2 3 3 3 3 2 2    22  0 1 3 6 4 5 1 1    14  2 3 3 3 3 4 2 2
2020 10 30      4  2 2 0 1 1 1 1 2     4  1 0 2 3 1 0 0 0     5  2 2 1 1 1 0 1 2
2020 10 31      6  1 1 3 2 3 1 1 0    15  1 0 4 5 4 3 0 0     6  1 1 3 2 2 2 0 1
2020 11 01      8  1 1 3 2 3 2 2 1    21  0 1 4 3 6 4 3 0    10  1 1 2 2 3 3 3 1
2020 11 02      2  0 0 1 1 1 0 0 1     0  0 0 0 0 0 0 0 0     3  0 0 1 1 1 0 1 1
2020 11 03      2  1 0 0 0 1 1 0 1     1  0 0 1 2 0 0 0 0     3  2 0 1 1 0 0 0 1
2020 11 04      1  0 0 0 0 1 1 1 0     0  0 0 1 0 0 0 0 0     3  1 1 1 1 0 0 1 0
2020 11 05      3  0 0 0 1 2 1 2 2     1  0 0 1 1 1 0 0 0     4  0 0 1 1 2 1 1 2
2020 11 06      7  1 2 2 1 2 3 2 1     8  0 1 2 3 3 3 1 1     8  2 2 2 2 2 3 2 2
2020 11 07      4  1 0 0 1 1 2 2 2     3  0 0 2 2 0 0 1 1     7  1 1 1 1 1 2 3 3
2020 11 08      3  2 1 2 1 1 1 0 0     3  1 1 2 0 2 1 0 0     5  2 2 2 1 1 1 1 0
2020 11 09      0  0 0 0 0 0 0 0 0     0  0 0 0 0 0 0 0 0     1  0 0 0 0 0 0 0 0
2020 11 10      0  0 0 0 0 0 0 0 0     0  0 0 0 0 0 0 0 0     2  0 0 0 1 0 0 0 0
```

2020 11 11	2	0	0	0	1	1	1	1	2	1	0	0	1	1	0	0	0	1	4	0	0	0	1	1	1	2	2
2020 11 12	3	1	0	2	2	1	1	1	0	3	0	0	2	3	0	0	0	0	3	1	0	2	1	1	0	1	0
2020 11 13	2	1	1	1	0	0	1	0	0	2	0	0	1	3	0	0	0	0	3	1	1	1	1	1	0	1	1
2020 11 14	2	0	0	0	0	1	0	2	1	0	0	0	0	0	1	0	0	0	3	0	1	1	0	1	0	2	1
2020 11 15	2	1	2	0	0	1	1	0	0	1	1	0	0	0	0	1	0	0	4	2	2	0	0	0	1	0	0
2020 11 16	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	2	0	0	0	0	1	0	0	0
2020 11 17	3	0	1	0	1	1	2	1	1	2	0	0	0	3	1	0	0	0	3	0	1	0	1	1	1	0	1
2020 11 18	3	1	1	2	0	1	1	1	0	0	0	0	0	0	1	0	0	0	4	2	1	1	0	0	0	1	1
2020 11 19	2	0	0	0	2	1	0	1	1	2	0	0	0	3	0	0	0	0	3	1	0	0	2	0	0	1	2
2020 11 20	9	3	4	2	2	1	1	1	1	11	1	3	3	5	0	0	0	1	8	3	3	2	2	1	0	2	1
2020 11 21	9	2	2	2	0	3	2	3	3	12	0	1	1	2	5	3	2	3	12	2	2	1	1	3	3	3	4
2020 11 22	19	2	4	4	4	4	3	3	2	45	3	3	6	6	6	5	4	3	27	3	4	4	4	5	4	4	3
2020 11 23	7	2	2	3	2	2	2	1	1	9	2	2	3	4	2	1	1	1	8	2	3	2	2	1	2	2	2
2020 11 24	4	1	2	0	1	2	2	0	1	1	0	0	0	1	0	0	1	0	4	2	1	0	1	1	1	1	1
2020 11 25	4	1	2	1	1	1	1	1	2	12	0	1	1	5	4	2	1	1	7	1	3	1	2	1	2	2	3
2020 11 26	5	2	1	1	1	2	2	2	1	5	0	0	1	3	3	2	1	0	7	2	1	1	1	2	2	3	2
2020 11 27	7	2	3	2	2	2	2	1	1	15	0	1	3	5	5	2	0	0	8	1	3	3	3	3	2	1	1
2020 11 28	9	3	3	3	2	2	2	1	1	10	1	2	3	4	3	2	1	1	10	3	3	3	2	2	2	2	2
2020 11 29	6	0	2	2	3	2	2	1	0	7	0	0	2	4	3	1	0	0	6	1	2	3	2	2	2	1	1
2020 11 30	6	1	3	2	2	1	2	1	1	9	0	2	3	5	0	1	0	0	8	1	3	3	2	1	1	0	1
2020 12 01	2	0	0	0	0	1	2	0	1	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1
2020 12 02	4	1	1	2	0	1	2	1	1	0	0	0	1	0	0	0	0	0	4	1	1	2	1	0	1	1	1
2020 12 03	1	0	0	0	0	2	1	0	0	2	0	0	0	1	2	2	0	0	3	1	0	0	0	1	2	0	0
2020 12 04	1	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	1
