



International Committee on
Global Navigation Satellite Systems

ICG WORKSHOP ON INTEROPERABILITY

Global and Regional Navigation Satellite Systems and Satellite-based Augmentations

Residenz München

Munich, Germany

QUESTIONNAIRE

NAME: _____

AFFILIATION: _____

APPLICATION SECTOR(S) YOU REPRESENT OR DESIGN/MANUFACTURE
EQUIPMENT FOR:

Dear participant of the upcoming ICG Workshop on interoperability:

To make our discussion during the Munich meeting more fruitful, we invite you to provide us with answers to each item in this questionnaire to the best of your ability. The intent is to obtain worldwide input from industry, academic institutions, and other representatives of the GNSS user community with technical expertise regarding characteristics of GNSS signals which, from your perspective, aid or hinder the combined use of these signals in applications for which you are responsible or for which you supply equipment or services.

Before beginning the questionnaire, please refer to briefings which describe current and planned GNSS signals from GPS (U.S.), GLONASS (Russia), Galileo (Europe), Compass (China), QZSS (Japan), and IRNSS (India). These are available at the following web site:

<http://www.unoosa.org/oosa/SAP/gnss/icg/pf/03/pres.html>

The ICG Providers Forum, comprised of the six system providers mentioned above, has developed the following working definition of GNSS interoperability:

Interoperability refers to the ability of global and regional navigation satellite systems and augmentations and the services they provide to be used together to provide better capabilities at the user level than would be achieved by relying solely on the open signals of one system

- Interoperability allows navigation with signals from different systems with minimal additional receiver cost or complexity.
- Multiple constellations broadcasting interoperable open signals will result in improved observed geometry, increasing end user accuracy everywhere and improving service availability in environments where satellite visibility is often obscured.
- Geodetic reference frames realization and system time steerage standards should adhere to existing international standards to the maximum extent practical.
- Any additional solutions to improve interoperability are encouraged.

Please consider this definition in your answers or if your definition of GNSS interoperability is different from this one, please provide this definition below:

QUESTIONS

Some of the questions below ask you to grade certain signal characteristics as to their importance in overall interoperability considerations for a particular type of application. We understand there may be different answers for different products or applications, and there will be the opportunity for different answers for each type of product or application. Please feel free to explain your answers in as much detail as you would like, by typing in additional text in the blank rows below each bullet.

1. On a scale of one to five, with five being most important and one being least important, please score each performance characteristic below in terms of its importance as a potential benefit of interoperability between two or more systems for your area of GNSS application?

• Improved accuracy	1	2	3	4	5
• Improved availability	1	2	3	4	5
• Quicker time to first fix	1	2	3	4	5
• Better in-door signal tracking	1	2	3	4	5
• Greater protection against intentional or unintentional radio frequency interference, and/or spoofing	1	2	3	4	5

2. Are there any other characteristics that should be considered a benefit of interoperability?

3. On a scale of one to five, with five representing the greatest performance benefit and one representing the smallest performance benefit, please quantify the benefit of each characteristic below on increasing the performance of multi-system receivers:

• common carrier frequencies	1	2	3	4	5
• commonality of other signal characteristics	1	2	3	4	5
• uncommon carrier frequency bands (frequency diversity)	1	2	3	4	5
• Spectral separation within the same frequency band	1	2	3	4	5
• Different types of signals (CDMA vs. FDMA)	1	2	3	4	5
• Common signal power spectra	1	2	3	4	5

• Common signal modulation types	1 2 3 4 5
• Common data message rate	1 2 3 4 5
• Common message format	1 2 3 4 5
• Common system performance metrics (equivalency of single system accuracy, availability, etc.)	1 2 3 4 5
• Common reference frames	1 2 3 4 5
• Common time scales	1 2 3 4 5

4. When considering the use of multiple GNSS, with five being most important and one being not very important, please rank the importance of the following service related considerations:

• The provision of service assurances such as a commitment to maintain constellation performance	1 2 3 4 5
• Publication of a service performance standard or specification	1 2 3 4 5
• The issuance of notices when service may degrade due to maintenance or outage	1 2 3 4 5

5. On a scale of one to five, with five representing the greatest impact and one representing the least impact, please quantify the impact of each characteristic below on the cost, power consumption, and size/weight of multi-system receivers:

