



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

**GLOBAL POSITIONING SYSTEM  
STANDARD POSITIONING SERVICE  
PERFORMANCE ANALYSIS REPORT**

**January 2024**

**Report #124  
Reporting Period: October 1 to December 31, 2023  
<http://www.nstb.tc.faa.gov/>**

**FAA William J. Hughes Technical Center  
Atlantic City International Airport, NJ 08405**

**DOCUMENT VERSION CONTROL**

<b>VERSION</b>	<b>DESCRIPTION OF CHANGE</b>	<b>DATE</b>
0.1	Initial Version of Document	1/19/2024
0.2	Technical Edit	1/23/2024
0.3	Peer Review	1/29/2024
1.0	Final Report	1/31/2024

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 (5<sup>th</sup> Edition, dated April 2020).

This GPS SPS Performance Analysis Report #124, includes data collected from the October 1 through December 31, 2023 reporting period. The next quarterly report will be issued April 30, 2024.

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 74S and 74N 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 99.9997%.

**NANU Summary and Evaluation.** This evaluation was achieved by reviewing the NANU reports issued between 1 October and 31 December 2023. 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, eight outages were reported in the NANUs. Eight outages were scheduled ahead of time, and no unscheduled NANUs occurred.

**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 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 (URE) 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 42.450 meters on Satellite PRN13. 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

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99.94% globally. The maximum Root Mean Square (RMS) range error value of 3.340 meters was recorded on satellite PRN19. SPS Standard states that RMS 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 9.850 meters at Santiago, Chile and 10.210 meters at GUAM, respectively.

**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 99.717% at Iqaluit. The minimum percent of time spent in RNP 0.3 mode was 99.997% at Iqaluit. The maximum 99% HPL value was 135.257 meters at Juneau.

**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 2023, 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. 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, DC
- 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 (5<sup>th</sup> Edition, April 2020) as well as additional performance categories and are presented 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 2-degree grid between 180-degrees east and 180-degrees west, and from 74-degrees north and 74-degrees south. The program then computes the PDOP at each grid point (13,500 total grid points) every minute for the entire day and stores the results. After the PDOPs 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 vs 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 the Performance Analysis (PAN) Problem Report.

**Appendix D.** Provides a glossary of terms used in this PAN report. This glossary was obtained directly from the GPS SPS Standard document (April 2020).

### 1.3 Summary of Performance Requirements and Metrics

Table 1-1 lists the performance parameters from the SPS for the L1 (1575.42 MHz) Coarse/Acquisition (C/A) signal and identifies those parameters verified in this report. The L2C (1227.60 MHz) and L5 (1176.45 MHz) signals are pre-operational and their use is at the users' own risk. No commitment of signal availability for L2C or L5 will be made until the signals are declared fully operational by the DoD and available for users.

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

Parameter	Conditions and Constraints
<p><b>Per-Satellite Coverage</b>                      Terrestrial Service Volume:                      100% Coverage</p> <p>Space Service Volume:                      No Coverage Performance Specified</p>	<p>For any healthy or marginal SPS SIS.</p>
<p><b>Constellation Coverage</b>                      Terrestrial Service Volume:                      100% Coverage</p> <p>Space Service Volume:                      No Performance Specified</p>	<p>For any healthy or marginal SPS SIS.</p>

Parameter	Conditions and Constraints
<p><b>User Range Error Accuracy</b> Single-Frequency C/A-Code</p> <ul style="list-style-type: none"> <li>• <math>\leq 7.0</math> m 95% Global Average URE during normal operations over All AODs</li> <li>• <math>\leq 3.8</math> m 95% Global Average URE during operations at Zero AOD</li> <li>• <math>\leq 9.7</math> m 95% Global Average URE during normal operations at Any AOD</li> </ul>	<p>For any healthy or marginal SPS SIS.</p> <p>Neglecting single-frequency ionospheric delay model errors.</p> <p>Including group delay time correction (<math>T_{GD}</math>) errors at L1.</p> <p>Including inter-signal bias (P(Y)-code to C/A-code) errors at L1.</p> <p>Including Inter-Signal Correction (ISC) errors.</p>
<p><b>User Range Error Accuracy</b> Single-Frequency C/A-Code:</p> <ul style="list-style-type: none"> <li>• <math>\leq 30</math> m 99.94% Global Average URE during normal operations</li> <li>• <math>\leq 30</math> m 99.79% Worst-Case single point average during normal operations</li> </ul>	<p>For any healthy or marginal SPS SIS.</p> <p>Neglecting single-frequency ionospheric delay model errors.</p> <p>Including group delay time correction (<math>T_{GD}</math>) errors at L1.</p> <p>Including inter-signal bias (P(Y)-code to C/A-code) errors at L1.</p> <p>Including ISC errors.</p> <p>Standard based on measurement interval of one year; average of daily values within service volume.</p> <p>Standard based on 3 service failures per year, lasting no more than 6 hours each.</p>
<p><b>User Range Error Accuracy</b> Single-Frequency C/A-Code:</p> <p><math>\leq 388</math> m 95% Global Statistic URE during Extended Operations after 14 Days without Upload</p>	<p>For any healthy or marginal SPS SIS.</p>

Parameter	Conditions and Constraints
<p><b>User Range Error Accuracy</b></p> <p>Single-Frequency C/A-Code:</p> <p><math>\leq 2.0</math> m 95% Global Statistic URE during Normal Operations over all AODs for the ensemble of constellation slots</p>	<p>Across all healthy or marginal SPS SIS from satellites occupying constellation slots.</p> <p>Neglecting SF ionospheric delay model errors.</p> <p>Including group delay time correction (<math>T_{GD}</math>) errors at L1.</p> <p>Including inter-signal bias (P(Y)-code to C/A-code) errors at L1.</p> <p>Including ISC errors.</p>
<p><b>User Range Rate Error Accuracy</b></p> <p>Single-Frequency C/A Code:</p> <p><math>\leq 6</math> mm/sec 95% Global Average URRE over any 3-second interval during normal operations at Any AOD</p>	<p>For any healthy SPS SIS.</p> <p>Neglecting all perceived pseudorange rate errors attributable to pseudorange step changes caused by NAV message data cutovers.</p> <p>Neglecting single-frequency ionospheric delay model errors.</p>
<p><b>User Range Acceleration Error Accuracy</b></p> <p>Single-Frequency C/A Code:</p> <p><math>\leq 2</math>mm/sec<sup>2</sup> 95% Global Average URAE over any 3-second interval during normal operations at Any AOD</p>	<p>For any healthy SPS SIS.</p> <p>Neglecting all perceived pseudorange rate errors attributable to pseudorange step changes caused by NAV message data cutovers.</p> <p>Neglecting single-frequency ionospheric delay model errors.</p>
<p><b>Coordinated Universal Time Offset Error Accuracy</b></p> <p><math>\leq 30</math> nanoseconds 95% Global average UTCOE during normal operations at Any AOD</p>	<p>For any healthy SPS SIS.</p>

Parameter	Conditions and Constraints
<p><b>Instantaneous URE Integrity</b></p> <p>Single-Frequency C/A-Code:</p> <p><math>\leq 1 \times 10^{-5}</math> Probability over any hour of the SPS SIS Instantaneous URE exceeding the NTE tolerance without a timely alert during normal operations</p> <p><b>Note:</b> Please see results in Section 3 of the WAAS PAN Report located <a href="http://www.nstb.tc.faa.gov/DisplayArchive.htm">http://www.nstb.tc.faa.gov/DisplayArchive.htm</a></p>	<p>For any healthy SPS SIS.</p> <p>SPS SIS URE NTE tolerance defined to be <math>\pm 4.42</math> times the upper bound on the URA value corresponding to the URA index “N” currently broadcast by the satellite.</p> <p>Given that the maximum SPS SIS instantaneous URE did not exceed the NTE tolerance at the start of the hour.</p> <p>UMSI occurs if no timely alert issued after SPS SIS URE NTE tolerance exceeded.</p> <p>Worst case for delayed alert is 6 hours.</p> <p>Neglecting single-frequency ionospheric delay model errors.</p>
<p><b>Instantaneous UTCOE Integrity</b></p> <p>Single-Frequency C/A-Code:</p> <p><math>\leq 1 \times 10^{-5}</math> Probability over any hour of the SPS SIS Instantaneous UTCOE exceeding the NTE tolerance without a timely alert during normal operations</p>	<p>For any healthy SPS SIS.</p> <p>SPS SIS UTCOE NTE tolerance defined to be <math>\pm 120</math> ns.</p> <p>Given that the maximum SPS SIS instantaneous URE did not exceed the NTE tolerance at the start of the hour.</p> <p>Worst case for delayed alert is 6 hours.</p>
<p><b>Unscheduled Failure Interruption Continuity</b></p> <p>Unscheduled Failure Interruptions:</p> <p><math>\geq 0.9998</math> Probability over any hour of not losing the SPS SIS availability from a slot due to unscheduled interruption</p>	<p>Calculated as an average over all slots in the 24-slot constellation, normalized annually.</p> <p>Given that the SPS SIS is available from the slot at the start of the hour.</p>
<p><b>Status and Problem Reporting</b></p> <p>Scheduled event affecting service</p> <p>Appropriate NANU issued to the Coast Guard and the FAA at least 48 hours prior to the event for 95% of the events</p>	<p>For any SPS SIS.</p>

Parameter	Conditions and Constraints
<p><b>Status and Problem Reporting</b>                      Unscheduled outage or problem affecting service                      Appropriate NANU issued to the U.S. Coast Guard and the FAA as soon as possible after the event</p>	<p>For any SPS SIS.</p>
<p><b>Per-Slot Availability</b>                      ≥ 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</p>	<p>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.</p>
<p><b>Constellation Availability</b>                      ≥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</p>	<p>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.</p>

Parameter	Conditions and Constraints
<p><b>Operational Satellite Count</b></p> <p>≥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</p>	<p>Applies to the total number of operational satellites in the constellation (averaged over any day); where any satellite that 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.</p>
<p><b>PDOP Availability</b></p> <p>≥98% global PDOP of 6 or less</p> <p>≥88% worst site PDOP of 6 or less</p>	<p>Defined for a position/time solution meeting the representative user conditions and operating within the service volume over any 24-hour interval.</p>
<p><b>Service Availability</b></p> <p>≥99% Horizontal Service Availability, average location</p> <p>≥99% Vertical Service Availability, average location</p>	<p>15 m Horizontal (SIS only) 95% threshold.</p> <p>33 m Vertical (SIS only) 95% threshold.</p> <p>Defined for a position/time solution meeting the representative user conditions and operating within the service volume over any 24-hour interval.</p>
<p><b>Service Availability</b></p> <p>≥90% Horizontal Service Availability, worst-case location</p> <p>≥90% Vertical Service Availability, worst-case location</p>	<p>15 m Horizontal (SIS only) 95% threshold.</p> <p>33 m Vertical (SIS only) 95% threshold.</p> <p>Defined for a position/time solution meeting the representative user conditions and operating within the service volume over any 24-hour interval.</p>
<p><b>Position/Time Accuracy</b></p> <p>Global Average Position Domain Accuracy:</p> <ul style="list-style-type: none"> <li>• ≤8 m 95% Horizontal Error</li> <li>• ≤13 m 95 % Vertical Error</li> </ul>	<p>Defined for a position/time solution meeting the representative user conditions.</p> <p>Standard based on a measurement interval of 24 hours averaged over all points in the service volume.</p>

Parameter	Conditions and Constraints
<b>Position/Time Accuracy</b> Worst Site Position Domain Accuracy: <ul style="list-style-type: none"> <li>• <math>\leq 15</math> m 95% Horizontal Error</li> <li>• <math>\leq 33</math> m 95% Vertical Error</li> </ul>	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.
<b>Position/Time Accuracy</b> Time Transfer Domain Accuracy:  $\leq 30$ 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
$\geq 98\%$ global PDOP of 6 or less  $\geq 88\%$ 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 74S and 74N 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.

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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**

<b>Date Range of Week</b>	<b>Global 99.9% PDOP Value</b>	<b>Global Average Availability (Spec: ≥98%)</b>	<b>Worst-Case Point Availability (Spec: ≥88%)</b>
10/01/2023–10/07/2023	2.9622	99.9999	99.9603
10/08/2023–10/14/2023	2.9656	99.9999	99.9702
10/15/2023–10/21/2023	2.9729	99.9999	99.9603
10/22/2023–10/28/2023	2.9672	99.9999	99.9404
10/29/2023–11/04/2023	2.9853	99.9999	99.9404
11/05/2023–11/11/2023	2.9799	99.9999	99.9305
11/12/2023–11/18/2023	2.982	99.9999	99.9305
11/19/2023–11/25/2023	2.9857	99.9999	99.9305
11/26/2023–12/02/2023	3.0151	99.9999	99.9206
12/03/2023–12/09/2023	3.0349	99.9999	99.9107
12/10/2023–12/16/2023	2.9775	99.9999	99.9107
12/17/2023–12/23/2023	2.9854	99.9999	99.9007
12/24/2023–12/30/2023	2.9594	99.9999	99.9206
12/31/2023–01/06/2024	3.307	99.9997	99.7045

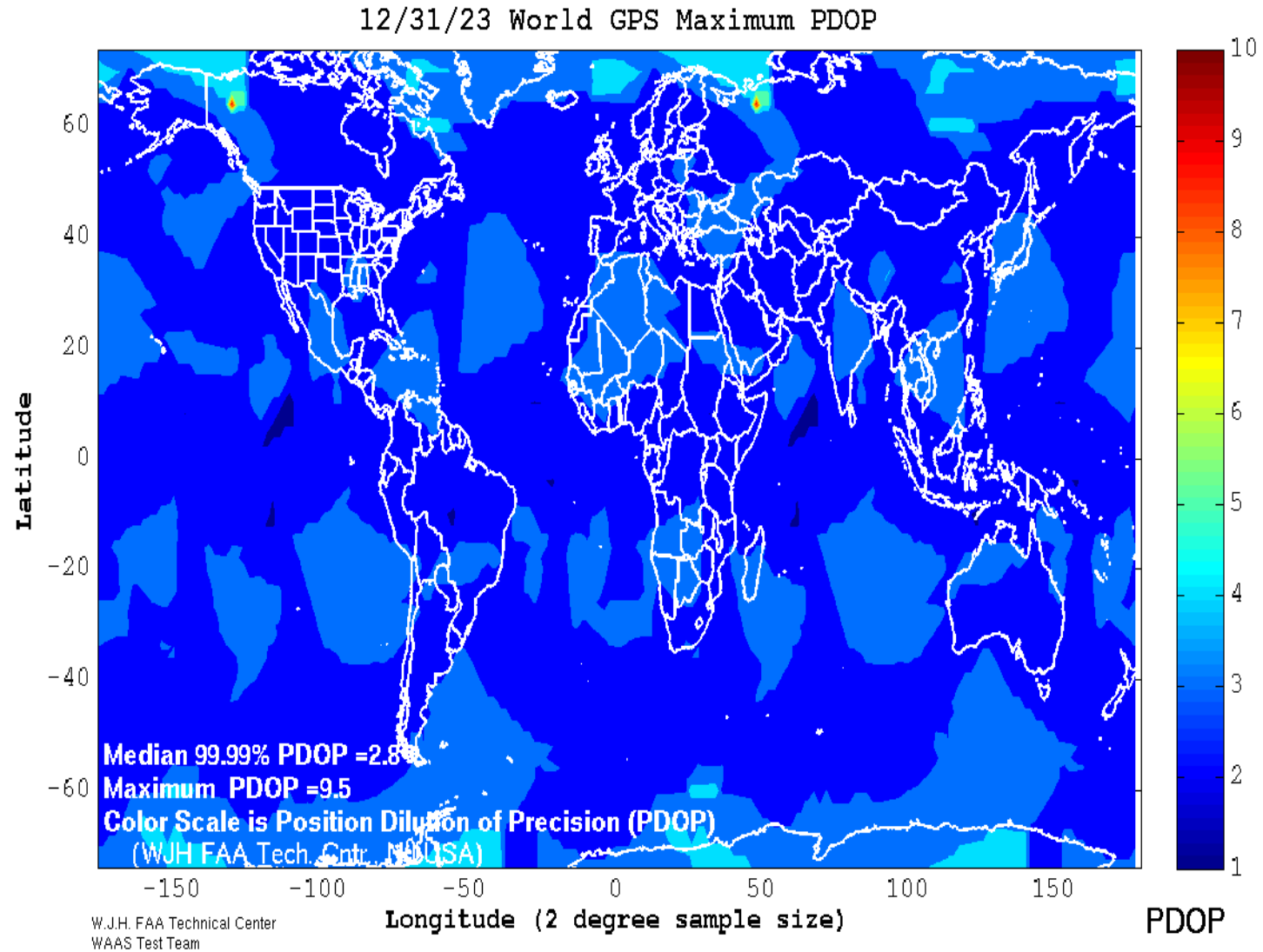
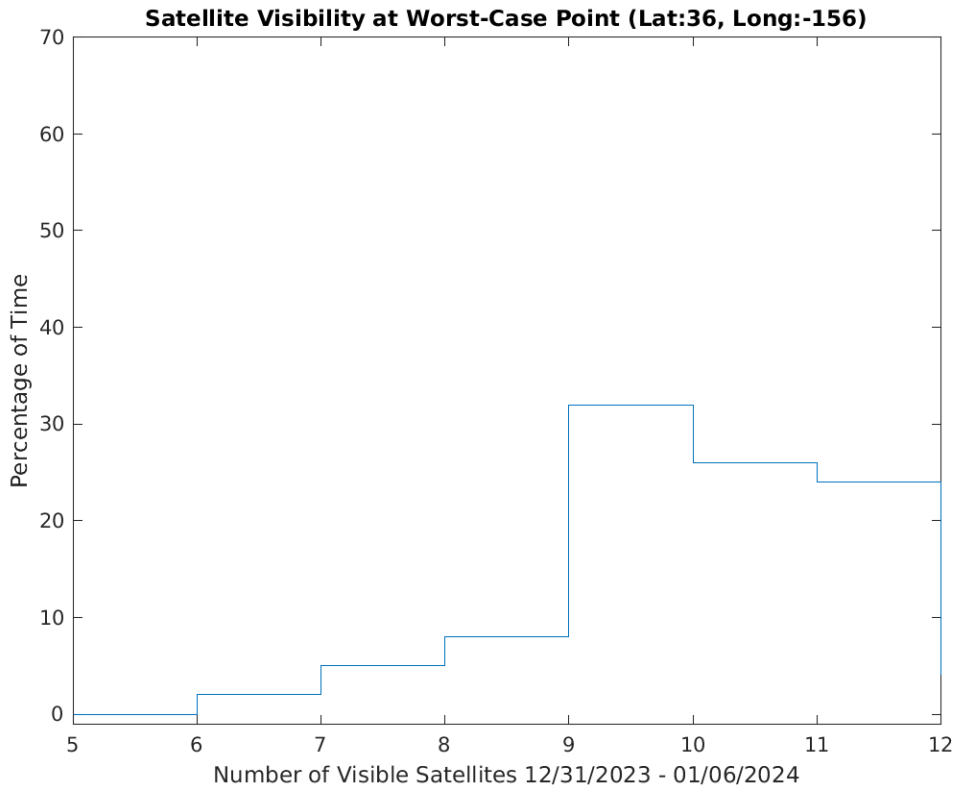


Figure 2-1 World GPS Maximum PDOP



**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**

<b>Status and Problem Reporting</b>	<b>Conditions and Constraints</b>
Scheduled event affecting service: Appropriate NANU issued to the U.S. 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 U.S. 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 2023, there were eight reported outages. Eight outages were maintenance activities and were reported in advance, and there were no unscheduled outages. A complete listing of outage NANUs for the reporting period is provided in Table 3-2. A complete listing of the forecasted outage NANUs for the reporting period can be found in Table 3-3. Canceled outage NANUs are provided in Table 3-4. The minimum duration of a scheduled outage was forecasted ahead of time was 139.2 hours. The maximum response time following an unscheduled outage was 0.133 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.

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**Table 3-2 NANUs Affecting Satellite Availability**

NANU	PRN	TYPE	Start Date	Start Time (UTC)	End Date	End Time (UTC)	Total Unscheduled (hours)	Total Scheduled (hours)	Total (hours)
<a href="#">2023060</a>	21	FCSTSUMM	13-Oct-23	06:46	13-Oct-23	11:47	0	5.02	5.02
<a href="#">2023062</a>	22	FCSTSUMM	19-Oct-23	15:59	19-Oct-23	21:25	0	5.43	5.43
<a href="#">2023064</a>	15	FCSTSUMM	02-Nov-23	21:24	03-Nov-23	03:16	0	5.87	5.87
<a href="#">2023067</a>	2	FCSTSUMM	28-Nov-23	10:52	28-Nov-23	16:19	0	5.45	5.45
<a href="#">2023068</a>	28	FCSTSUMM	30-Nov-23	13:19	30-Nov-23	19:47	0	6.47	6.47
<a href="#">2023071</a>	8	FCSTSUMM	07-Dec-23	20:10	08-Dec-23	02:18	0	6.13	6.13
<a href="#">2023072</a>	26	FCSTSUMM	14-Dec-23	17:23	14-Dec-23	21:54	0	4.52	4.52
<a href="#">2023074</a>	6	FCSTSUMM	21-Dec-23	11:23	21-Dec-23	16:29	0	5.1	5.1
Totals of Unscheduled Scheduled and Total Downtime							0	43.99	43.99

**Table 3-3 NANUs Forecasted to Affect Satellite Availability**

NANU	PRN	TYPE	Start Date	Start Time (UTC)	End Date	End Time (UTC)	Total (hours)	Comments
<a href="#">2023057</a>	22	FCSTDV	06-Oct	04:00	06-Oct	16:00	0	<a href="#">2023059</a>
<a href="#">2023058</a>	21	FCSTDV	13-Oct	06:15	13-Oct	18:15	12	<a href="#">2023060</a>
<a href="#">2023061</a>	22	FCSTDV	19-Oct	15:45	20-Oct	03:45	12	<a href="#">2023062</a>
<a href="#">2023063</a>	15	FCSTDV	02-Nov	21:00	03-Nov	09:00	12	<a href="#">2023064</a>
<a href="#">2023065</a>	2	FCSTDV	28-Nov	10:30	29-Nov	10:30	24	<a href="#">2023067</a>
<a href="#">2023066</a>	28	FCSTDV	30-Nov	13:00	01-Dec	01:00	12	<a href="#">2023068</a>

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NANU	PRN	TYPE	Start Date	Start Time (UTC)	End Date	End Time (UTC)	Total (hours)	Comments
<a href="#">2023069</a>	8	FCSTDV	07-Dec	19:30	08-Dec	07:30	12	<a href="#">2023071</a>
<a href="#">2023070</a>	26	FCSTDV	14-Dec	17:00	15-Dec	05:00	12	<a href="#">2023072</a>
<a href="#">2023073</a>	6	FCSTDV	21-Dec	11:15	21-Dec	23:15	12	<a href="#">2023074</a>
<a href="#">2023076</a>	27	UNUSUFN	30-Dec	11:07				
Total Forecasted Downtime							108	

Table 3-4 Canceled NANUs

NANU	PRN	TYPE	Start Date	Start Time (UTC)	Comments
<a href="#">2023059</a>	22	FCSTCANC	06-Oct	04:50	<a href="#">2023057</a>

**Table 3-5 GPS Satellite Maintenance Statistics**

<b>Satellite Reliability/Maintainability/Availability (RMA) Parameter</b>	<b>10/01/2023 to 12/31/2023</b>	<b>01/01/2000 to 12/31/2023</b>
Total Forecasted Downtime (hrs)	108	15799.99
Total Actual Downtime (hrs)	43.99	43674.93
Total Actual Scheduled Downtime (hrs)	43.99	8914.16
Total Actual Unscheduled Downtime(hrs)		34760.77
Total Satellite Observed MTTR (hrs)	5.5	35.22
Scheduled Satellite Observed (hrs)	5.5	9.6
Unscheduled Satellite Observed (hrs)	0.0	111.77
Total Satellite Outages (number)	8	1240
Scheduled Satellite Outages (number)	8	929
Unscheduled Satellite Outages (number)	0	311
Percent Operational—Scheduled Downtime (%)	99.94	99.86
Percent Operational—All Downtime (%)	99.94	99.33

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 NANUs. 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**

<b>Service Availability Standard</b>	<b>Conditions and Constraints</b>
≥99% Horizontal Service Availability, average location	15 m Horizontal (SIS only) 95% threshold. 33 m Vertical (SIS only) 95% threshold. Defined for a position/time solution meeting the representative user conditions and

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<b>Service Availability Standard</b>	<b>Conditions and Constraints</b>
≥99% Vertical Service Availability, average location	operating within the service volume over any 24-hour interval.
≥90% Horizontal Service Availability, worst-case location	15 m Horizontal (SIS only) 95% threshold. 33 m Vertical (SIS only) 95% threshold.
≥90% Vertical Service Availability, worst-case location	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 2023.

**Table 3-7 Accuracies Exceeding Threshold Statistics**

<b>Site</b>	<b>Total Number of Seconds of SPS Monitoring</b>	<b>Instances of 24-hour Threshold Failures</b>	<b>October 2023–December 2023 Service Availability (%)</b>
Billings	7938693	0	100
Albuquerque	7940344	0	100
Anchorage	7948615	0	100
Boston	7948672	0	100
Washington, DC	7948681	0	100
Honolulu	7948654	0	100
Honolulu	7948654	0	100
Houston	7948651	0	100
Kansas City	7186136	0	100
Los Angeles	7947402	0	100
Salt Lake City	7948657	0	100
Miami	7948682	0	100
Minneapolis	7948638	0	100
Oakland	7948487	0	100
Cleveland	7948676	0	100
Seattle	7948490	0	100
San Juan	7948652	0	100

Site	Total Number of Seconds of SPS Monitoring	Instances of 24-hour Threshold Failures	October 2023–December 2023 Service Availability (%)
Atlanta	7948591	0	100
Juneau	7948668	0	100
Cold Bay	7948524	0	100
Fairbanks	7946595	0	100
Bethel	7947549	0	100
Kotzebue	7946046	0	100
Barrow	7947564	0	100
Barrow	7947564	0	100
Gander	7947986	0	100
Tapachula	7774587	0	100
San Jose Del Cabo	7524019	0	100
Iqaluit	7948252	0	100

**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: <ul style="list-style-type: none"> <li>• ≤30 m 99.94% Global Average URE during normal operations</li> <li>• ≤30 m 99.79% Worst-Case, single-point average during normal operations</li> </ul>	For any healthy SPS SIS. Neglecting single-frequency ionospheric delay model errors. Including group delay time correction (T <sub>GD</sub> ) errors at L1. Including inter-signal bias (P(Y)-code to C/A-code) errors at L1. Standard based on measurement interval of 1 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 URE recorded this quarter was 42.450 meters on satellite PRN13.

**Table 4-2 User Range Error Accuracy**

<b>Date Range of Data Collection</b>	<b>Site</b>	<b>Number of Samples This Quarter</b>	<b>Number of Samples Where SPS URE &gt;30 m NTE</b>	<b>Percentage (%)</b>
01 October–31 December 2023	Boston	68806546	0	100
01 October–31 December 2023	Honolulu	71519292		
01 October–31 December 2023	Juneau	71466084	0	100
01 October–31 December 2023	Los Angeles	68904051	0	100
27 October–31 December 2023	Merida	49381513	0	100
01 October–31 December 2023	Miami	70441591	0	100
01 October–31 December 2023	Global	400519077	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**

<b>Position/Time Accuracy</b>	<b>Conditions and Constraints</b>
<b>Position/Time Accuracy</b> Global Average Position Domain Accuracy: <ul style="list-style-type: none"> <li>• ≤8 m 95% Horizontal Error</li> <li>• ≤13 m 95 % Vertical Error</li> </ul>	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
<p><b>Position/Time Accuracy</b> Worst Site Position Domain Accuracy:</p> <ul style="list-style-type: none"> <li>• <math>\leq 15</math> m 95% Horizontal Error</li> <li>• <math>\leq 33</math> m 95% Vertical Error</li> </ul>	<p>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.</p>
<p><b>Position/Time Accuracy</b> Time Transfer Domain Accuracy: <math>\leq 30</math> nanoseconds time transfer error 95% of time (SIS only)</p>	<p>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.</p>
<p><b>User Range Error Accuracy</b> Single-Frequency C/A-Code</p> <ul style="list-style-type: none"> <li>• <math>\leq 7.0</math> m 95% Global Average URE during normal operations over All AODs</li> <li>• <math>\leq 3.8</math> m 95% Global Average URE during operations at Zero AOD</li> <li>• <math>\leq 9.7</math> m 95% Global Average URE during normal operations at Any AOD</li> </ul>	<p>For any healthy SPS SIS. Neglecting single-frequency ionospheric delay model errors. Including group delay time correction (<math>T_{GD}</math>) errors at L1. Including inter-signal bias (P(Y)-code to C/A-code) errors at L1. Including Inter-Signal Correction (ISC) errors.</p>
<p><b>User Range Rate Error Accuracy</b> Single-Frequency C/A Code: <math>\leq 6</math> mm/sec 95% Global Average URRE over any 3-second interval during normal operations at Any AOD</p>	<p>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.</p>
<p><b>User Range Acceleration Error Accuracy</b> Single-Frequency C/A Code: <math>\leq 2</math> mm/sec<sup>2</sup> 95% Global Average URAE over any 3-second interval during normal operations at Any AOD</p>	<p>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.</p>
<p><b>Coordinated Universal Time Offset Error Accuracy</b> <math>\leq 30</math> nanoseconds 95% Global average UTCOE during normal operations at Any AOD</p>	<p>For any healthy SPS SIS.</p>

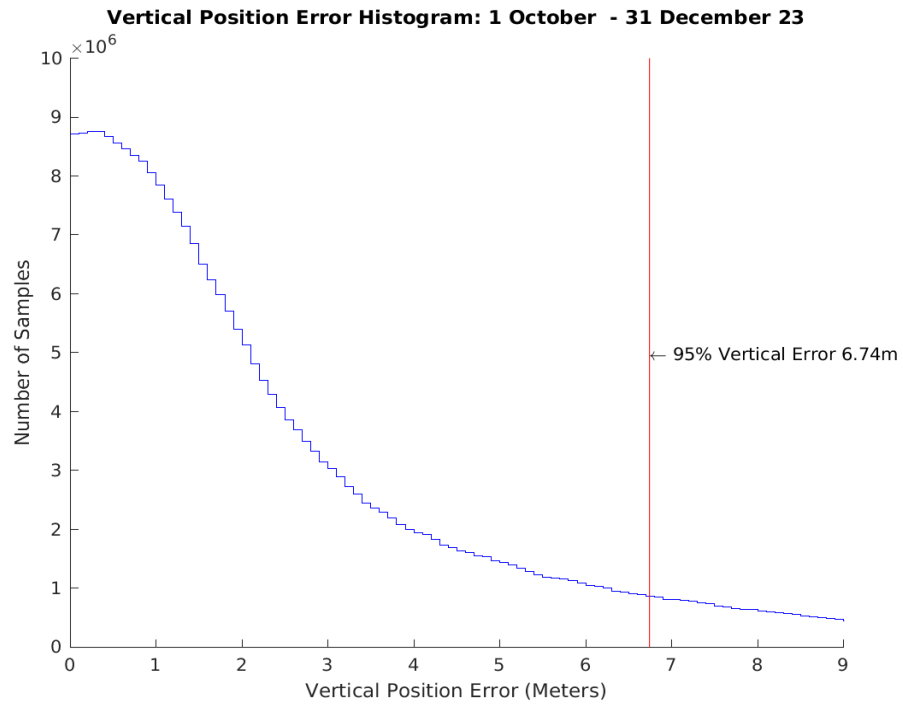
**5.1 Position Accuracy**

The data used for this section was collected for every second from October 1 through December 31, 2023 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.

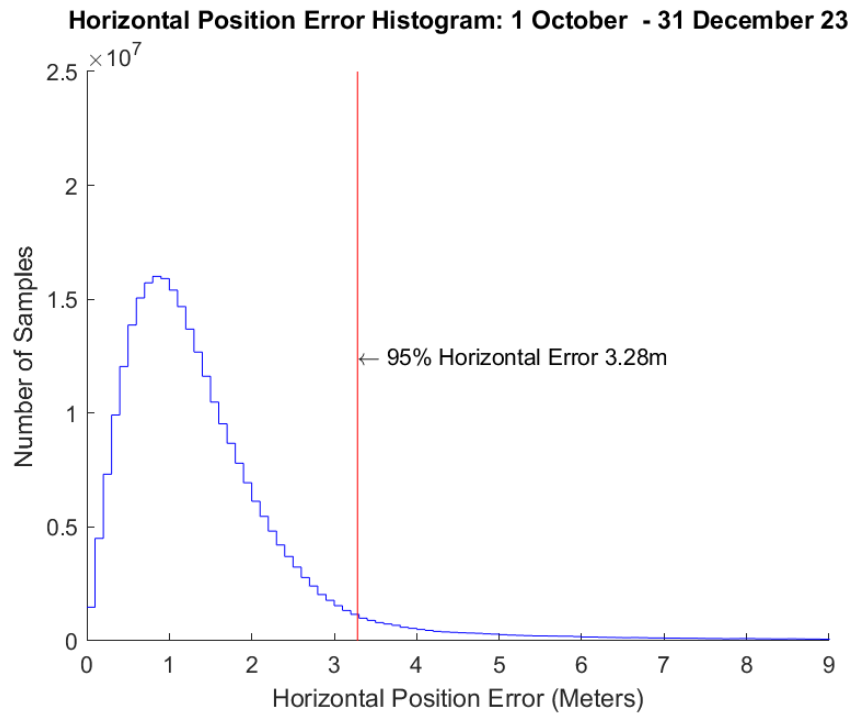
**Table 5-2 Horizontal and Vertical Accuracy Statistics for the Quarter**

Site	95% Vertical (m)	95% Horizontal (m)	99.99% Vertical (m)	99.99% Horizontal (m)
Albuquerque	6	2.04	12.43	15.14
Anchorage	8.01	2.56	15.57	5.21
Atlanta	5.40	2.20	11.06	8.53
Barrow	8.83	3.02	17.64	5.53
Bethel	8.71	2.46	16.60	5.02
Billings	5.59	1.97	9.99	7.77
Boston	5.31	2.68	11.26	13.96
Cleveland	5.03	2.32	11.26	10.14
Cold Bay	8.11	2.30	15.74	6.42
Fairbanks	8.03	2.73	15.34	5.64
Gander	5.20	2.83	11.69	13.45
Honolulu	7.34	11.45	19	18.22
Houston	5.65	2.21	10.95	6.08
Juneau	6.83	2.51	12.28	5.38
Kansas City	5.31	2.01	11.06	12.67
Kotzebue	8.78	2.72	17.36	5.28
Los Angeles	6.75	2.38	13.89	16.64
Miami	5.72	2.78	13.87	8.87
Minneapolis	5.05	2.13	10.79	12.34
Oakland	6.67	2.40	14.61	15.45
Salt Lake City	5.83	1.97	12.28	11.71
San Jose Del Cabo	6.87	4.43	20.70	18.15
San Juan	11.39	9.06	28.16	24.66
Seattle	5.96	2.09	12.15	8.49
Tapachula	7.64	7.13	19.02	20.62
Washington, DC	5.26	2.56	11.36	7.74

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 2023.



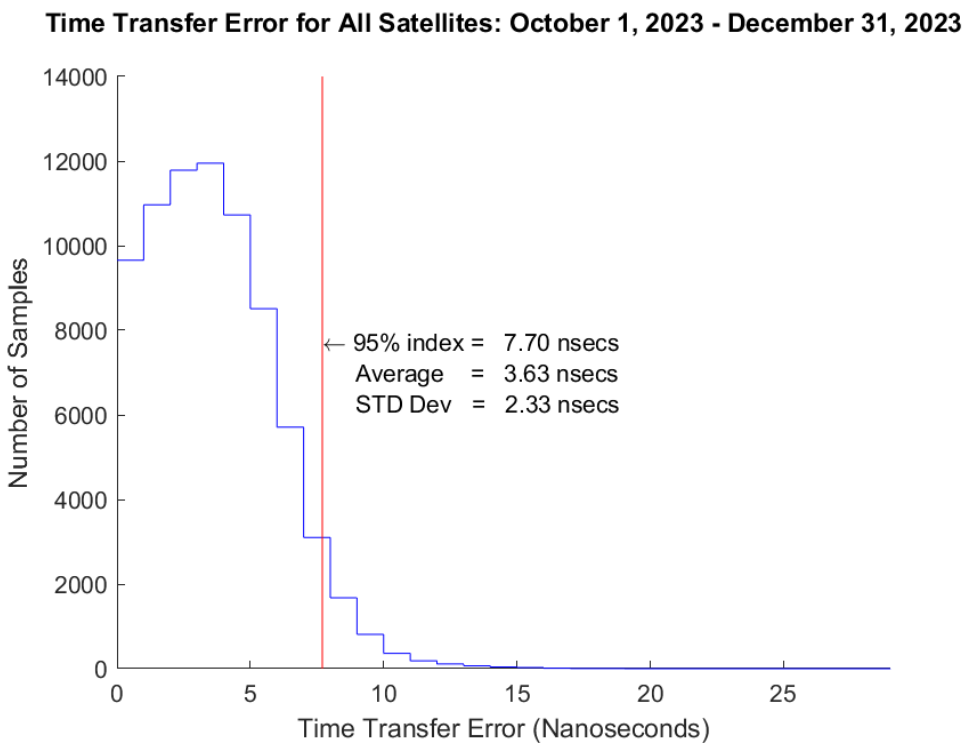
**Figure 5-1 Global Vertical Error Histogram**



**Figure 5-2 Global Horizontal Error Histogram**

## 5.2 Time Transfer Accuracy

The GPS time error data between 1 October and 31 December 2023 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. 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 (UTC OE) for the quarter was 12.8 nanoseconds. The mean, standard deviation, and 95% index of Time Transfer Error, and the maximum UTC OE 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 2023. 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**

<b>PRN</b>	<b>RMS Range Error (&lt;6 m) (m)</b>	<b>Range Error Mean (m)</b>	<b>1<math>\sigma</math> Range Error (m)</b>	<b>95% Range Error (m)</b>	<b>Max Range Error (SPS Spec. &lt;30 m) (m)</b>	<b>Samples (Number)</b>
2	2.32	0.99	1.86	4.32	17.61	13716588
3	2.19	-0.05	1.78	4.12	24.4	13544778
4	2.35	-0.14	1.74	4.13	18.24	12266037
5	2.37	0.64	2.11	4.7	25.1	13172238
6	2.45	0.19	2.19	4.82	28.8	13330689
7	2.98	0.14	2.15	5.29	24.88	12226856
8	2.47	0.96	1.84	4.36	20.17	12106108
9	2.35	0.21	1.77	4.24	21.28	12921600
10	2.13	-0.59	1.49	3.95	23.76	12488287
11	2.43	0.65	2.14	5.17	32.35	13592716
12	2.26	0.44	1.91	4.59	25.68	13174576
13	2.93	0.38	2.54	5.8	42.45	13022064
14	2.97	0.76	2.15	5.16	23.17	12554436
15	2.49	0.56	2.1	4.86	35.68	12072322
16	1.94	0.53	1.49	3.5	17.28	12141023
17	3.01	0.98	2.33	5.6	25.39	13884636
18	2.0	0.17	1.71	4.45	33.41	12225832
19	3.34	1.85	2.35	5.99	21.1	13548021
20	2.62	1.18	2.01	4.99	25.14	12898668
21	2.42	1.2	1.85	4.57	16.82	13863807
22	3.29	1.34	2.22	5.55	26.02	12636053
23	1.68	-0.1	1.34	3.51	22.85	12606415
24	2.58	0.12	2.24	4.91	29.82	13259231
25	1.97	0.27	1.68	3.78	23.43	13326015
26	1.84	0.23	1.44	3.32	14.47	12147710
27	2.01	0.26	1.72	3.68	15.76	12660413
28	2.06	-0.35	1.64	3.84	17.41	13106631
29	2.16	0.55	1.83	4.93	37.89	12538047

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PRN	RMS Range Error (<6 m) (m)	Range Error Mean (m)	1 $\sigma$ Range Error (m)	95% Range Error (m)	Max Range Error (SPS Spec. <30 m) (m)	Samples (Number)
30	2.97	0.57	2.07	5.09	16.03	12430610
31	2.19	-0.34	1.66	3.96	15.07	13358670
32	2.22	-0.56	1.82	4.27	27.71	13698000

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)
2	2.02	3.79	182.82	13716588
3	2.12	3.82	162.05	13544778
4	1.86	3.53	345.03	12266037
5	2.35	4.49	356.54	13172238
6	2.18	4.2	253.88	13330689
7	2.15	3.99	234.06	12226856
8	2.49	4.23	207.48	12106108
9	2.03	3.78	337.88	12921600
10	2.1	3.73	280.27	12488287
11	2.11	4.05	287.42	13592716
12	2.18	4.23	199.26	13174576
13	2.3	4.26	236.87	13022064
14	2.13	3.91	329.59	12554436
15	2.11	3.99	209.52	12072322
16	2.02	3.89	161.54	12141023
17	2.32	4.32	347.03	13884636
18	1.89	3.68	260.5	12225832
19	2.18	4.18	148.99	13548021
20	2.11	4.04	334.63	12898668
21	2.12	4.04	196.36	13863807
22	2.18	4.08	324.57	12636053
23	1.83	3.54	210.78	12606415

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<b>PRN</b>	<b>Range Rate Error RMS (mm/s)</b>	<b>95% Range Rate Error (mm/s)</b>	<b>Max Range Rate Error (mm/s)</b>	<b>Samples (Number)</b>
24	2.03	3.82	261.42	13259231
25	1.95	3.8	147.17	13326015
26	1.87	3.58	175.94	12147710
27	1.9	3.57	273.75	12660413
28	1.91	3.64	165.38	13106631
29	2.03	4.0	181.9	12538047
30	2.08	3.82	310.65	12430610
31	1.97	3.75	167.05	13358670
32	1.95	3.79	174.21	13698000

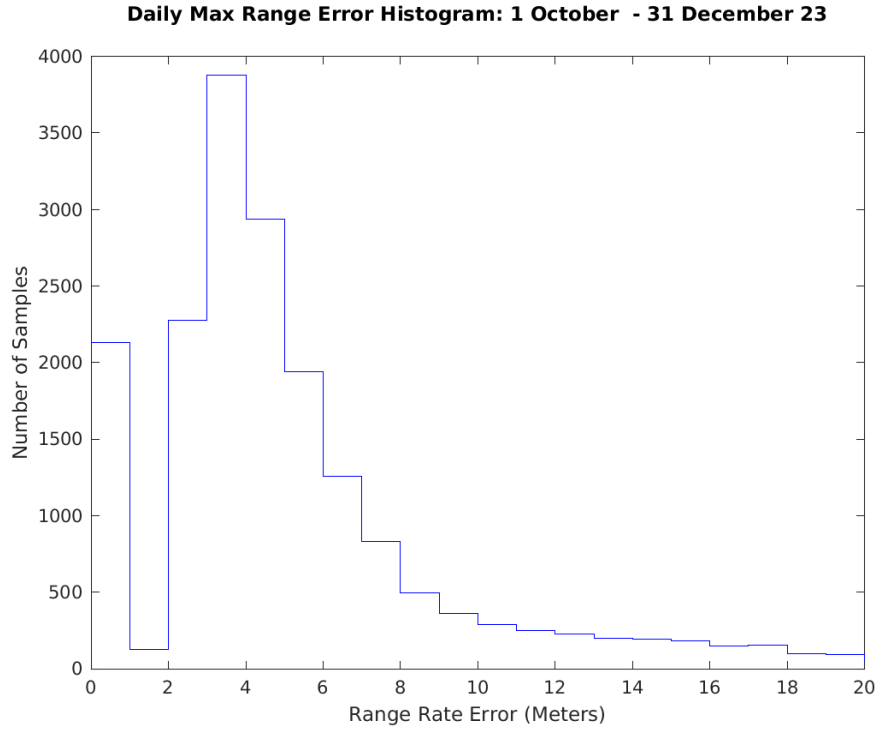
**Table 5-5 Range Acceleration Error Statistics**

<b>PRN</b>	<b>Rate Acceleration Error RMS (um/s^2)</b>	<b>95% Range Acceleration Error (um/s^2)</b>	<b>Max Range Acceleration Error (um/s^2)</b>	<b>Samples</b>
2	15.37	29.13	1840	13716588
3	15.93	28.62	1620	13544778
4	12.85	26.83	3440	12266037
5	19.51	34.65	3580	13172238
6	14.88	29.14	2530	13330689
7	15.69	29.81	2340	12226856
8	20.88	32.47	2080	12106108
9	13.87	27.62	3390	12921600
10	16.72	29.81	2800	12488287
11	14.71	28.76	2850	13592716
12	16.61	31.2	2020	13174576
13	17.52	31.12	2370	13022064
14	15.34	28.41	3320	12554436
15	15.92	30.9	2090	12072322
16	16.2	30.9	1580	12141023
17	17.25	31.23	3460	13884636
18	13.26	26.7	2600	12225832

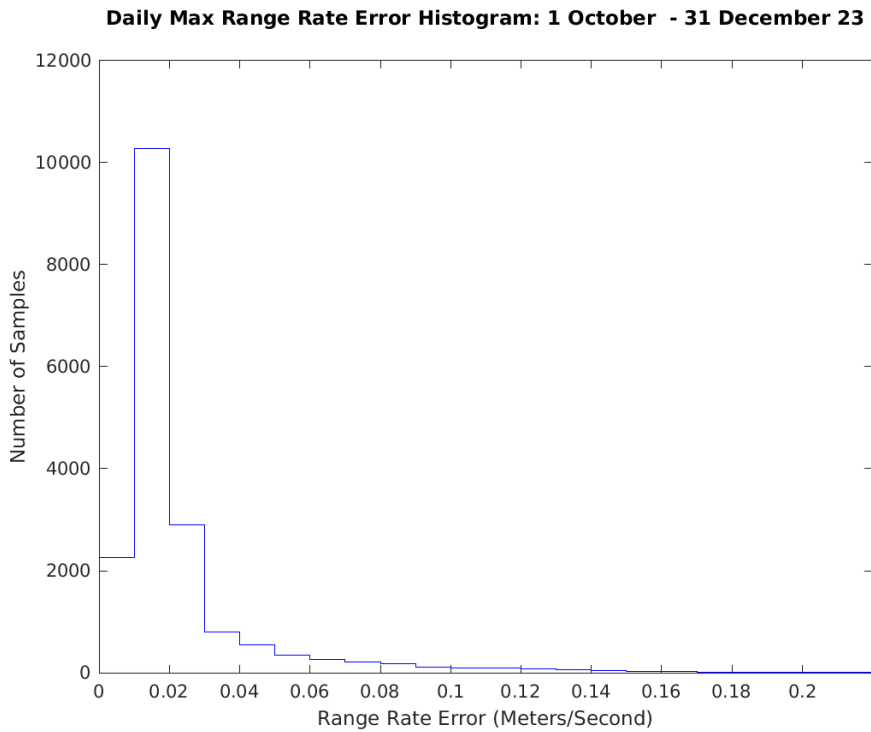
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PRN	Rate Acceleration Error RMS (um/s <sup>2</sup> )	95% Range Acceleration Error (um/s <sup>2</sup> )	Max Range Acceleration Error (um/s <sup>2</sup> )	Samples
19	15.97	31.05	1480	13548021
20	15.67	30.9	3350	12898668
21	16.82	30.95	1950	13863807
22	15.95	30.78	3250	12636053
23	13.66	27.42	2110	12606415
24	14.29	28.84	2590	13259231
25	13.89	28.34	1500	13326015
26	13.35	28.44	1760	12147710
27	13.77	28.19	2740	12660413
28	13.58	27.99	1650	13106631
29	14.65	30.22	1830	12538047
30	14.4	27.14	3100	12430610
31	15.02	29.68	1680	13358670
32	13.81	27.9	1720	13698000

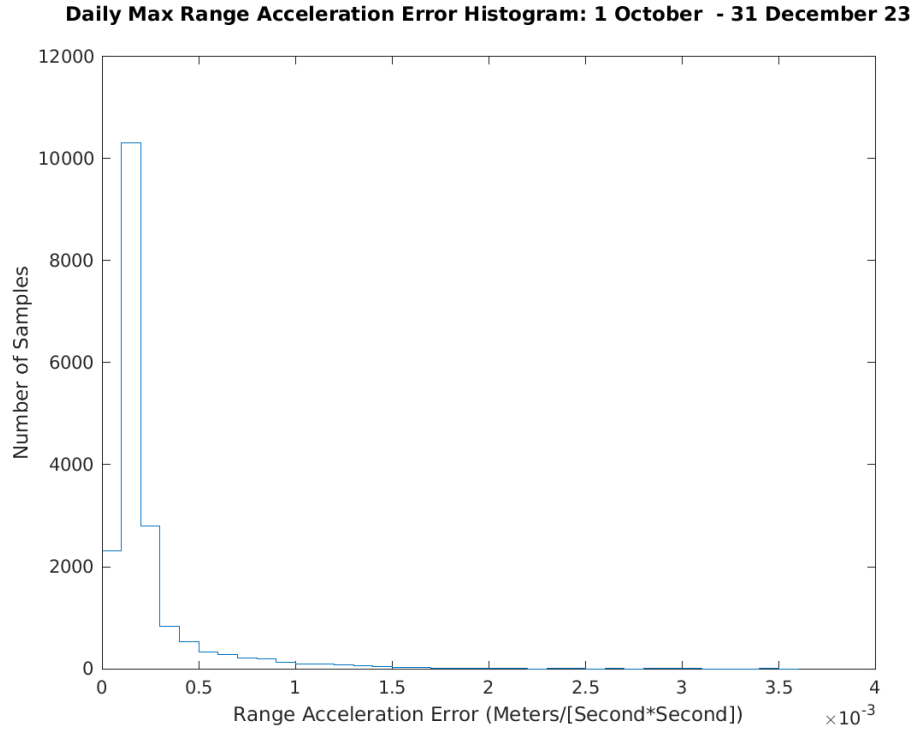
Figure 5-4 through Figure 5-6 are graphical representations of the distributions of the maximum range error, range rate error, and range acceleration error for all satellites. As shown in Table 5-3, the highest maximum range error occurred on satellite PRN13 with an error of 42.450 meters; satellite PRN26 had the lowest maximum range error of 14.470 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.



