

GPS Constellation Status, Modernization, and U.S. Policy

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GPS Constellation Status

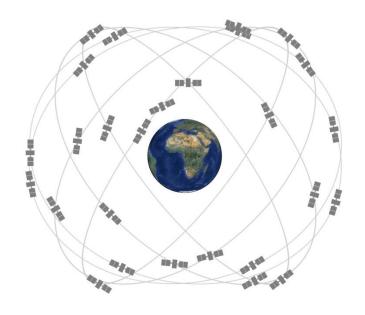


GPS Constellation Status



30 Operational Satellites

- Block IIA
 - 1 operational, 8 spare
- Block IIR
 - 12 operational
- Block IIR-M
 - 7 operational, 1 spare
- Block IIF
 - 10 operational, 1 in check-out
- Oldest satellite is SVN23
 - 23 years old on Nov 26, 2015
- U.S. Government continuously assessing constellation optimization to determine launch need



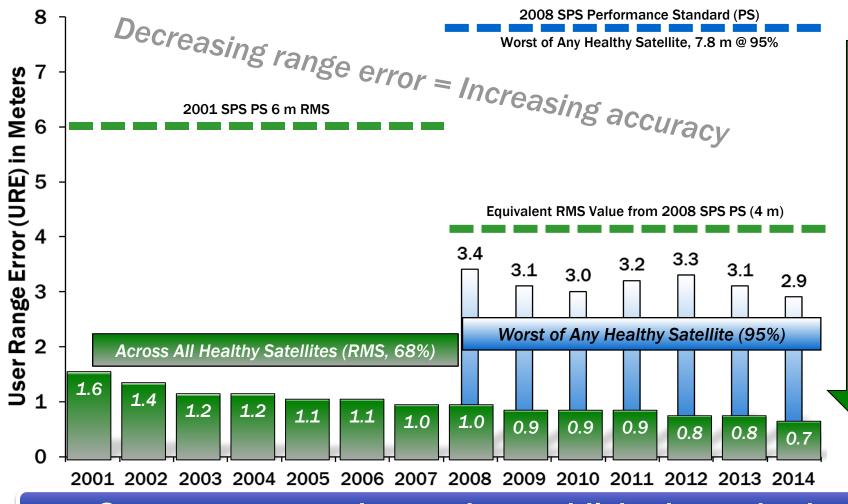




Accuracy: Civil Commitments Standard Positioning Service Performance Standard



Standard Positioning Service (SPS) Signal-in-Space Performance



System accuracy better than published standard





GPS Modernization



GPS Block IIF







GPS III



SV01-SV10

- 4 civil & 4 military signals, including common civil signal (L1C)
- SV01-SV08 on contract, SV09-SV10 approved
- 2 year delay due to technical challenges w/ payload
- SV-level thermal vacuum started Oct 15
- SV01 "available for launch" Aug 2016
- Competing SV11+ production
 - Phase 1: Production Readiness Feasibility Assessment
 - Phase 2: Follow-on Production Competition





Next Generation Operational Control System (OCX)



- New capabilities
 - GPS III command and control
 - M-Code
 - Robust cyber security infrastructure
 - Modern civil signals & monitoring
 - Improved PNT performance
- Block 0: Launch and checkout for GPS III
- Block 1: Replaces legacy system, adds modern features
- Block 2: Adds advanced NAVWAR and civil signal performance monitoring capabilities







U.S. Space-Based PNT Policy



U.S. National Space Policy



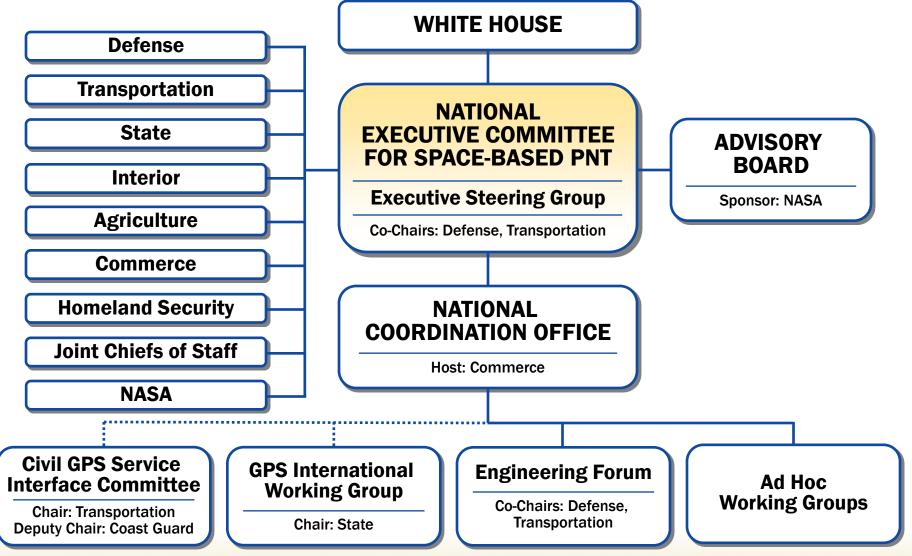
Space-Based PNT Guideline: Maintain leadership in the service, provision, and use of GNSS

