### Safe und reliable navigation of vessels in ocean, coasts and harbor areas based on GNSS and its augmentation systems

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### Knowledge for Tomorrow



### foggy weather



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### Challenge

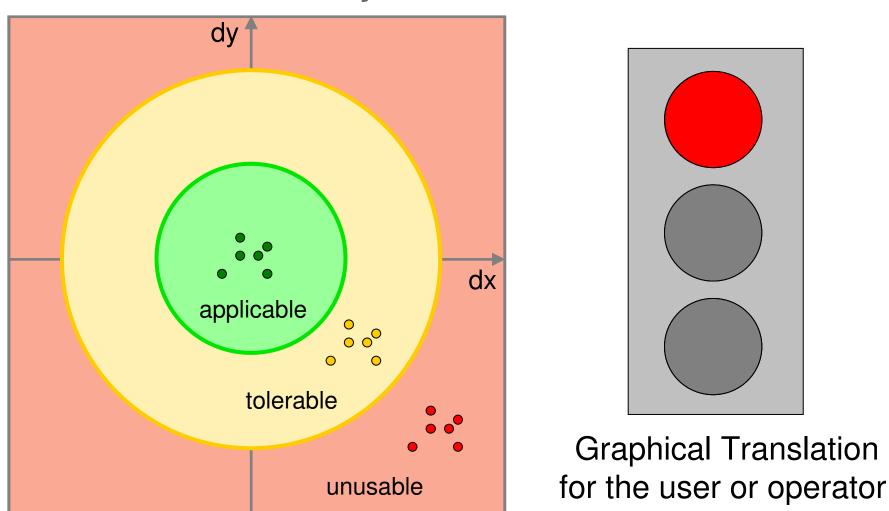


### We want to know where we are and we want to know if we can trust the information we get !

### We have to find a way to obtain reliable information !







### Accuracy vs. Preciseness

**Horizontal Positioning Error** 





#### GNSS

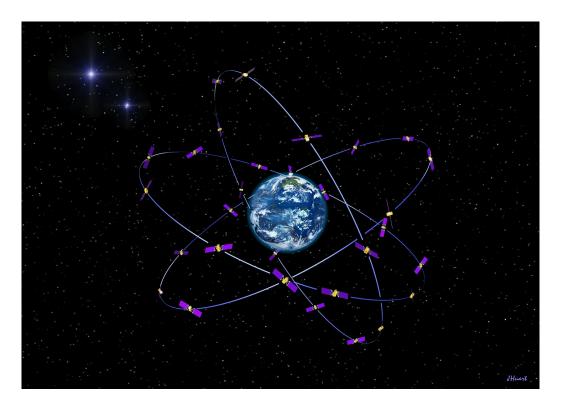
# A Global Navigation Satellite System is a system of satellites that provides autonomous geo-spatial positioning with global coverage on earth.

It allow receivers/users to determine their location and time using signals transmitted along a line-of-sight by radio channels from satellites.





#### The Status Quo in GNSS



**GPS (USA)** FOC since1993

**GLONASS (Russia)** FOC since1996

**GALILEO (Europe)** in development

**COMPASS (China)** in development

### Achievable horizontal positioning accuracy is around 5 up to 10 m





### IMO A.915(22) Minimum Requirements on future GNSS

	Absolute Accuracy	Integrity		
	Horizontal (m)	Alert Limit (m)		
Port	1	2,5		
Automatic Docking	0,1	0,25		





### **SBAS (DGNSS)**

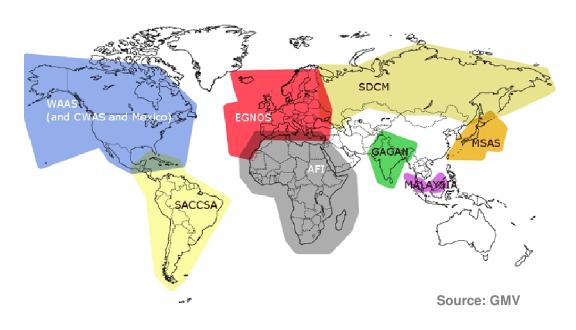
A Satellite Based Augmentation System is a system that supports wide-area or regional augmentation through the use of additional satellite-broadcast messages.