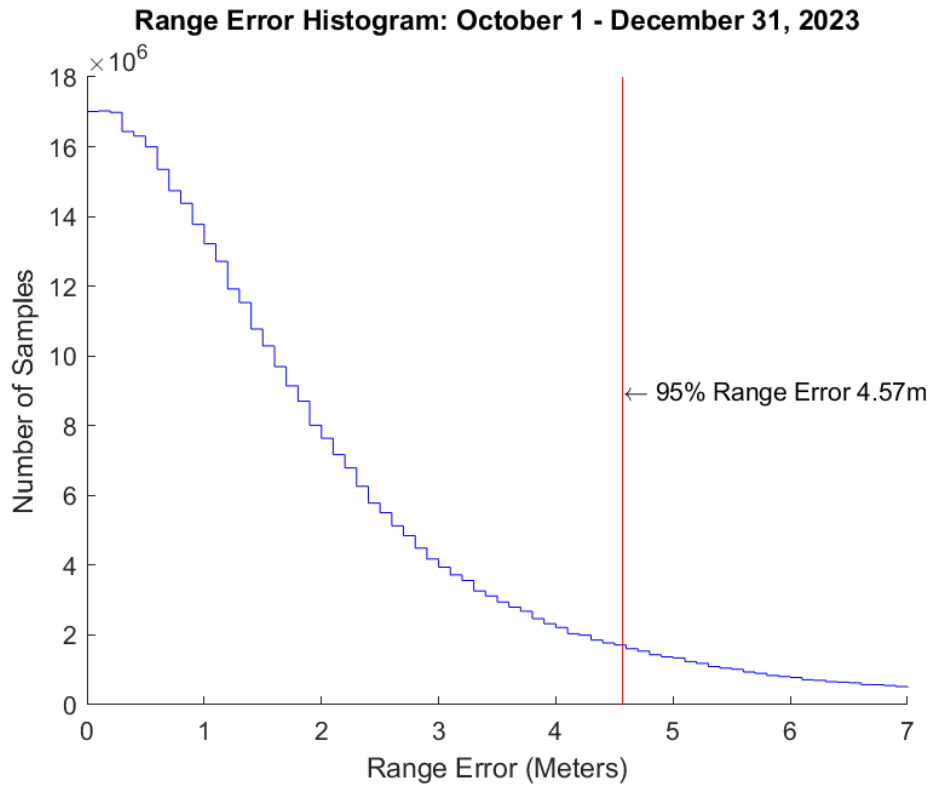
**Figure 5-4 Distribution of Daily Max Range Errors**



**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**

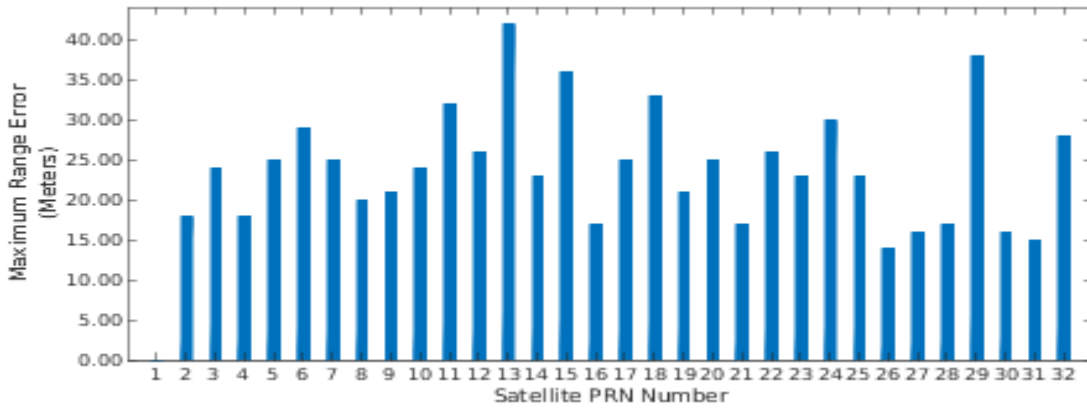


Figure 5-8 Maximum Range Error Per Satellite

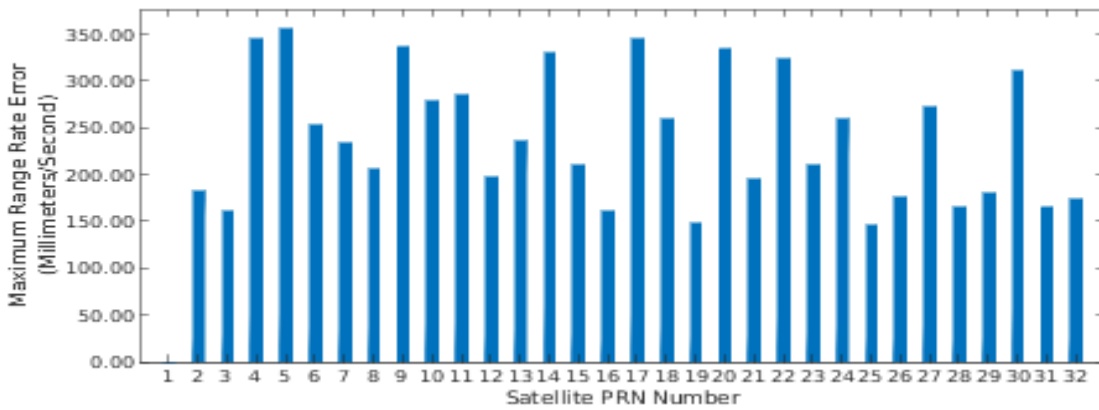


Figure 5-9 Maximum Range Rate Error Per Satellite

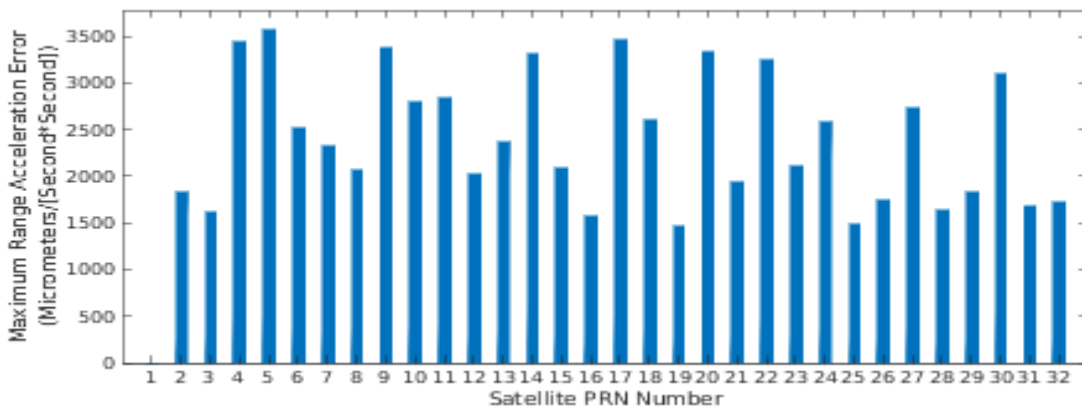


Figure 5-10 Maximum Range Acceleration Error Per Satellite

## 6. SOLAR STORMS

Solar storm activity is being monitored 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.*

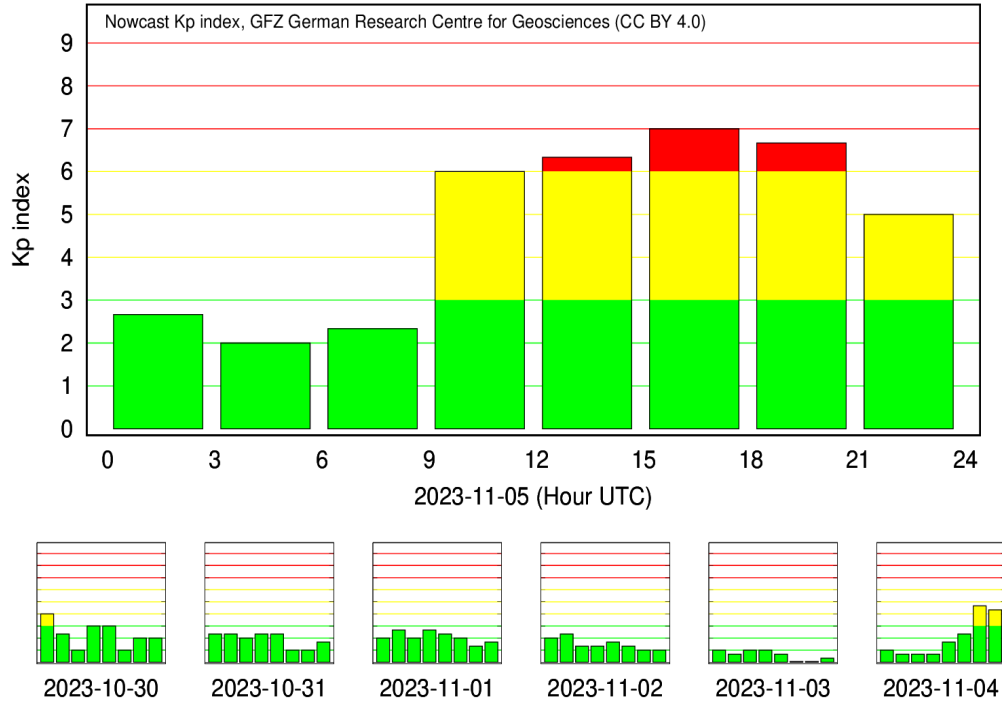
*The details of how high energy particles are generated during geomagnetic storms constitute an entire discipline of space science in its own right. The basic idea, however, is that the Earth's magnetic field (let us say the 'geomagnetic field') is responding to an outwardly propagating disturbance from 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.*

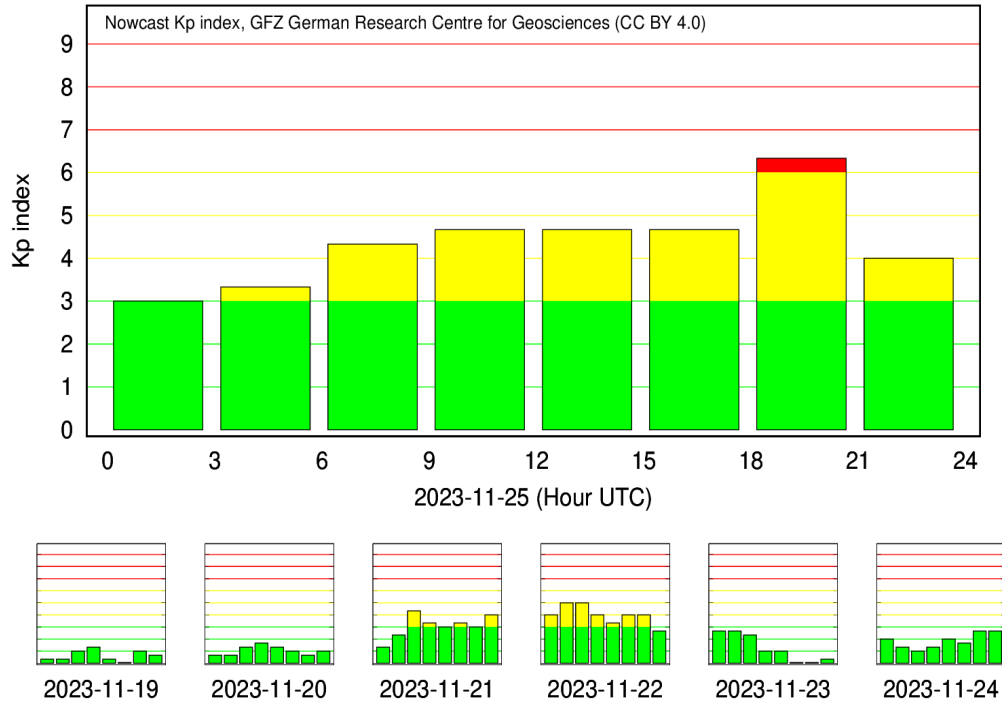
*Another item of interest is that the location of the aurora usually changes geomagnetic latitude as the intensity of the geomagnetic storm changes. The location of the aurora often takes on an 'oval-like' shape and is appropriately called the auroral oval.*

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.)

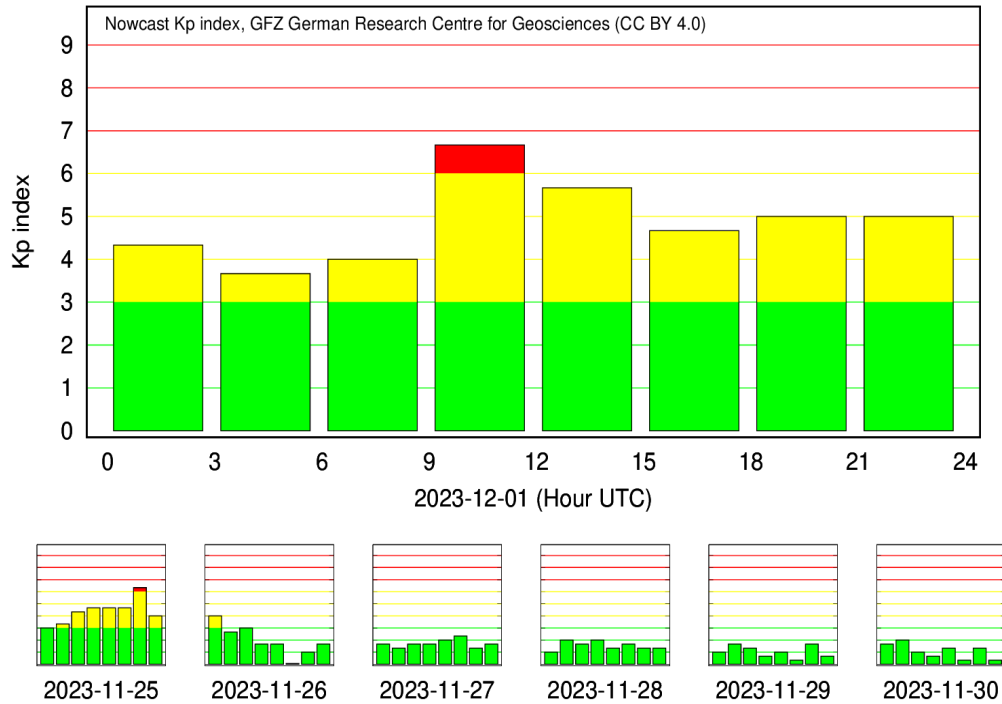


**Figure 6-1 K-Index for November 5, 2023**

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**Figure 6-2 K-Index for November 25, 2023**



**Figure 6-3 K-Index for December 1, 2023**

Table 6-1 shows the position accuracy information for the quarter’s worst-case storm day, November 5, 2023 (see Figure 6-1). The GPS SPS performance met all requirements during all storms that occurred during this quarter.

**Table 6-1 Horizontal and Vertical Accuracy Statistics for November 5, 2023**

Site	95% Horizontal (m)	95% Vertical (m)	Max Horizontal (m)	Max Vertical (m)
Albuquerque	11.915	6.759	15.601	10.568
Anchorage	2.717	8.47	4.048	10.541
Atlanta	5.011	8.605	8.705	11.652
Barrow	3.849	8.013	5.583	9.377
Bethel	3.327	7.835	4.274	8.975
Billings	5.014	6.92	8.534	8.522
Boston	10.586	4.899	14.208	9.41
Cleveland	9.321	5.612	10.801	9.498
Cold Bay	2.987	6.953	3.796	8.01
Fairbanks	2.535	8.457	3.979	10.895
Gander	11.954	5.845	13.85	11.068
Honolulu	10.187	6.429	11.386	7.593
Houston	3.575	10.088	6.028	11.2
Iqaluit	3.353	5.712	6.554	8.466
Juneau	2.507	7.053	3.906	8.623
Kansas City	12.236	8.037	12.766	11.152
Kotzebue	2.524	8.985	5.108	11.939
Los Angeles	13.218	6.142	16.78	7.447
Merida	2.943	10.118	4.358	12.26
Miami	2.654	10.527	3.37	12.152
Minneapolis	9.147	8.033	12.606	12.631
Oakland	13.294	6.366	15.554	9.003
Salt Lake City	9.71	6.676	12.654	11.468
San Jose Del Cabo	5.022	10.2	6.049	11.722
San Juan	6.239	12.223	8.517	15.525
Seattle	3.796	6.989	7.22	8.654
Tapachula	4.637	9.469	6.658	12.466
Washington, DC	6.849	5.79	7.945	7.765

## 7. IGS DATA

GPS SPS accuracy performance was evaluated at a selection of high-rate IGS stations<sup>1</sup>. 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 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**

<b>ID</b>	<b>City</b>	<b>Country</b>
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

---

<sup>1</sup> 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

ID	City	Country
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	Kyrgyzstan
SUTM	Sutherland	South Africa
TIDB	Tidbinbilla	Australia
UNSA	Salta	Argentina
USUD	Usuda	Japan

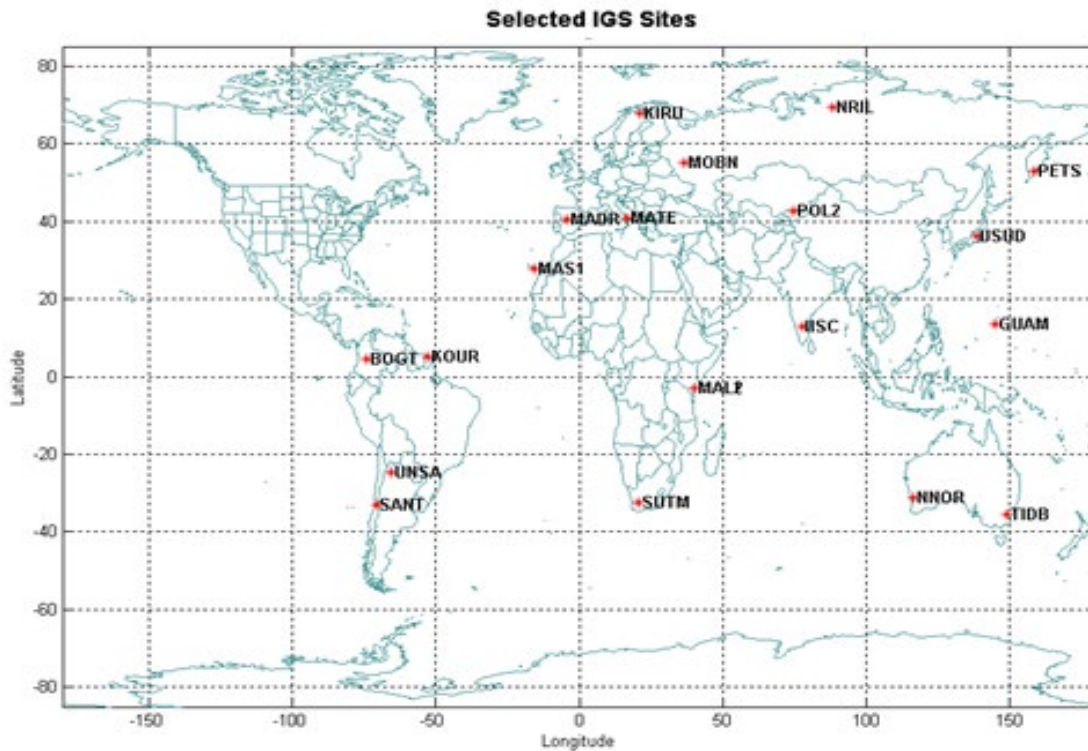


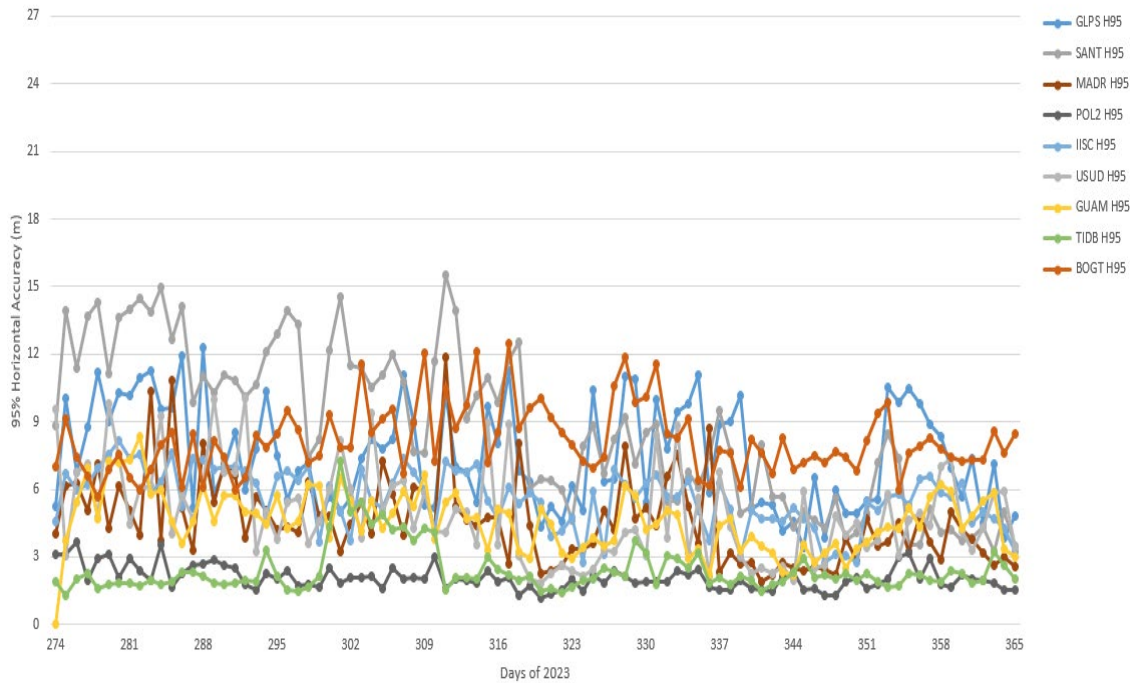
Figure 7-1 Selected IGS Site Locations

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

<b>Site</b>	<b>95% Horizontal Error (m)</b>	<b>95% Vertical Error (m)</b>	<b>99.99% Horizontal Error (m)</b>	<b>99.99% Vertical Error (m)</b>	<b>Percent Data Available (%)</b>
GLPS	7.84	7.68	16.55	21.75	99.90
GUAM	4.96	10.21	10	25.57	98.63
IISC	5.94	9.79	10.26	23.77	99.91
KIRU	0	0	0	0	0.00
KOUR	0	0	0	0	0.00
MADR	4.58	6.7	19.24	18.62	99.90
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	2.12	7.01	7.83	12.39	99.85
SANT	9.85	8.64	19.79	22.09	99.88
SUTM	0	0	0	0	0.00
TIDB	2.21	5.05	8.44	13.84	87.87
USUD	5.15	7.89	20.64	28.15	99.85

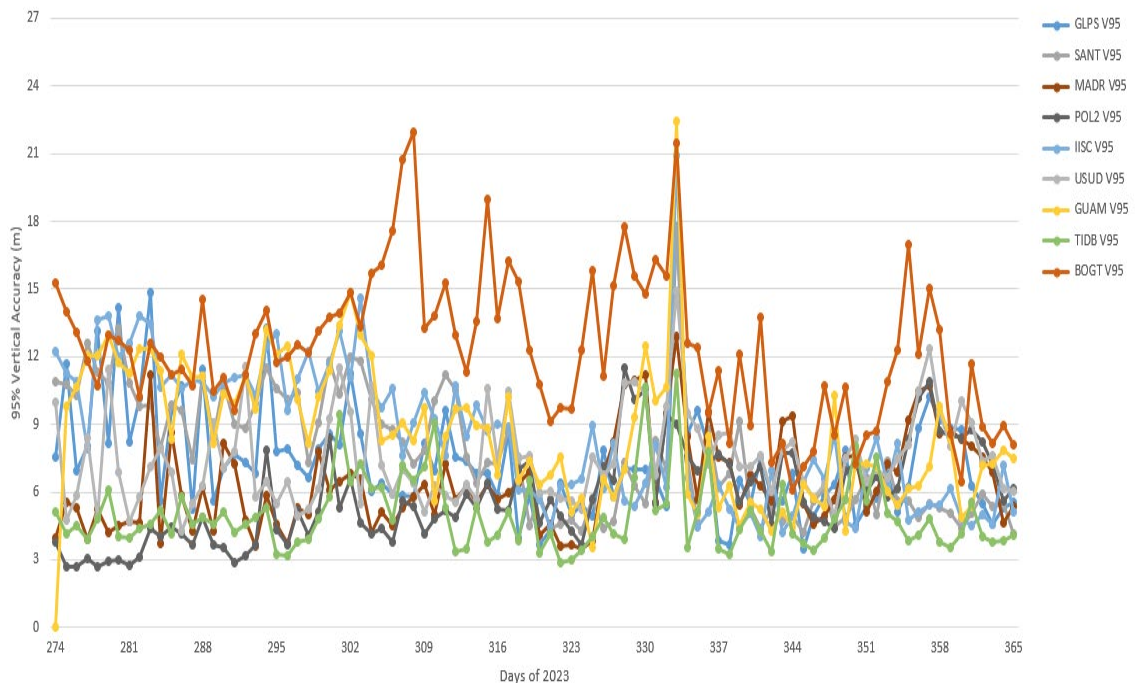
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10/01/2023 to 12/31/2023 GPS SPS 95% Horizontal Accuracy Trends



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

10/01/2023 to 12/31/2023 GPS SPS 95% Vertical Accuracy Trends



**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. 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 99.717% at Iqaluit. The minimum percent of time spent in RNP 0.3 mode was 99.997 at Iqaluit. The maximum 99% HPL value was 135.257 meters at Juneau.

**Table 8-1 RAIM Site Statistics**

City	99% HPL (Meters)	Percentage RNP 0.1 (%)	Percentage RNP 0.3 (%)
AcvPP6_L1L2	97.183	100	100
Arcata	97.183	100	100
Atlantic City-a	96.79	100	100
Grand Forks	95.132	100	100
Oklahoma City	103.52	100	100
Albuquerque	101.073	100	100
Anchorage	114.846	99.98752	100

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City	99% HPL (Meters)	Percentage RNP 0.1 (%)	Percentage RNP 0.3 (%)
Atlanta	96.349	100	100
Barrow	115.452	99.99132	100
Bethel	124.992	99.97543	100
Billings	95.864	99.99067	100
Boston	111.881	100	100
Cleveland	105.766	100	100
Cold Bay	115.925	99.9807	100
Fairbanks	134.49	99.99112	100
Gander	120.835	100	100
Honolulu	113.255	100	100
Houston	77.005	100	100
Iqaluit	131.403	99.71651	99.99743
Juneau	135.257	99.99549	100
Kansas City	108.343	100	100
Kotzebue	119.159	99.99213	100
Los Angeles	84.459	100	100
Merida	75.812	100	100
Miami	72.787	100	100
Minneapolis	112.832	99.99547	100
Oakland	82.992	100	100
Salt Lake City	93.758	99.9928	100
San Jose Del Cabo	69.937	100	100
San Juan	91.974	100	100
Seattle	100.092	100	100
Tapachula	82.294	99.99924	100
Washington, DC	100.343	100	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 2023.

SPS RAIM RNP 0.1 (HAL = 185m) Availability  
 FD Only, SA Off, without Baro-Aiding  
 October 1 - December 31, 2023

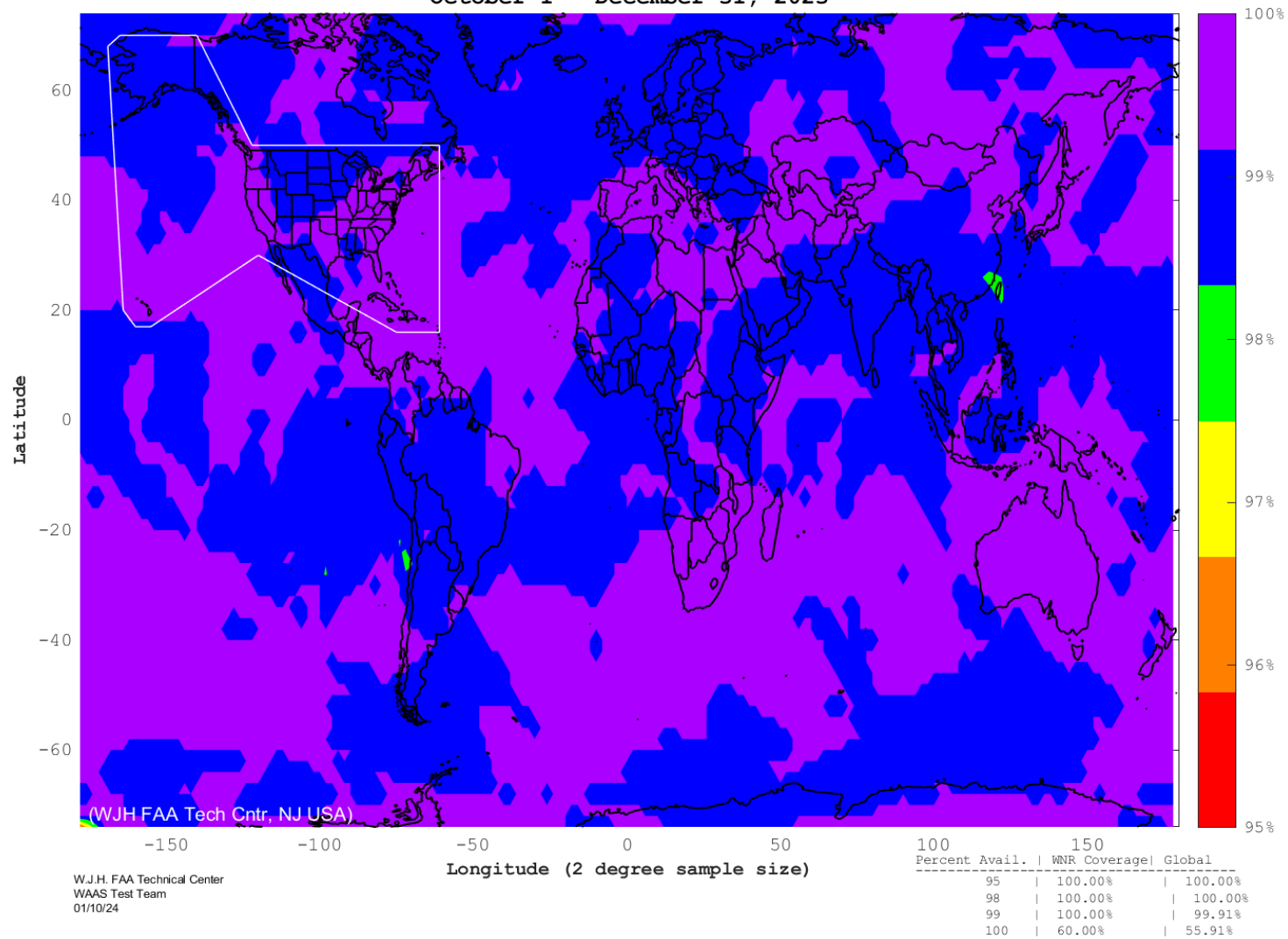


Figure 8-1 RAIM RNP 0.1 Coverage

SPS RAIM RNP 0.3 (HAL = 556m) Availability  
 FD Only, SA Off, without Baro-Aiding  
 October 1 - December 31, 2023

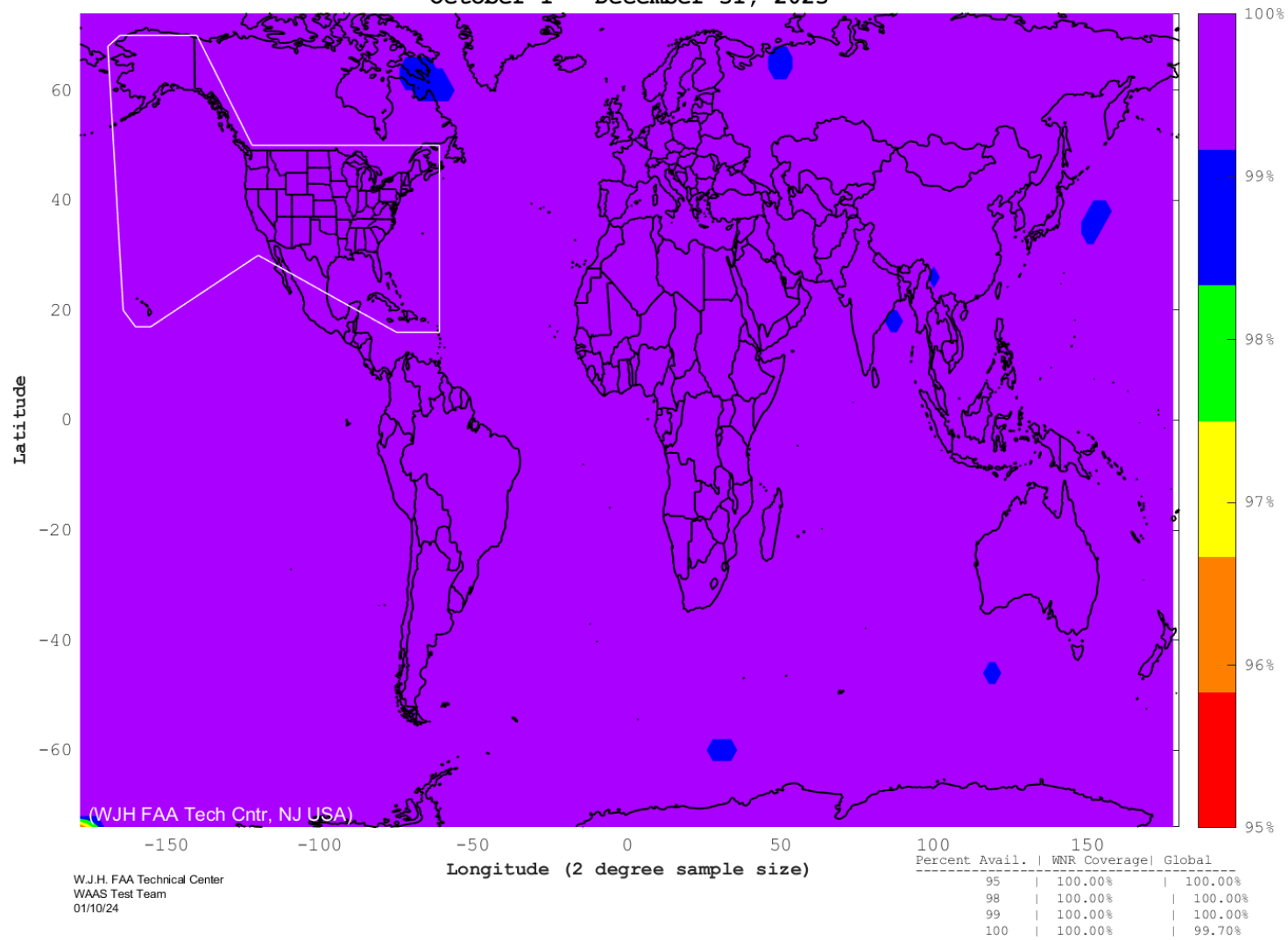


Figure 8-2 RAIM RNP 0.3 Coverage

Daily SPS RAIM Trends FD Only, SA Off, without Baro-Aiding  
World Service Area, October 1, 2023 to December 31, 2023



Figure 8-3 RAIM Worldwide Coverage Trend

Daily SPS RAIM Trends FD Only, SA Off, without Baro-Aiding  
World Service Area, October 1, 2023 to December 31, 2023



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.

