

Radio Technical Commission for Aeronautics
One McPherson Square
1425 K Street, N. W., Suite 500
Washington, D. C. 20005

REPORT OF SPECIAL COMMITTEE 159 ON
MINIMUM AVIATION SYSTEM PERFORMANCE STANDARDS (MASPS)
FOR GLOBAL POSITIONING SYSTEM (GPS)

Copies of this document may be obtained from

RTCA
1140 Connecticut Ave., NW
Suite 1020
Washington, DC 20036
202-833-9339

F O R E W O R D

This document was prepared by Special Committee 159 of the Radio Technical Commission for Aeronautics. It was approved by RTCA on November 28, 1988.

RTCA is an association of aeronautical organizations of the United States from both government and industry. Dedicated to the advancement of aeronautics, RTCA seeks sound technical solutions to problems involving the application of electronics and telecommunications to aeronautical operations. Its objective is the resolution of such problems by mutual agreement of its member organizations.

The findings of RTCA are in the nature of recommendations to all organizations concerned. RTCA is not an official agency of the United States government and its recommendations may not be regarded as statements of official government policy unless so enunciated by the federal government organization or agency having statutory jurisdiction over any matters to which the recommendations relate.

Coordination of these standards was accomplished by RTCA Special Committee 159 with the European Organisation for Civil Aviation Electronics (EUROCAE) Working Group 28.

THIS PAGE INTENTIONALLY LEFT BLANK

TABLE OF CONTENTS

Page

FOREWORD.....	
TABLE OF CONTENTS.....	iii
1.0 PURPOSE AND SCOPE.....	1
1.1 Introduction.....	1
1.2 System Architecture.....	1
1.2.1 GPS Configuration.....	1
1.2.1.1 Space Segment.....	1
1.2.1.1.1 Satellite Life.....	2
1.2.1.1.2 Coordinate System.....	2
1.2.1.1.3 Time Determination Accuracy.....	2
1.2.1.1.4 Standard Positioning Service.....	2
1.2.1.1.5 Satellite Spares.....	2
1.2.1.1.6 GPS Operating Frequency.....	2
1.2.1.1.7 User Power Level.....	2
1.2.1.1.8 Normal Orbi Characteristics.....	2
1.2.1.1.9 Signal Structure.....	3
1.2.1.2 Control Segment.....	3
1.2.1.2.1 Monitor Station.....	3
1.2.1.2.2 Ground Uploading Antenna Sites.....	3
1.2.1.2.3 Master control Station.....	3
1.2.1.2.4 Space Segment Down Time.....	3
1.2.1.3 User Segment.....	4
1.2.1.3.1 GPS Operation.....	4
1.2.1.3.2 Satellite Selection.....	4
1.3 Assumptions.....	4
1.3.1 Stability of GPS technical Characteristics.....	4
1.3.2 GPS User Policy.....	4
1.3.3 GPS Constellation.....	4
1.3.4 Implementation Schedule.....	4
1.4 Definitions of Terms.....	5
2.0 OPERATIONAL ENVIRONMENT.....	7
2.1 Supplemental and Sole Means Navigation.....	7
2.2 Accuracy and Integrity.....	7
2.2.1 Accuracy.....	7
3.0 FUNCTIONAL REQUIREMENTS.....	9
3.1 Navigation Requirements.....	9

3.2 Integrity Requirements	9
3.3 Civil Receiver Characteristics	10
3.3.1 Sensitivity and Dynamic Range	10
3.3.2 Interference	10
3.3.3 Acquisition Time	11
3.3.4 Tracking.....	11
3.3.4.1 Dynamic Tracking	11
3.3.4.2 Signal Reacquisition.....	11
3.3.4.3 Recovery Following Power Interruption.....	11
3.3.4.4 C/A Codes.....	11
3.3.5 Earth Model.....	11
3.3.6 Health Message Check	11
3.3.7 Clock Requirements.....	11
3.3.8 Self Monitoring.....	12
3.3.9 Integrity Monitoring.....	12
3.4 Geodetic Compensation Requirements	12
4.0 RECOMMENDED SYSTEM DESIGN AND IMPLEMENTATION	13
4.1 System Operating Parameters	13
4.1.1 Accuracy	13
4.1.2 Service Availability	13
4.2 Near-Term Implementation.....	13
4.3 Long-Term Implementation.....	13
4.4 Selective Availability.....	14
5.0 RECOMMENDATIONS	15
MEMBERSHIP	17
APPENDIX A Special Committee 159 Terms of Reference	
APPENDIX B Global Positioning System (GPS) Integrity for Civil Aviation	
APPENDIX C Global Positioning System (GPS) Integrity Channel	
APPENDIX D Earth Models	
APPENDIX E U. S. Department of Defense GPS Civil Use Policy	
APPENDIX F Issues for Consideration in Preparing Minimum Operational Performance Standards (MOPS) for Civil Airborne GPS Receivers.	

1.0 PURPOSE AND SCOPE

The purpose of this document is to define the Global Positioning System (GPS) and related evolving parameters for operation and use by civil airspace users. It is intended that the definition will be sufficient to provide a basis for future preparation of civil minimum operational performance standards (MOPS).

The uses of GPS as a supplemental and as a sole-means system for en route, terminal area and non-precision approach operations in civil airspace are considered. Civil GPS avionics must enable air operations in the existing civil national airspace system.

Considerations for enhancements to the initial military GPS program and its planned constellation of 21 operational satellites with three active spares, along with considerations for civil avionic equipment standards, are described.

Appendices B and C are working group reports prepared prior to finalization of these minimum aviation system performance standards (MASPS) and are provided as reference material. Material in the main body of this MASPS takes precedence where conflicts exist between the main body and Appendices B or C.

1.1 Introduction

The RTCA Executive Committee established Special Committee 159 (SC-159) on September 20, 1985, to produce civil minimum aviation system performance standards (MASPS) for the operation and use of the evolving U. S. Global Positioning System. Based on the terms of reference (Appendix A) and the work of SC-159, including its Integrity Working Group (Appendix B), GPS Integrity Channel Working Group (Appendix C) and cooperation from DoD, this MASPS has matured.

In the finalization of this document, several comments were submitted that were considered more appropriate to the development of minimum operational performance standards. These comments are provided in Appendix F for future reference.

1.2 System Architecture

GPS is a Department of Defense (DoD) operated global coverage, satellite-based navigation system. It provides standard positioning service (SPS) to all equipped users plus precision position service (PPS) to DoD specially equipped users, and other specially equipped users. This MASPS addresses the use of GPS in the civil airspace.

Signal characteristics of the initial GPS are contained in ICD-GPS-200, a United States Air Force document. This MASPS uses the latest version of this document and other information provided by the DoD GPS Program Office.

1.2.1 GPS Configuration

The DoD GPS consists of three segments: Space Segment, Control Segment and User Segment.

1.2.1.1 Space Segment

The planned space segment will consist of 21 satellites, plus three active spares (GPS Block II) that are deployed in six orbital planes. The space segment provides the signal structure