2020 12 05	4	0	0	0	1	3	2	2	1	1	0	0	0	1	1	0	1	0	5	0	0	1	1	2	1	2	1
2020 12 06	4	1	1	1	1	1	1	1	2	5	0	0	2	3	3	1	1	0	6	2	1	1	1	2	1	2	2
2020 12 07	2	1	0	0	1	1	1	1	0	0	0	0	0	1	0	0	0	0	3	1	0	1	1	0	1	0	0
2020 12 08	4	1	1	2	1	1	1	1	1	3	0	0	2	3	1	0	0	0	5	1	2	2	1	1	0	1	1
2020 12 09	6	1	3	2	1	1	1	2	1	4	0	1	1	0	0	2	3	2	7	2	3	2	1	0	2	3	2
2020 12 10	6	3	2	1	1	1	2	1	2	4	3	2	1	0	1	0	0	1	8	4	3	1	1	1	1	1	2
2020 12 11	4	2	2	1	1	1	1	1	1	3	1	2	2	0	0	0	0	1	7	3	3	1	1	0	1	2	1
2020 12 12	3	1	1	1	0	1	1	1	1	2	1	0	0	0	0	0	2	1	4	2	1	1	1	1	1	1	2
2020 12 13	3	3	0	0	0	1	1	1	0	2	1	0	0	0	1	1	2	0	5	3	1	0	0	1	1	2	1
2020 12 14	2	0	0	0	0	1	2	1	1	1	0	0	0	1	1	0	1	0	3	0	0	0	1	0	1	2	1
2020 12 15	2	1	0	1	0	1	1	0	0	0	0	0	1	0	0	0	0	0	3	2	0	1	0	0	0	1	1
2020 12 16	3	2	1	0	0	1	2	1	1	0	0	0	0	1	0	0	0	0	3	1	1	0	0	0	1	1	1
2020 12 17	2	0	0	1	0	1	1	1	0	0	0	0	0	0	0	0	0	0	2	1	1	0	0	0	0	0	1
2020 12 18	2	0	0	0	0	2	2	1	0	1	0	0	0	1	0	1	0	0	3	0	0	1	1	1	1	1	0
2020 12 19	4	0	0	1	2	2	2	2	0	6	0	0	2	2	4	1	1	0	5	1	0	1	2	2	1	1	1
2020 12 20	4	1	1	2	1	2	1	1	1	2	0	0	2	1	2	0	0	0	4	1	1	2	1	1	1	0	1
2020 12 21	8	2	3	1	2	2	1	2	3	11	0	1	2	5	1	0	1	4	12	2	3	2	2	2	1	2	4
2020 12 22	11	3	3	2	3	2	2	3	2	17	3	2	3	5	4	3	1	1	13	3	3	3	3	2	3	3	2
2020 12 23	11	3	4	3	3	1	1	1	1	18	2	2	3	5	5	2	2	1	12	3	4	3	3	2	1	2	2
2020 12 24	7	1	2	2	2	2	3	1	1	20	1	2	3	5	5	4	2	1	10	1	3	2	2	3	3	1	2
2020 12 25	4	2	2	1	1	2	1	0	0	4	1	1	1	1	3	2	0	0	5	3	2	1	1	2	1	0	0
2020 12 26	3	0	2	1	0	1	2	1	1	0	0	0	0	0	0	1	0	0	4	0	2	1	0	1	1	2	2
2020 12 27	4	2	1	1	1	1	1	1	1	2	0	0	1	0	2	1	1	1	6	2	2	1	2	2	1	1	2
2020 12 28	6	2	2	2	2	2	2	1	1	7	1	2	3	3	2	2	0	0	7	2	2	2	2	2	1	1	2
2020 12 29	5	2	2	1	1	1	2	1	2	3	1	1	1	1	1	1	1	1	7	3	2	1	1	1	2	1	3
2020 12 30	6	2	2	2	2	2	1	1	2	3	1	1	2	-1	2	0	0	1	9	3	3	2	2	2	1	1	3
2020 12 31	2	1	0	0	2	1	1	1	0	1	1	0	0	2	0	0	0	0	5	2	1	0	1	0	0	1	1

APPENDIX C: PERFORMANCE ANALYSIS (PAN) PROBLEM REPORT

In 1993, the FAA began monitoring and analyzing Global Positioning System (GPS) Standard Positioning Service (SPS) performance data. At present, the FAA has approved GPS for IFR and is developing WAAS as a GPS augmentation system. In order to ensure the safe and effective use of GPS and its augmentation systems within the NAS, it is critical that characteristics of GPS performance as well as specific causes for service outages be monitored and understood. To accomplish this objective, GPS SPS performance data is documented in a quarterly GPS Performance Analysis (PAN) report. The PAN report contains data collected at various National Satellite Test Bed (NSTB) and Wide Area Augmentation System (WAAS) reference station locations. This PAN Problem Report will be issued only when the performance data fails to meet the GPS Standard Positioning Service (SPS) Signal Specification.