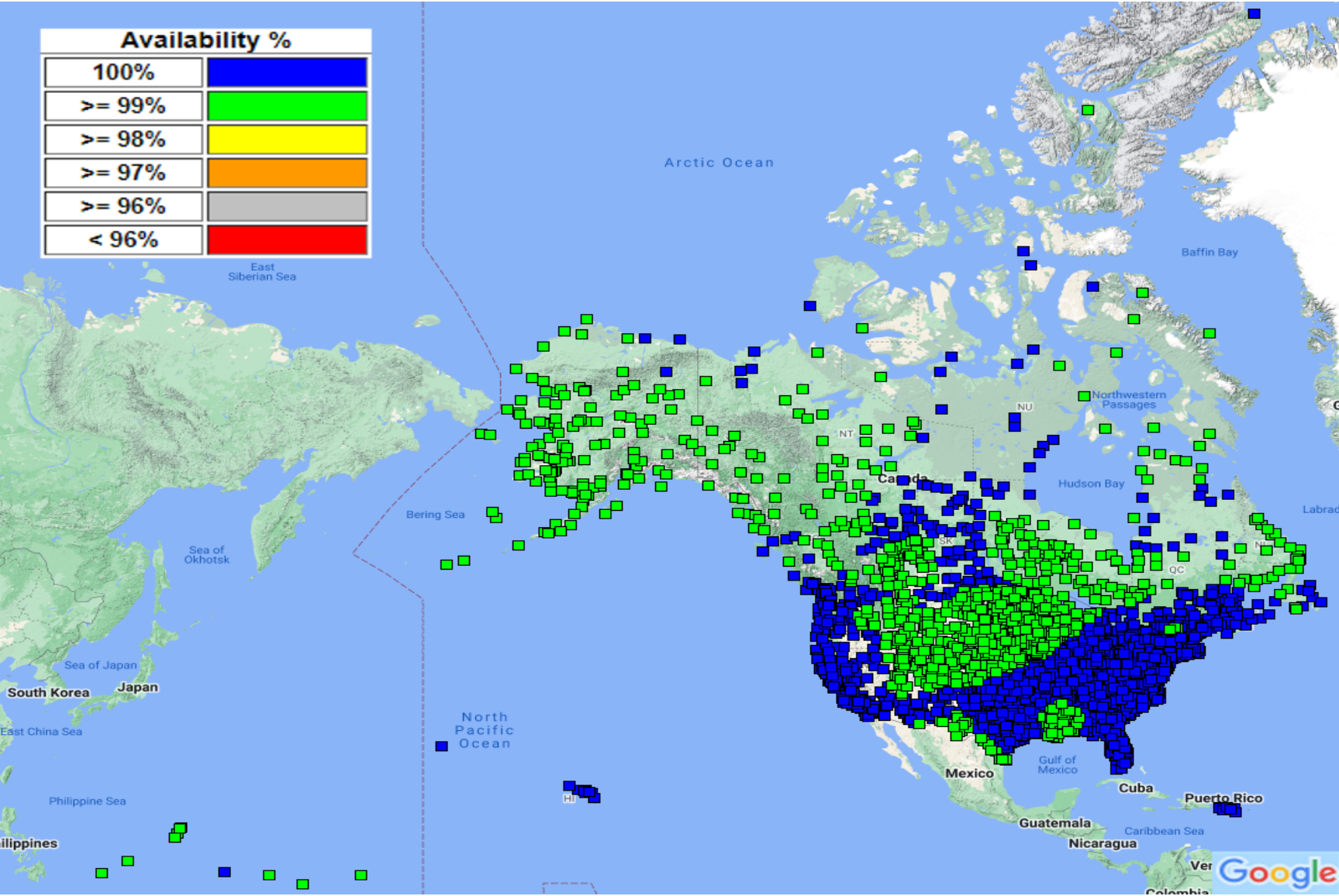


Figure 8-5 RAIM RNP 0.1 Airport Availability

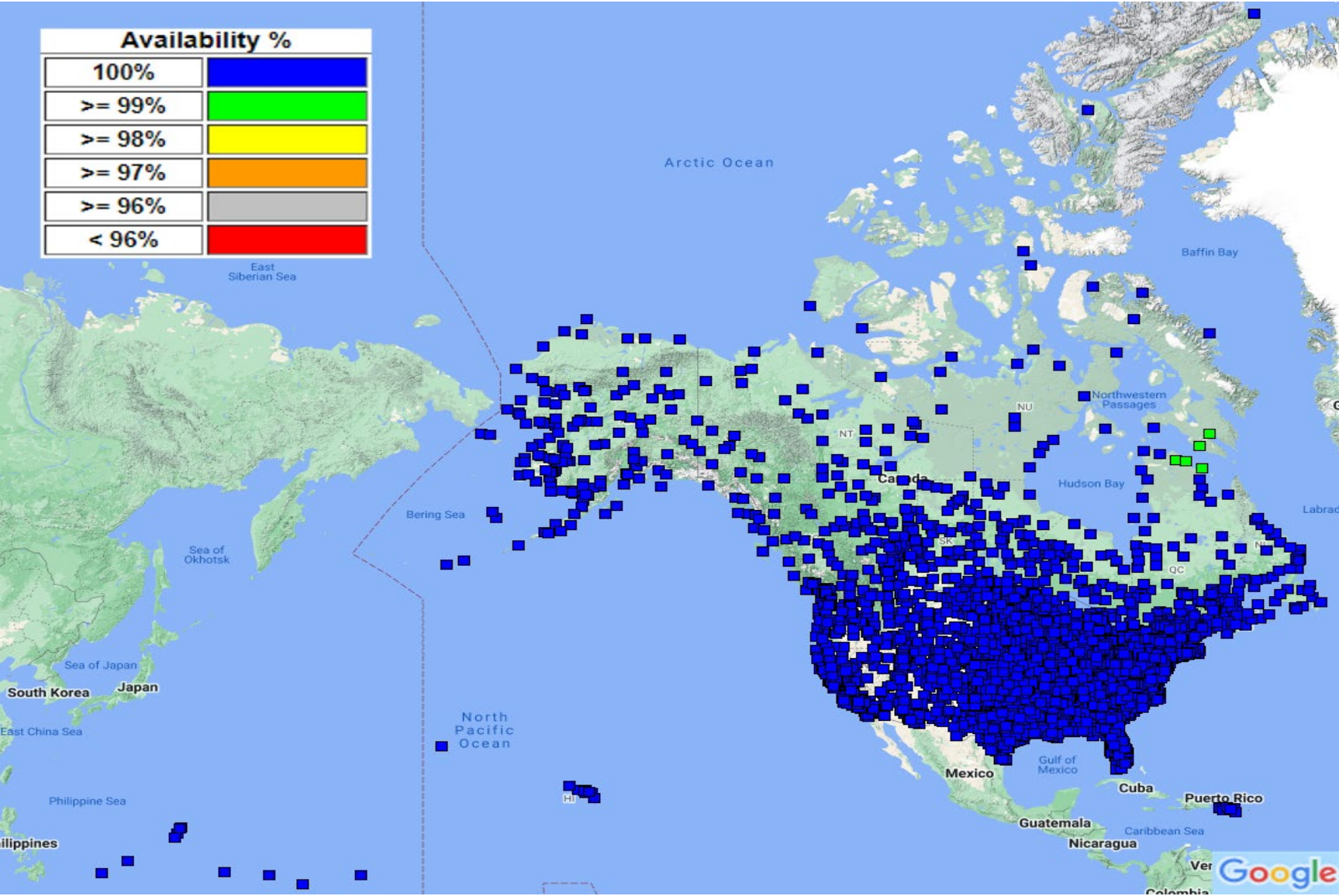


Figure 8-6 RAIM RNP 0.3 Airport Availability

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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.

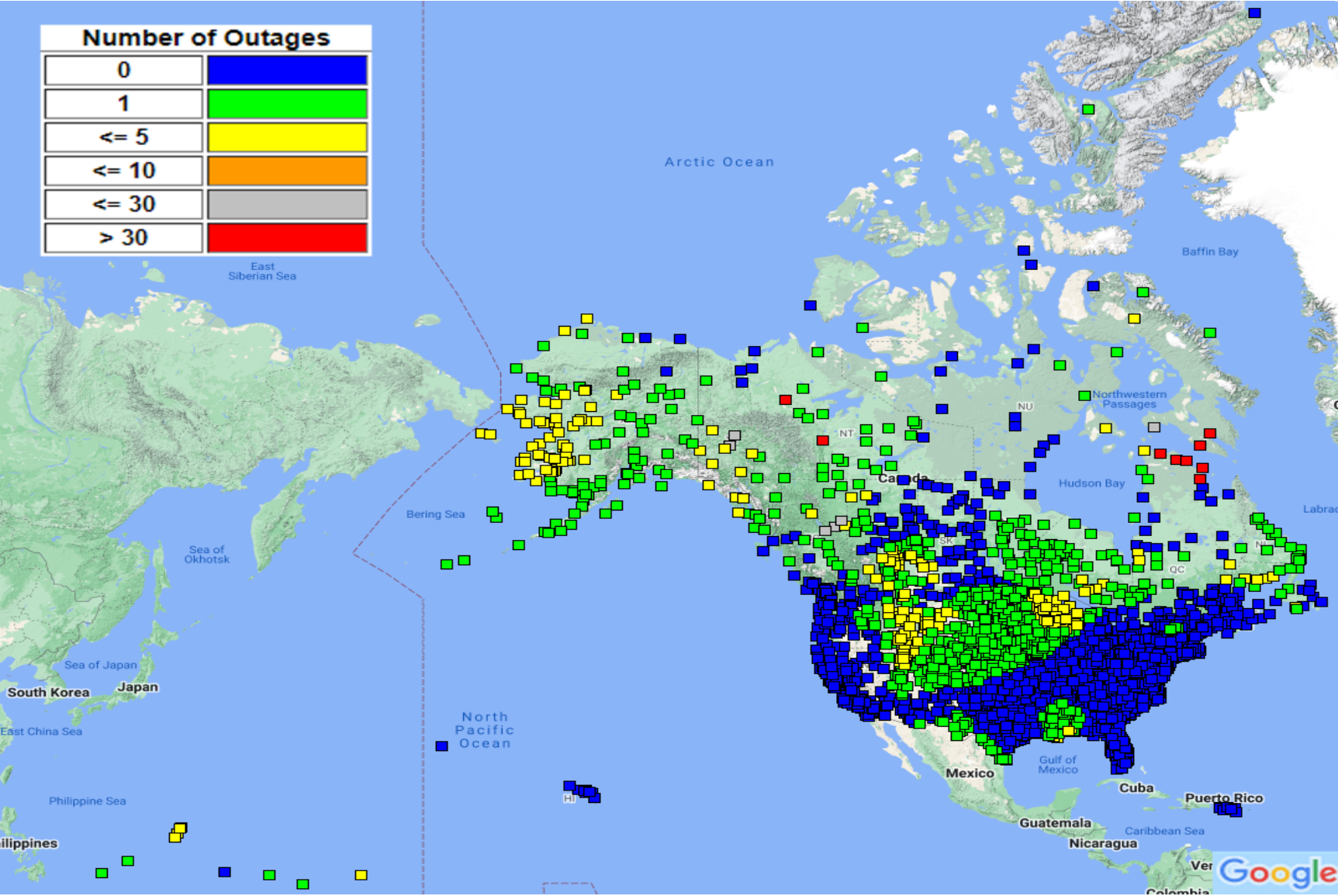


Figure 8-7 RAIM RNP 0.1 Airport Outages

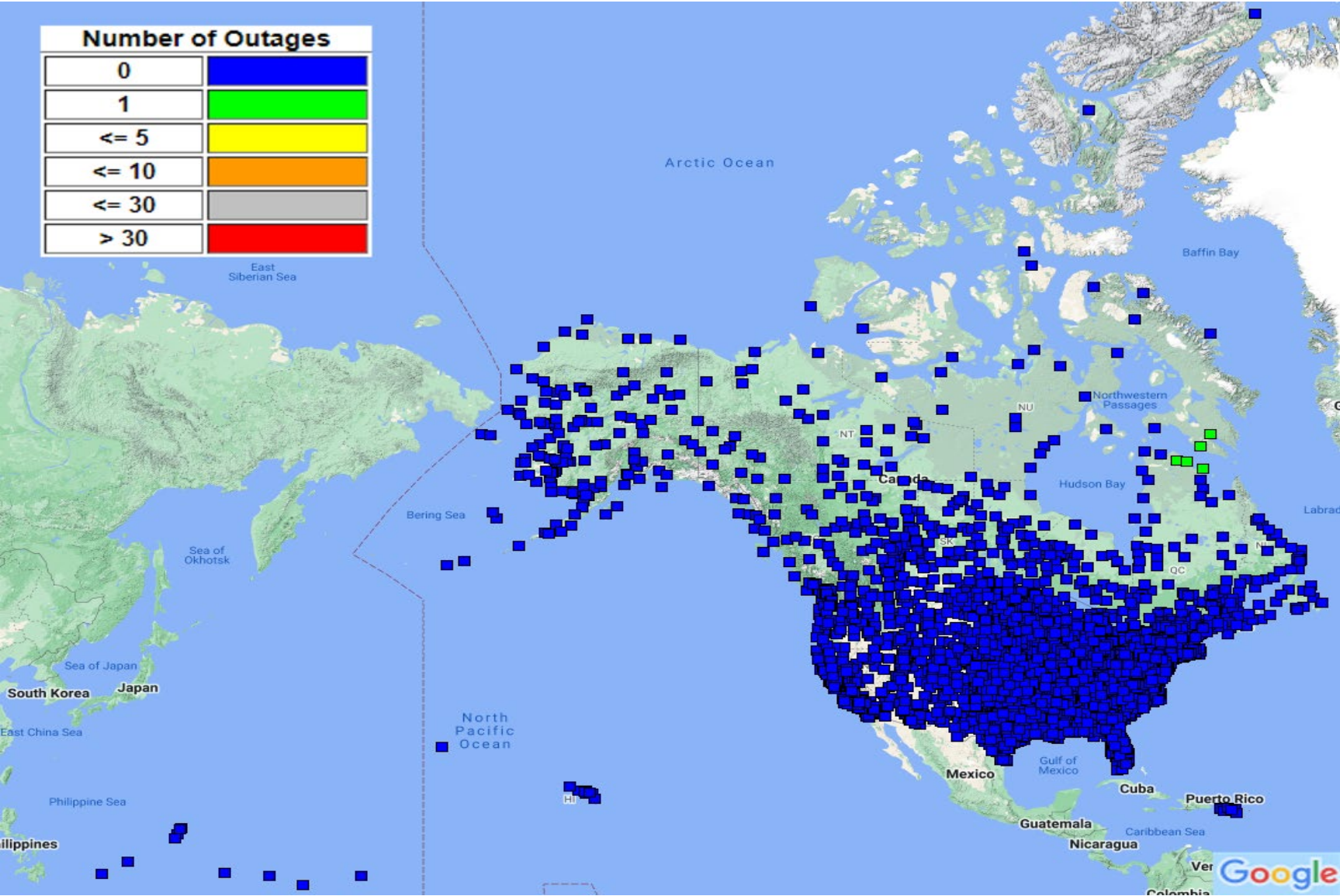


Figure 8-8 RAIM RNP 0.3 Airport Outages

## 9. GPS TEST NOTAMS SUMMARY

### 9.1 GPS Test NOTAMs Issued

GPS test NOTAMs were not evaluated for this quarter.

## 10. GPS BROADCAST ORBIT VS 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, 2023, is presented. Only data points in which GPS is healthy and valid precise data is available are considered. There was maintenance on PRN21 on 10/13/23, PRN22 on 10/19/23, PRN15 from 11/02/23 to 11/03/23, PRN2 on 11/28/23, PRN28 on 11/30/23, PRN8 from 12/07/23 to 12/08/23, PRN26 on 12/14/23, PRN6 on 12/21/23, and PRN27 on 12/30/30. 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 (Figure 10-6), PRN1 is not in use as SVN63 was set to Unusable and decommissioned on July 10, 2023. SVN66 (PRN27) was set to Unusable until further notice on December 30, 2023. SVN44 (PRN22) is the most recent satellite added to the constellation on August 18, 2023.

**Table 10-1 Signal Capability per Satellite Vehicle**

PRN	SVN	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	78	III	Yes	Yes	Yes
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	44	IIR			
23	76	III	Yes	Yes	Yes

PRN	SVN	Block Type	L2C	L5	L1C
24	65	IIF	Yes	Yes	
25	62	IIF	Yes	Yes	
26	71	IIF	Yes	Yes	
27	66	IIF	Yes	Yes	
28	79	III	Yes	Yes	Yes
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) overbounding 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 overbounding 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 10-66 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 10-67 through Figure 10-80 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 10-81 through Figure 10-135 are histograms of the height error, along track error, cross track error, and URA (IAURA) normalized range error.

Figure 10-136 through Figure 10-190 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

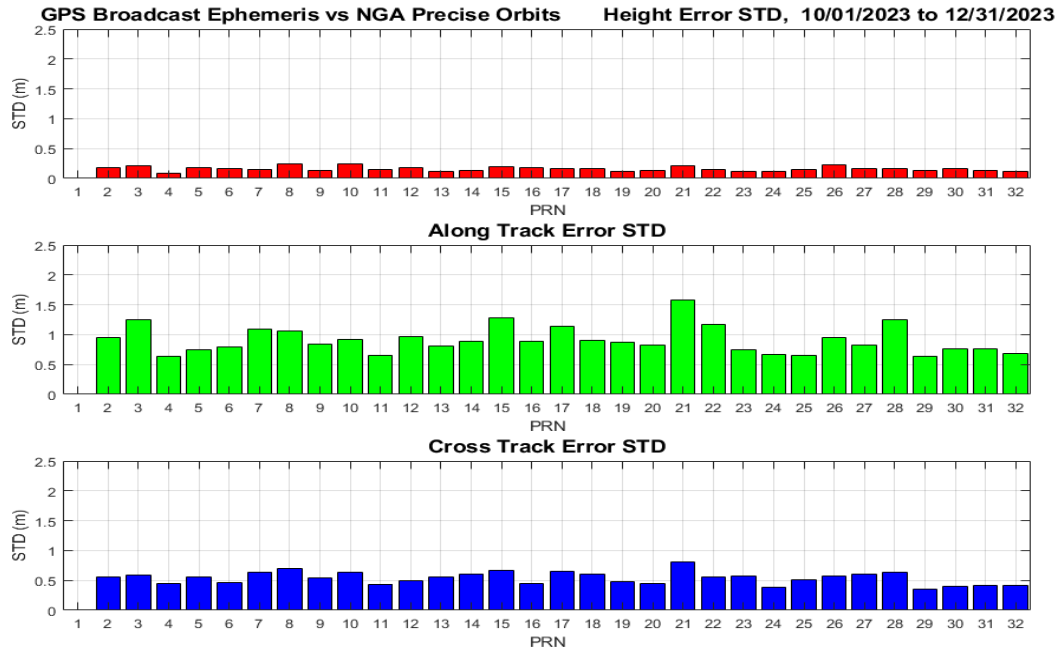


Figure 10-1 GPS Broadcast Orbit Accuracy Standard Deviations Using C/A Nav Data

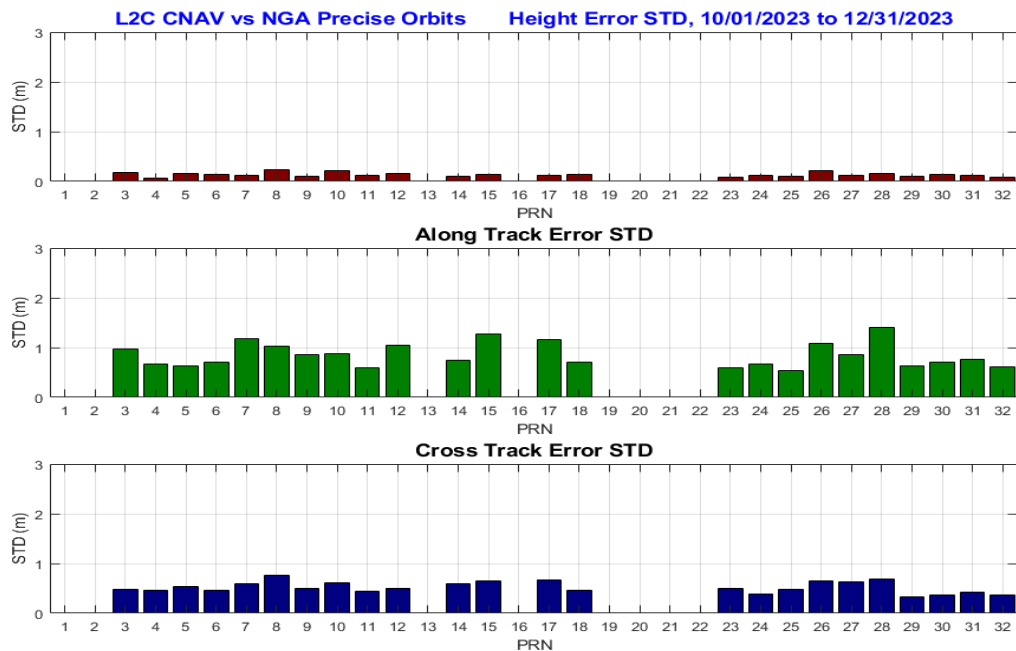
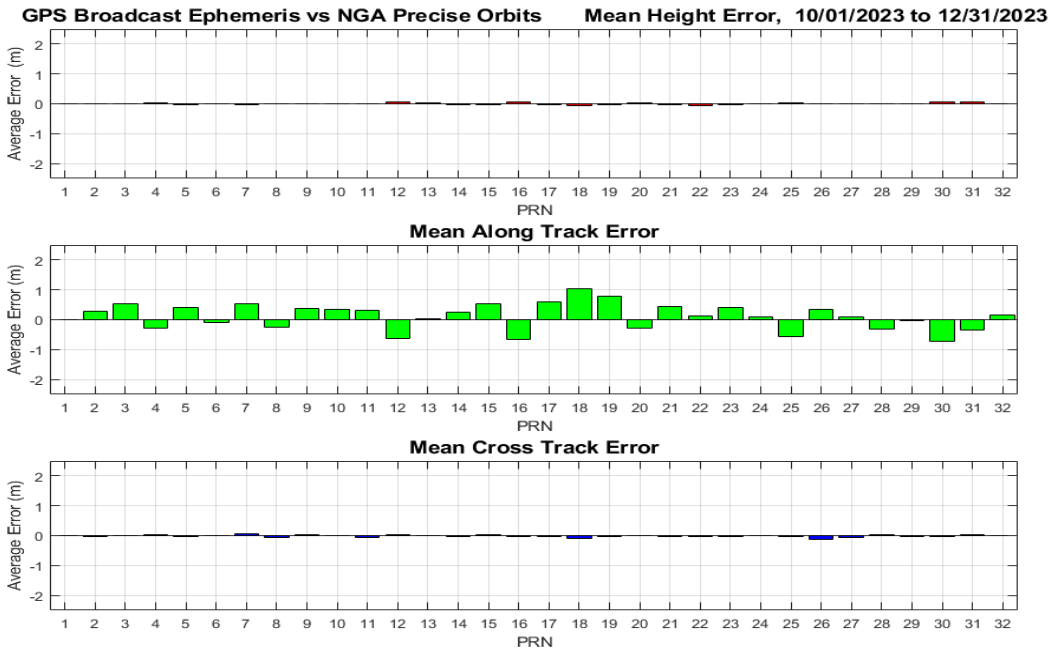
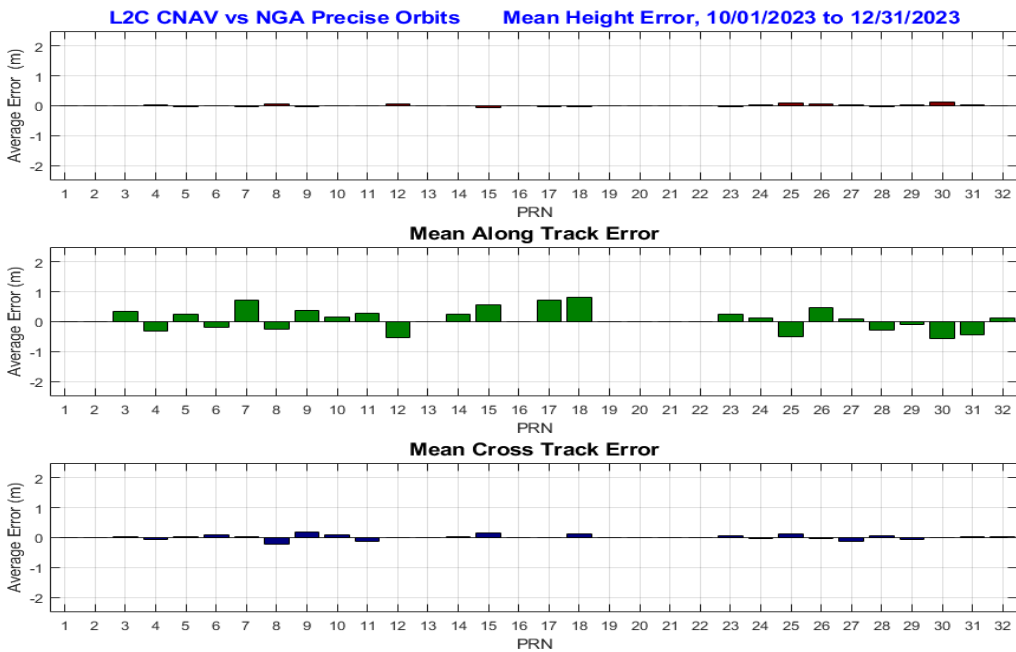


Figure 10-2 GPS Broadcast Orbit Accuracy Standard Deviations Using L2C CNAV Data

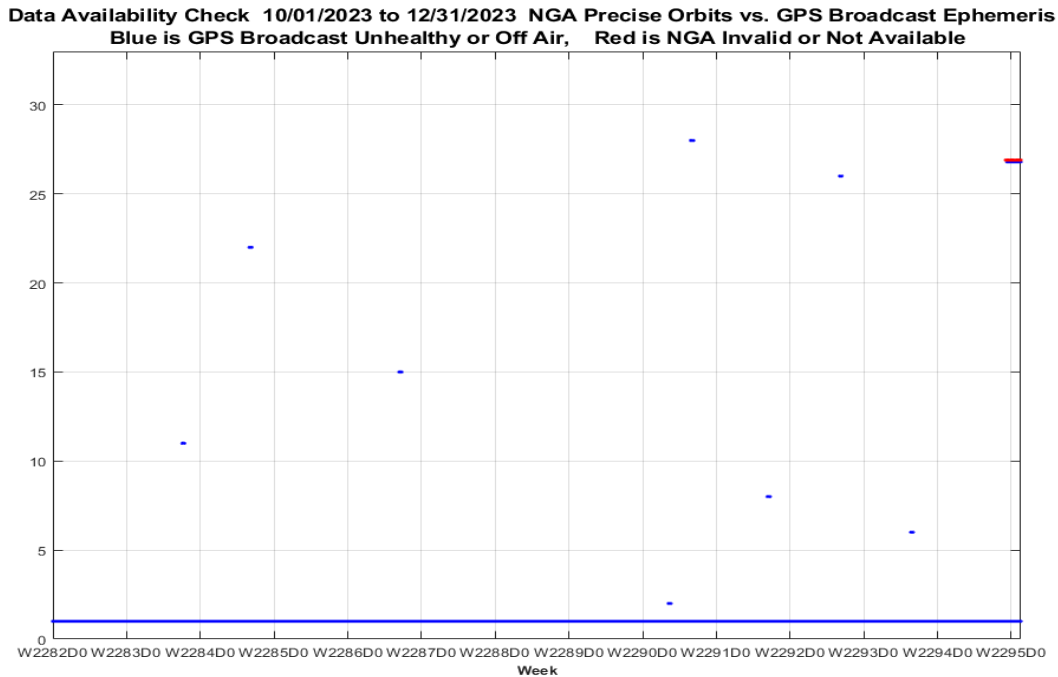


**Figure 10-3 GPS Broadcast Orbit Error Means Using C/A Nav Data**



**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	SVN	PRN	Block Type
A	1	65	24	IIF
A	2			
A	2F*	79	28	III
A	2A*	52	31	IIR-M
A	3	64	30	IIF
A	4	48	7	IIR-M

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Plane	Slot	SVN	PRN	Block Type
B	1			
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
B		77	14	III
C	1	57	29	IIR-M
C	2	66	27	IIF
C	3	72	8	IIF
C	4			
C	4F*	53	17	IIR-M
C	4A*	59	19	IIR
D	1	61	2	IIR
D	2			
D	2F*	75	18	III
D	2A*	78	11	III
D	3	45	21	IIR
D	4	67	6	IIF
E	1	69	3	IIF
E	2	73	10	IIF
E	3			
E	3F*	51	20	IIR
E	3A*	50	5	IIR-M
E	4	76	23	III
F	1	70	32	IIF
F	2			
F	2F*	43	13	IIR
F	2A*	55	15	IIR-M
F	3	68	9	IIF
F	4	74	4	III

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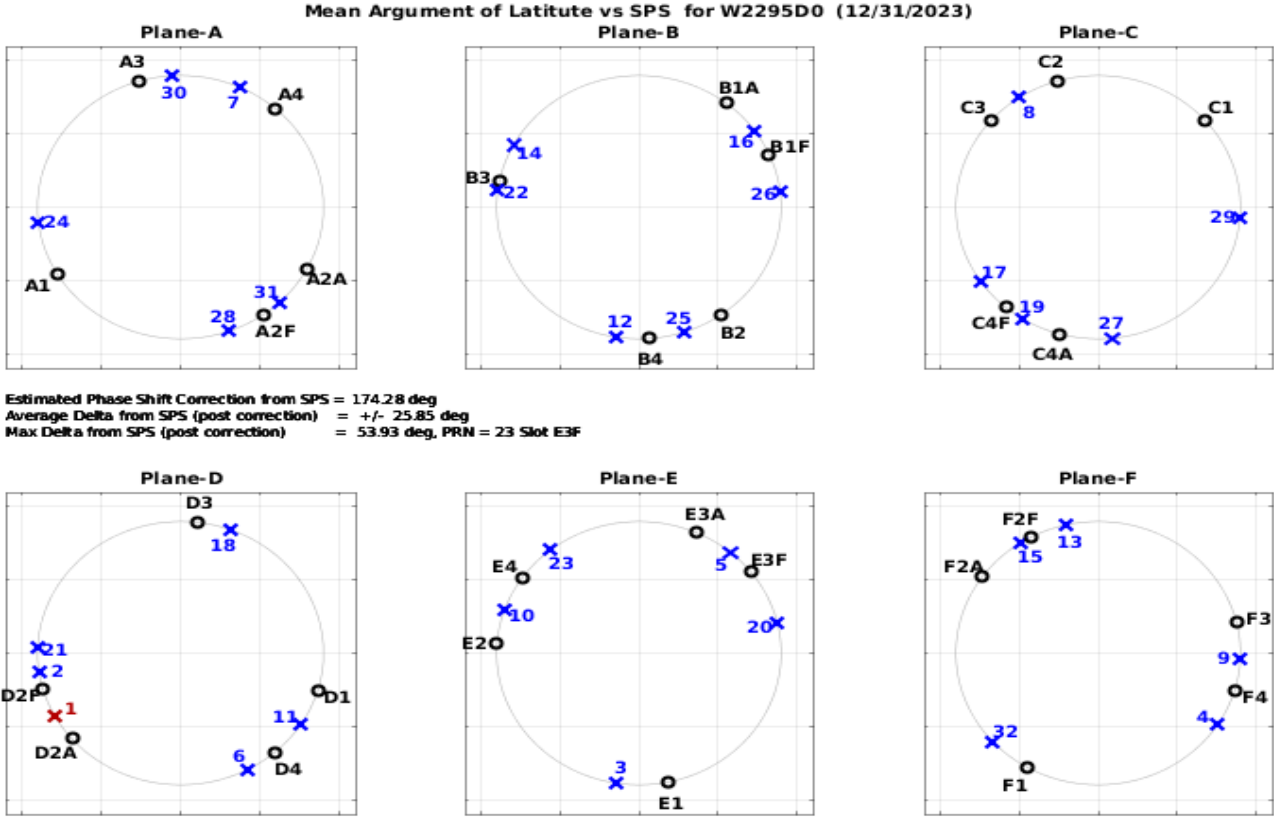


Figure 10-6 Current GPS Constellation

### 10.4 URA Overbounding Plots

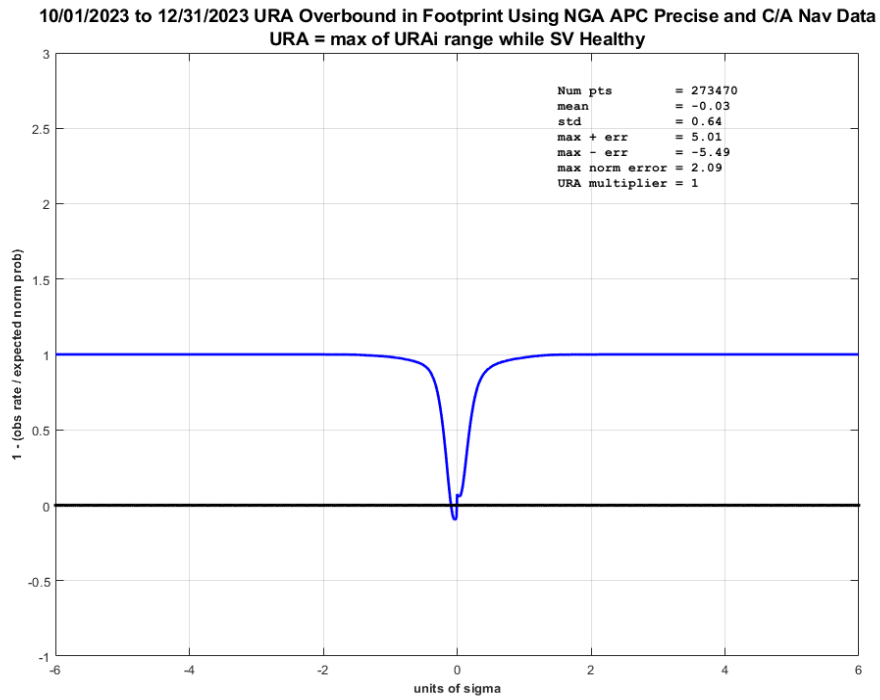


Figure 10-7 URA Overbounding Using C/A Nav Data

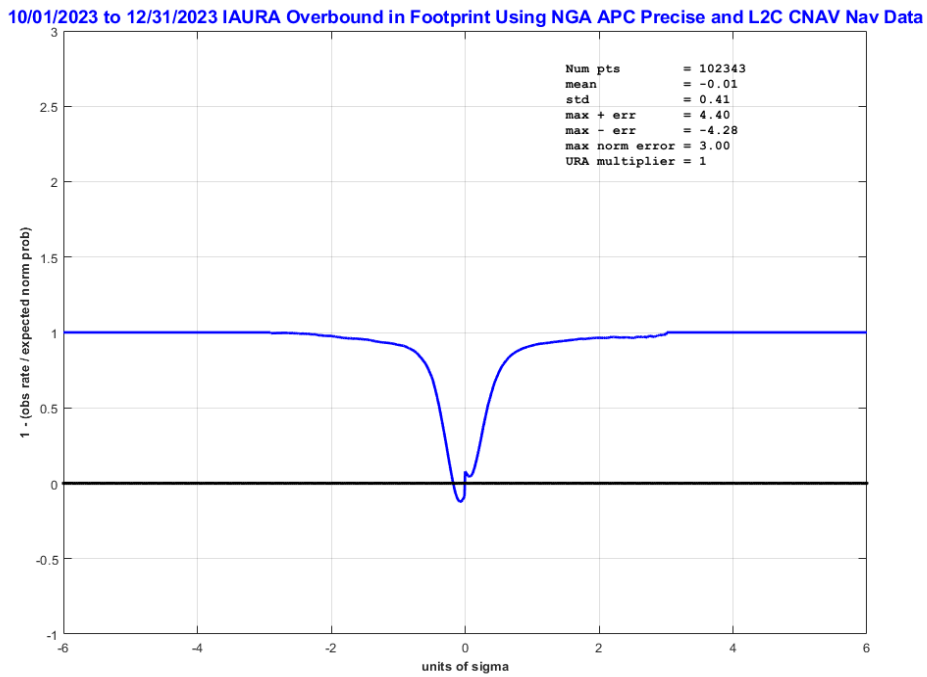
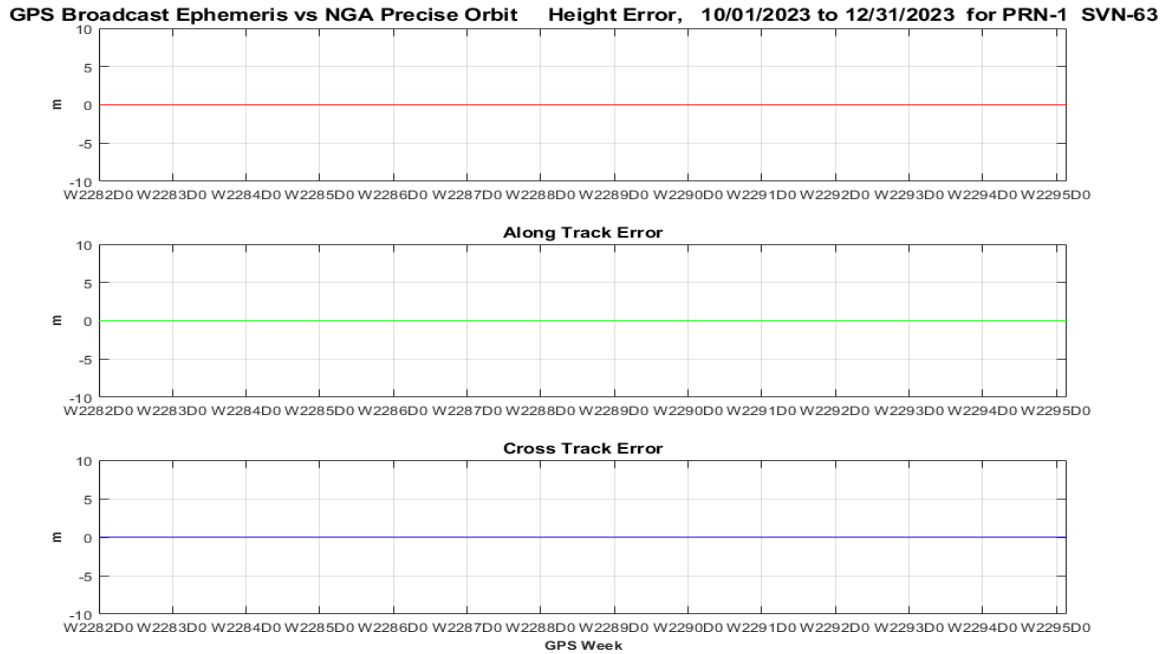
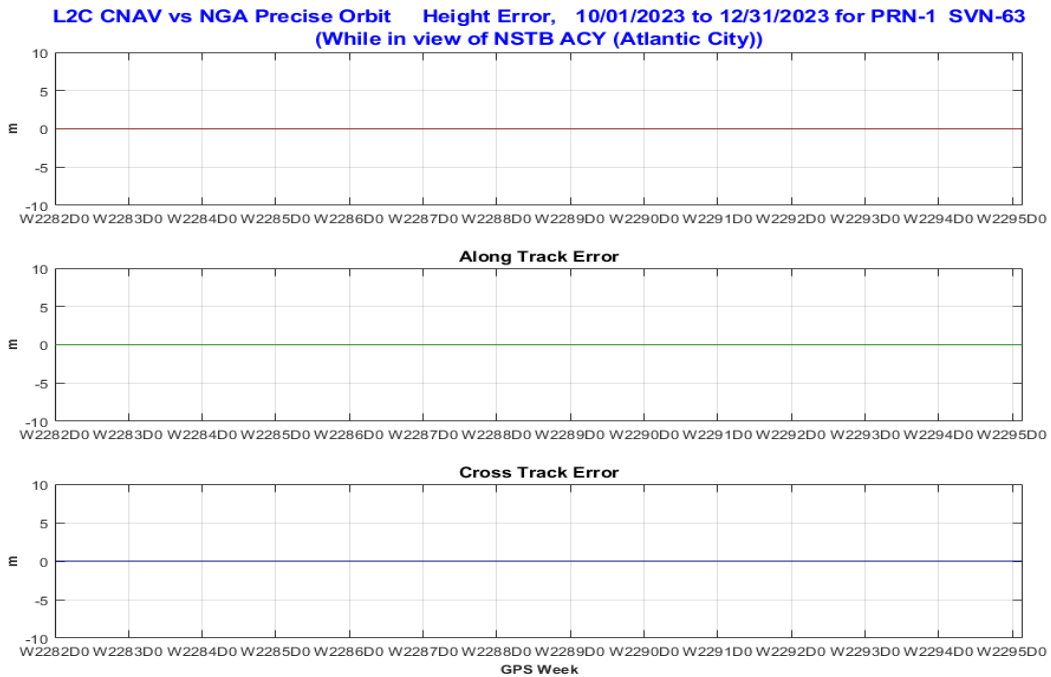