Ground stations are used to measure the satellite signals and environmental factors which may impact the signals received by the users.





### The Status Quo in SBAS (DGNSS)



WAAS (USA) operational since 2003 MSAS (Japan) operational since 2007 EGNOS (Europe) operational since 2009

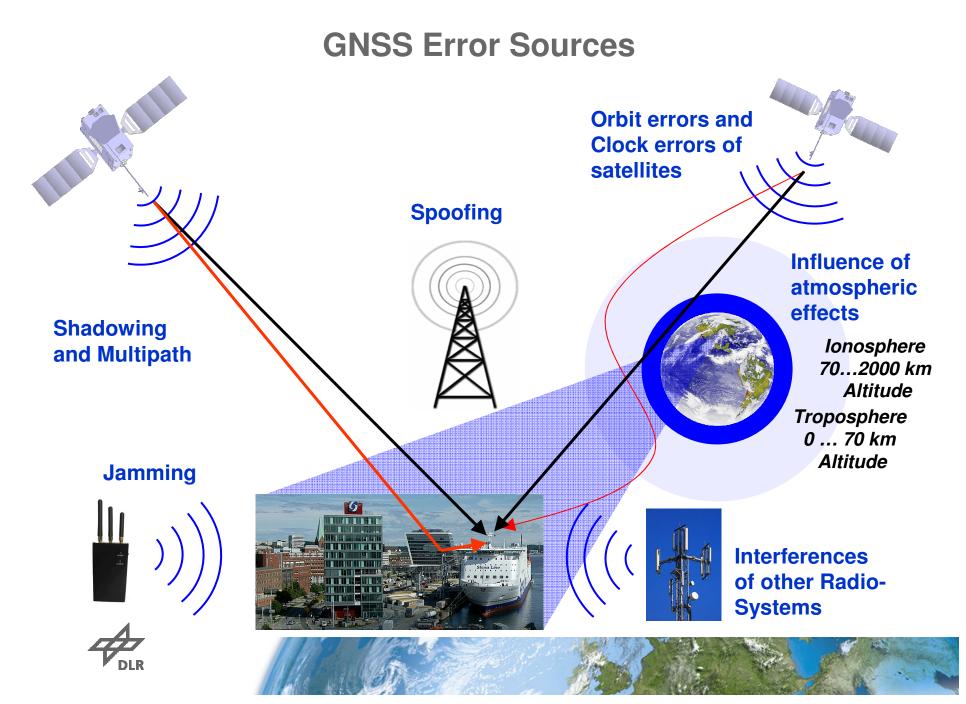
GAGAN (India), SDCM (Russia), SNAS (China), in development

SACCSA (South America), AFI (Africa), Malaysia feasibility studies

### Achievable horizontal positioning accuracy is between 0.5 and 3 m (partly with integrity)







### **GBAS (DGNSS)**

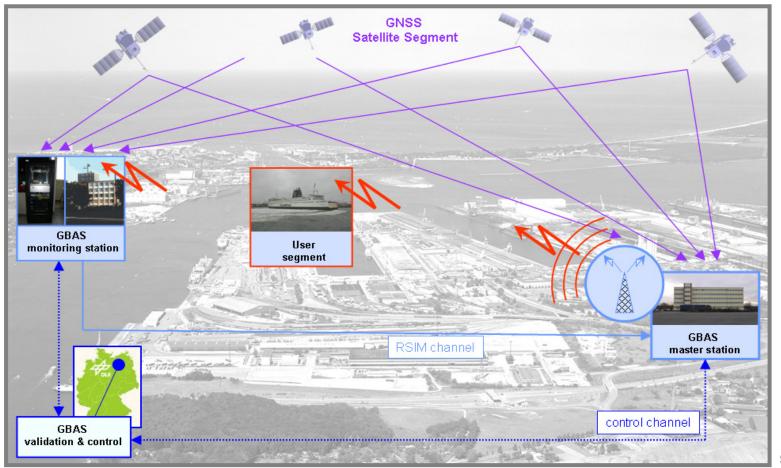
A Ground Based Augmentation System is a system that supports small-scale or local augmentation through the use of additional terrestrial-broadcast messages.

One or more ground stations are used to measure the satellite signals and local environmental factors which may impact the signals received by the users.