Problem Description:

There were no problems this quarter.

APPENDIX D: GLOSSARY

The terms and definitions discussed below are taken from the Standard Positioning Service Performance Specification (September 2008). An understanding of these terms and definitions is a necessary prerequisite to full understanding of the Signal Specification.

General Terms and Definitions

Almanac Longitude of the Ascending Node (.o): Equatorial angle from the Prime Meridian (Greenwich) at the weekly epoch to the ascending node at the ephemeris reference epoch.

Coarse/Acquisition (C/A) Code: A PRN code sequence used to modulate the GPS L1 carrier.

Corrected Longitude of Ascending Node (Ωk) and Geographic Longitude of the Ascending Node (GLAN): Equatorial angle from the Prime Meridian (Greenwich) to the ascending node, both at arbitrary time T_k.

Dilution of Precision (DOP): The magnifying effect on GPS position error induced by mapping GPS ranging errors into position within the specified coordinate system through the geometry of the position solution. The DOP varies as a function of satellite positions relative to user position. The DOP may be represented in any user local coordinate desired. Examples are HDOP for local horizontal, VDOP for local vertical, PDOP for all three coordinates, and TDOP for time.

Equatorial Angle: An angle along the equator in the direction of Earth rotation.

Geometric Range: The difference between the estimated locations of a GPS satellite and an SPS receiver.

Ground track Equatorial Crossing (GEC, λ, 2 SOPS GLAN): Equatorial angle from the Prime Meridian (Greenwich) to the location a ground track intersects the equator when crossing from the Southern to the Northern hemisphere. GEC is equal to Ωk when the argument of latitude (Φ) is zero.

Instantaneous User Range Error (URE): The difference between the pseudo range measured at a given location and the expected pseudo range, as derived from the navigation message and the true user position, neglecting the bias in receiver clock relative to GPS time. A signal-in-space (SIS) URE includes residual orbit, satellite clock, and group delay errors. A system URE (sometimes known as a User Equivalent Range Error, or UERE) contains all line-of-sight error sources, to include SIS, single-frequency ionosphere model error, troposphere model error, multipath and receiver noise.

Longitude of Ascending Node (LAN): A general term for the location of the ascending node – the point that an orbit intersects the equator when crossing from the Southern to the Northern hemisphere.

Longitude of the Ground track Equatorial Crossing (GEC, λ, 2 SOPS GLAN): Equatorial angle from the Prime Meridian (Greenwich) to the location a ground track intersects the equator when crossing from the Southern to the Northern hemisphere. GEC is equal to Ωk when the argument of latitude (Φ) is zero.

Mean Down Time (MDT): A measure of time required to restore function after any downing event.

Mean Time Between Downing Events (MTBDE): A measure of time between any downing events.

Mean Time Between Failures (MTBF): A measure of time between unscheduled downing events.

Mean Time to Restore (MTTR): A measure of time required to restore function after an unscheduled downing event.

Navigation Message: Data contained in each satellite's ranging signal and consisting of the ranging signal time-of-transmission, the transmitting satellite's orbital elements, an almanac containing abbreviated orbital element information to support satellite selection, ranging measurement correction information, and status flags. The message structure is described in Section 2.1.2 of the SPS Performance Standard.

Operational Satellite: A GPS satellite which is capable of, but is not necessarily transmitting a usable ranging signal.

PDOP Availability: Defined to be the percentage of time over any 24-hour interval that the PDOP value is less than or equal to its threshold for any point within the service volume.

Positioning Accuracy: Defined to be the statistical difference, at a 95% probability, between position measurements and a surveyed benchmark for any point within the service volume over any 24-hour interval.

• **Horizontal Positioning Accuracy:** Defined to be the statistical difference, at a 95% probability, between horizontal position measurements and a surveyed benchmark for any point within the service volume over any 24-hour interval.

• **Vertical Positioning Accuracy:** Defined to be the statistical difference, at a 95% probability, between vertical position measurements and a surveyed benchmark for any point within the service volume over any 24-hour interval.

Position Solution: An estimate of a user’s location derived from ranging signal measurements and navigation data from GPS.