Figure 10-8 IAURA Overbounding Using L2C CNAV Data

### 10.5 Orbit Error Plots for All Satellites

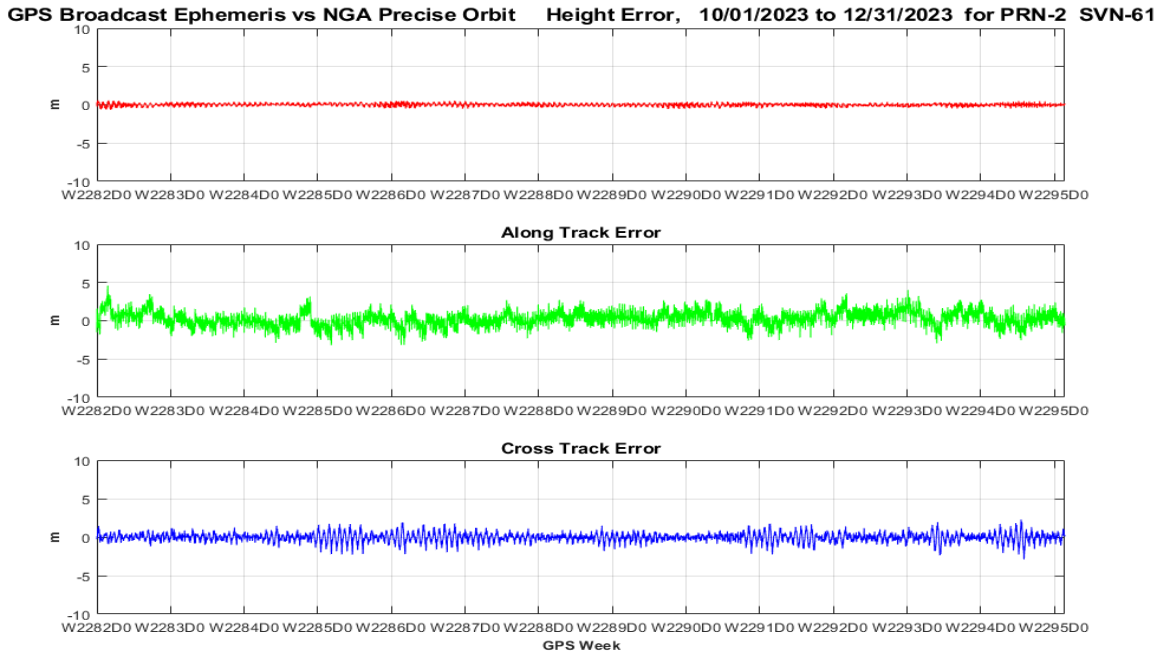


**Figure 10-9 Orbit Error PRN1 (SVN63) Using C/A Nav Data**

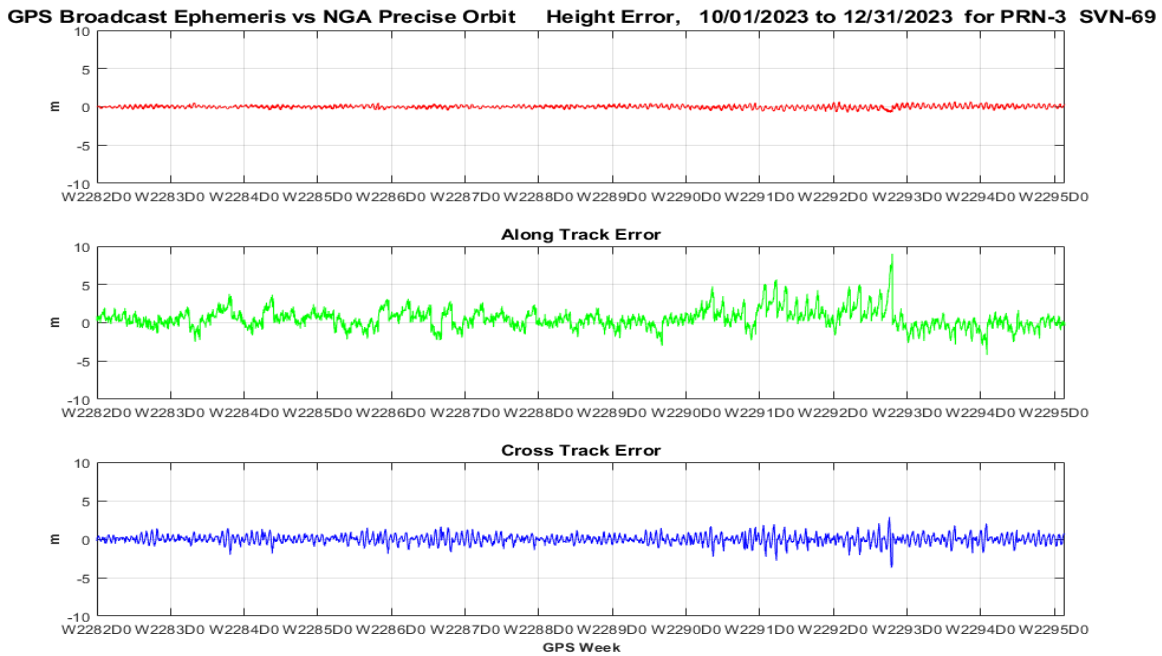


**Figure 10-10 Orbit Error PRN1 (SVN63) Using L2C CNAV Data**

# Global Positioning System Standard Positioning Service Performance Analysis Report

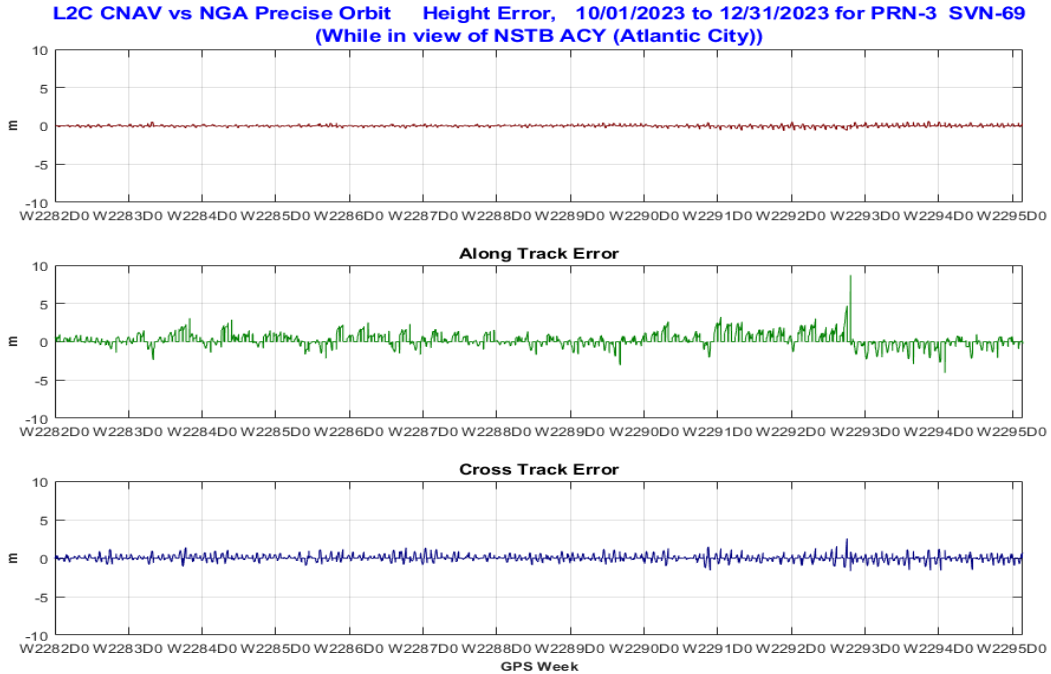


**Figure 10-11 Orbit Error PRN2 (SVN61) Using C/A Nav Data**

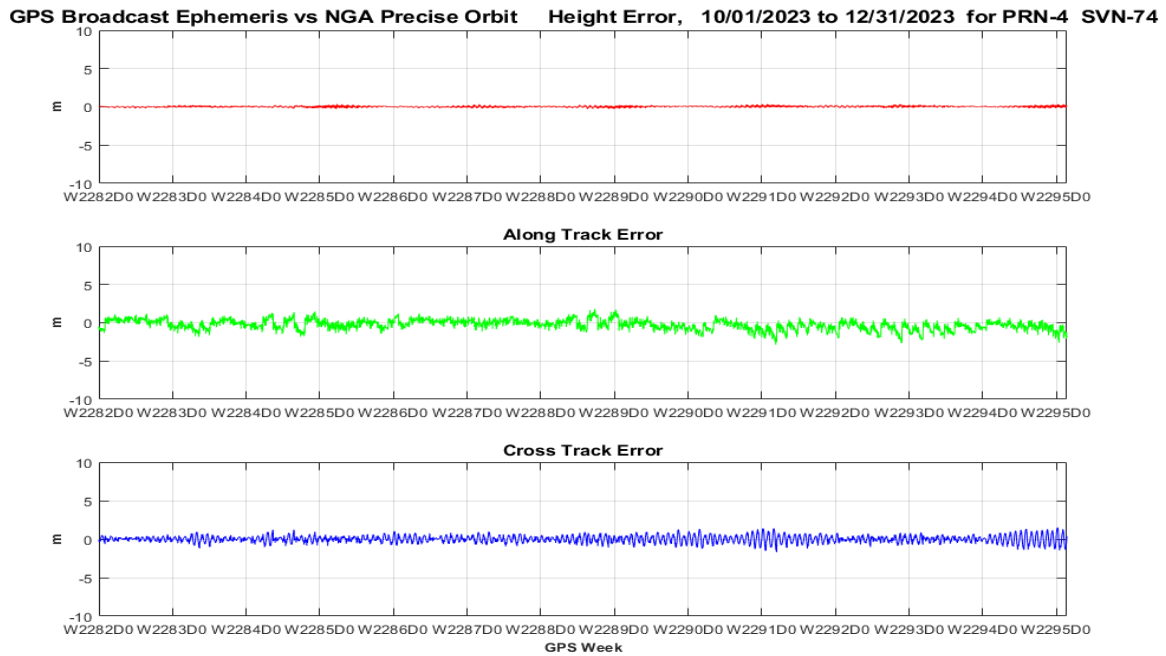


**Figure 10-12 Orbit Error PRN3 (SVN69) Using C/A Nav Data**

# Global Positioning System Standard Positioning Service Performance Analysis Report

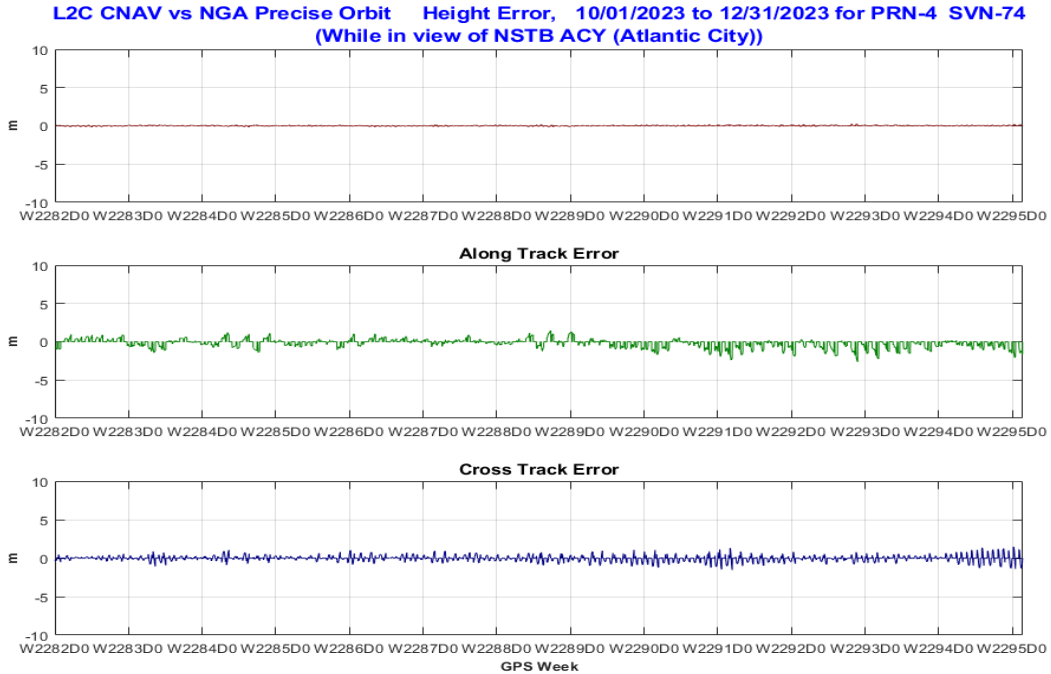


**Figure 10-13 Orbit Error PRN3 (SVN69) Using L2C CNAV Data**

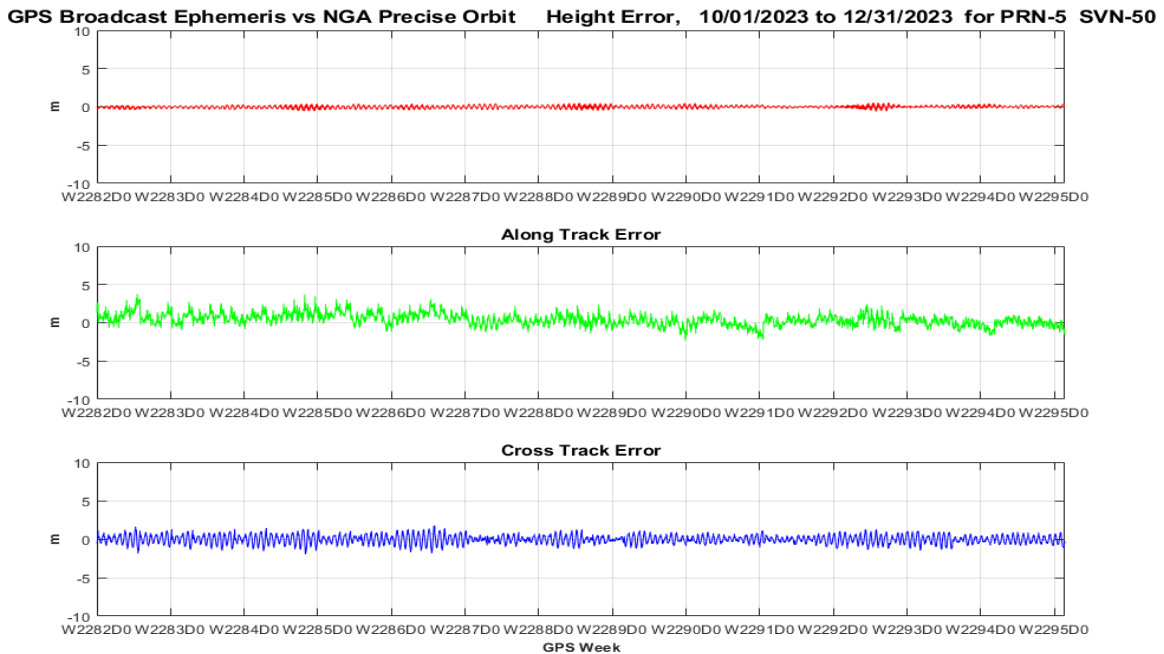


**Figure 10-14 Orbit Error PRN4 (SVN74) Using C/A Nav Data**

# Global Positioning System Standard Positioning Service Performance Analysis Report

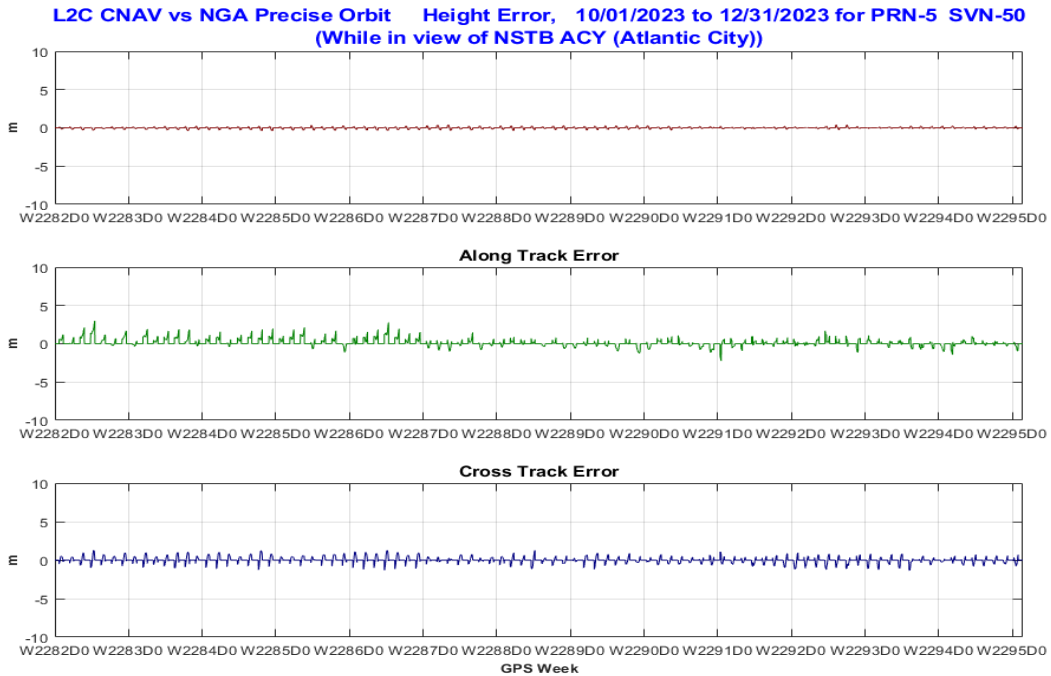


**Figure 10-15 Orbit Error PRN4 (SVN74) Using L2C CNAV Data**

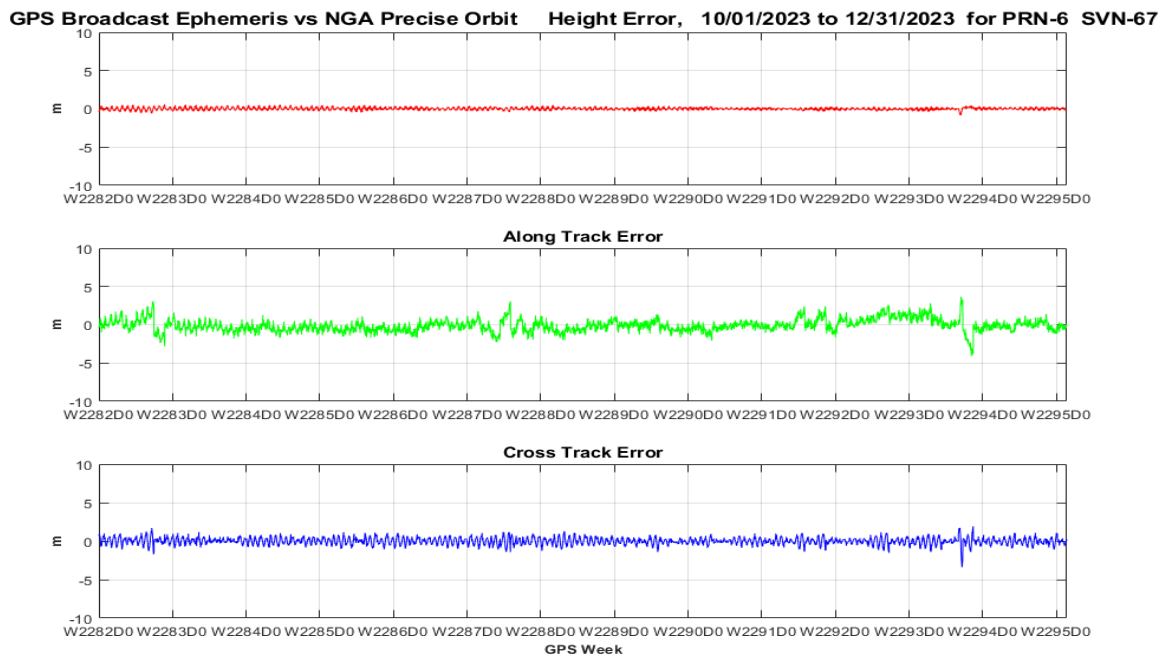


**Figure 10-16 Orbit Error PRN5 (SVN50) Using C/A Nav Data**

# Global Positioning System Standard Positioning Service Performance Analysis Report

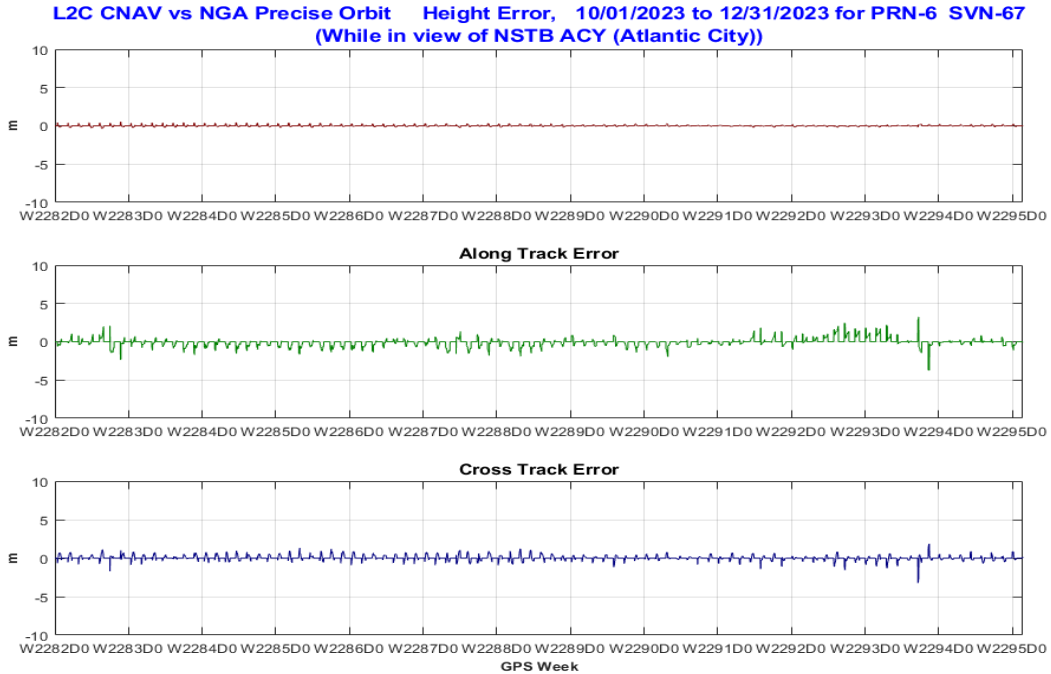


**Figure 10-17 Orbit Error PRN5 (SVN50) Using L2C CNAV Data**

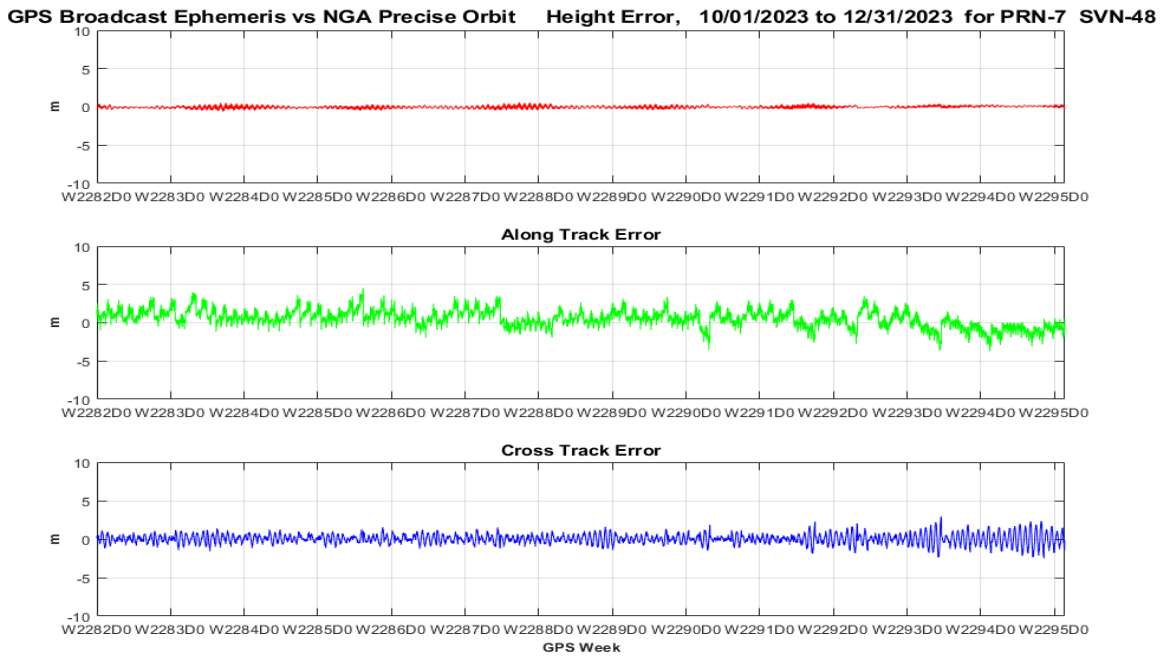


**Figure 10-18 Orbit Error PRN6 (SVN67) Using C/A Nav Data**

# Global Positioning System Standard Positioning Service Performance Analysis Report

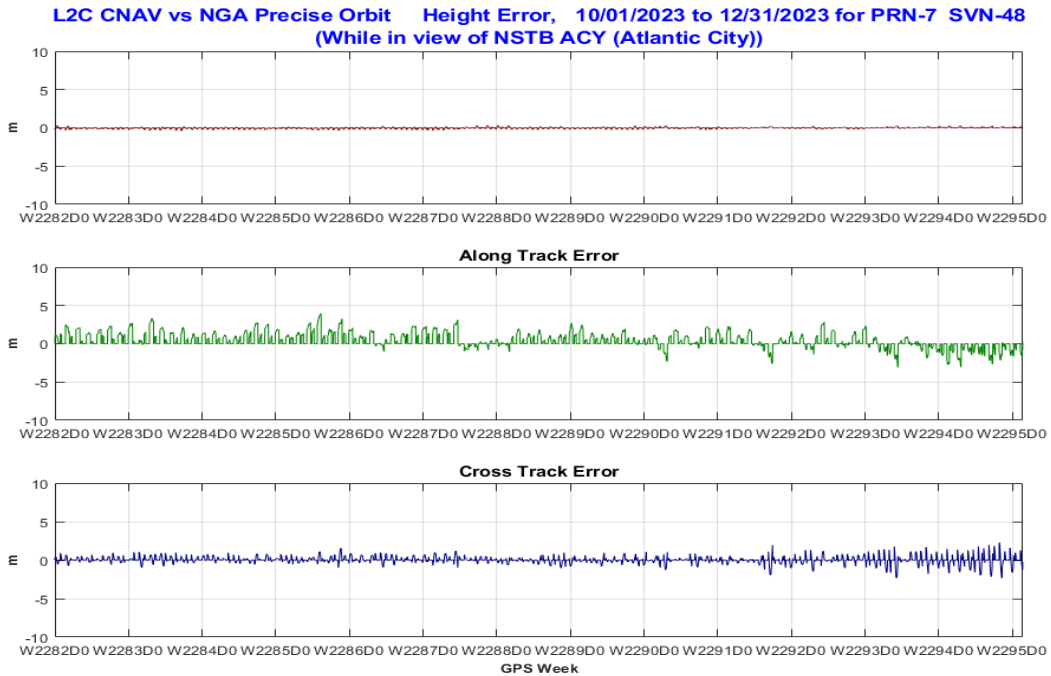


**Figure 10-19 Orbit Error PRN6 (SVN67) Using L2C CNAV Data**

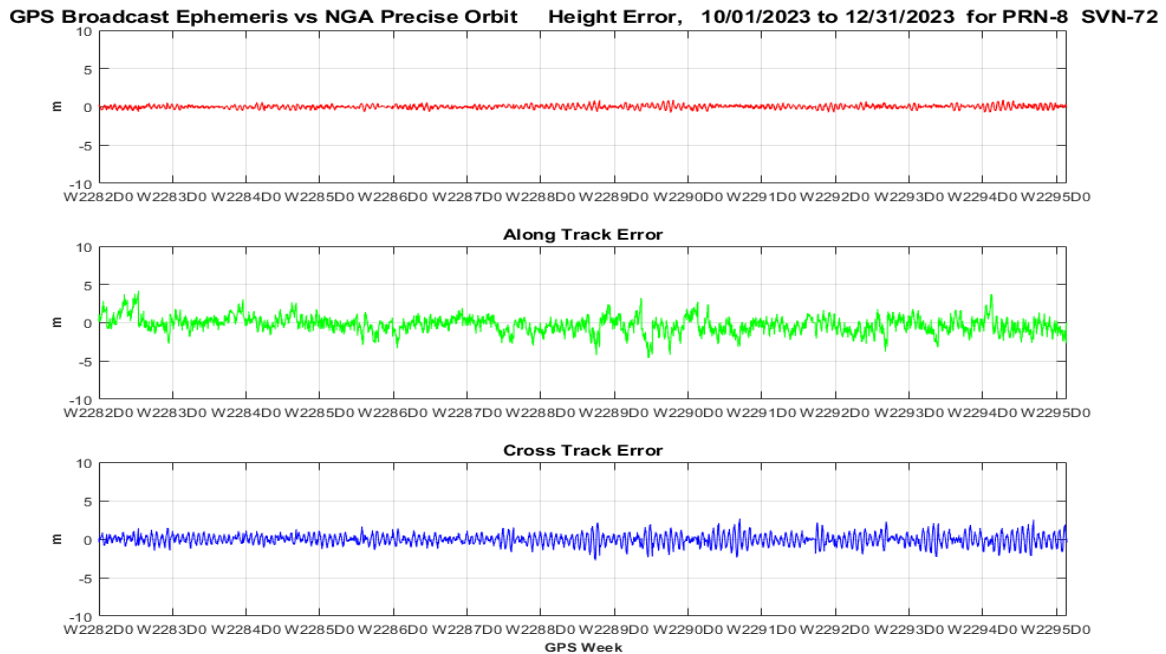


**Figure 10-20 Orbit Error PRN7 (SVN48) Using C/A Nav Data**

# Global Positioning System Standard Positioning Service Performance Analysis Report

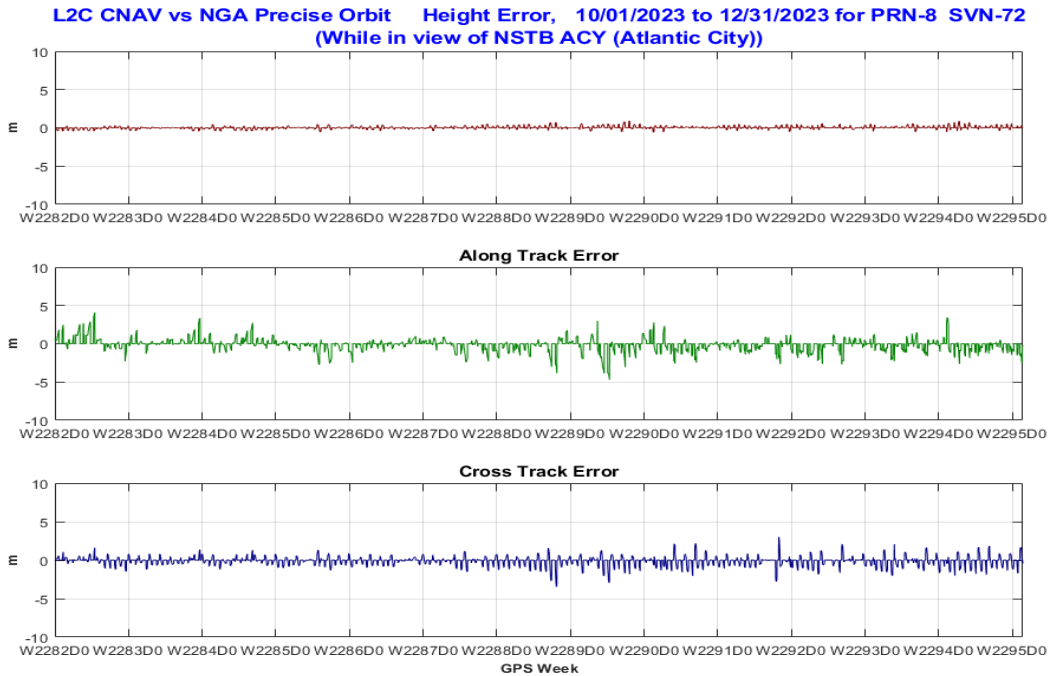


**Figure 10-21 Orbit Error PRN7 (SVN48) Using L2C CNAV Data**

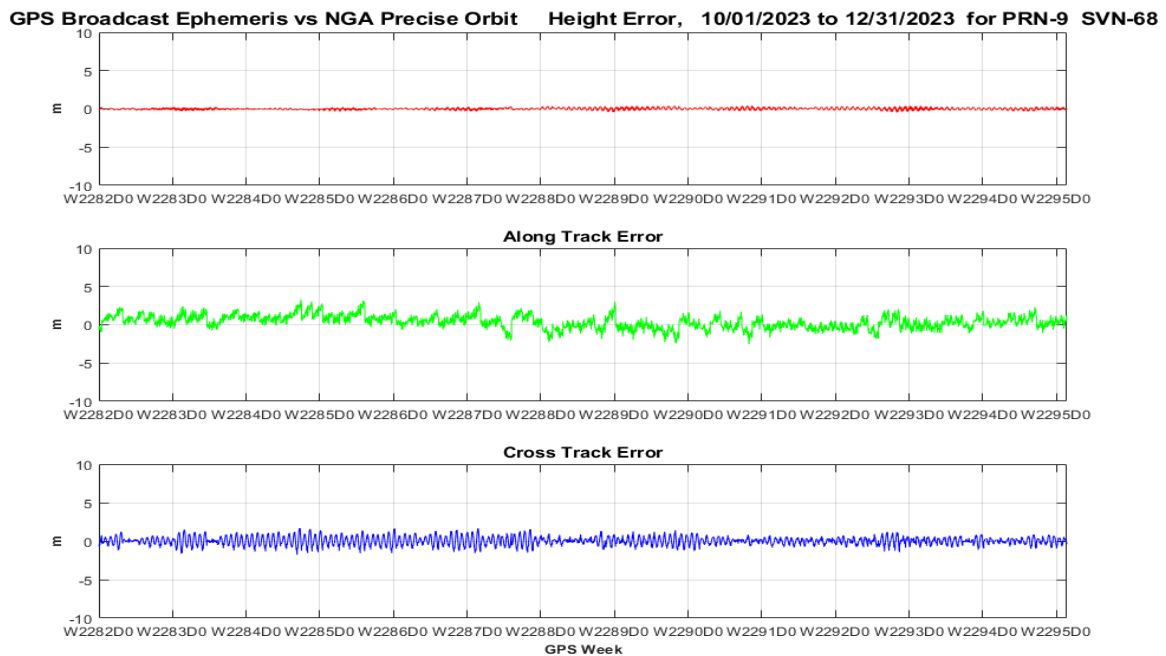


**Figure 10-22 Orbit Error PRN8 (SVN72) Using C/A Nav Data**

# Global Positioning System Standard Positioning Service Performance Analysis Report

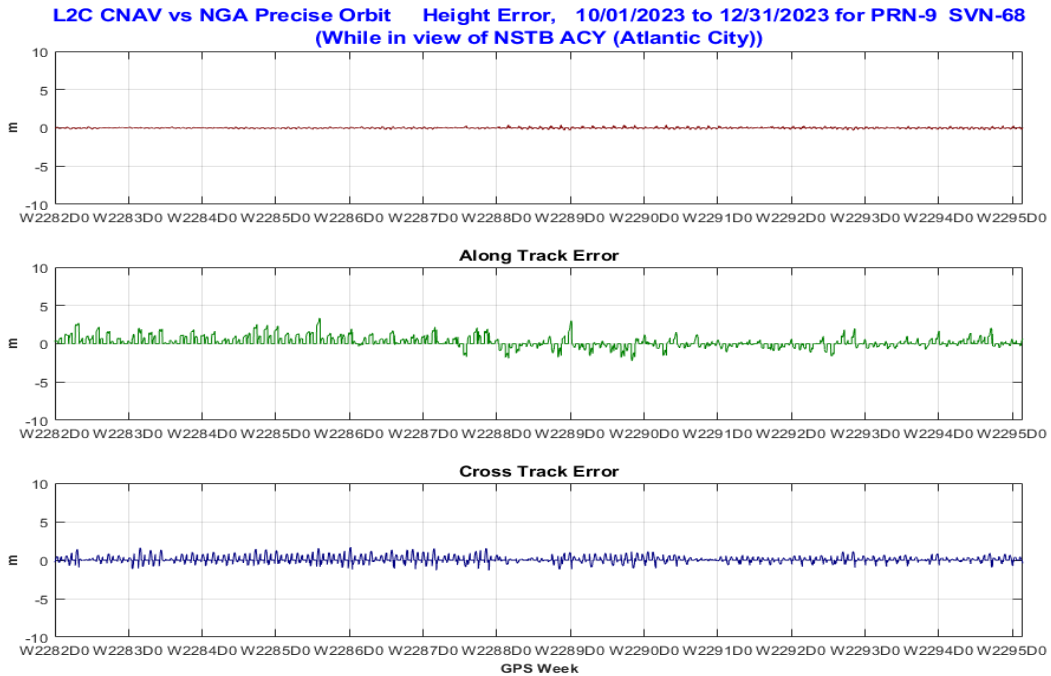


**Figure 10-23 Orbit Error PRN8 (SVN72) Using L2C CNAV Data**

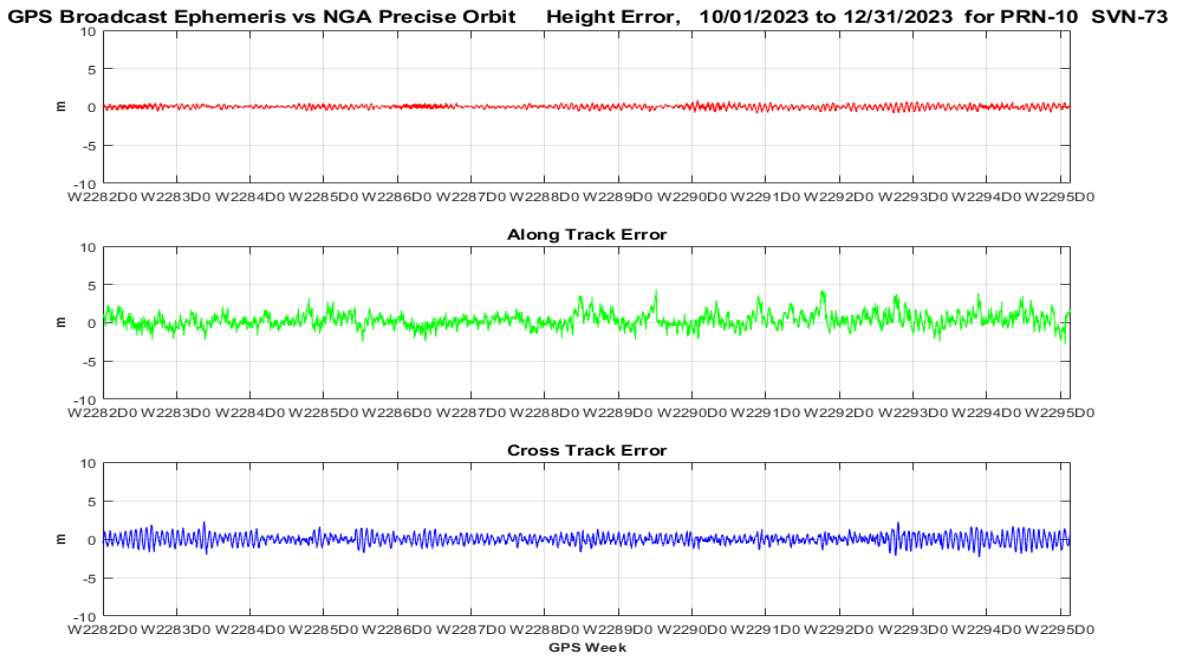


**Figure 10-24 Orbit Error PRN9 (SVN68) Using C/A Nav Data**

# Global Positioning System Standard Positioning Service Performance Analysis Report

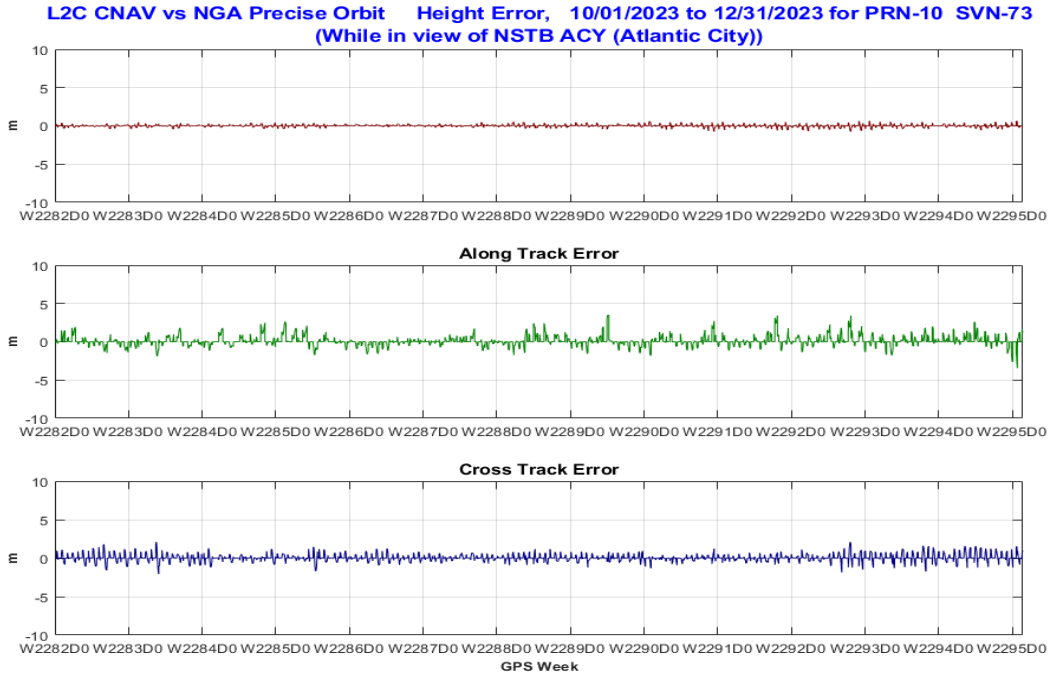


**Figure 10-25 Orbit Error PRN9 (SVN68) Using L2C CNAV Data**

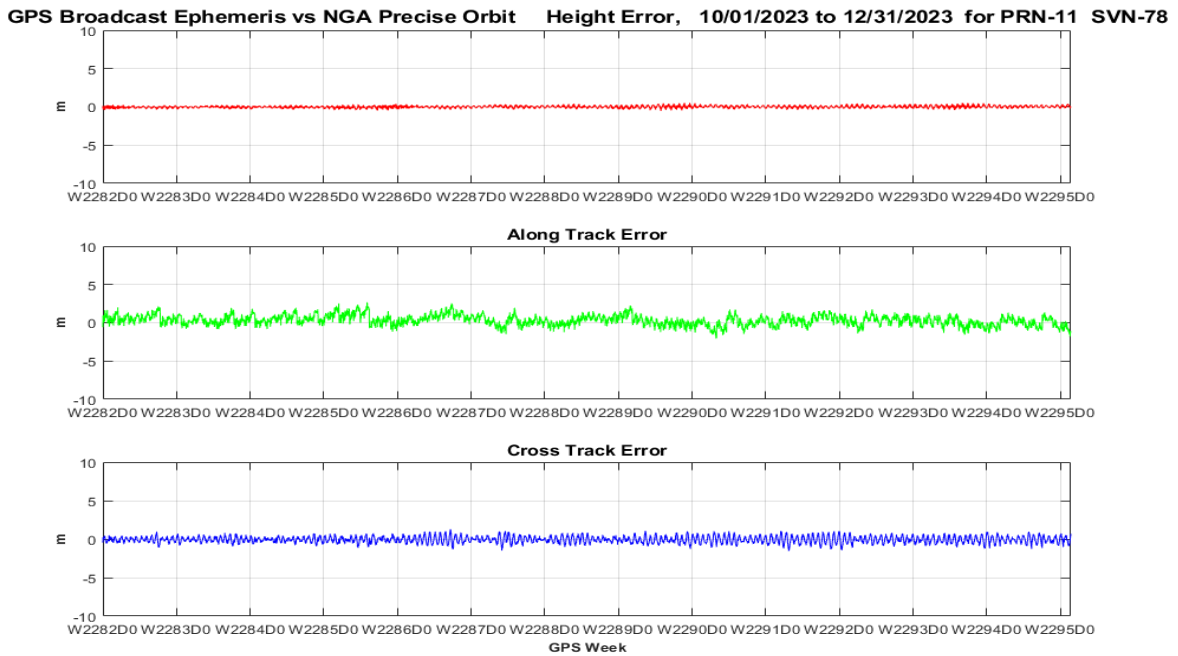


**Figure 10-26 Orbit Error PRN10 (SVN73) Using C/A Nav Data**

# Global Positioning System Standard Positioning Service Performance Analysis Report

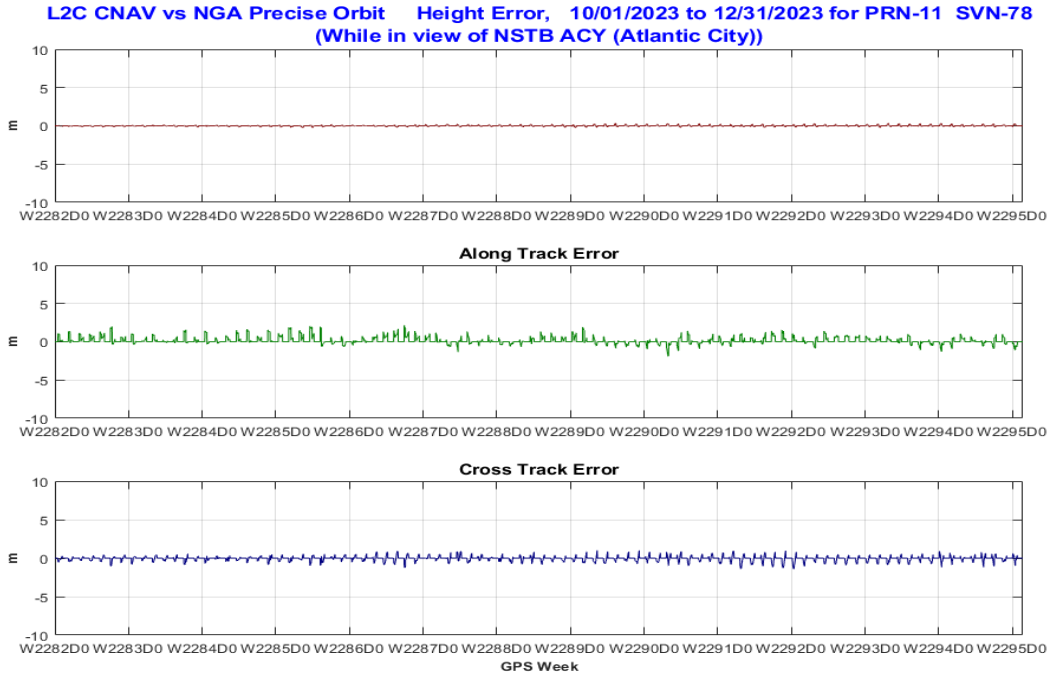