• common carrier frequencies	
o Cost	1 2 3 4 5

<ul style="list-style-type: none"> ○ Power consumption ○ Size/Weight 	<p>1 2 3 4 5</p> <p>1 2 3 4 5</p>
<ul style="list-style-type: none"> • commonality of other signal characteristics <ul style="list-style-type: none"> ○ Cost ○ Power consumption ○ Size/Weight 	<p>1 2 3 4 5</p> <p>1 2 3 4 5</p> <p>1 2 3 4 5</p>
<ul style="list-style-type: none"> • uncommon carrier frequency bands (frequency diversity) <ul style="list-style-type: none"> ○ Cost ○ Power consumption ○ Size/Weight 	<p>1 2 3 4 5</p> <p>1 2 3 4 5</p> <p>1 2 3 4 5</p>
<ul style="list-style-type: none"> • Spectral separation within the same frequency band <ul style="list-style-type: none"> ○ Cost ○ Power consumption ○ Size/Weight 	<p>1 2 3 4 5</p> <p>1 2 3 4 5</p> <p>1 2 3 4 5</p>
<ul style="list-style-type: none"> • Different types of signals (CDMA vs. FDMA) <ul style="list-style-type: none"> ○ Cost ○ Power consumption ○ Size/Weight 	<p>1 2 3 4 5</p> <p>1 2 3 4 5</p> <p>1 2 3 4 5</p>
<ul style="list-style-type: none"> • Common signal power spectra <ul style="list-style-type: none"> ○ Cost ○ Power consumption ○ Size/Weight 	<p>1 2 3 4 5</p> <p>1 2 3 4 5</p> <p>1 2 3 4 5</p>
<ul style="list-style-type: none"> • Common signal modulation types <ul style="list-style-type: none"> ○ Cost ○ Power consumption ○ Size/Weight 	<p>1 2 3 4 5</p> <p>1 2 3 4 5</p> <p>1 2 3 4 5</p>
<ul style="list-style-type: none"> • Common data message rate 	

<ul style="list-style-type: none"> ○ Cost ○ Power consumption ○ Size/Weight 	<p>1 2 3 4 5</p> <p>1 2 3 4 5</p> <p>1 2 3 4 5</p>
<ul style="list-style-type: none"> • Common message format <ul style="list-style-type: none"> ○ Cost ○ Power consumption ○ Size/Weight 	<p>1 2 3 4 5</p> <p>1 2 3 4 5</p> <p>1 2 3 4 5</p>
<ul style="list-style-type: none"> • Common system performance metrics (equivalency of single system accuracy, availability, etc.) <ul style="list-style-type: none"> ○ Cost ○ Power consumption ○ Size/Weight 	<p>1 2 3 4 5</p> <p>1 2 3 4 5</p> <p>1 2 3 4 5</p>
<ul style="list-style-type: none"> • Common reference frames <ul style="list-style-type: none"> ○ Cost ○ Power consumption ○ Size/Weight 	<p>1 2 3 4 5</p> <p>1 2 3 4 5</p> <p>1 2 3 4 5</p>
<ul style="list-style-type: none"> • Common time scales <ul style="list-style-type: none"> ○ Cost ○ Power consumption ○ Size/Weight 	<p>1 2 3 4 5</p> <p>1 2 3 4 5</p> <p>1 2 3 4 5</p>

6. Would each of these characteristics also impact the cost of associated differential systems, and or the cost of data processing?
7. Are there any other criteria that should be considered a potential cost of using signals from more than one GNSS?
8. Are there any other signal parameters that should be considered?

9. On a scale of one to five with five being most positive and one being least positive, evaluate the impact that small carrier frequency shifts (up to 200 - 250 KHz for signals in common frequency bands) for signals from an additional GNSS would have on the complexity of a multi-system receiver, and quality of signal processing and performance.

1. 2. 3. 4. 5.

10. Is there a limit to how many satellites from multiple GNSS constellations your application can use, beyond which there is no benefit or even a detriment to your areas of GNSS application?

11. On a scale of one to five, with five being most important and one being least important, please evaluate whether collaboration between system providers and integration of one or more GNSS at the space segment or ground control segment-level would be beneficial to user-level interoperability

1. 2. 3. 4. 5.

ATTACHMENT

Providers Forum Working Principles of Compatibility and Interoperability and their Further Definition

Global and regional system providers agreed that at a minimum, all GNSS signals and services must be compatible. To the maximum extent possible, open signals and services should also be interoperable, in order to maximize benefit to all GNSS users. For many applications, common carrier frequencies are essential to interoperability, and commonality of other signal characteristics is desirable. In some cases, carrier frequency diversity may be preferable to improve performance. The Providers Forum will continue to investigate the benefits of carrier frequency commonality and diversity, as well as compatibility and interoperability, as these latter terms are defined below.

Interoperability refers to the ability of global and regional navigation satellite systems and augmentations and the services they provide to be used together to provide better capabilities at the user level than would be achieved by relying solely on the open signals of one system

- Interoperability allows navigation with signals from different systems with minimal additional receiver cost or complexity.
- Multiple constellations broadcasting interoperable open signals will result in improved observed geometry, increasing end user accuracy everywhere and improving service availability in environments where satellite visibility is often obscured.
- Geodetic reference frames realization and system time steerage standards should adhere to existing international standards to the maximum extent practical.
- Any additional solutions to improve interoperability are encouraged.

Compatibility refers to the ability of global and regional navigation satellite systems and augmentations to be used separately or together without causing unacceptable interference and/or other harm to an individual system and/or service

- The International Telecommunication Union (ITU) provides a framework for discussions on radiofrequency compatibility. Radiofrequency compatibility should involve thorough consideration of detailed technical factors, including effects on receiver noise floor and cross-correlation between interfering and desired signals.
- Compatibility should also respect spectral separation between each system's authorized service signals and other systems' signals. Recognizing that some signal overlap may be unavoidable, discussions among providers concerned will establish the framework for determining a mutually-acceptable solution.
- Any additional solutions to improve compatibility should be encouraged.