Position Solution Geometry: The set of direction cosines that define the instantaneous relationship of each satellite's ranging signal vector to each of the position solution coordinate axes.

Pseudo Random Noise (PRN): A binary sequence that appears to be random over a specified time interval unless the shift register configuration and initial conditions for generating the sequence are known. Each satellite generates a unique PRN sequence that is effectively uncorrelated (orthogonal) to any other satellite's code over the integration time constant of a receiver's code tracking loop.

Representative SPS Receiver: The minimum signal reception and processing assumptions employed by the U.S. Government to characterize SPS performance in accordance with performance standards defined in Section 3 of the SPS Performance Standard. Representative SPS receiver capability assumptions are identified in Section 2.2 of the SPS Performance Standard.

Right Ascension of Ascending Node (RAAN): Equatorial angle from the celestial principal direction to the ascending node.

Root Mean Square (RMS) SIS URE: A statistic that represents instantaneous SIS URE performance in an RMS sense over some sample interval. The statistic can be for an individual satellite or for the entire constellation. The sample interval for URE assessment used in the SPS Performance Standard is 24 hours.

Selective Availability: Protection technique formerly employed to deny full system accuracy to unauthorized users. SA was discontinued effective midnight May 1, 2000.

Service Availability: Defined to be the percentage of time over any 24-hour interval that the predicted 95% positioning error is less than its threshold for any given point within the service volume.

• **Horizontal Service Availability:** Defined to be the percentage of time over any 24-hour interval that the predicted 95% horizontal error is less than its threshold for any point within the service volume.

• **Vertical Service Availability:** Defined to be the percentage of time over any 24-hour interval that the predicted 95% vertical error is less than its threshold for any point within the service volume.

Service Degradation: A condition over a time interval during which one or more SPS performance standards are not supported.

Service Failure: A condition over a time interval during which a healthy GPS satellite's ranging signal exceeds the Not-to-Exceed (NTE) SPS SIS URE tolerance.

Service Reliability: The percentage of time over a specified time interval that the instantaneous SIS SPS URE is maintained within a specified reliability threshold at any given point within the service volume, for all healthy GPS satellites.

Service Volume: The spatial volume supported by SPS performance standards. Specifically, the SPS Performance Standard supports the terrestrial service volume. The terrestrial service volume covers from the surface of the Earth up to an altitude of 3,000 kilometers.

SPS Performance Envelope: The range of nominal variation in specified aspects of SPS performance.

SPS Performance Standard: A quantifiable minimum level for a specified aspect of GPS SPS performance. SPS performance standards are defined in Section 3.0.

SPS Ranging Signal: An electromagnetic signal originating from an operational satellite. The SPS ranging signal consists of a Pseudo Random Noise (PRN) C/A code, a timing reference and sufficient data to support the position solution generation process. A description of the GPS SPS signal is provided in Section 2. The formal definition of the SPS ranging signal is provided in ICD IS-GPS-200G.

SPS Ranging Signal Measurement: The difference between the ranging signal time of reception (as determined by the receiver's clock) and the time of transmission derived from the navigation signal (as defined by the satellite's clock) multiplied by the speed of light. Also known as the *pseudo range*.

SPS SIS User Range Error (URE) Statistic:

• A satellite SPS SIS URE statistic is defined to be the Root Mean Square (RMS) difference between SPS ranging signal measurements (neglecting user clock bias and errors due to propagation environment and receiver), and "true" ranges between the satellite and an SPS user at any point within the service volume over a specified time interval.

• A constellation SPS SIS URE statistic is defined to be the average of all satellite SPS SIS URE statistics over a specified time interval.

Time Transfer Accuracy Relative to UTC (USNO): The difference at a 95% probability between user UTC time estimates and UTC (USNO) at any point within the service volume over any 24-hour interval.

Transient Behavior: Short-term behavior not consistent with steady-state expectations.

Usable SPS Ranging Signal: An SPS ranging signal that can be received, processed, and used in a position solution by a receiver with representative SPS receiver capabilities.

User Navigation Error (UNE): Given a sufficiently stationary and ergodic satellite constellation ranging error behavior over a minimum sample interval, multiplication of the DOP and a constellation ranging error standard deviation value will yield an approximation of the RMS position error. This RMS approximation is known as the UNE (UHNE for horizontal, UVNE for vertical, and so on). The user is cautioned that any divergence away from the stationary and ergodic assumptions will cause the UNE to diverge from a RMS value based on actual measurements.

User Range Accuracy (URA): A conservative representation of each satellite's expected (1σ) SIS URE performance (excluding residual group delay) based on historical data. A URA value is provided that is representative over the curve fit interval of the navigation data from which the URA is read. The URA is a coarse representation of the URE statistic in that it is quantized to levels represented in ICD IS-GPS-200G.