**Figure 10-27 Orbit Error PRN10 (SVN73) Using L2C CNAV Data**

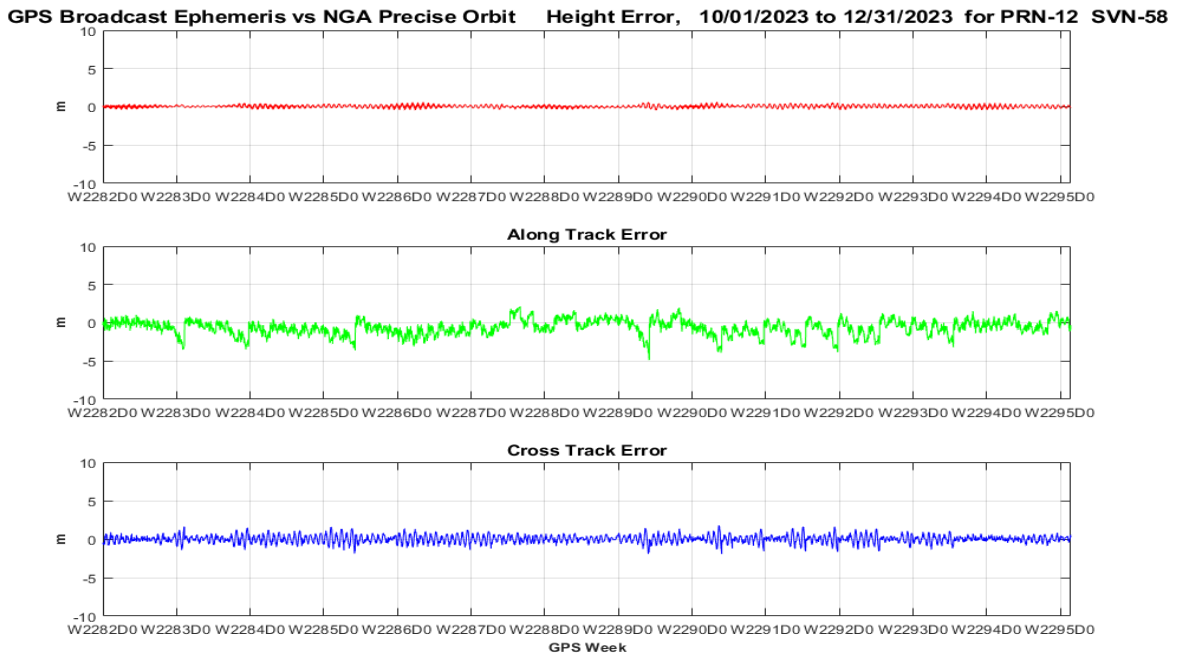


**Figure 10-28 Orbit Error PRN11 (SVN78) Using C/A Nav Data**

# Global Positioning System Standard Positioning Service Performance Analysis Report

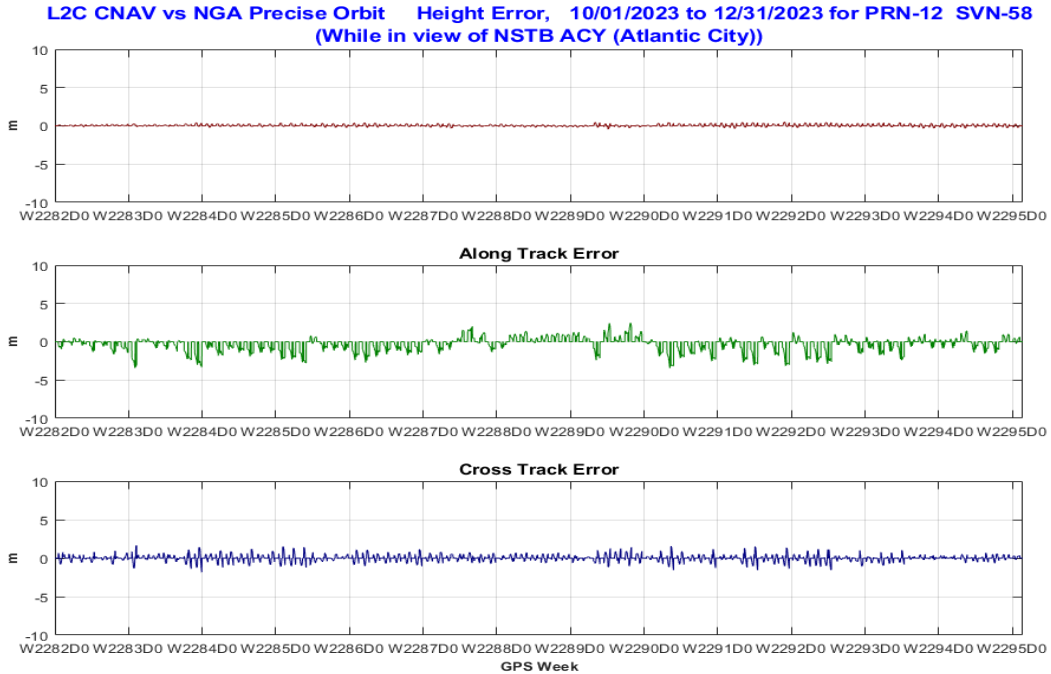


**Figure 10-29 Orbit Error PRN11 (SVN78) Using L2C CNAV Data**

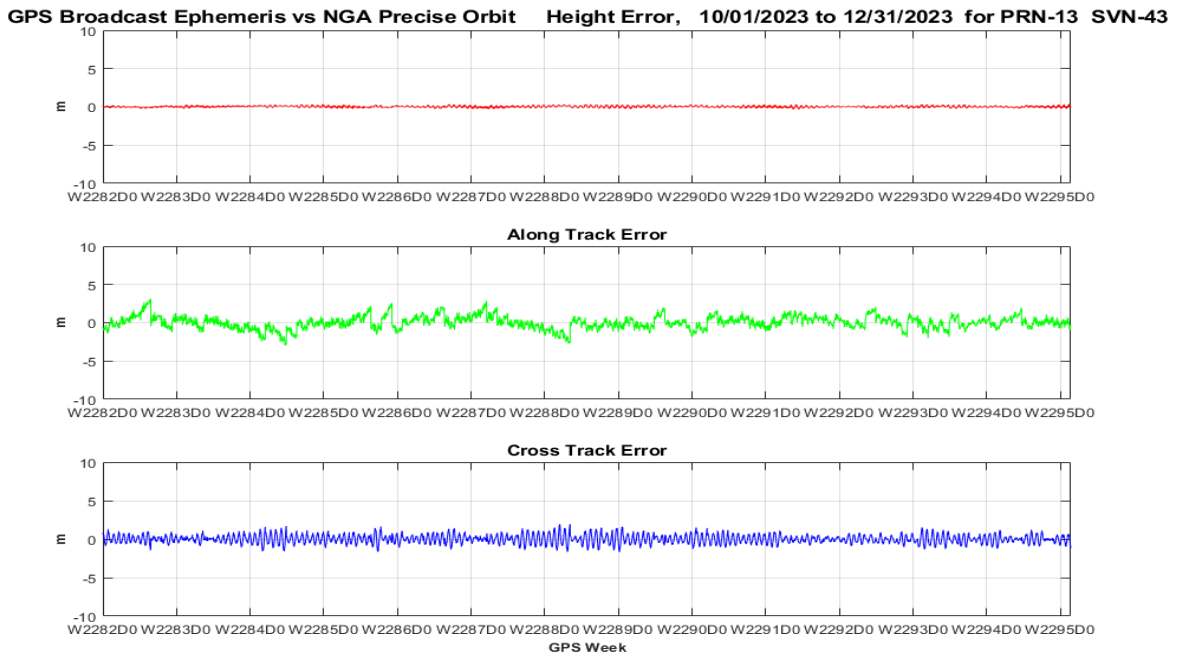


**Figure 10-30 Orbit Error PRN12 (SVN58) Using C/A Nav Data**

# Global Positioning System Standard Positioning Service Performance Analysis Report

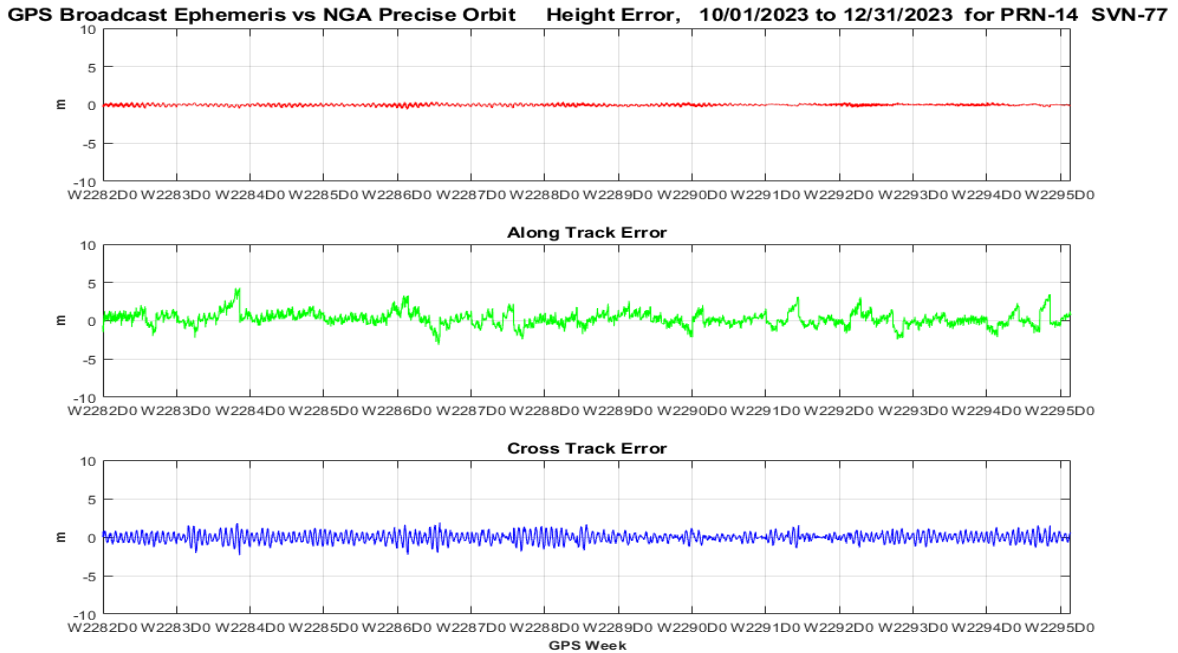


**Figure 10-31 Orbit Error PRN12 (SVN58) Using L2C CNAV Data**

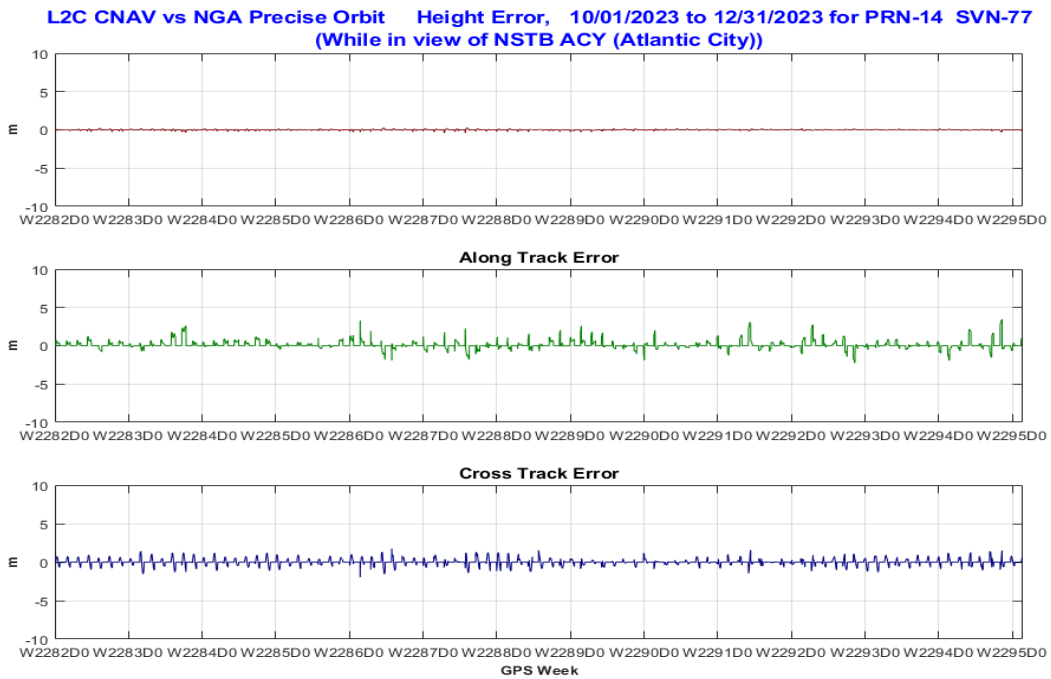


**Figure 10-32 Orbit Error PRN13 (SVN43) Using C/A Nav Data**

# Global Positioning System Standard Positioning Service Performance Analysis Report

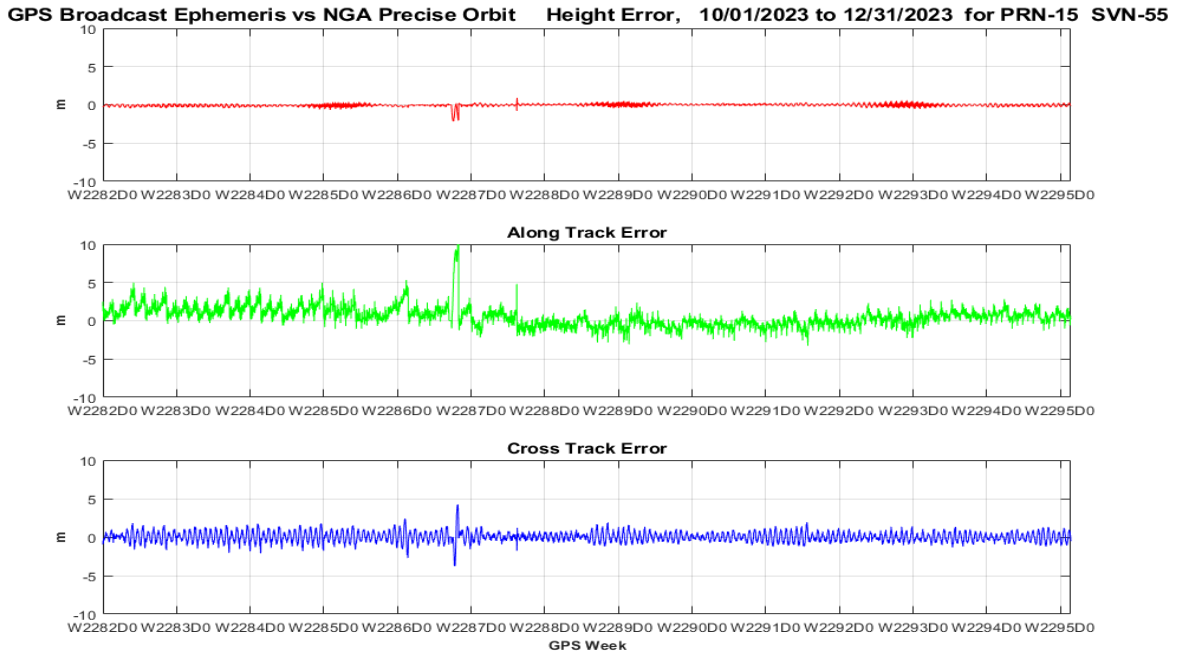


**Figure 10-33 Orbit Error PRN14 (SVN77) Using C/A Nav Data**

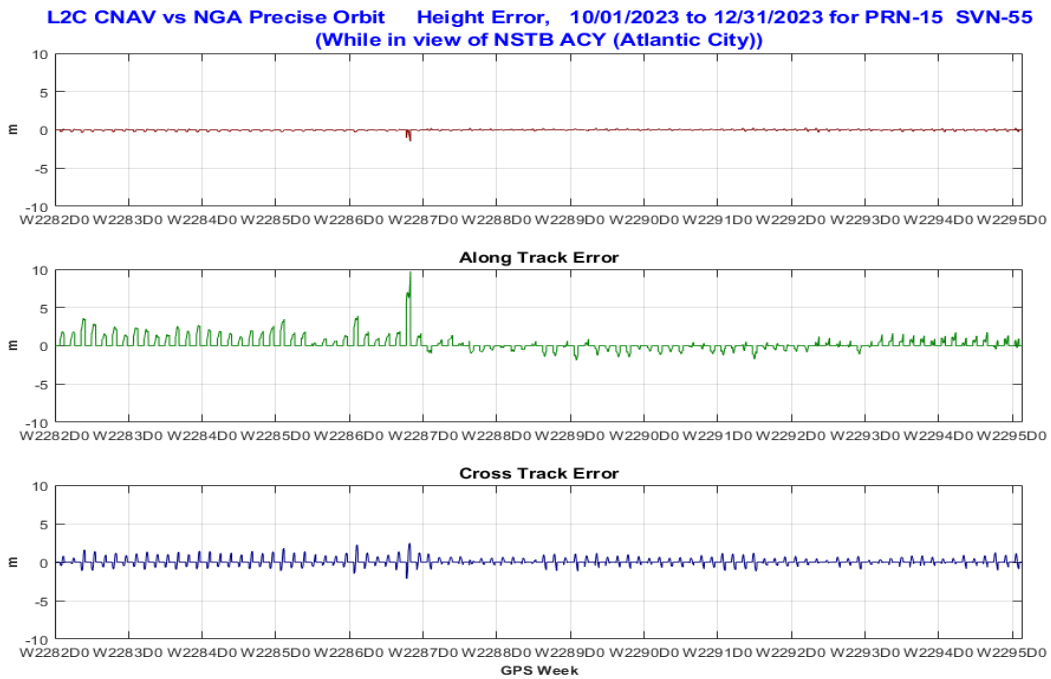


**Figure 10-34 Orbit Error PRN14 (SVN77) Using L2C CNAV Data**

# Global Positioning System Standard Positioning Service Performance Analysis Report

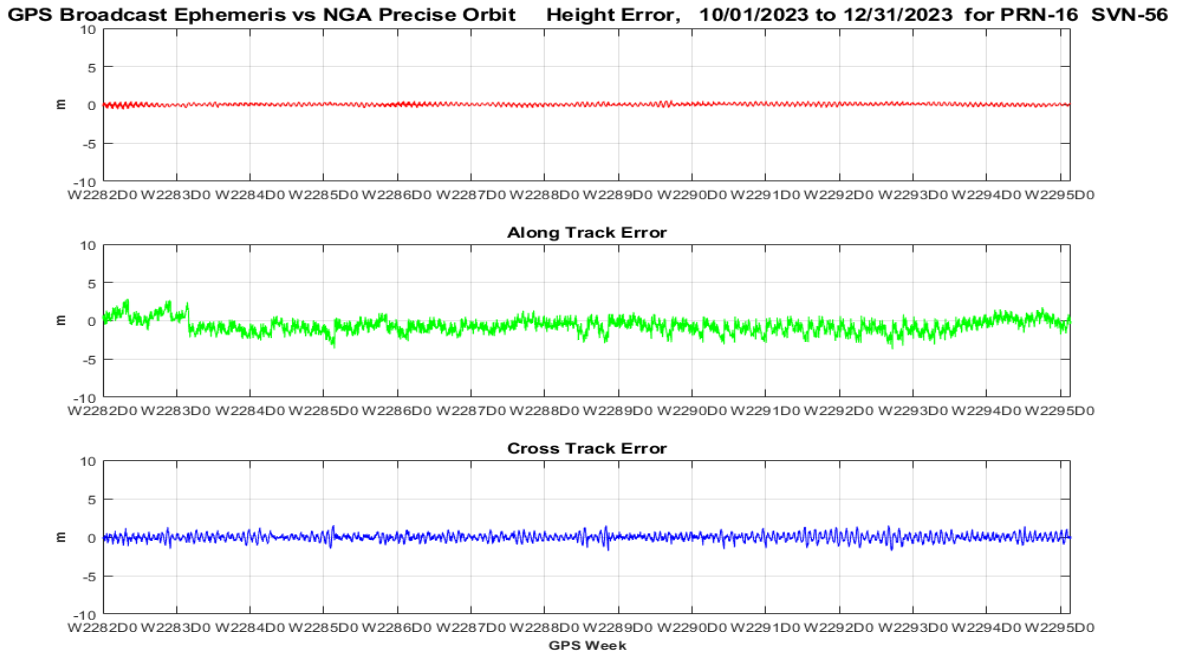


**Figure 10-35 Orbit Error PRN15 (SVN55) Using C/A Nav Data**

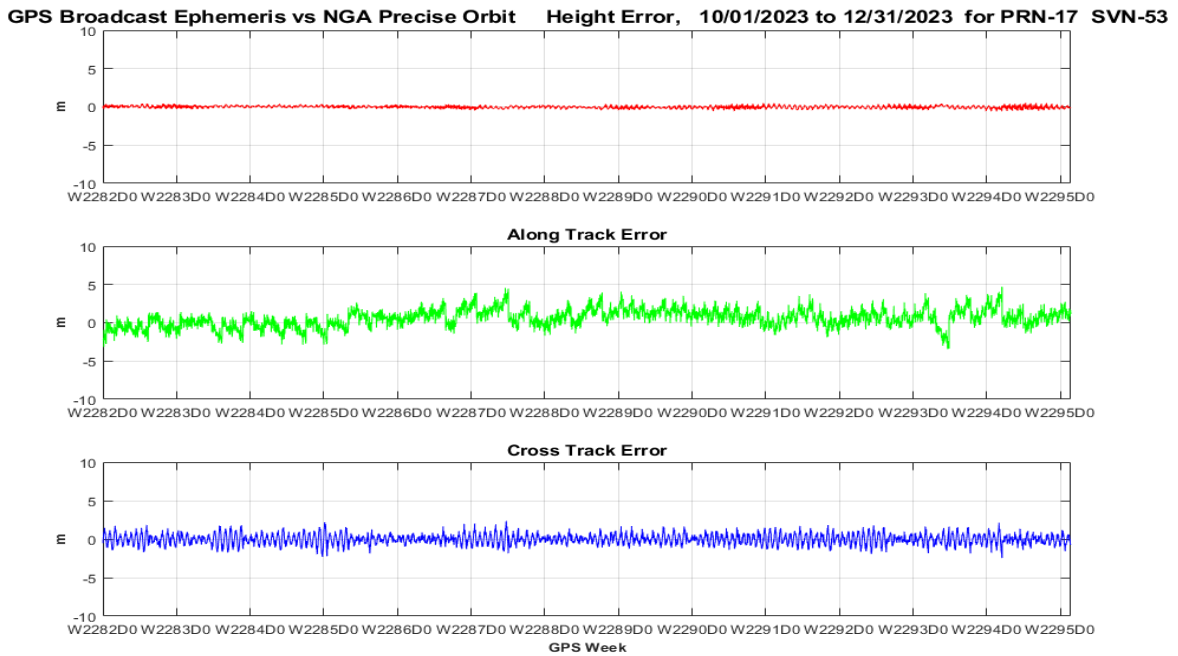


**Figure 10-36 Orbit Error PRN15 (SVN55) Using L2C CNAV Data**

# Global Positioning System Standard Positioning Service Performance Analysis Report

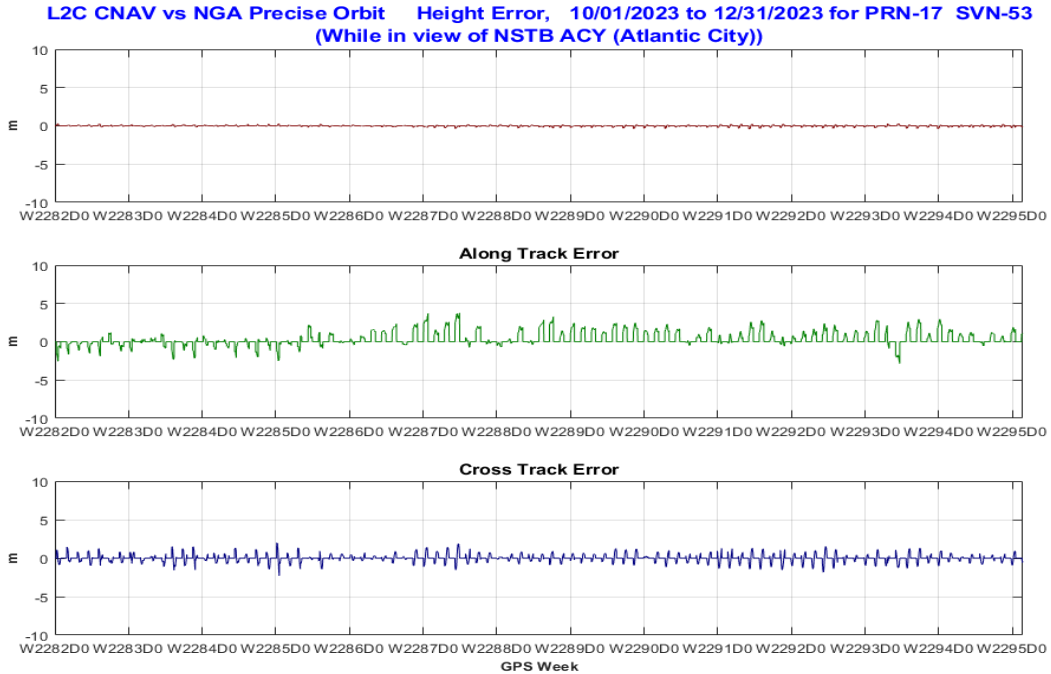


**Figure 10-37 Orbit Error PRN16 (SVN56) Using C/A Nav Data**

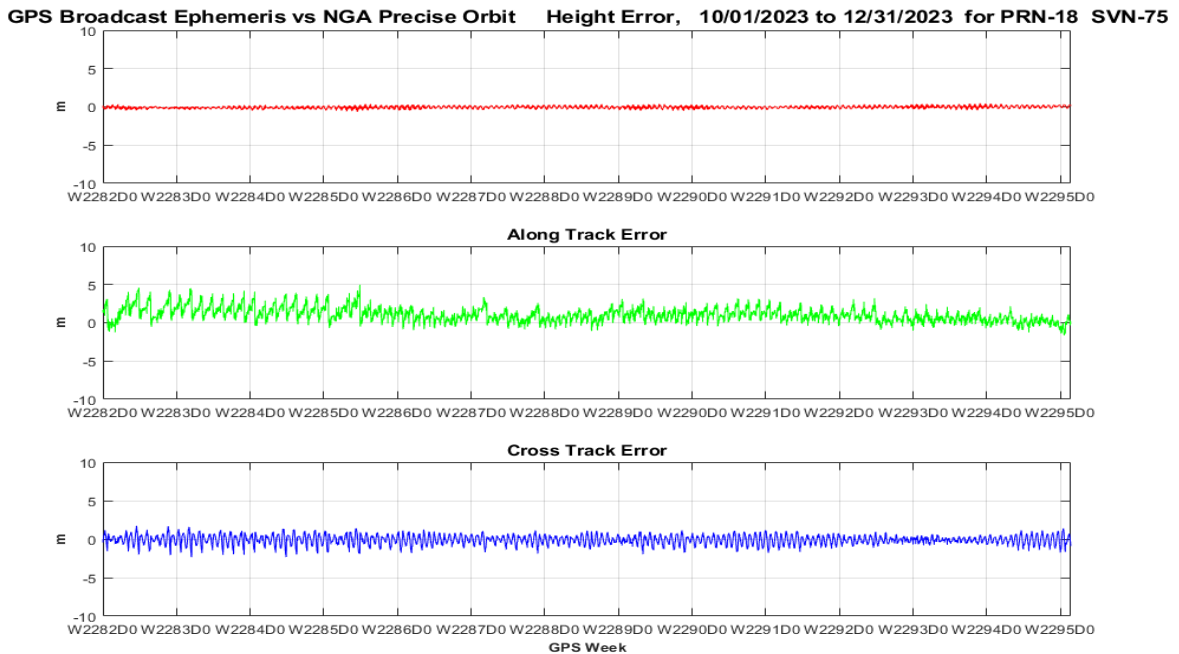


**Figure 10-38 Orbit Error PRN17 (SVN53) Using C/A Nav Data**

# Global Positioning System Standard Positioning Service Performance Analysis Report

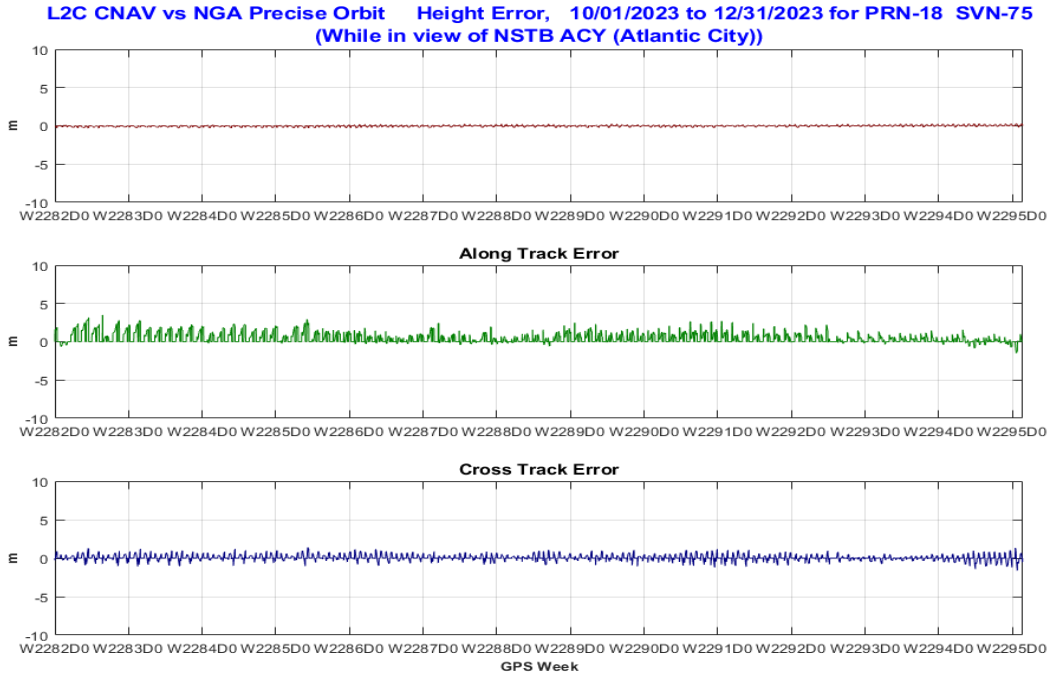


**Figure 10-39 Orbit Error PRN17 (SVN53) Using L2C CNAV Data**

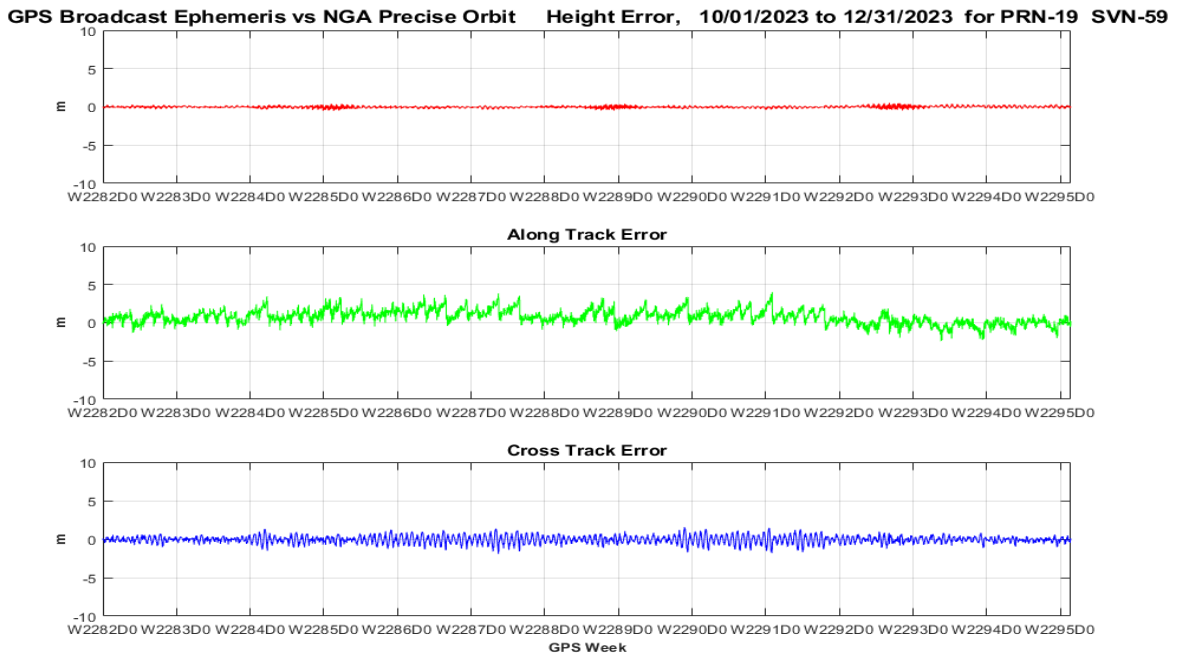


**Figure 10-40 Orbit Error PRN18 (SVN75) Using C/A Nav Data**

# Global Positioning System Standard Positioning Service Performance Analysis Report

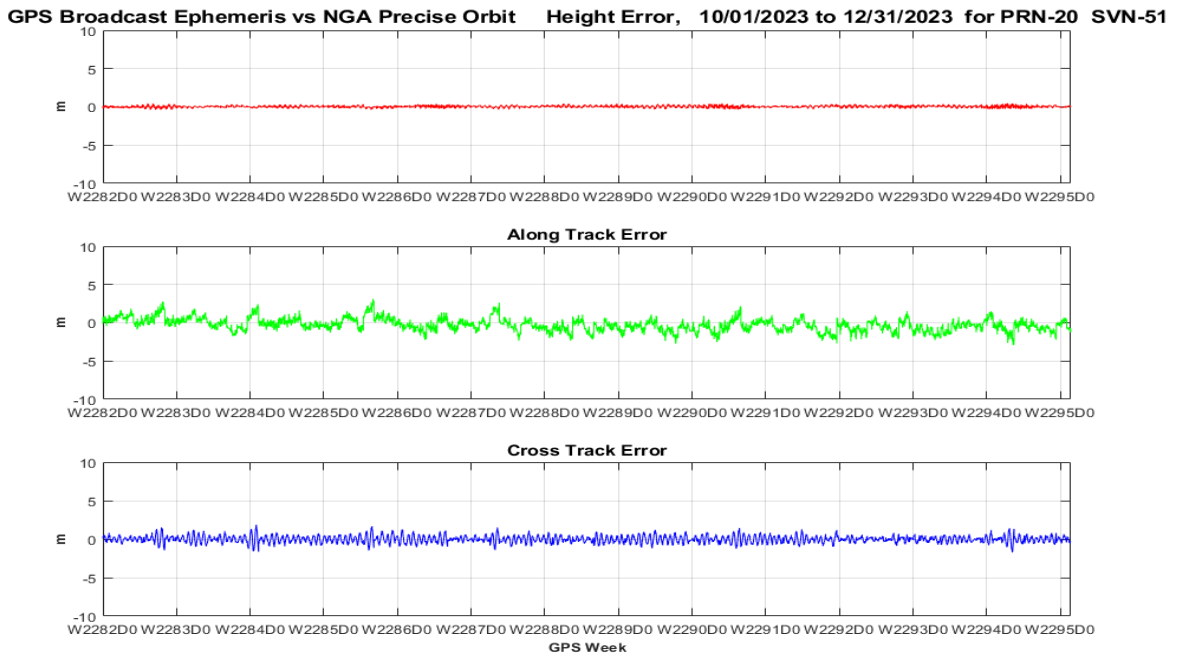


**Figure 10-41 Orbit Error PRN18 (SVN75) Using L2C CNAV Data**

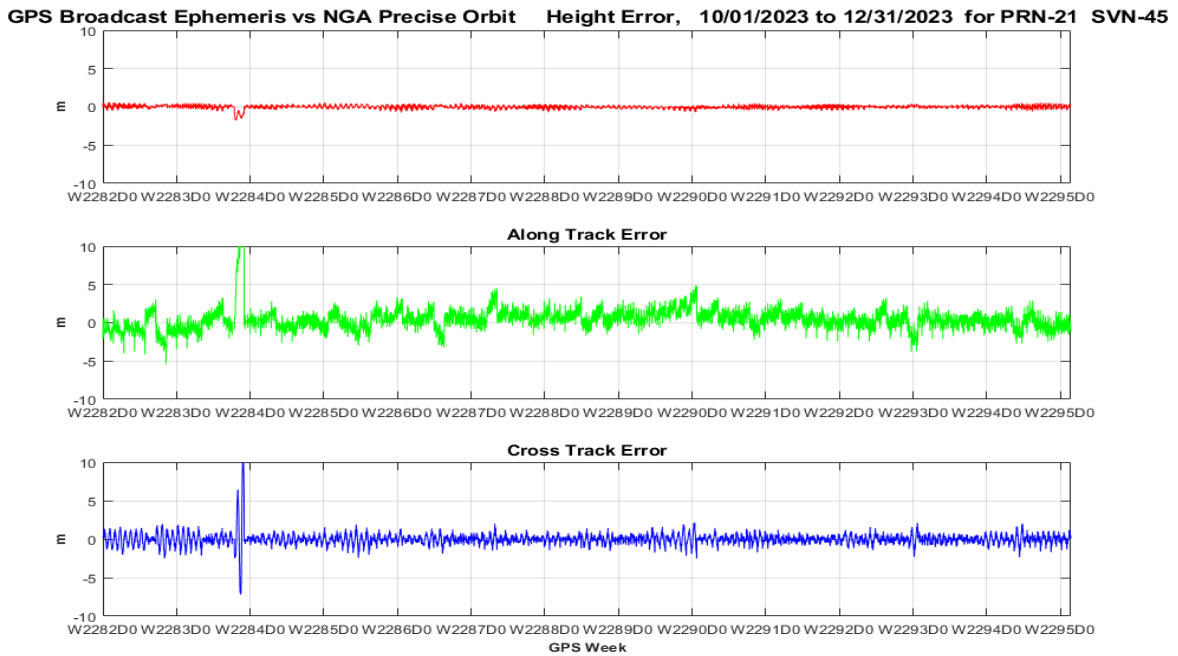


**Figure 10-42 Orbit Error PRN19 (SVN59) Using C/A Nav Data**

# Global Positioning System Standard Positioning Service Performance Analysis Report

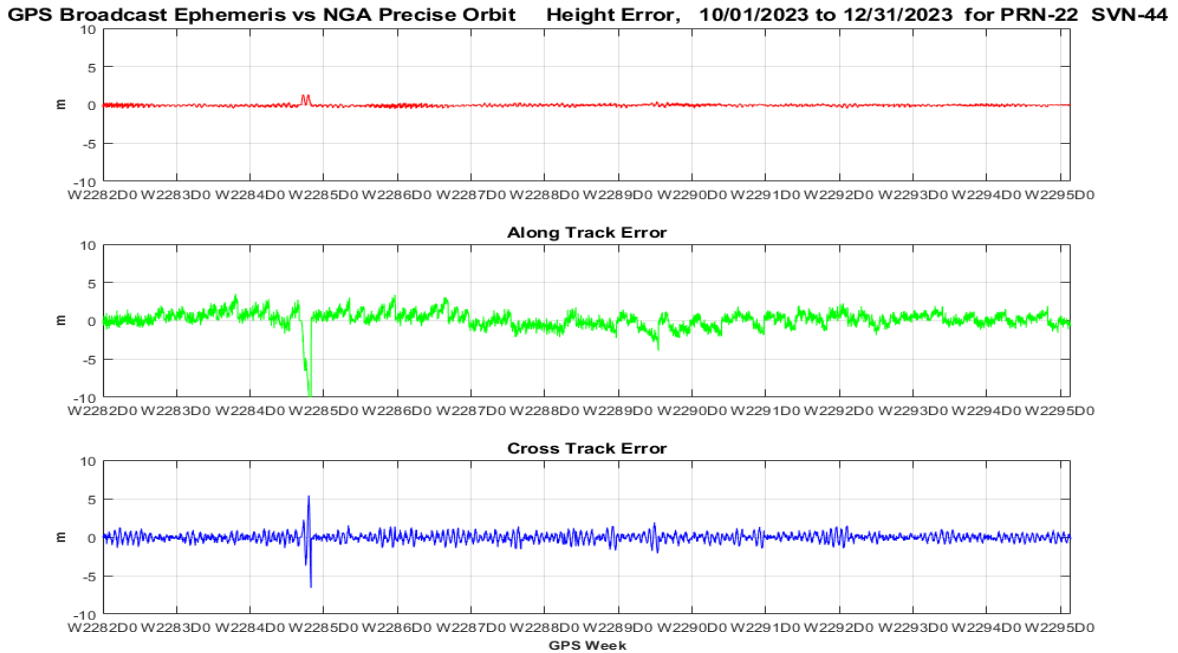


**Figure 10-43 Orbit Error PRN20 (SVN51) Using C/A Nav Data**

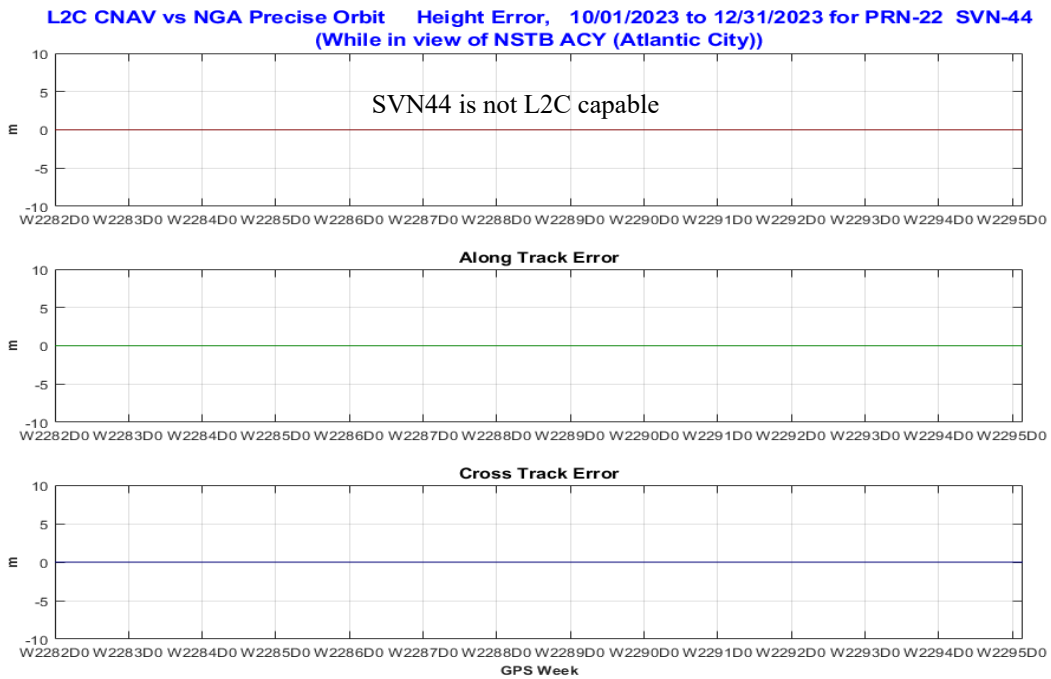


**Figure 10-44 Orbit Error PRN21 (SVN45) Using C/A Nav Data**

# Global Positioning System Standard Positioning Service Performance Analysis Report

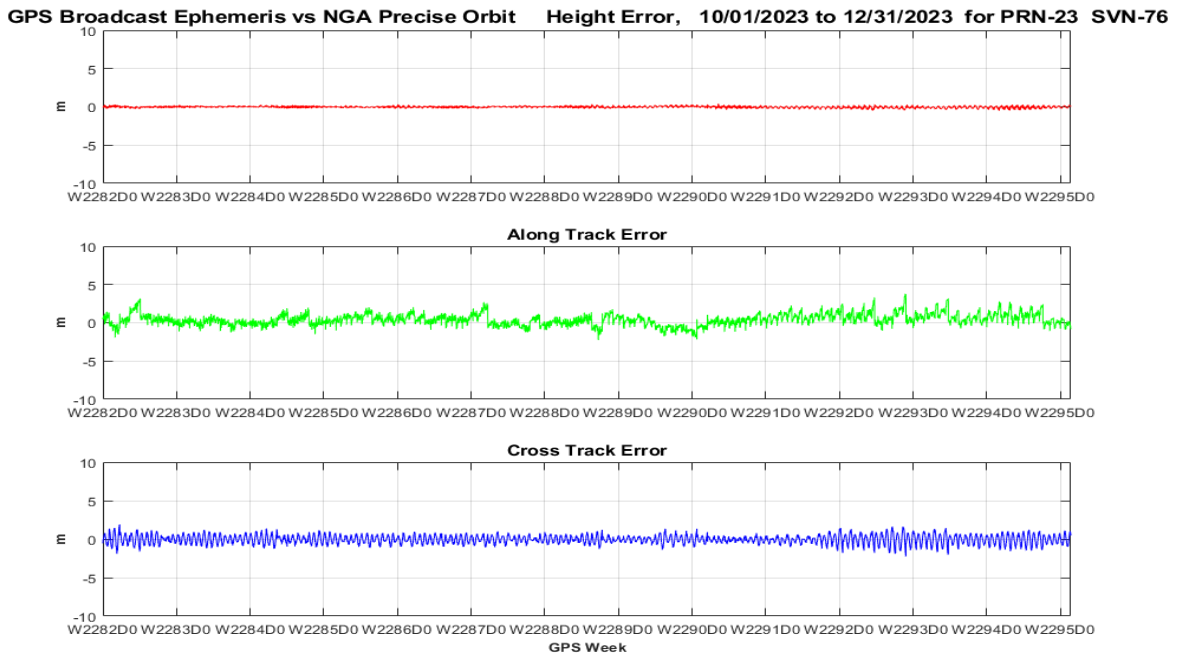


**Figure 10-45 Orbit Error PRN22 (SVN44) Using C/A Nav Data**

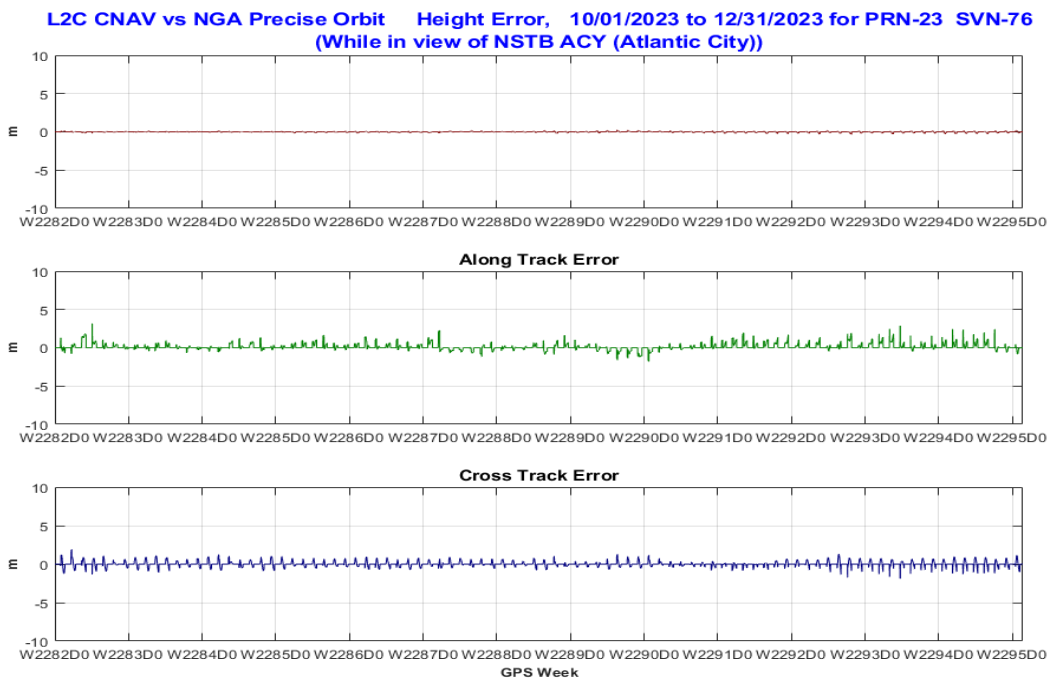


**Figure 10-46 Orbit Error PRN22 (SVN44) Using L2C CNAV Data**

# Global Positioning System Standard Positioning Service Performance Analysis Report

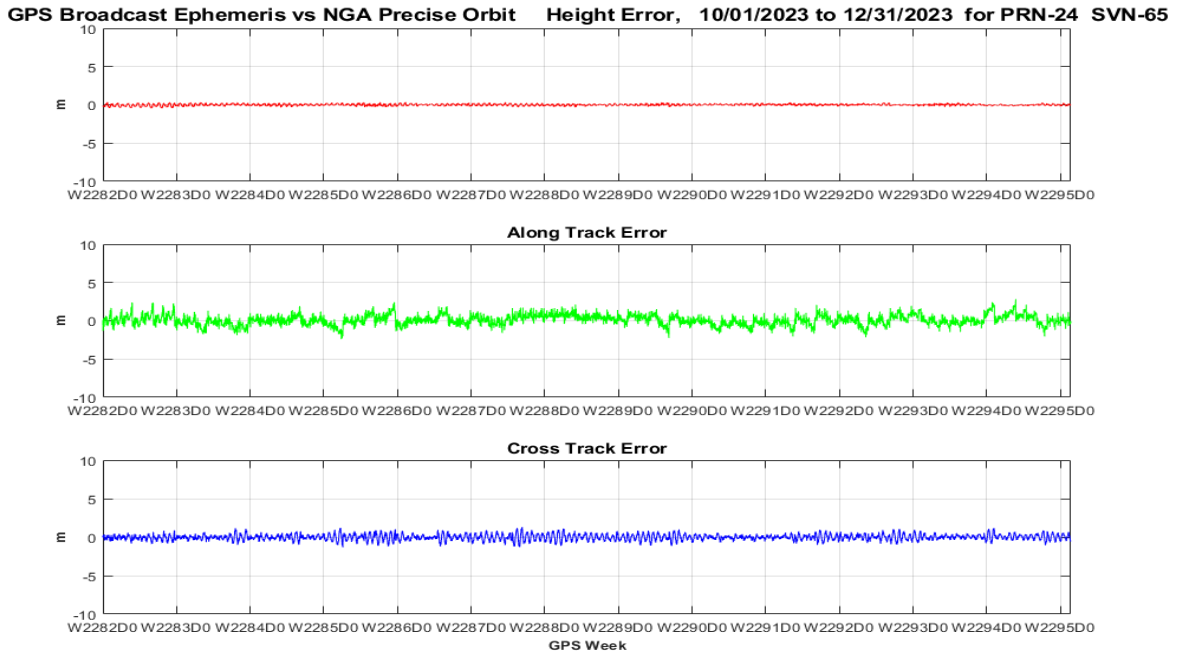