- Provide continuous worldwide access to GPS for peaceful uses, free of direct user charges
- Engage with foreign GNSS providers on compatibility, interoperability, transparency, and market access
- Operate and maintain GPS constellation to satisfy civil and national security needs
 - Foreign PNT may be used to strengthen resiliency
- Invest in domestic capabilities and support international activities to detect, mitigate, and increase resiliency to harmful interference



U.S. Space-Based PNT Organization Structure







Complementary PNT



- EXCOM looked at need for complement to GPS
 - Assessment driven by many factors: from policy to technology
 - U.S. coverage for GPS outage from natural or man-made events
- Current Activity: Identify and assess alternatives
 - Assessed a broad mix of terrestrial RF and autonomous PNT technologies
- Decision timeline: Support FY 2017 investment decisions
- Public stakeholder comments obtained by Federal Register Notice



GPS Economic Benefits Assessment (2013 -- U.S. Only)

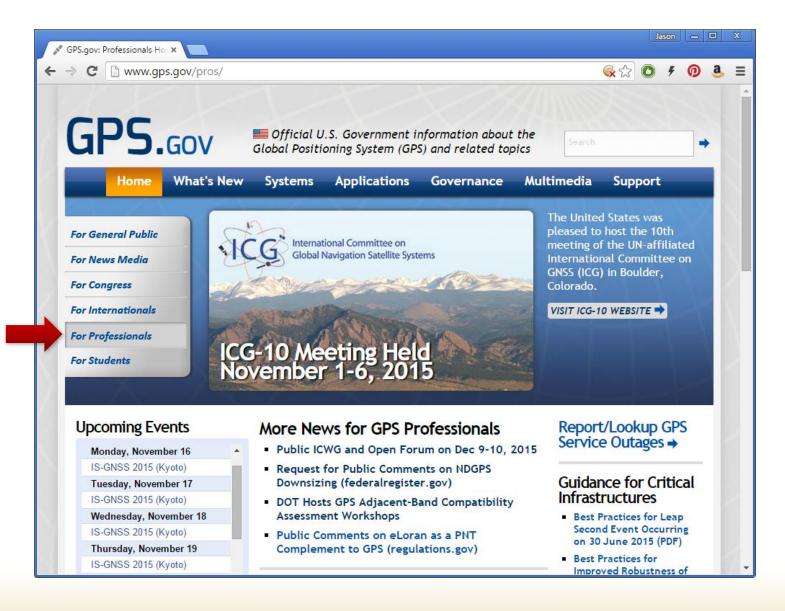


Application	Range of Benefits (\$B)	Mid-Range Benefits (\$B)
Precision agriculture: grain	10.0-17.7	13.7
Construction: earthmoving w/ machine guidance	2.2-7.7	5.0
Surveying	9.8-13.4	11.6
Air transportation	0.119-0.168	0.144
Rail transportation: positive train control	0.010-0.100	0.055
Maritime transportation: private sector use of nautical charts and related information	0.106-0.263	0.185
Road: fleet vehicle connected telematics	7.6-16.3	11.9
Road: consumer and other non-fleet vehicles	7.3-18.9	13.1
Timing	0.025-0.063	0.044
TOTAL	37.1-74.5	55.7



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Summary



- GPS performance continues to improve beyond published commitments
- Ongoing GPS modernization is adding new capabilities for user benefits
- U.S. policy upholds longstanding commitments to free, continuous, worldwide GPS access
- U.S. Government gives GPS national-level attention and guidance
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