### An example for a GBAS (DGNSS)



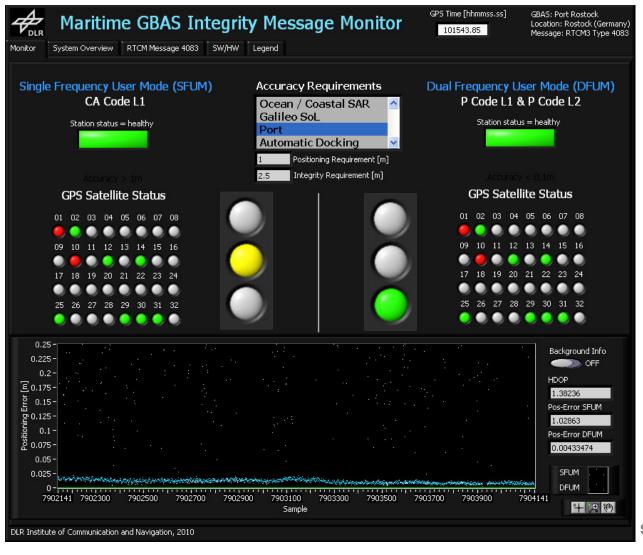
Source: DLR

### Achievable horizontal positioning accuracy is in a range of dm up to cm (with integrity)





### **GBAS Integrity Monitor for GPS**









### **GBAS Integrity Monitor for GNSS**

Maritime GBAS - GNSS	Integrity Message	e Monitor	Time [hhmmss.ss]	GBAS: Port Rostock Location: Rostock (Germany)	Æ
Full Monitor Positioning Monitor System Overview	w RTCM Message 4083 SW/HW		83854.000	Message: RTCM3 Type 4083	DLR
Ocean / Coastal SAR	acy Requirements Positioning [m] Integrity [m]	Mode Selection for Satellite GPS Dual Frequency GALILEO Single Frequency GALILEO Dual Frequency Multi GNSS Single Frequency Multi GNSS Dual Frequency	e Status		
Type of Service Mode GBAS S	Status Positioning Status	GPS Satellite Status	GALILEO Satellite Sta	tus	
Mode 1 (M1) GPS Single Frequency GPS L1 (CA Code)		01 02 03 04 05 06 07 08 09 10 11 12 13 14 15 16	33 34 35 36 37 38 39 41 42 43 44 45 46 47	۹	
Mode 2 (M2) GPS Dual Frequency GPS L1 & L2 (P Code)	althy	17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 4 4 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	49       50       51       52       53       54       55         •       •       •       •       •       •       •       •         57       58       59       60       61       62       63         •       •       •       •       •       •       •       •	0	
Mode 3 (M3) GALILEO Single Frequency GALILEO E1	althy	atellite Satus: OK unmor Positioning Monitor (Positior 1.5-	nitored do not use not in v	0	
Mode 4 (M4) GALILEO Dual Frequency GALILEO E1 & E5a		1.25-		M1 M2 M3 M4 M5	
Mode 5 (M5) Multi GNSS Single Frequency GPS L1 (CA Code) + GALILEO E1	itio I I	1 - 0.75 - 0.5 -		M6	
Mode 6 (M6) Multi GNSS Dual Frequency GPS L1 & L2 (P Code) + GALILEO E1 & E5a		0-5-7 6600 6800 7000	7200 7400 7600 7800 sample		und Info OFF
DLR Institute of Communication and Navigation, Cop	pyright 2011		Jampie		





Embedding of solutions into an international framework

### E-Navigation (E-NAV) Strategy of the IMO

- Framework and working program bringing harmony and interoperability into maritime information systems to enhance <u>safety</u> and <u>operations</u>
- Utilisation of <u>all</u> electronic means to integrate these information into ship navigation systems and vessel management systems
- PNT Working work of IALA E-NAV is authorized to propose standardized solutions to fulfil these requirements





### Key issues addressed by E-NAV related to GNSS

### Detection of malfunctions in core elements of navigation

Provision of support information (e.g. warnings, alerts) for the mariner or operator

Harmonisation of equipment and processes

# Safe, secure and efficient realisation of all processes inside the Global Maritime Traffic System





#### Is it possible to avoid such pictures ?



75 percent of accidents are induced by human errors

Around 50 percent of accidents have navigational causes





## Thank you for your attention