**Figure 10-47 Orbit Error PRN23 (SVN76) Using C/A Nav Data**

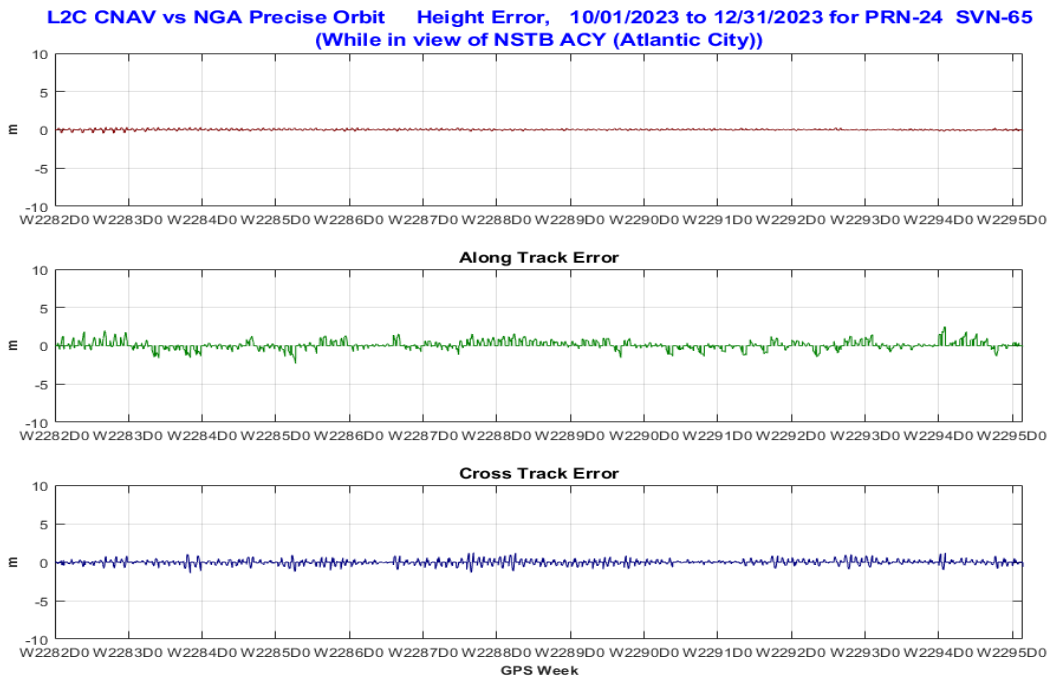


**Figure 10-48 Orbit Error PRN23 (SVN76) Using L2C CNAV Data**

# Global Positioning System Standard Positioning Service Performance Analysis Report

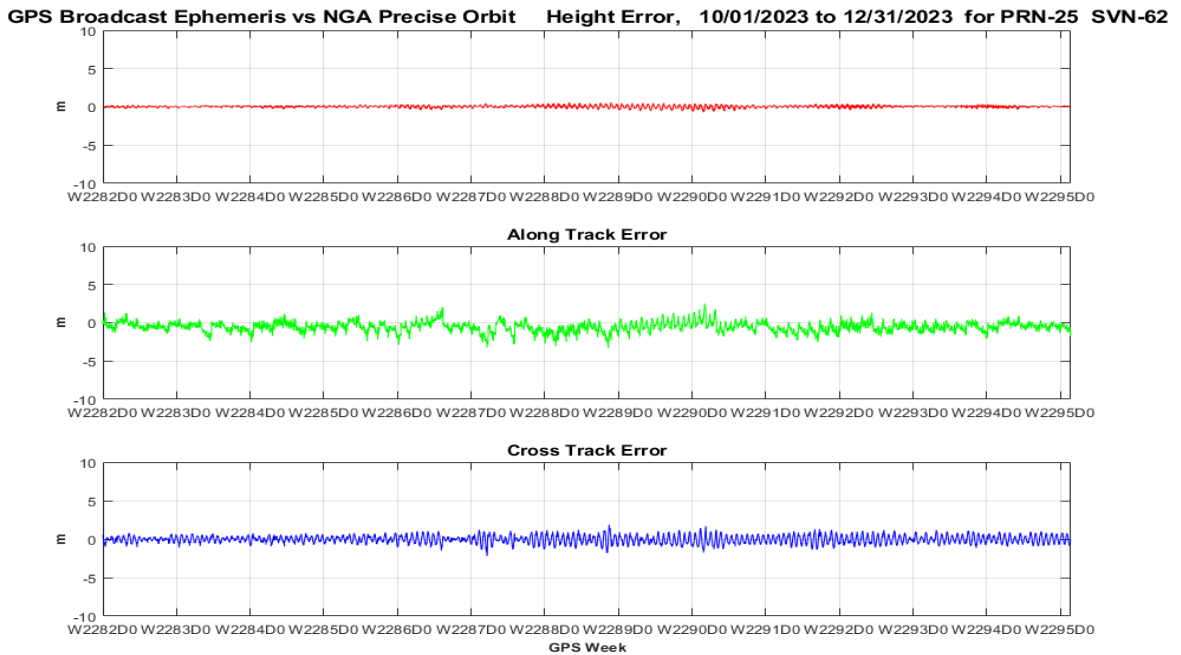


**Figure 10-49 Orbit Error PRN24 (SVN65) Using C/A Nav Data**

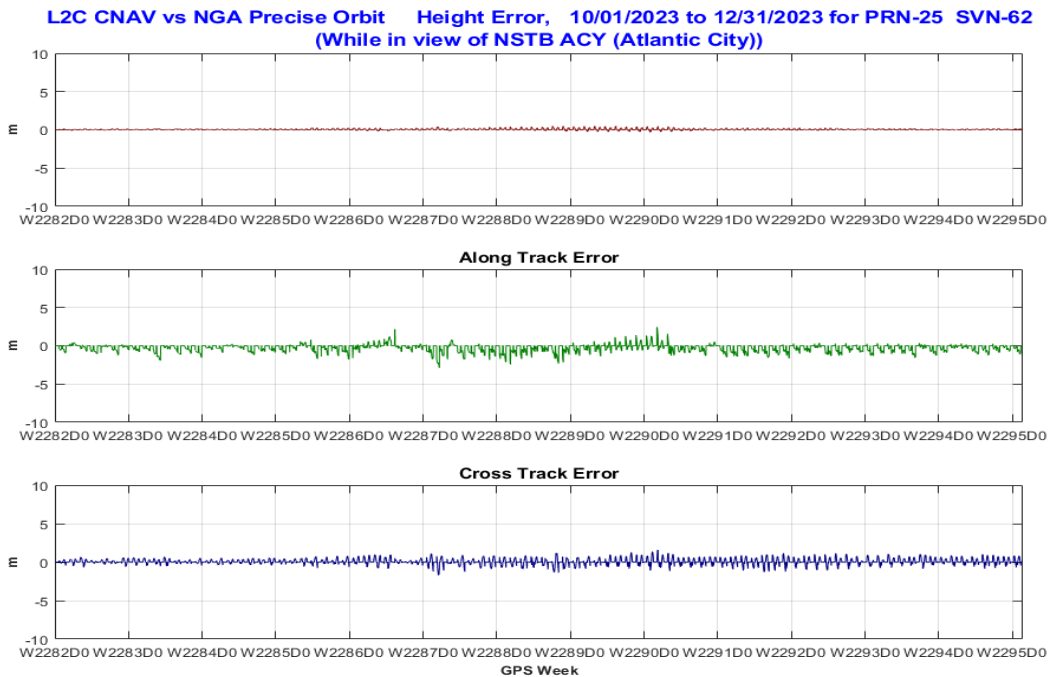


**Figure 10-50 Orbit Error PRN24 (SVN65) Using L2C CNAV Data**

# Global Positioning System Standard Positioning Service Performance Analysis Report

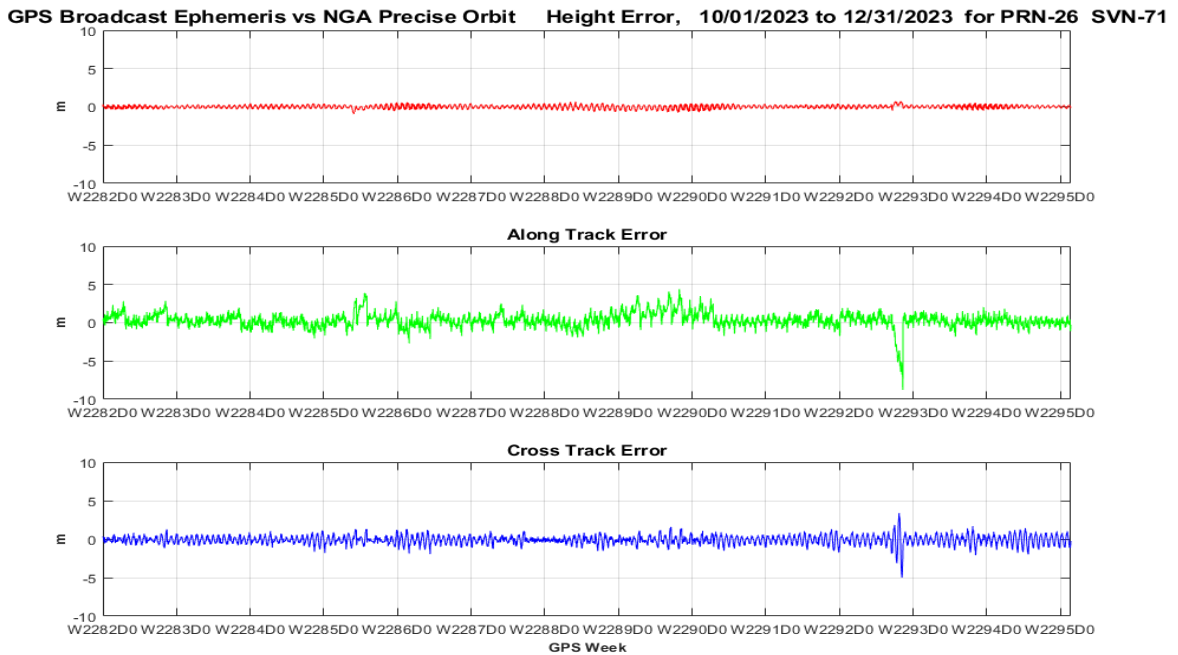


**Figure 10-51 Orbit Error PRN25 (SVN62) Using C/A Nav Data**

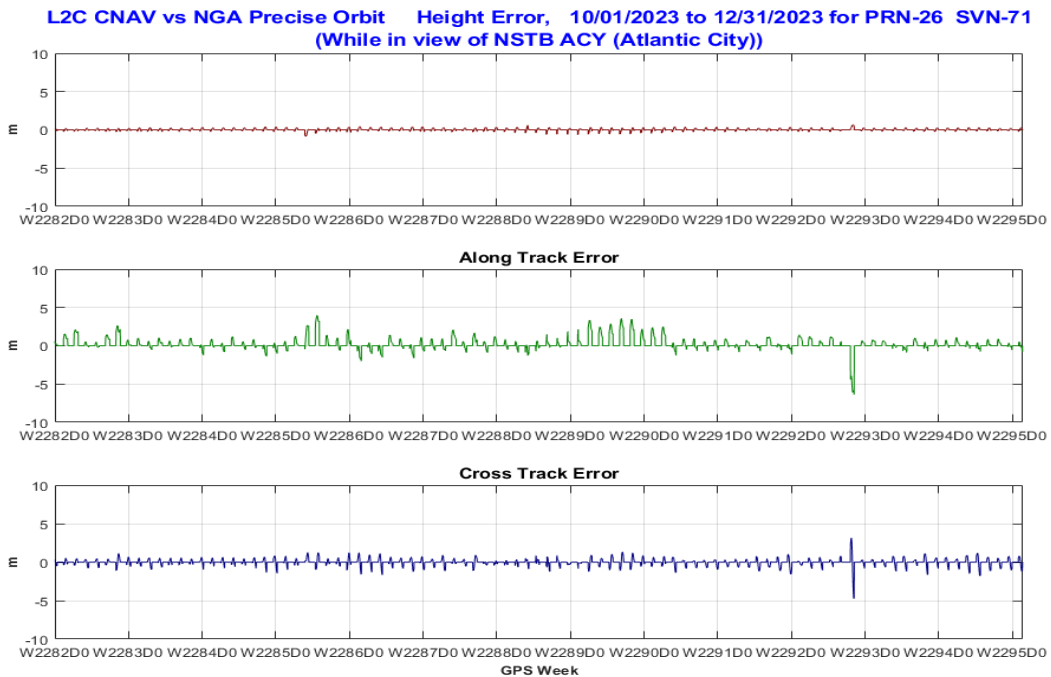


**Figure 10-52 Orbit Error PRN25 (SVN62) Using L2C CNAV Data**

# Global Positioning System Standard Positioning Service Performance Analysis Report

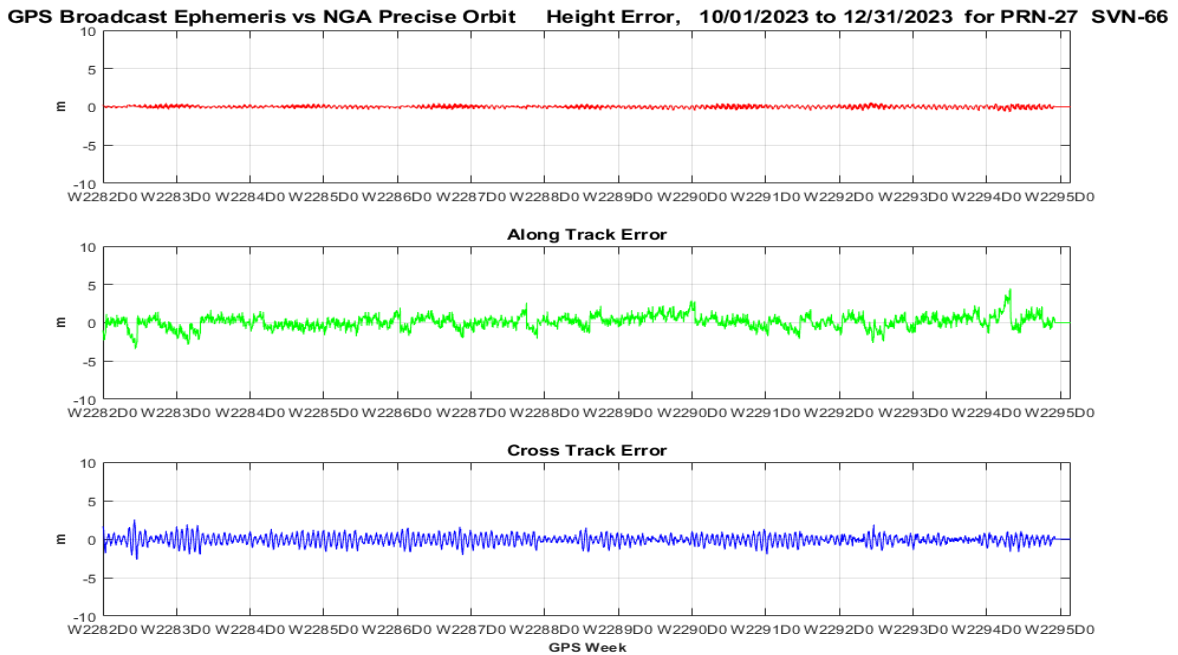


**Figure 10-53 Orbit Error PRN26 (SVN71) Using C/A Nav Data**

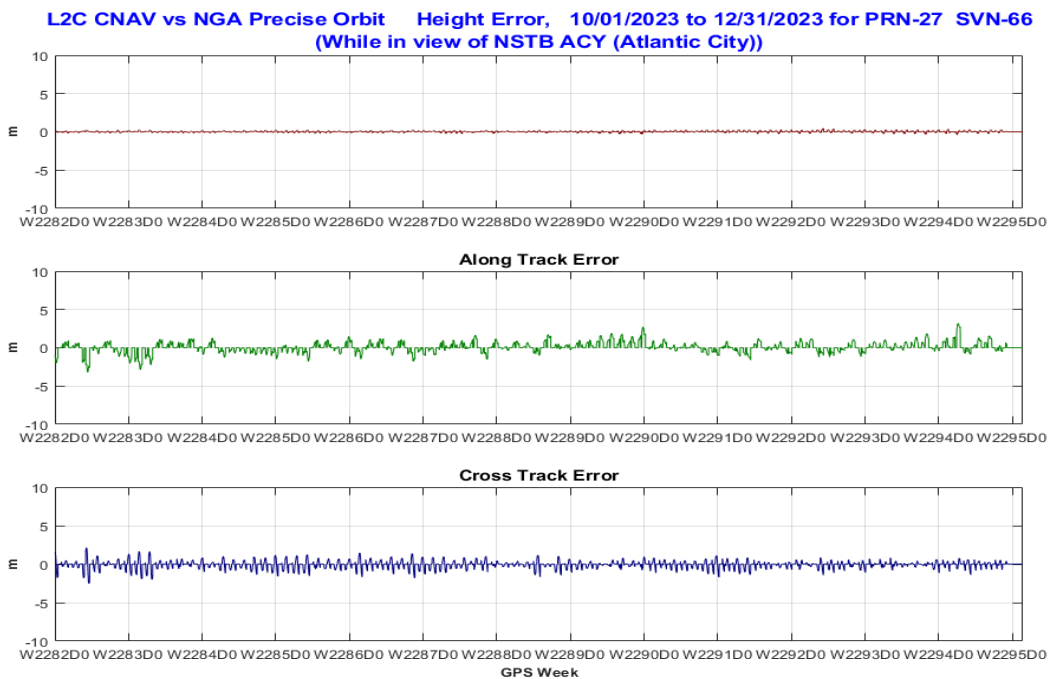


**Figure 10-54 Orbit Error PRN26 (SVN71) Using L2C CNAV Data**

# Global Positioning System Standard Positioning Service Performance Analysis Report

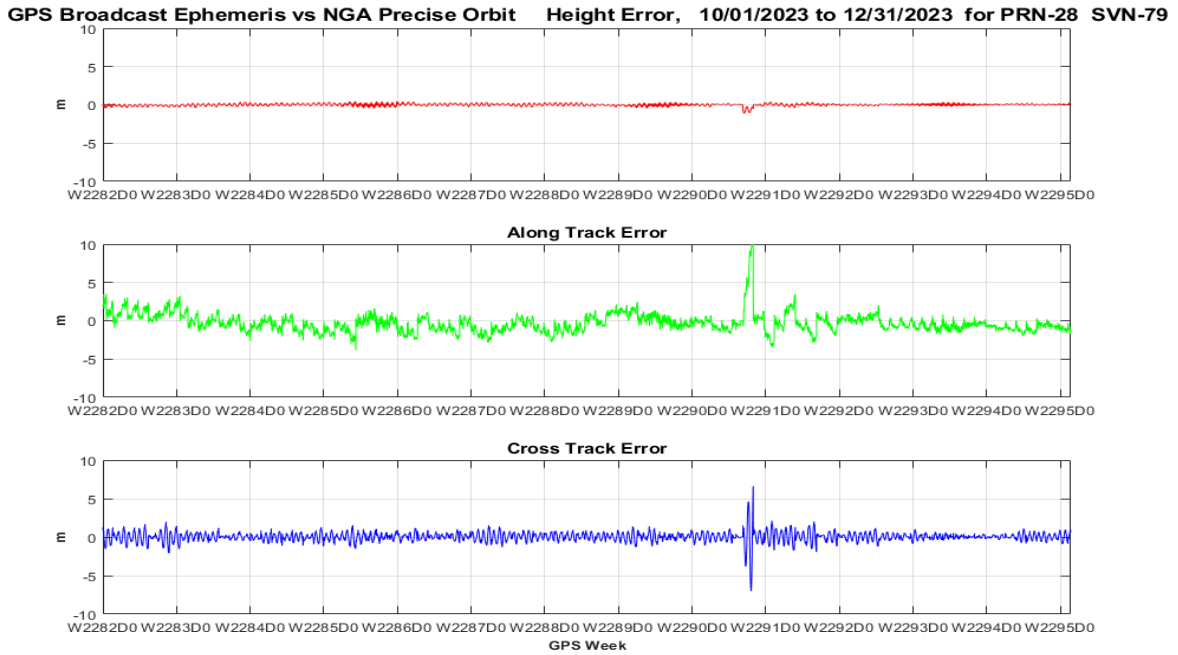


**Figure 10-55 Orbit Error PRN27 (SVN66) Using C/A Nav Data**

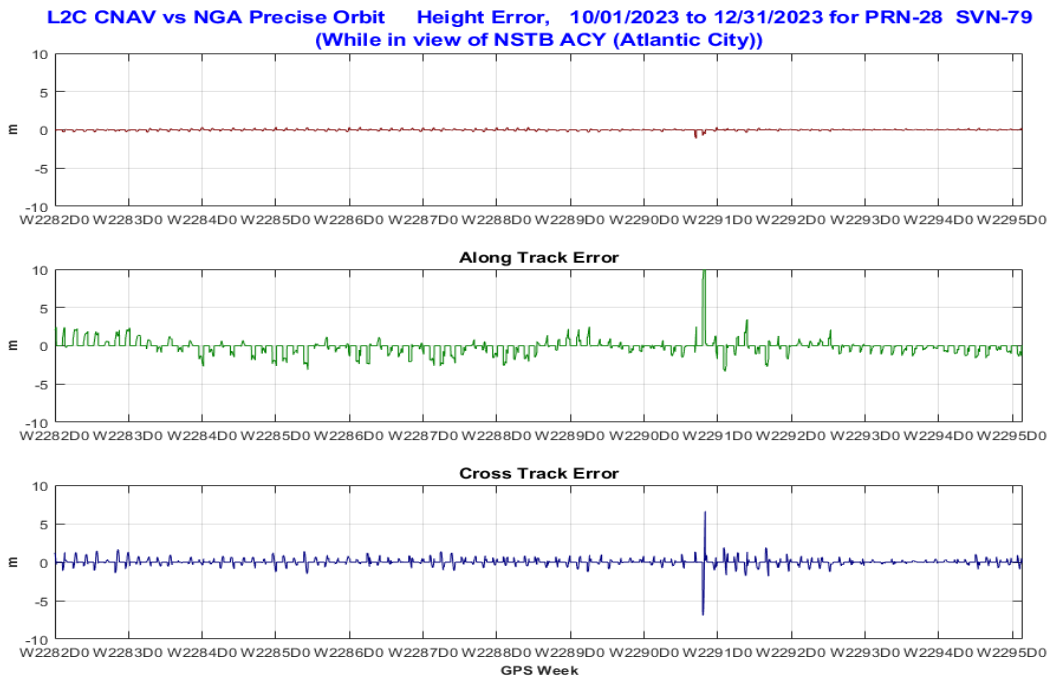


**Figure 10-56 Orbit Error PRN27 (SVN66) Using L2C CNAV Data**

# Global Positioning System Standard Positioning Service Performance Analysis Report

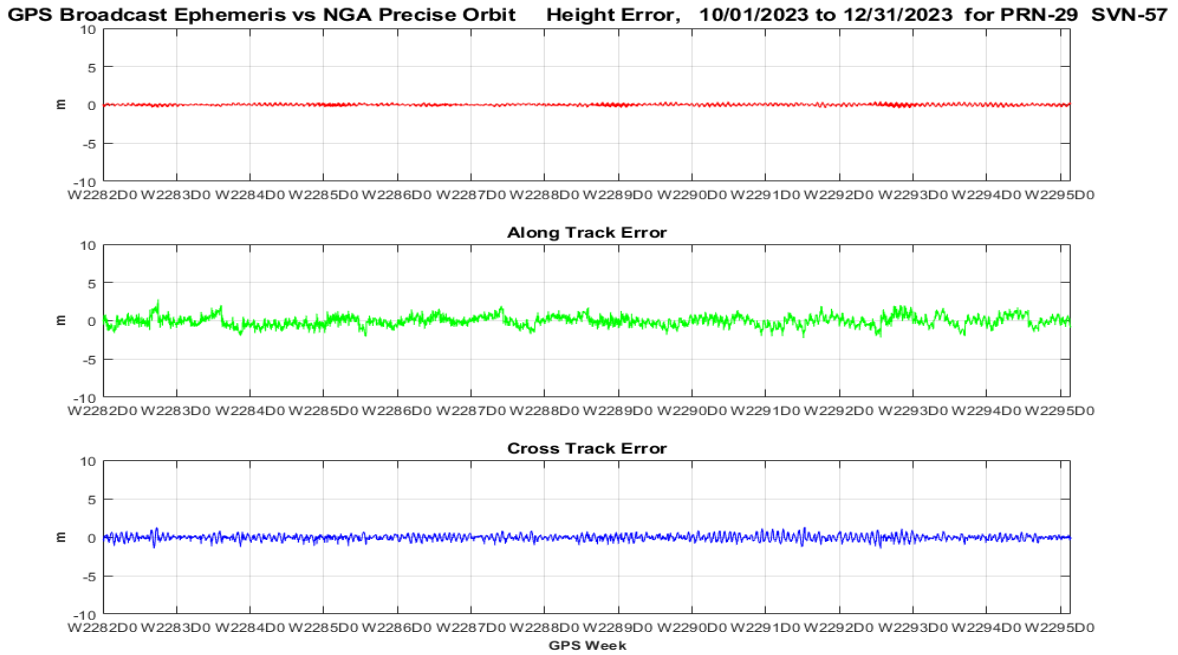


**Figure 10-57 Orbit Error PRN28 (SVN79) Using C/A Nav Data**

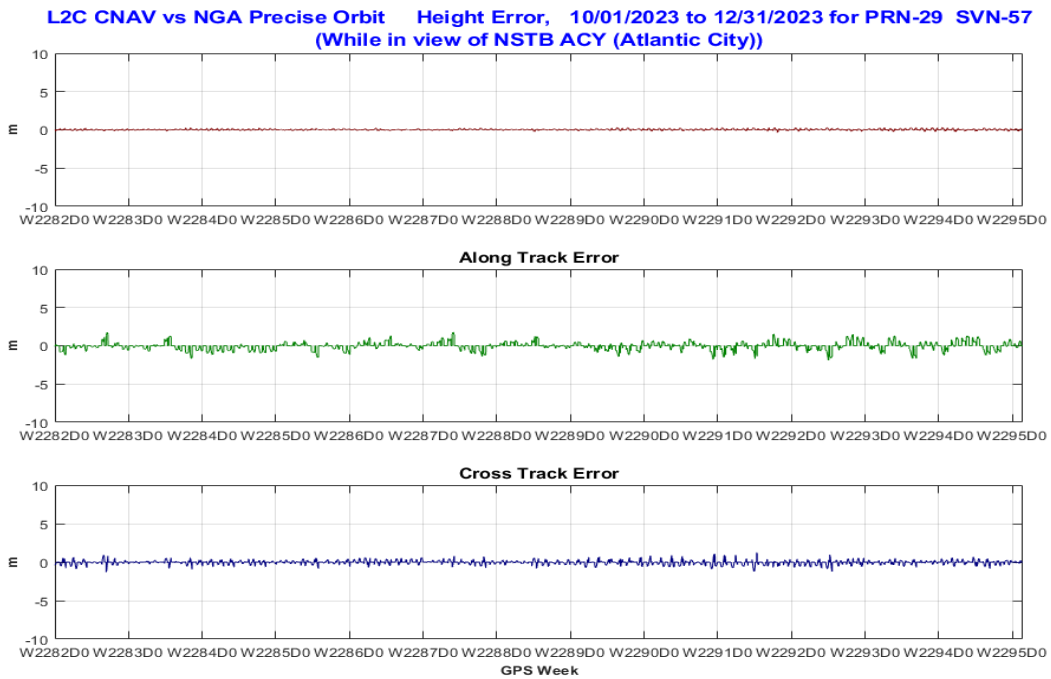


**Figure 10-58 Orbit Error PRN28 (SVN79) Using L2C CNAV Data**

# Global Positioning System Standard Positioning Service Performance Analysis Report

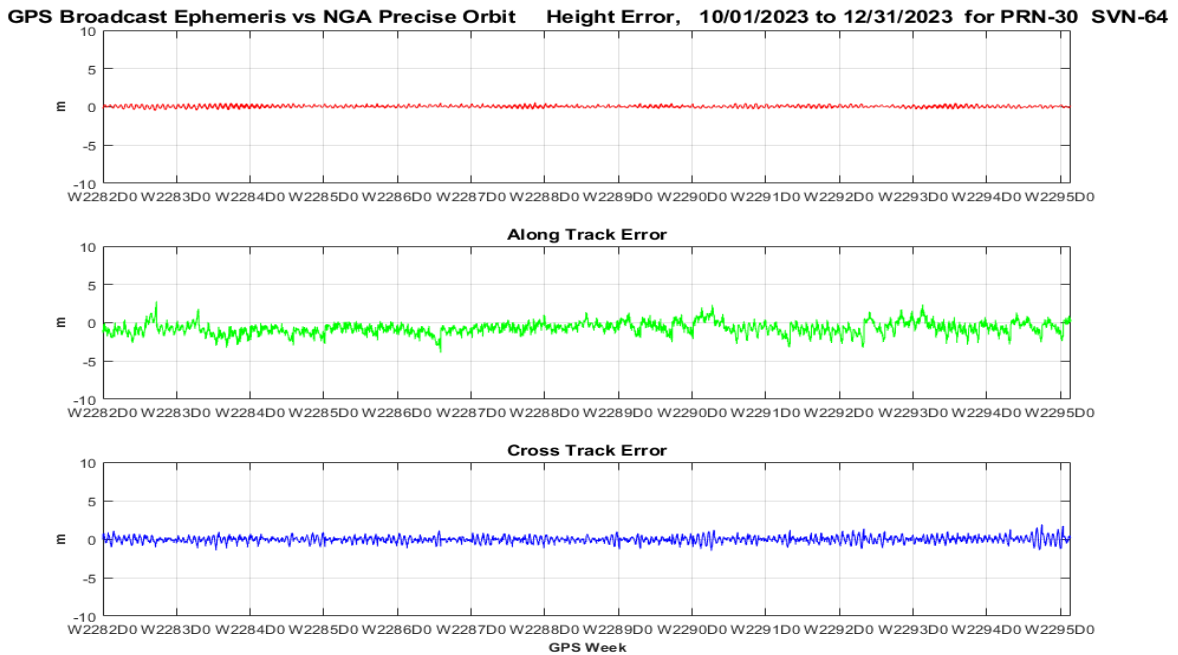


**Figure 10-59 Orbit Error PRN29 (SVN57) Using C/A Nav Data**

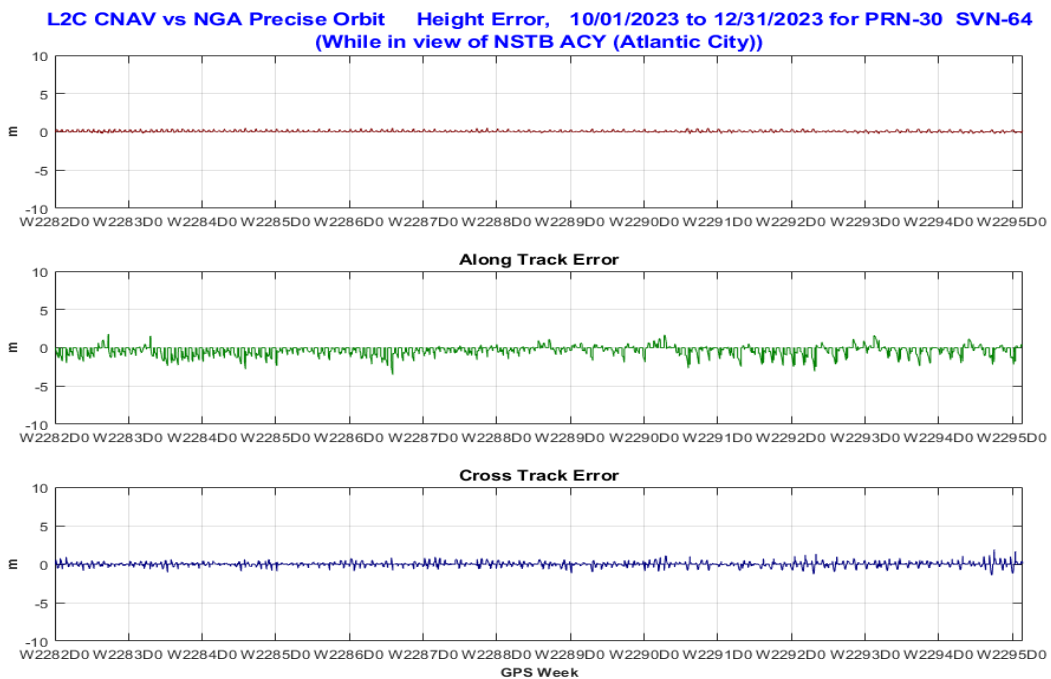


**Figure 10-60 Orbit Error PRN29 (SVN57) Using L2C CNAV Data**

# Global Positioning System Standard Positioning Service Performance Analysis Report

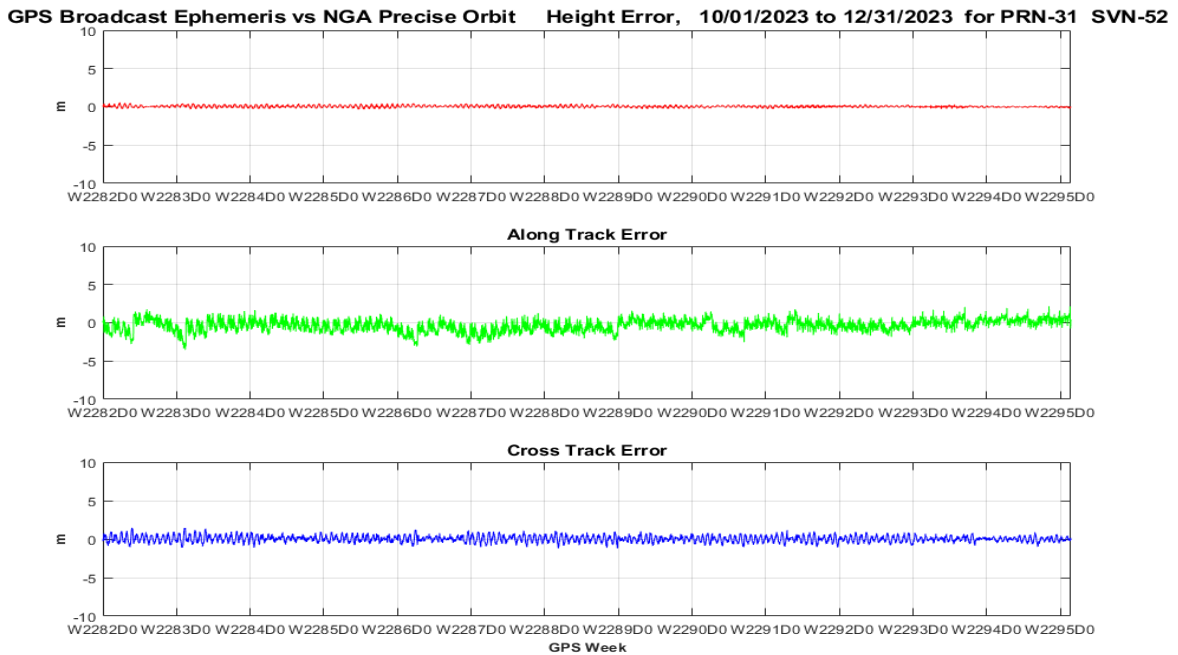


**Figure 10-61 Orbit Error PRN30 (SVN64) Using C/A Nav Data**

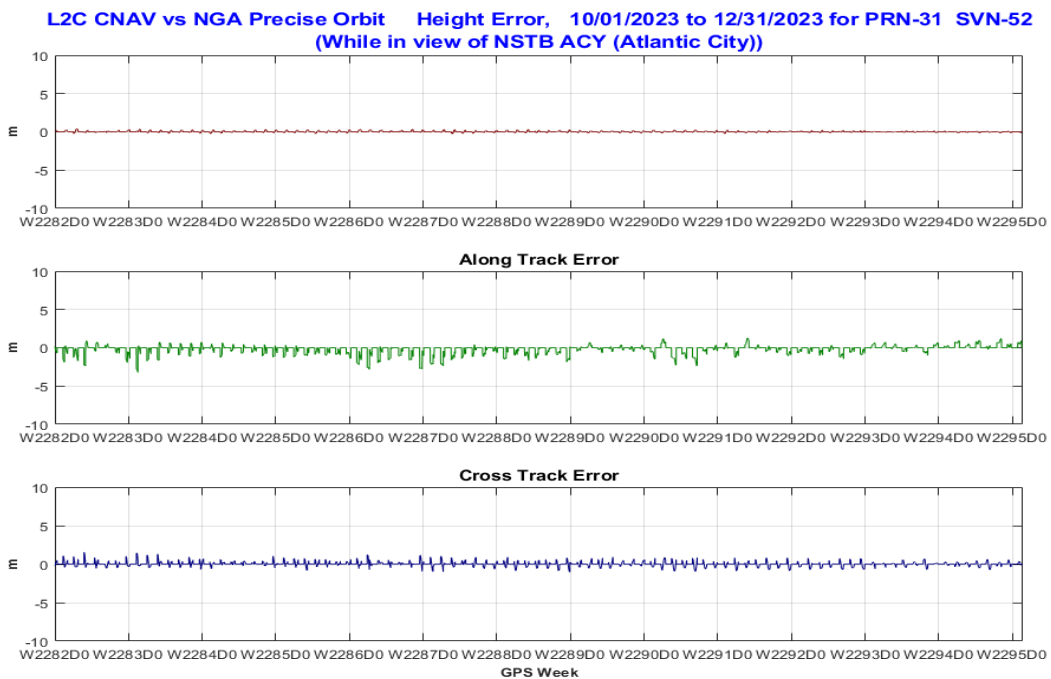


**Figure 10-62 Orbit Error PRN30 (SVN64) Using L2C CNAV Data**

# Global Positioning System Standard Positioning Service Performance Analysis Report

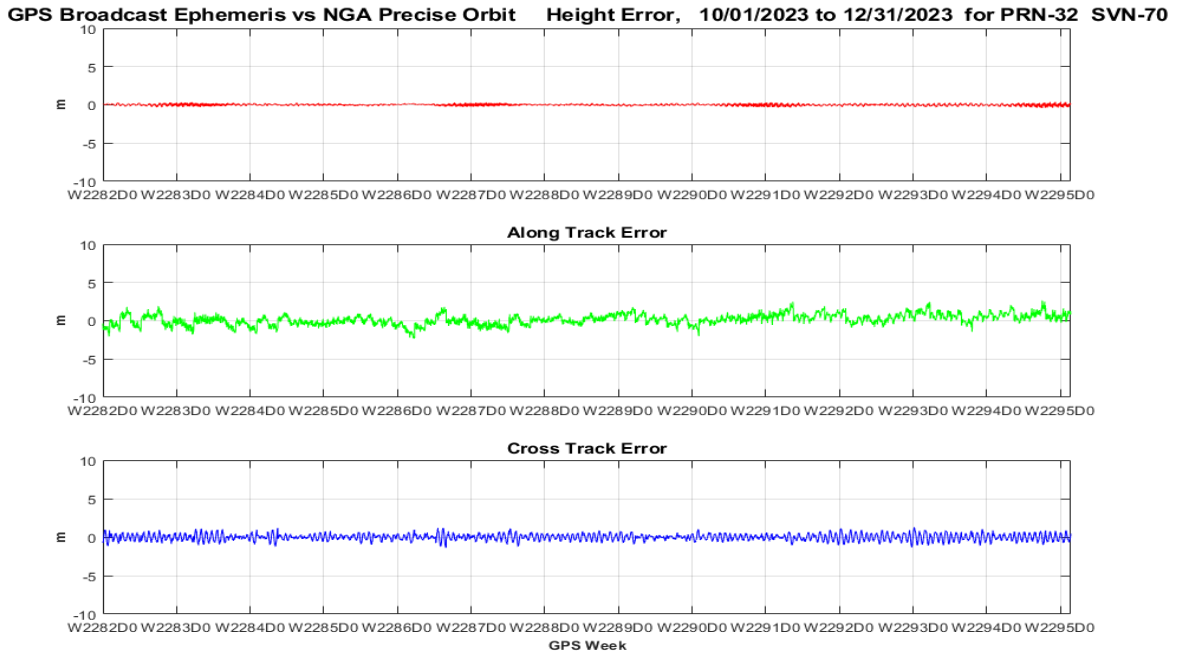


**Figure 10-63 Orbit Error PRN31 (SVN52) Using C/A Nav Data**

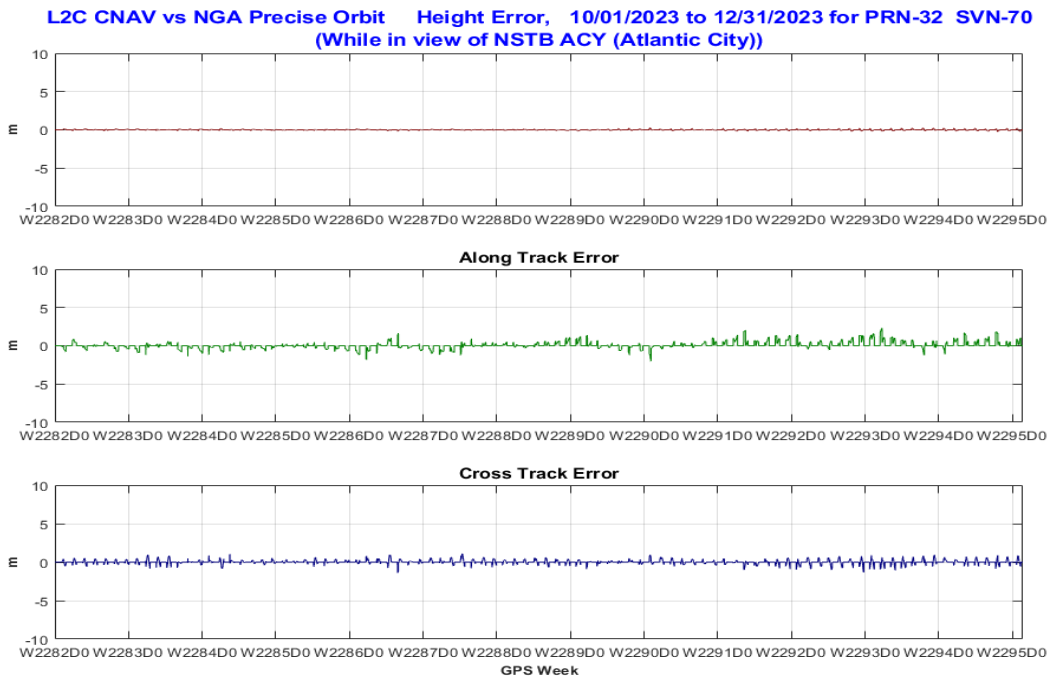


**Figure 10-64 Orbit Error PRN31 (SVN52) Using L2C CNAV Data**

# Global Positioning System Standard Positioning Service Performance Analysis Report

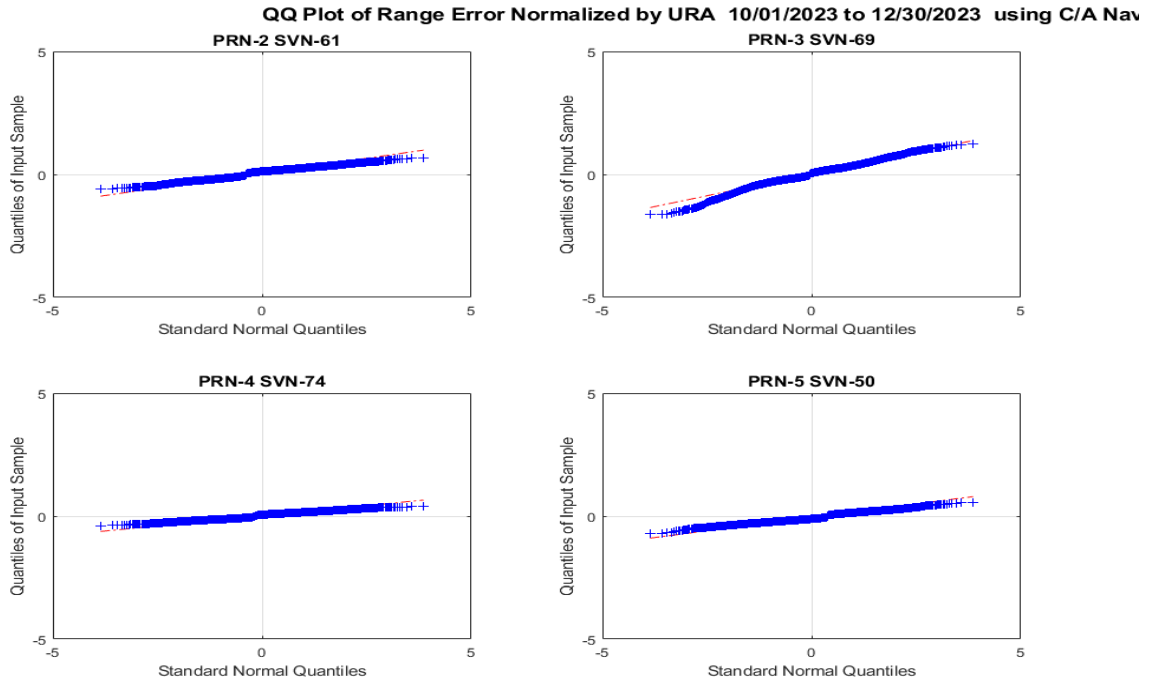


**Figure 10-65 Orbit Error PRN32 (SVN70) Using C/A Nav Data**

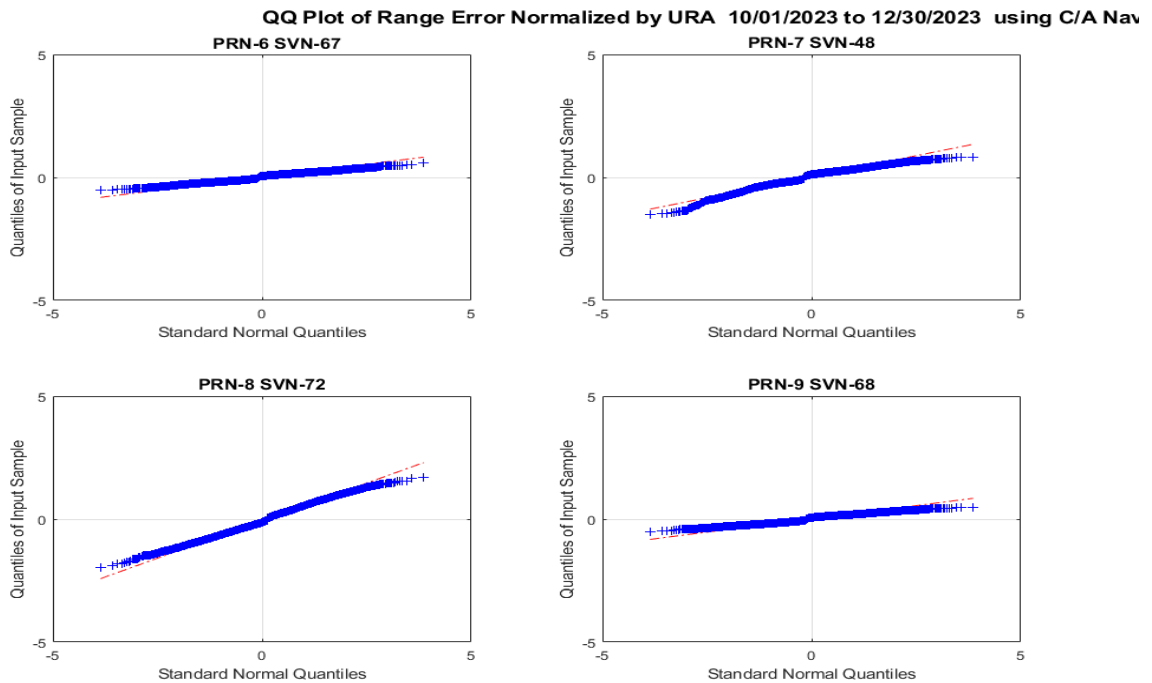


**Figure 10-66 Orbit Error PRN32 (SVN70) Using L2C CNAV Data**

### 10.6 QQ Plots of URA Normalized Error for All Satellites

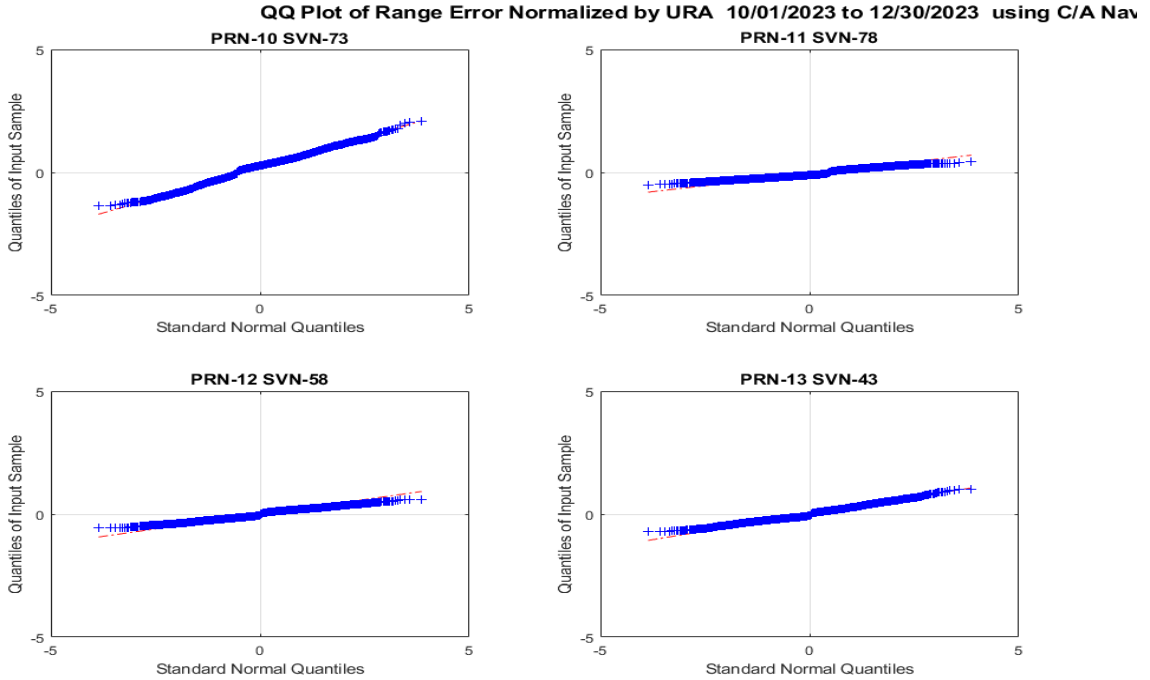


**Figure 10-67 QQ Plots of Range Error PRNs 2 to 5 Using C/A Nav Data**

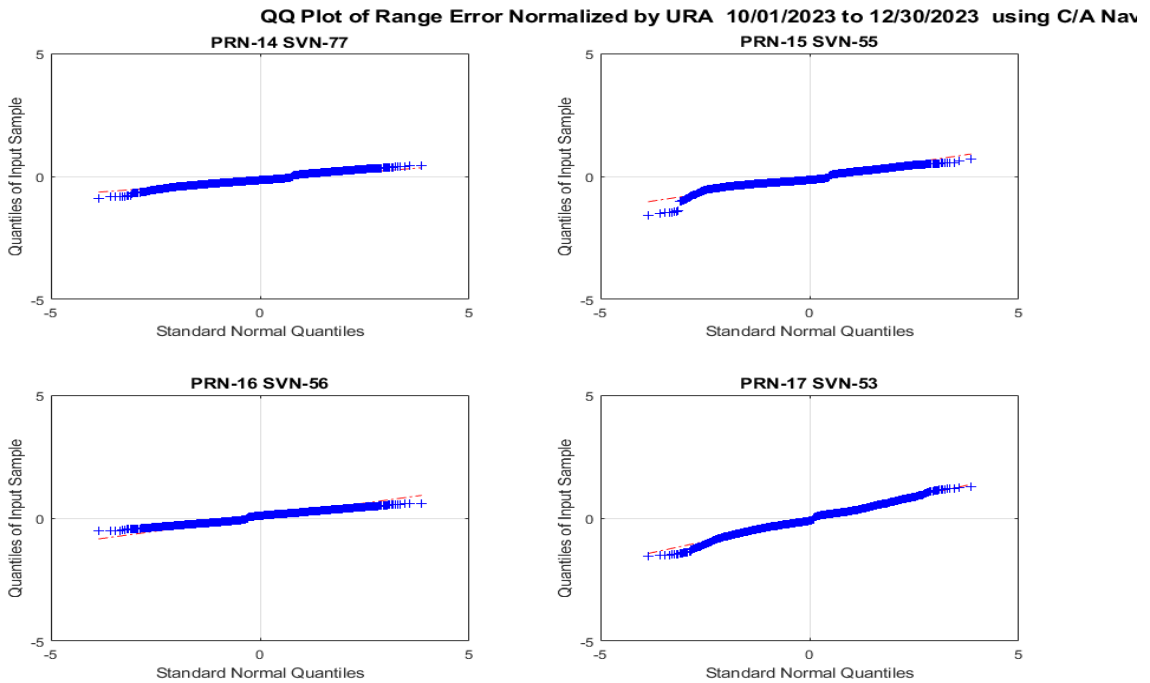


**Figure 10-68 QQ Plots of Range Error PRNs 6 to 9 Using C/A Nav Data**

# Global Positioning System Standard Positioning Service Performance Analysis Report

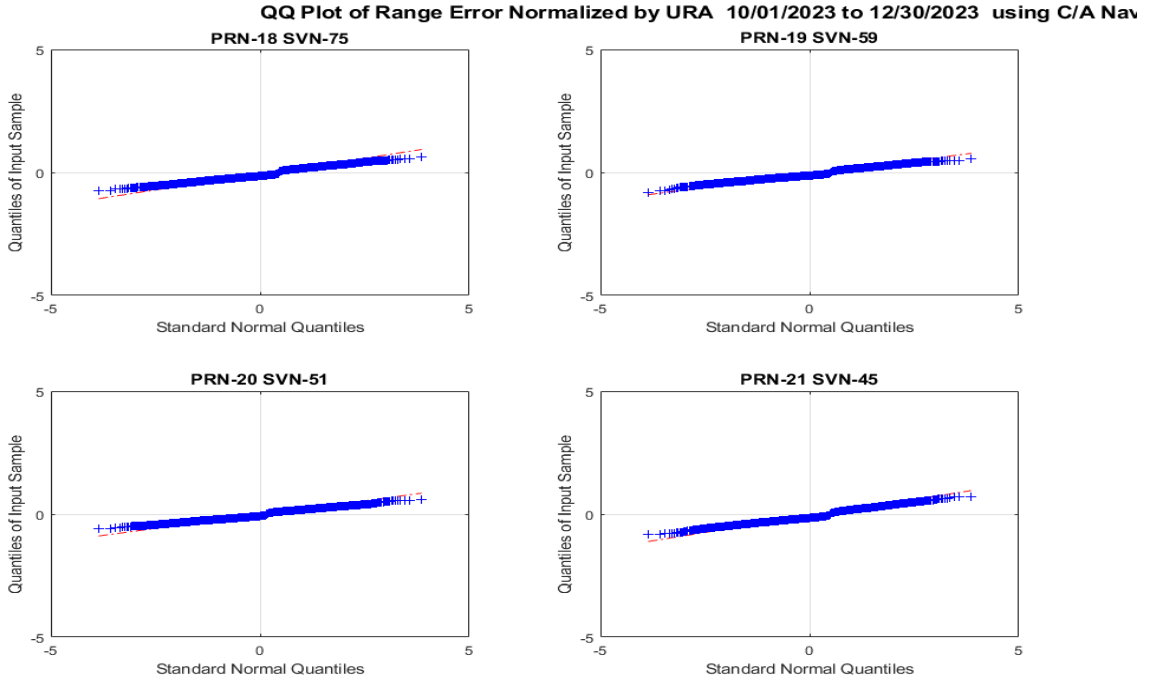


**Figure 10-69 QQ Plots of Range Error PRNs 10 to 13 Using C/A Nav Data**

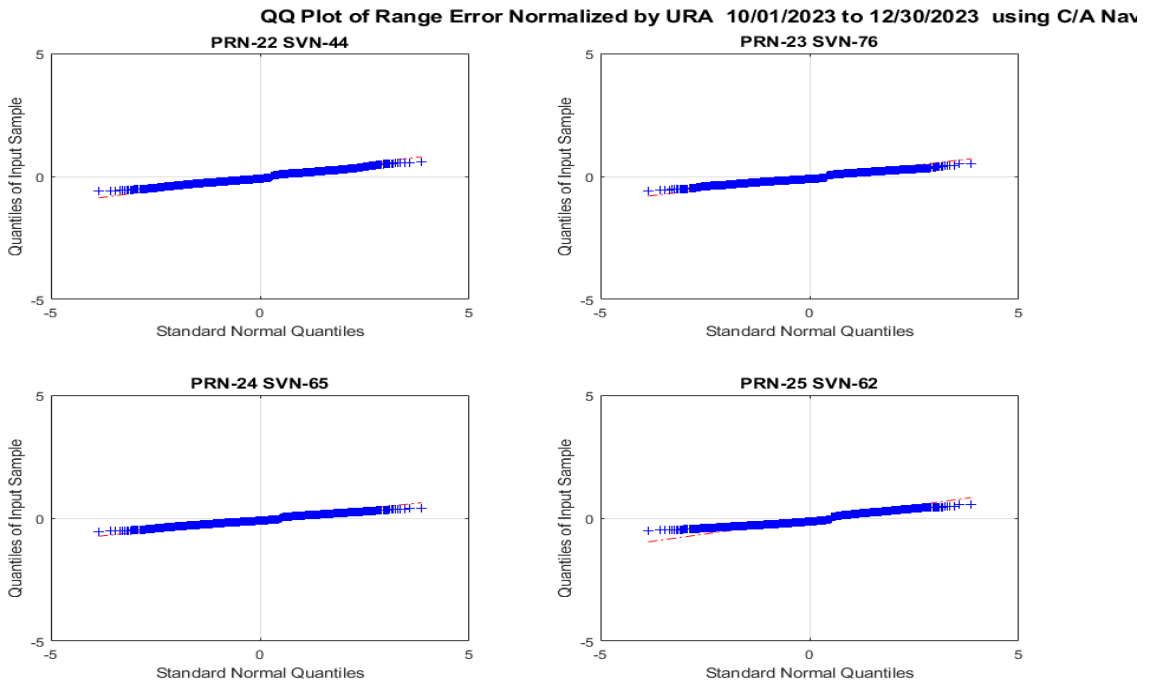


**Figure 10-70 QQ Plots of Range Error PRNs 14 to 17 Using C/A Nav Data**

# Global Positioning System Standard Positioning Service Performance Analysis Report

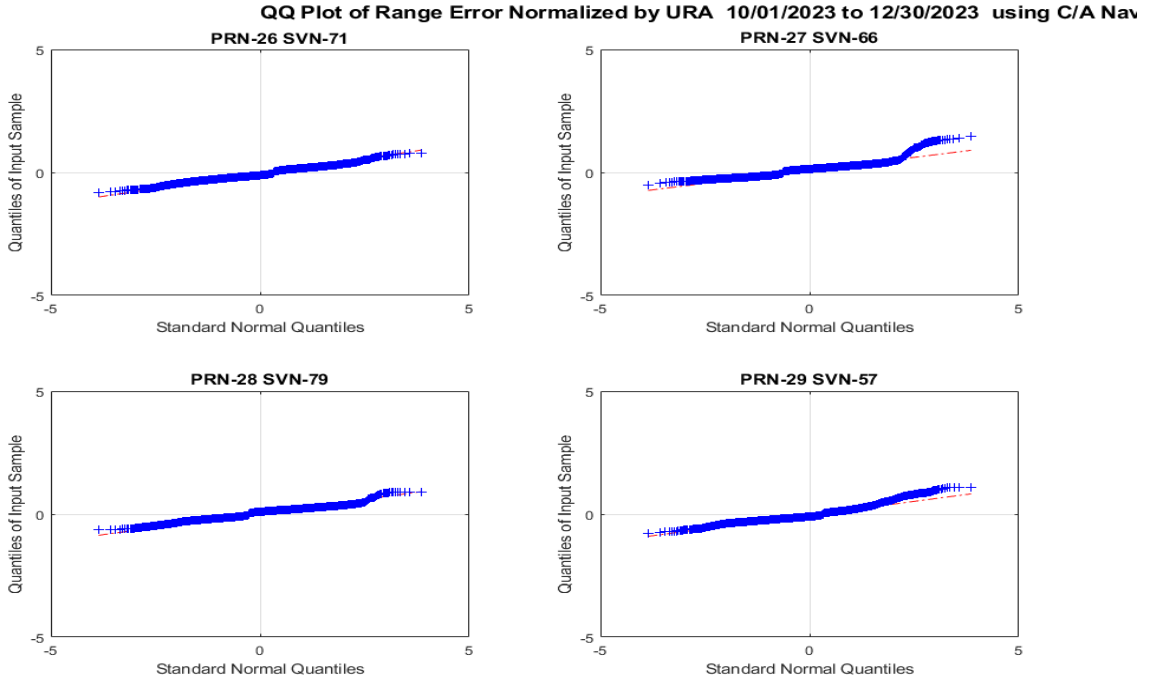


**Figure 10-71 QQ Plots of Range Error PRNs 18 to 21 Using C/A Nav Data**

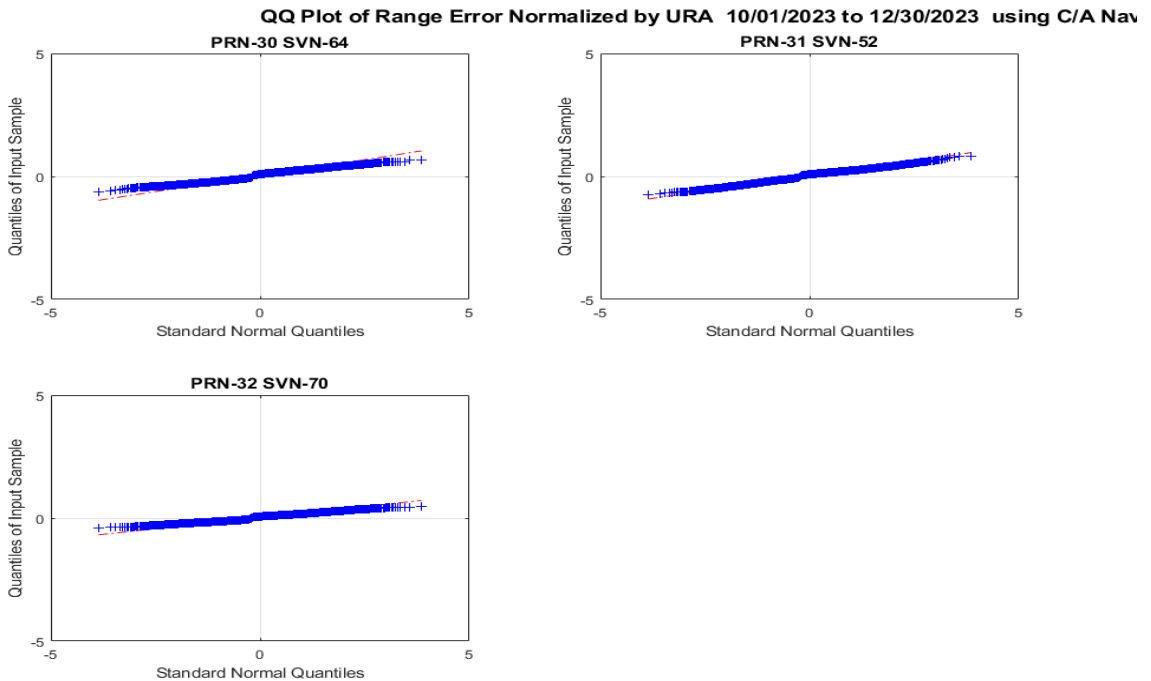


**Figure 10-72 QQ Plots of Range Error PRNs 22 to 25 Using C/A Nav Data**

# Global Positioning System Standard Positioning Service Performance Analysis Report



**Figure 10-73 QQ Plots of Range Error PRNs 26 to 29 Using C/A Nav Data**



**Figure 10-74 QQ Plots of Range Error PRNs 30 to 32 Using C/A Nav Data**

# Global Positioning System Standard Positioning Service Performance Analysis Report

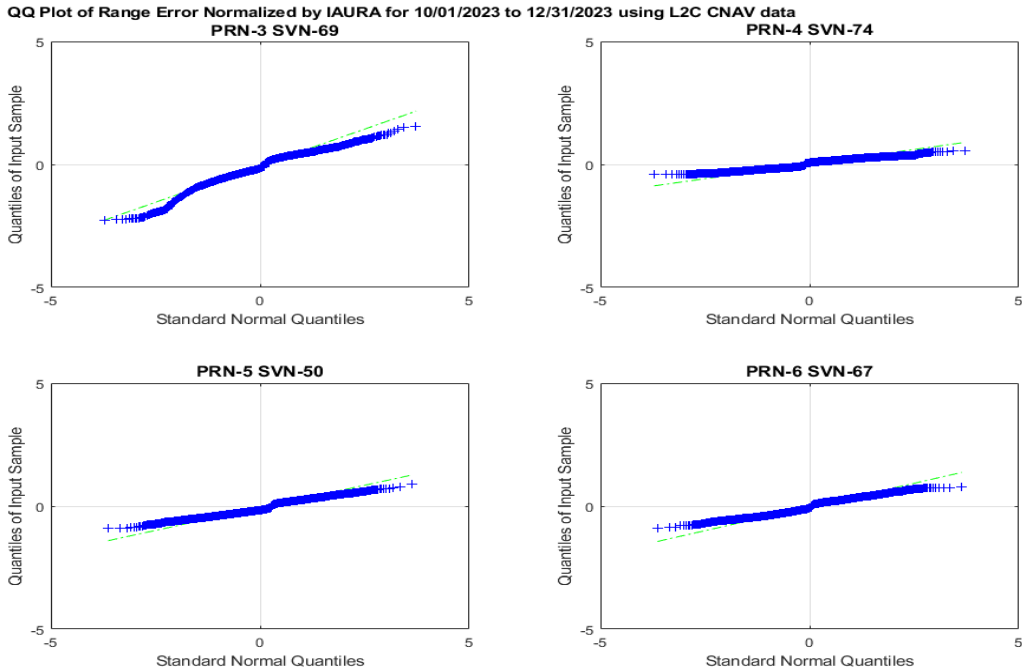


Figure 10-75 QQ Plots of Range Error PRNs 3, 4, 5, and 6 Using L2C CNAV Data

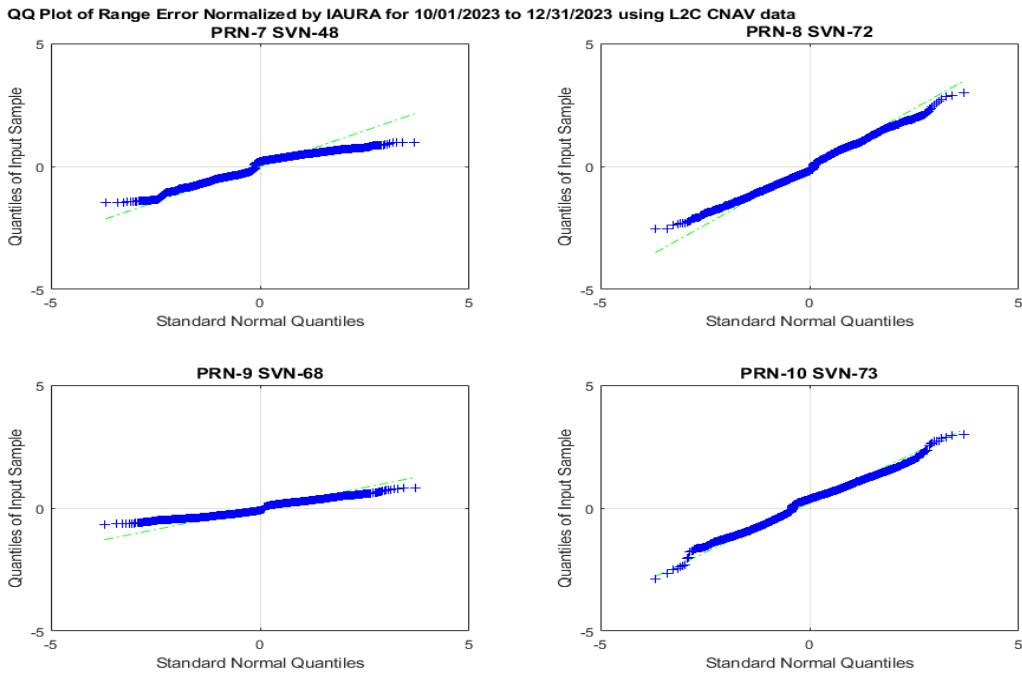


Figure 10-76 QQ Plots of Range Error PRNs 7, 8, 9, and 10 Using L2C CNAV Data

# Global Positioning System Standard Positioning Service Performance Analysis Report

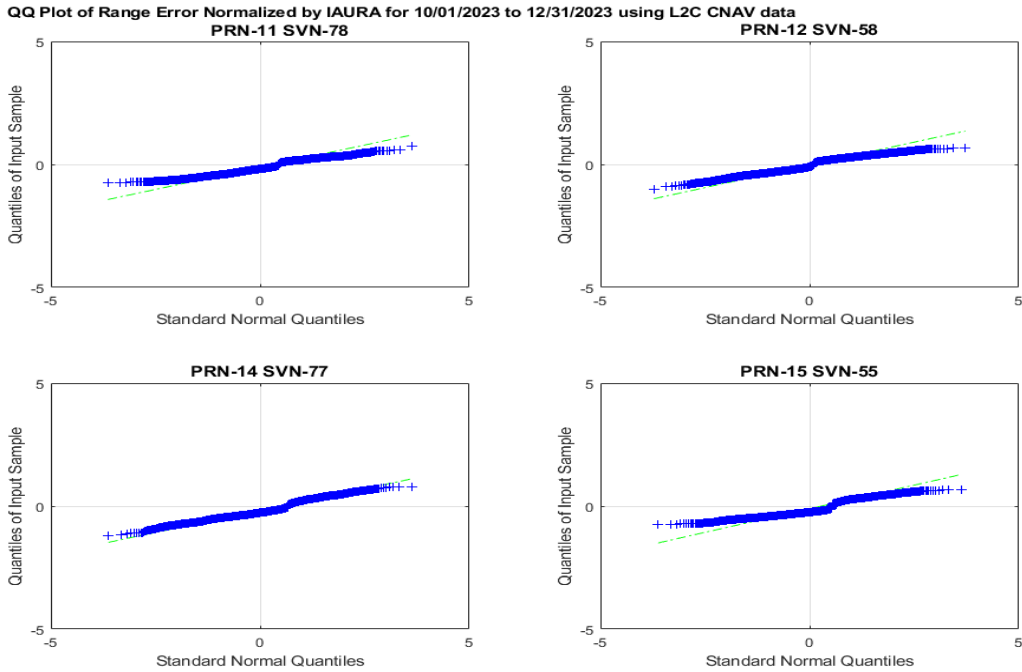


Figure 10-77 QQ Plots of Range Error PRNs 11, 12, 14, and 15 Using L2C CNAV Data

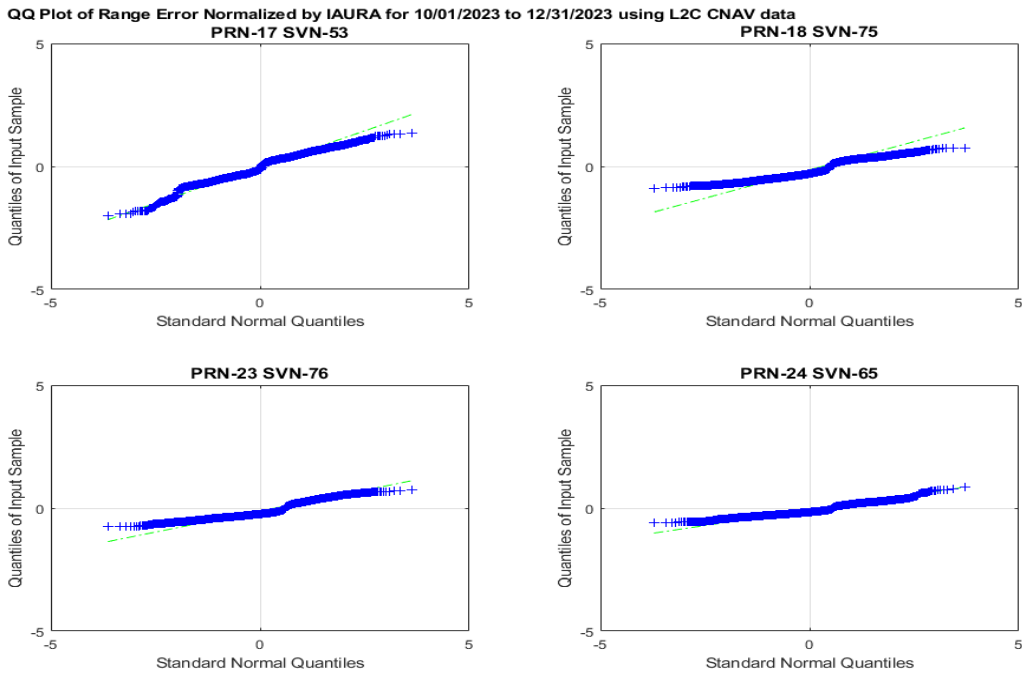


Figure 10-78 QQ Plots of Range Error PRNs 17, 18, 23, and 24 Using L2C CNAV Data

# Global Positioning System Standard Positioning Service Performance Analysis Report

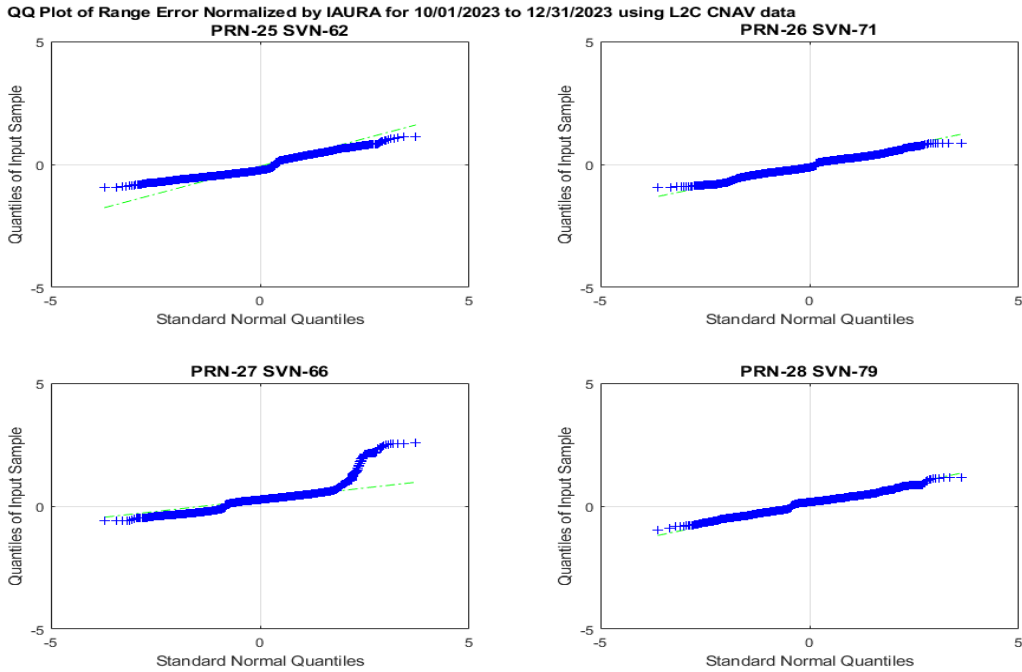


Figure 10-79 QQ Plots of Range Error PRNs 25, 26, 27, and 28 Using L2C CNAV Data

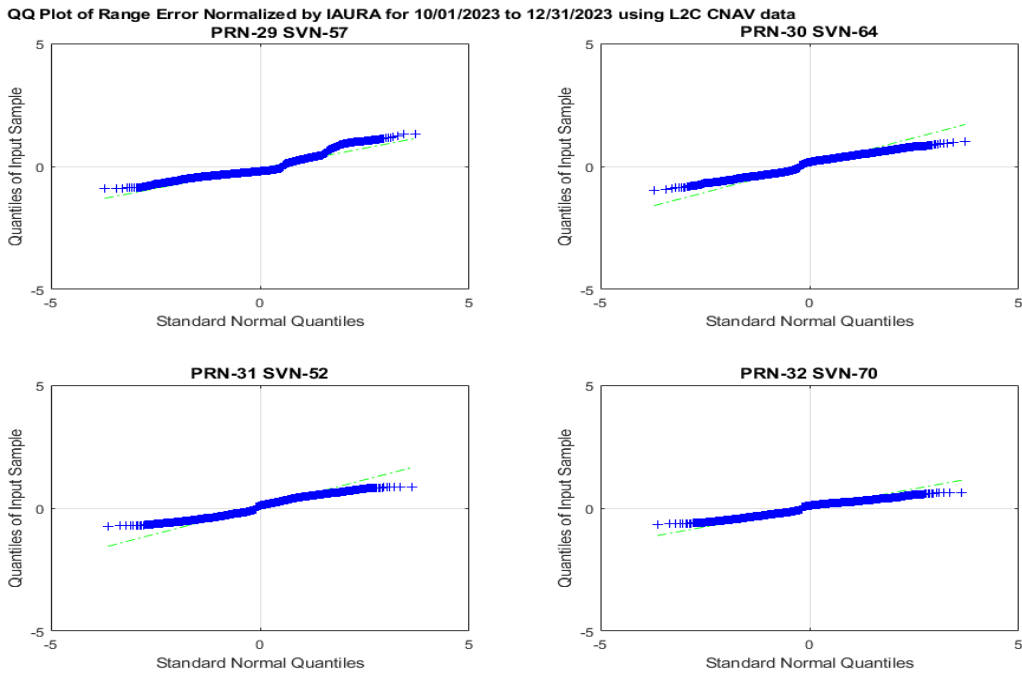


Figure 10-80 QQ Plots of Range Error PRNs 29, 30, 31, and 32 Using L2C CNAV Data

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

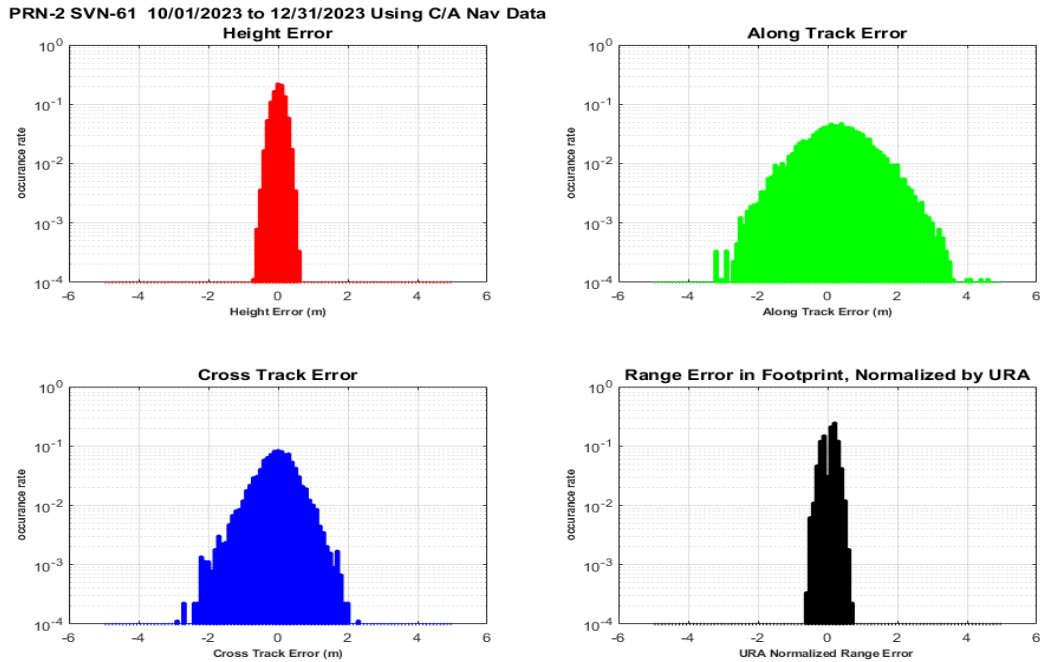


Figure 10-81 Histograms of H, A, C, and Range Error PRN2 (SVN61) Using C/A Nav Data

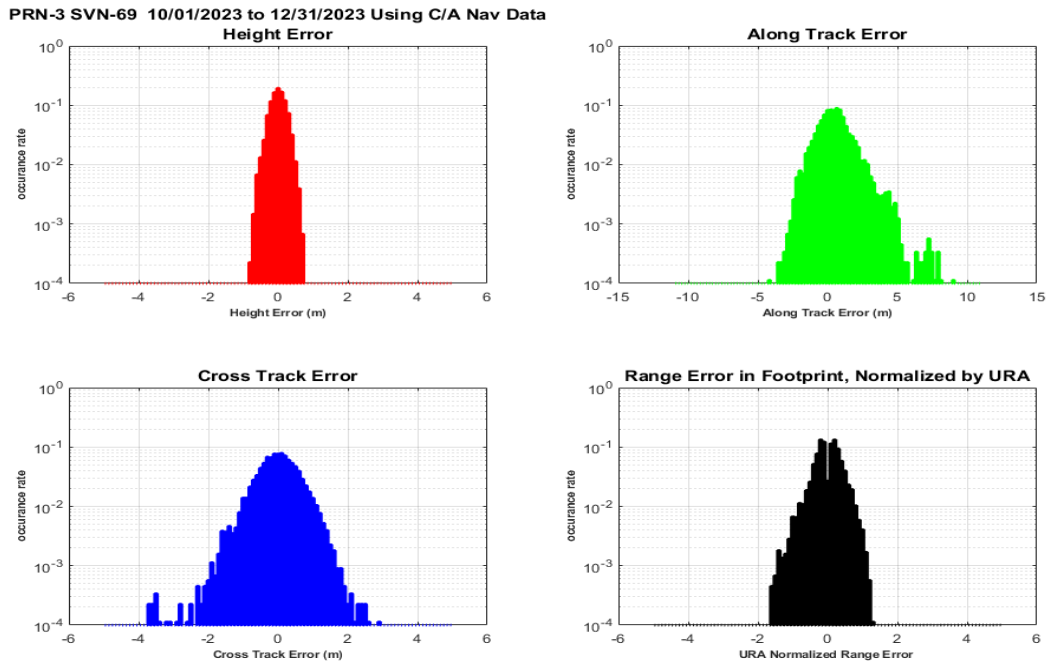


Figure 10-82 Histograms of H, A, C, and Range Error PRN3 (SVN69) Using C/A Nav Data

# Global Positioning System Standard Positioning Service Performance Analysis Report

PRN-3 SVN-69 10/01/2023 to 12/31/2023 Using L2C CNAV Data

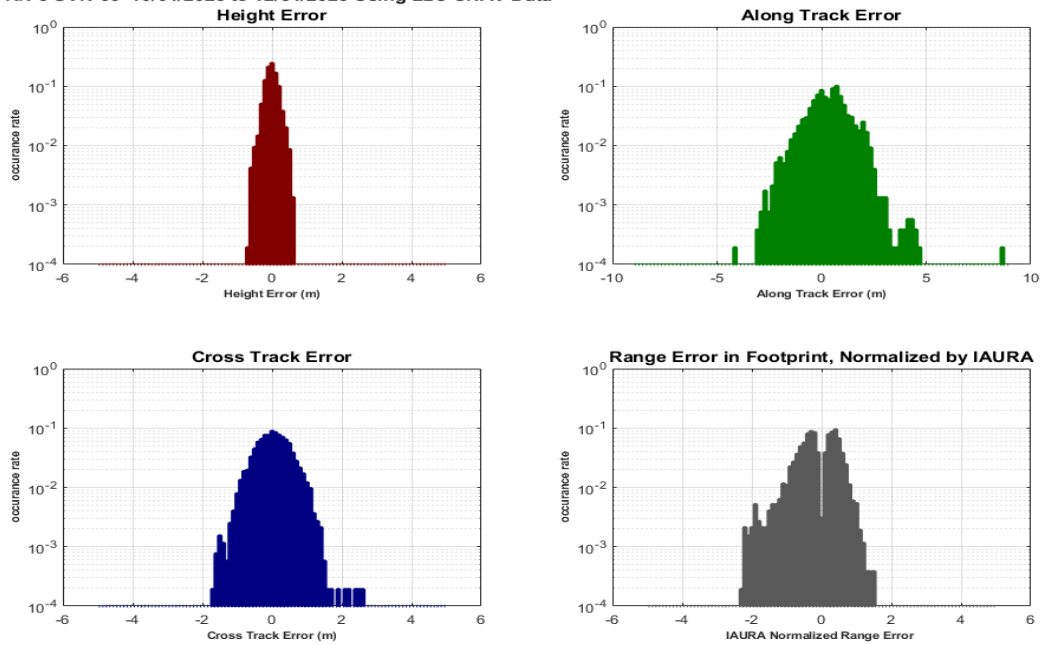


Figure 10-83 Histograms of H, A, C, and Range Error PRN3 (SVN69) Using L2C CNAV Data

PRN-4 SVN-74 10/01/2023 to 12/31/2023 Using C/A Nav Data

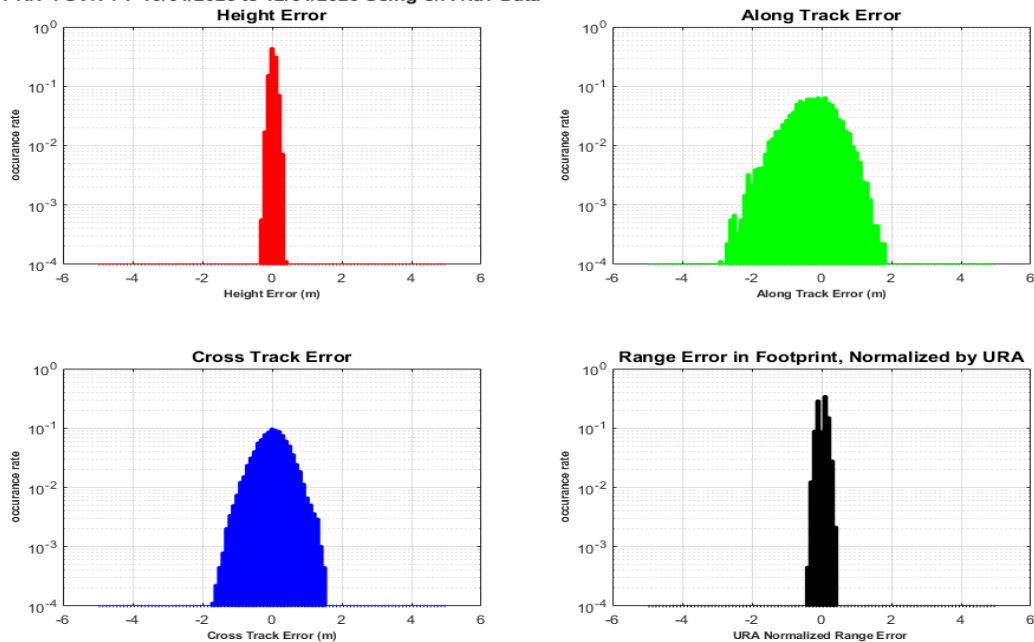
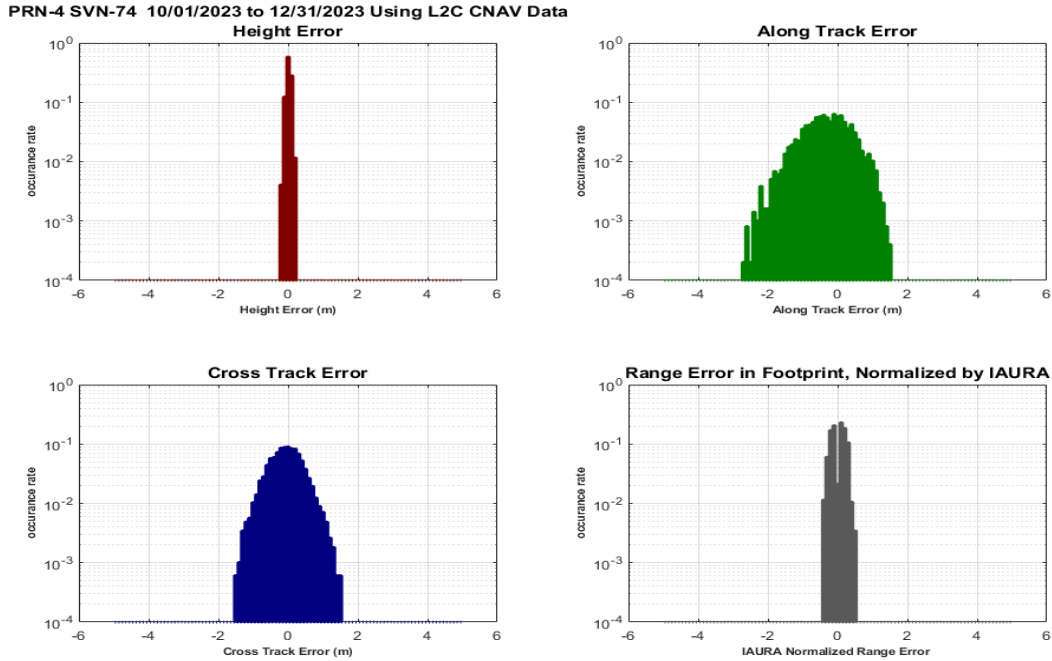
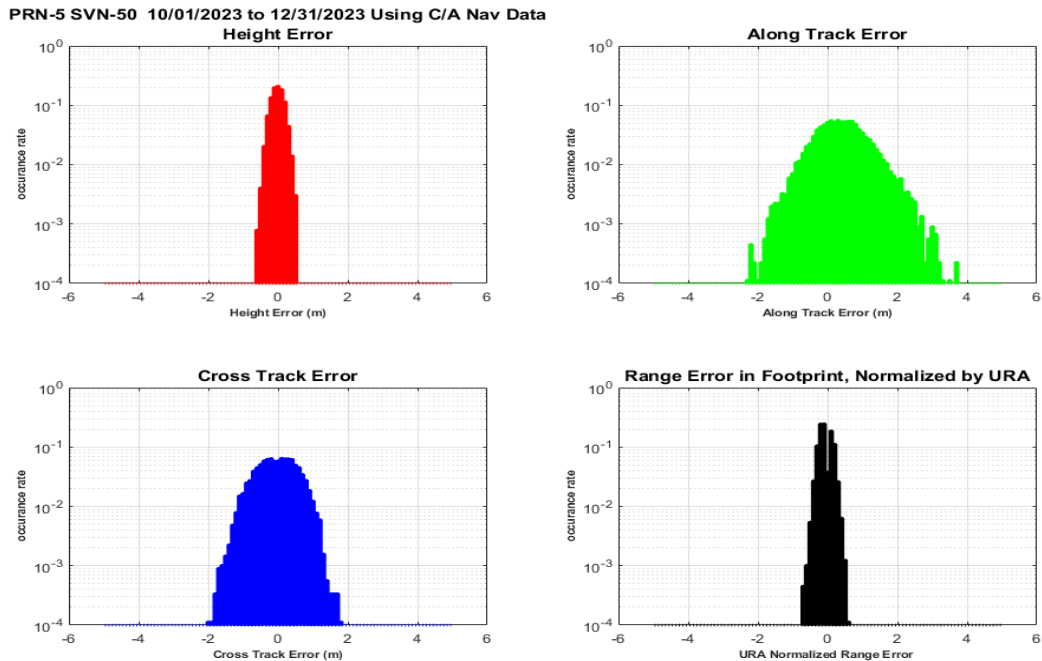


Figure 10-84 Histograms of H, A, C, and Range Error PRN4 (SVN74) Using C/A Nav Data



**Figure 10-85 Histograms of H, A, C, and Range Error PRN4 (SVN74) Using L2C CNAV Data**



**Figure 10-86 Histograms of H, A, C, and Range Error PRN5 (SVN50) Using C/A Nav Data**

# Global Positioning System Standard Positioning Service Performance Analysis Report

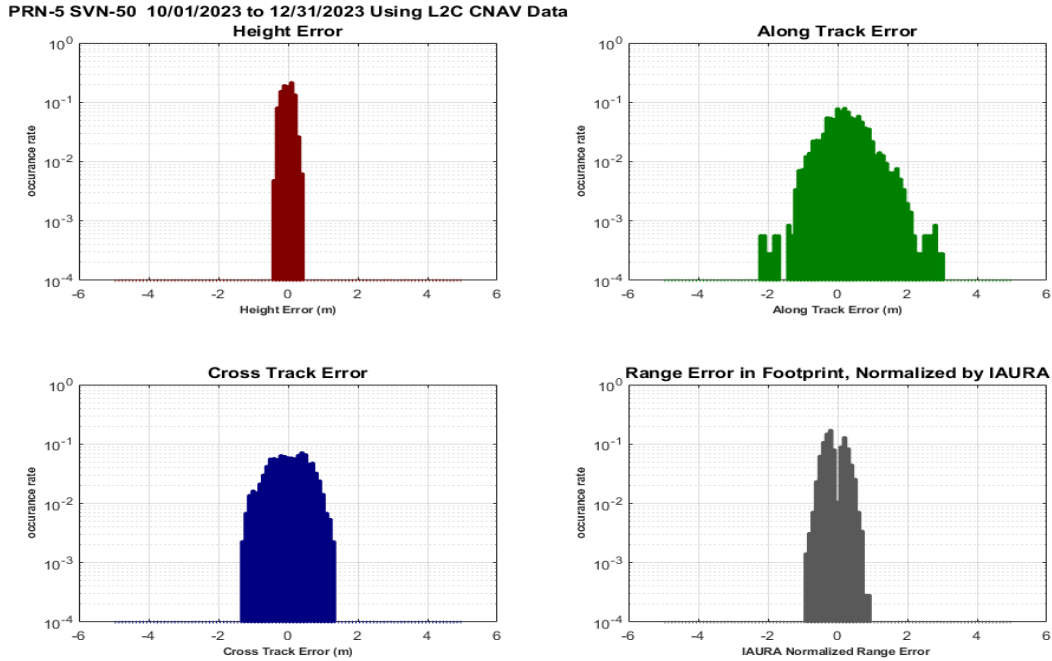


Figure 10-87 Histograms of H, A, C, and Range Error PRN5 (SVN50) Using L2C CNAV Data

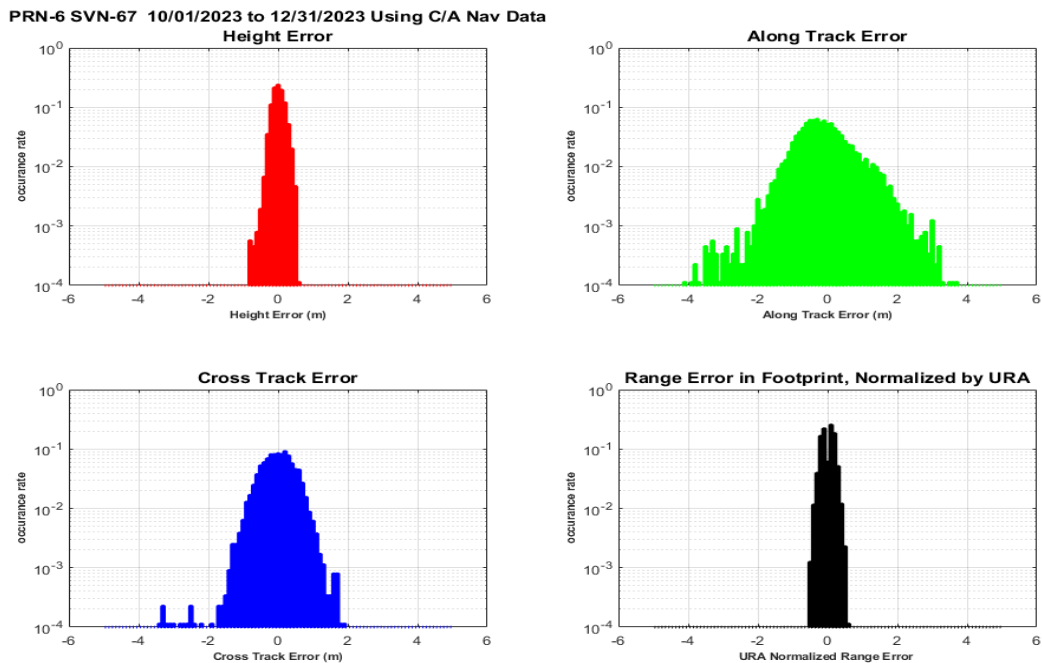


Figure 10-88 Histograms of H, A, C, and Range Error PRN6 (SVN67) Using C/A Nav Data

# Global Positioning System Standard Positioning Service Performance Analysis Report

PRN-6 SVN-67 10/01/2023 to 12/31/2023 Using L2C CNAV Data

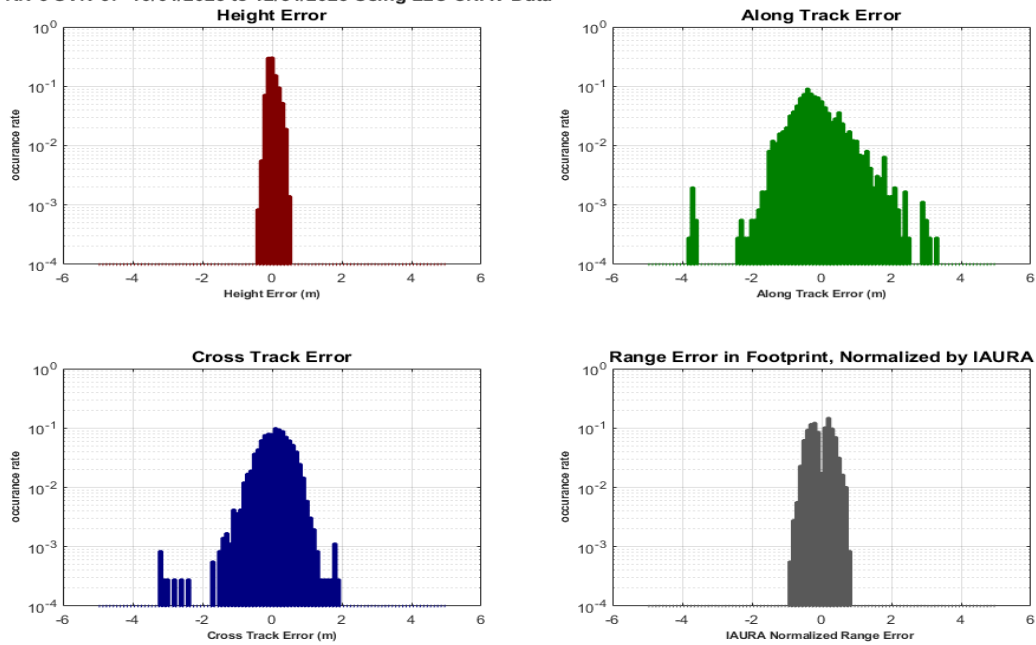


Figure 10-89 Histograms of H, A, C, and Range Error PRN6 (SVN67) Using L2C CNAV Data

PRN-7 SVN-48 10/01/2023 to 12/31/2023 Using C/A Nav Data

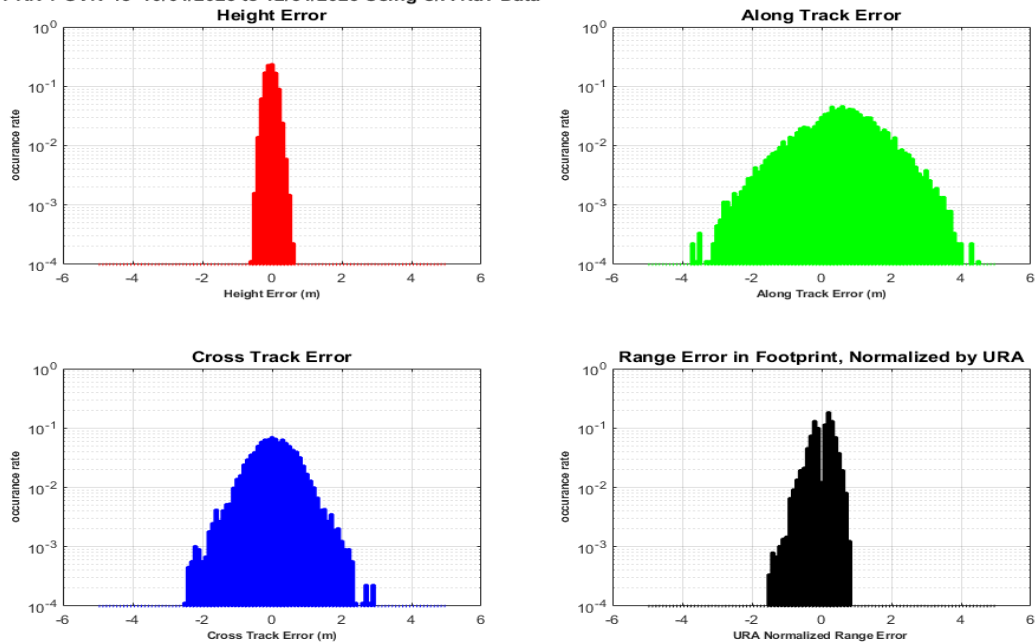


Figure 10-90 Histograms of H, A, C, and Range Error PRN7 (SVN48) Using C/A Nav Data

# Global Positioning System Standard Positioning Service Performance Analysis Report

PRN-7 SVN-48 10/01/2023 to 12/31/2023 Using L2C CNAV Data

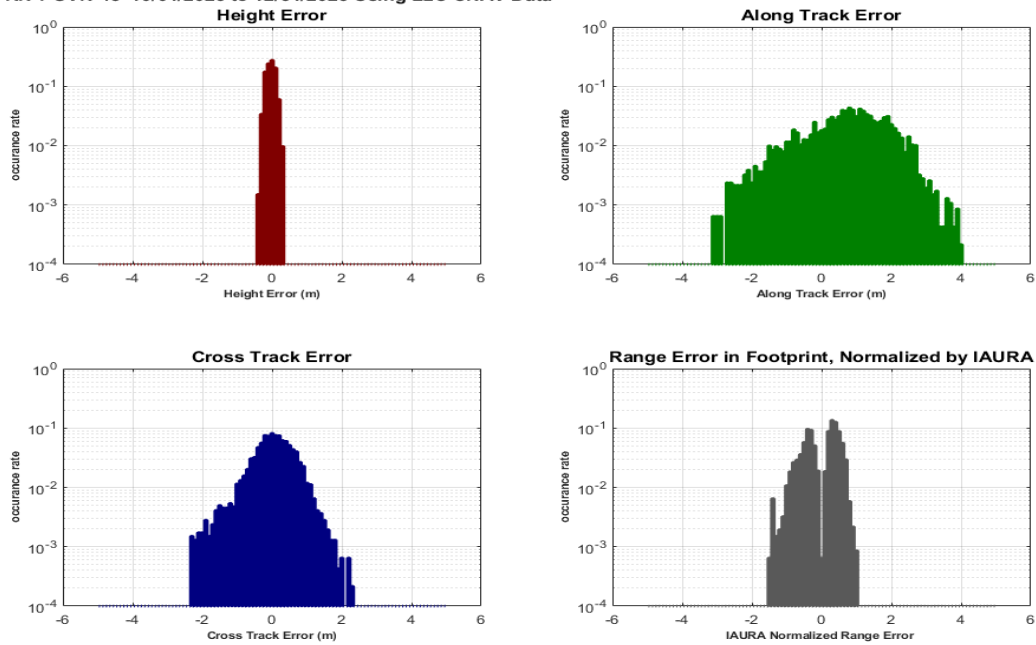


Figure 10-91 Histograms of H, A, C, and Range Error PRN7 (SVN48) Using L2C CNAV Data

PRN-8 SVN-72 10/01/2023 to 12/31/2023 Using C/A Nav Data

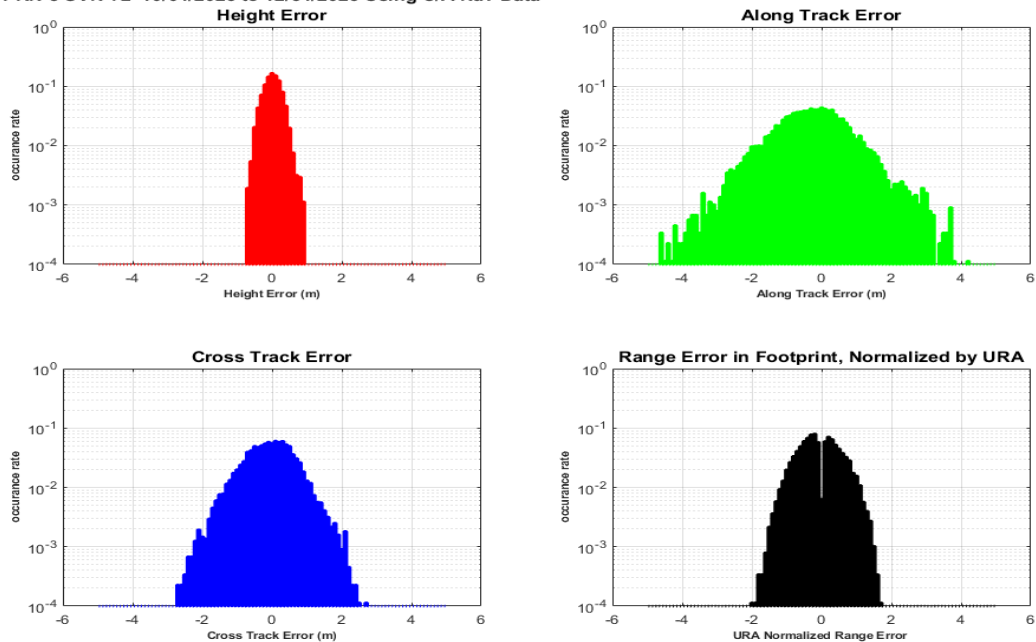
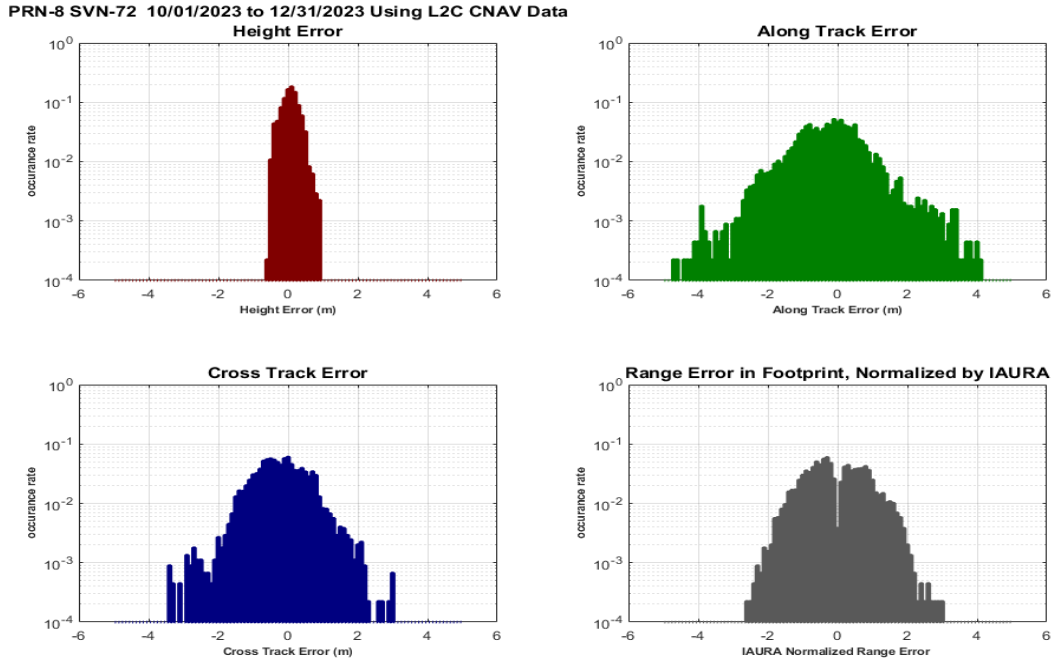
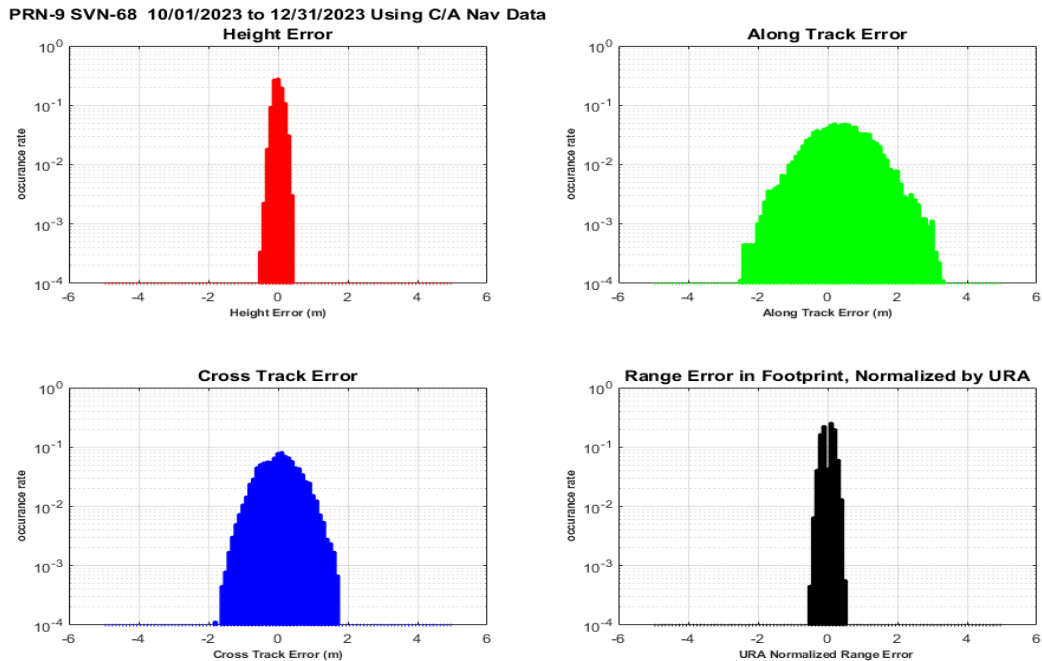


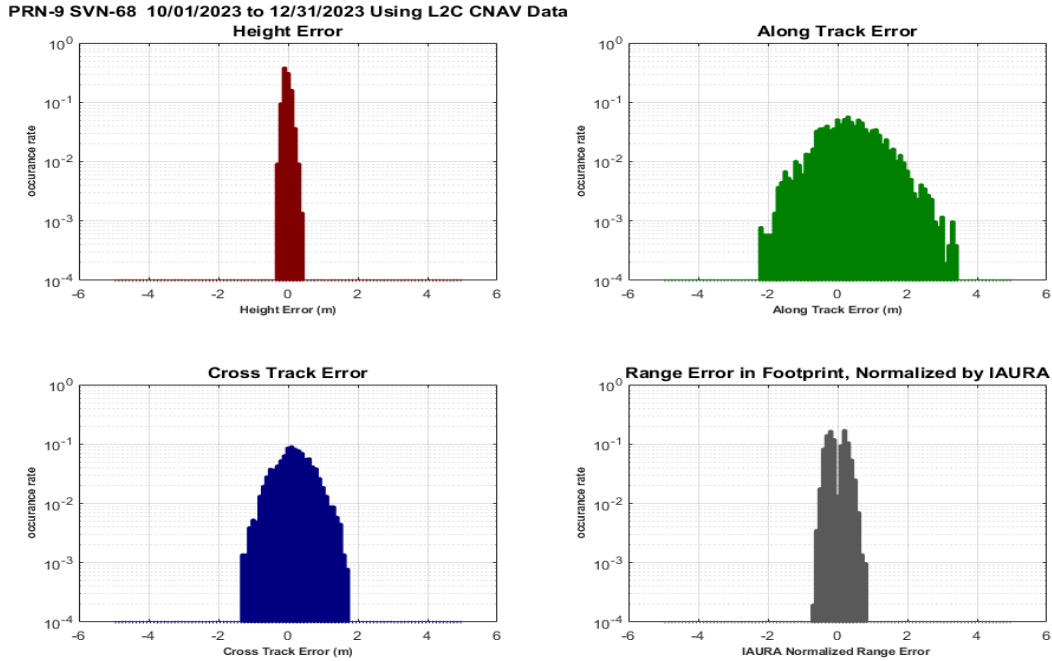
Figure 10-92 Histograms of H, A, C, and Range Error PRN8 (SVN72) Using C/A Nav Data



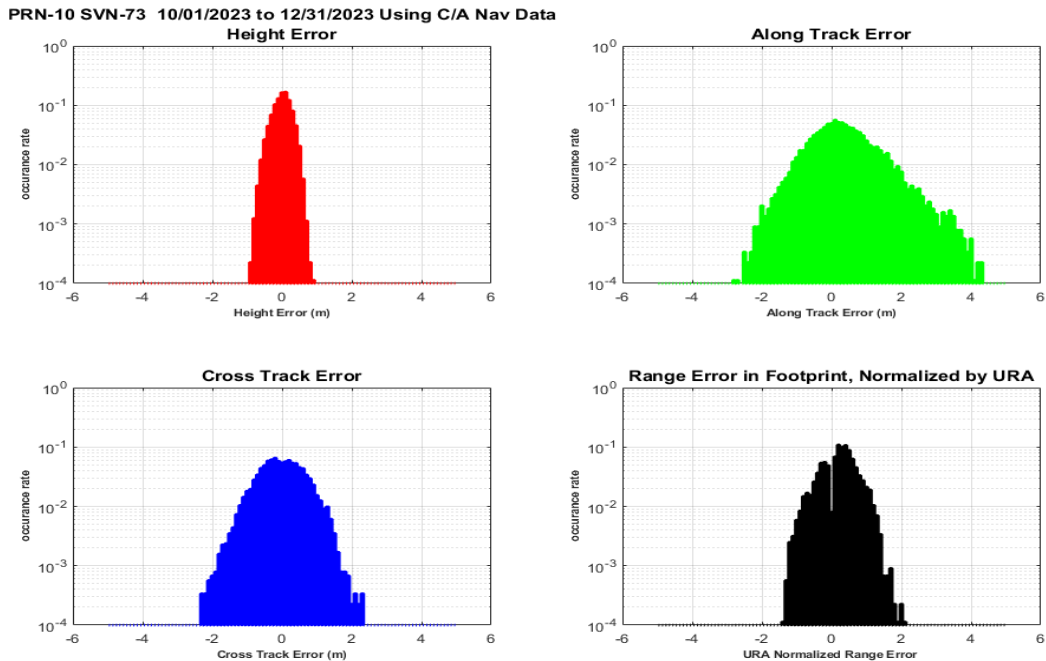
**Figure 10-93 Histograms of H, A, C, and Range Error PRN8 (SVN72) Using L2C CNAV Data**



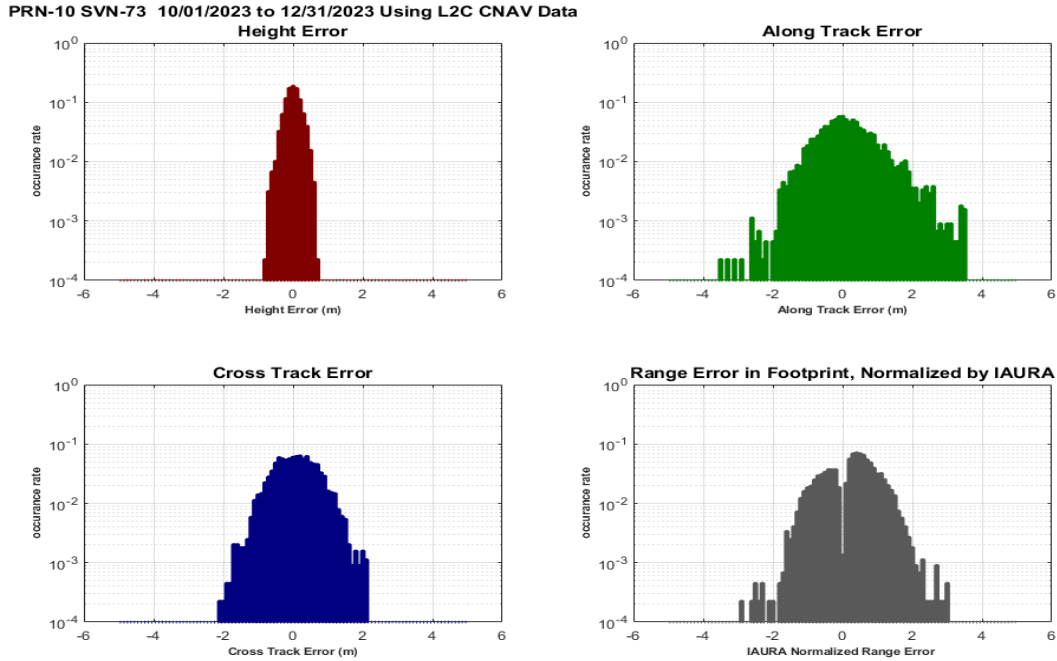
**Figure 10-94 Histograms of H, A, C, and Range Error PRN9 (SVN68) Using C/A Nav Data**



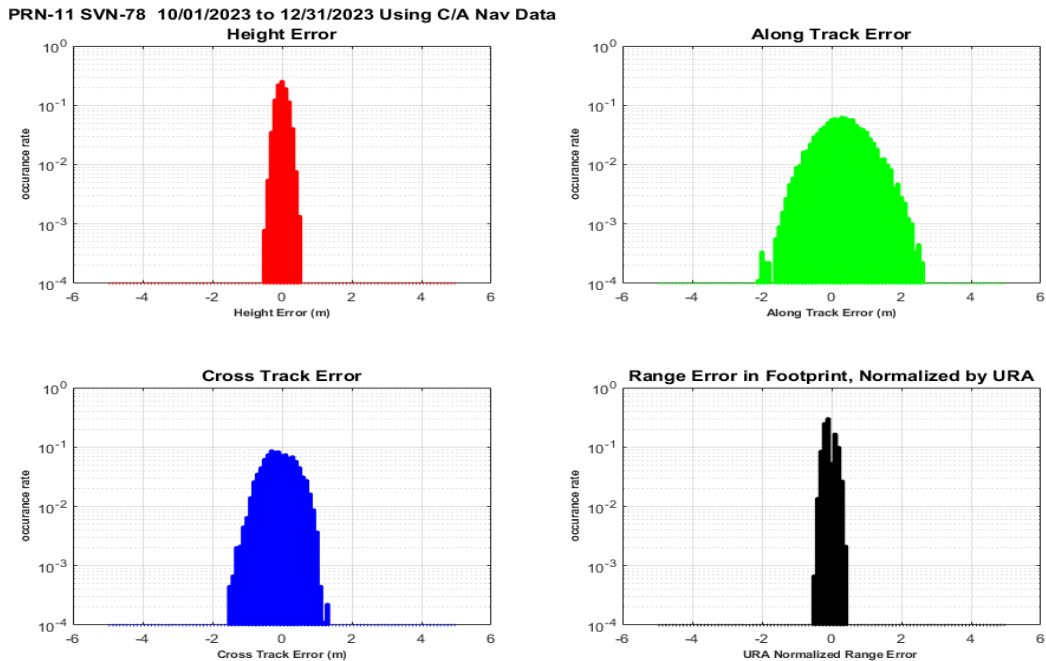
**Figure 10-95 Histograms of H, A, C, and Range Error PRN9 (SVN68) Using L2C CNAV Data**



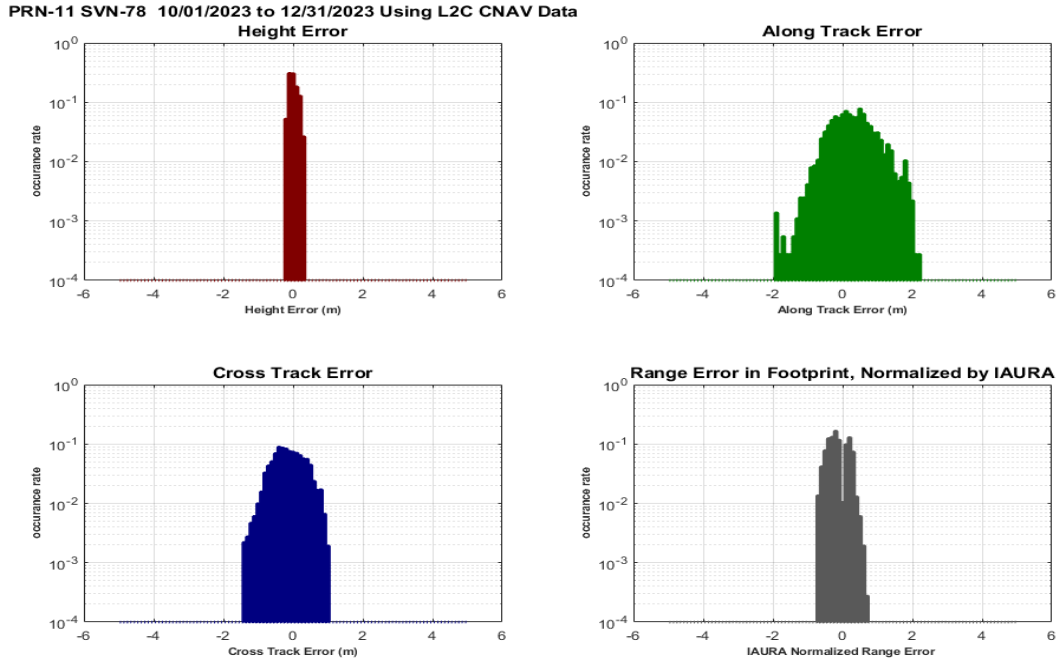
**Figure 10-96 Histograms of H, A, C, and Range Error PRN10 (SVN73) Using C/A Nav Data**



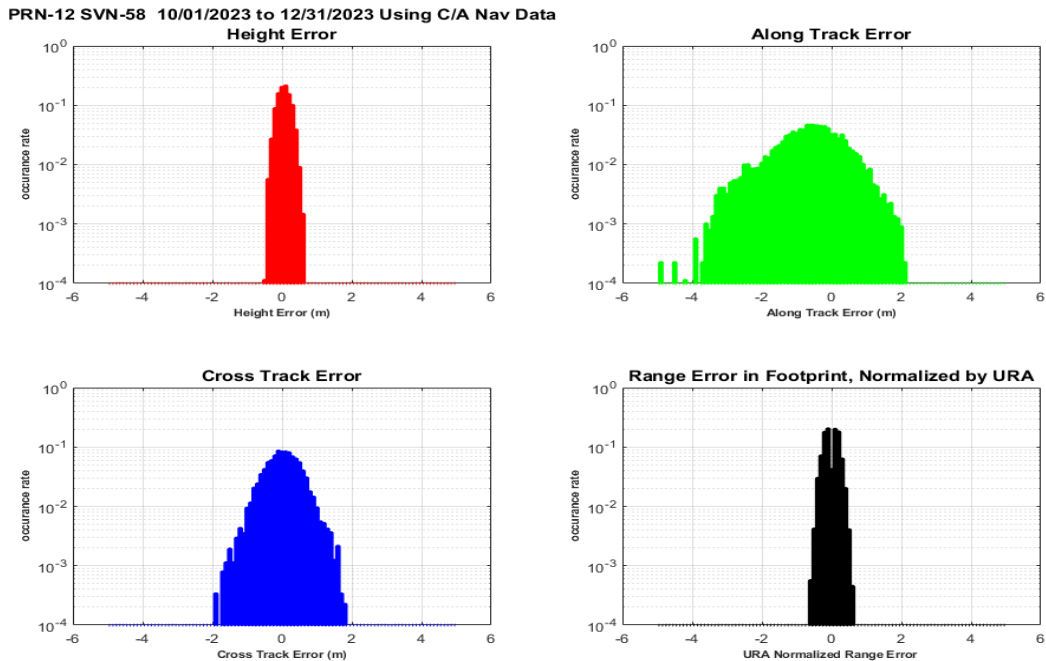
**Figure 10-97 Histograms of H, A, C, and Range Error PRN10 (SVN73) Using L2C CNAV Data**



**Figure 10-98 Histograms of H, A, C, and Range Error PRN11 (SVN78) Using C/A Nav Data**



**Figure 10-99 Histograms of H, A, C, and Range Error PRN11 (SVN78) Using L2C CNAV Data**



**Figure 10-100 Histograms of H, A, C, and Range Error PRN12 (SVN58) Using C/A Nav Data**

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PRN-12 SVN-58 10/01/2023 to 12/31/2023 Using L2C CNAV Data

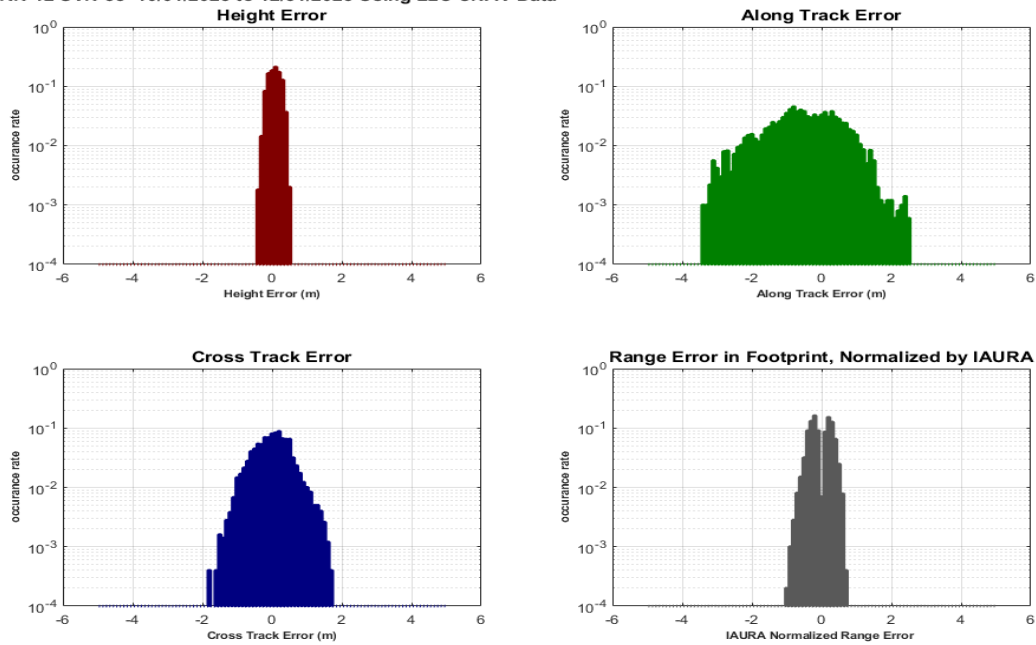


Figure 10-101 Histograms of H, A, C, and Range Error PRN12 (SVN58) Using L2C CNAV Data

PRN-13 SVN-43 10/01/2023 to 12/31/2023 Using C/A Nav Data

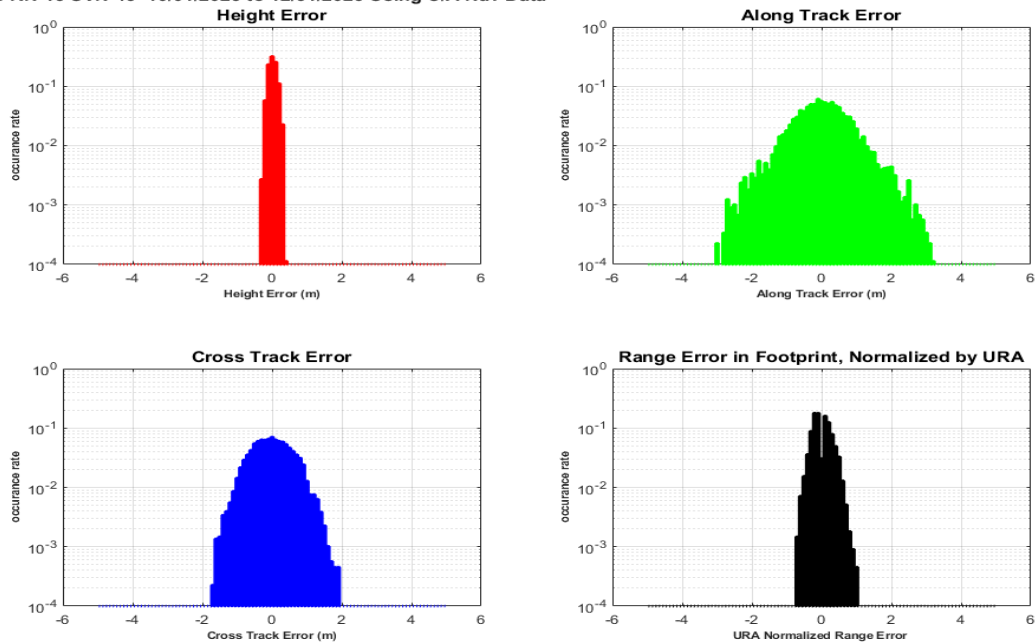


Figure 10-102 Histograms of H, A, C, and Range Error PRN13 (SVN43) Using C/A Nav Data

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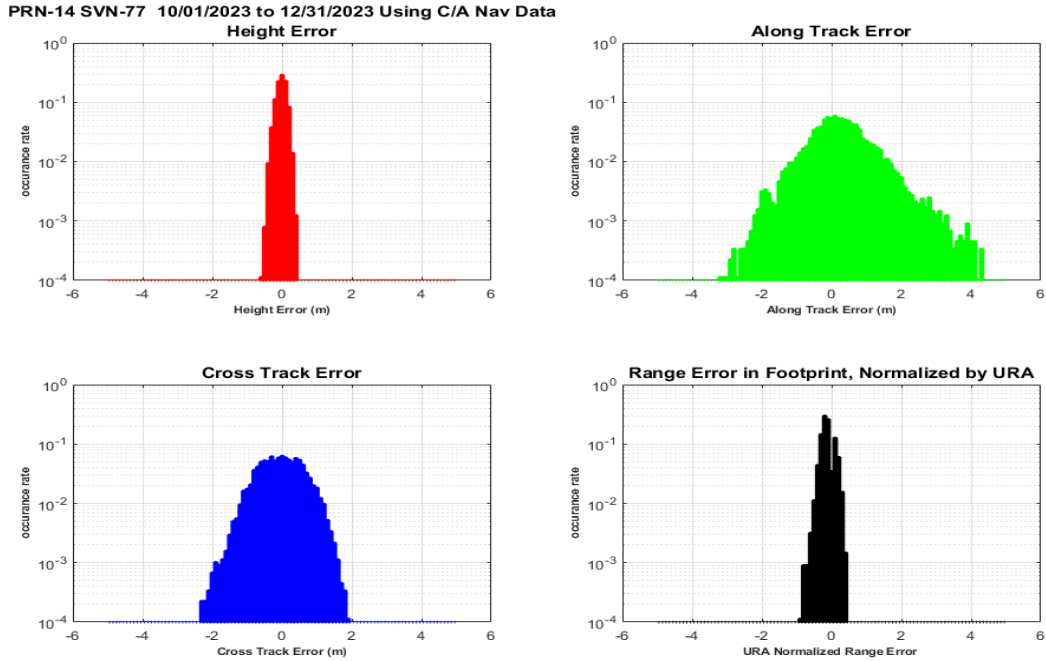


Figure 10-103 Histograms of H, A, C, and Range Error PRN14 (SVN77) Using C/A Nav Data

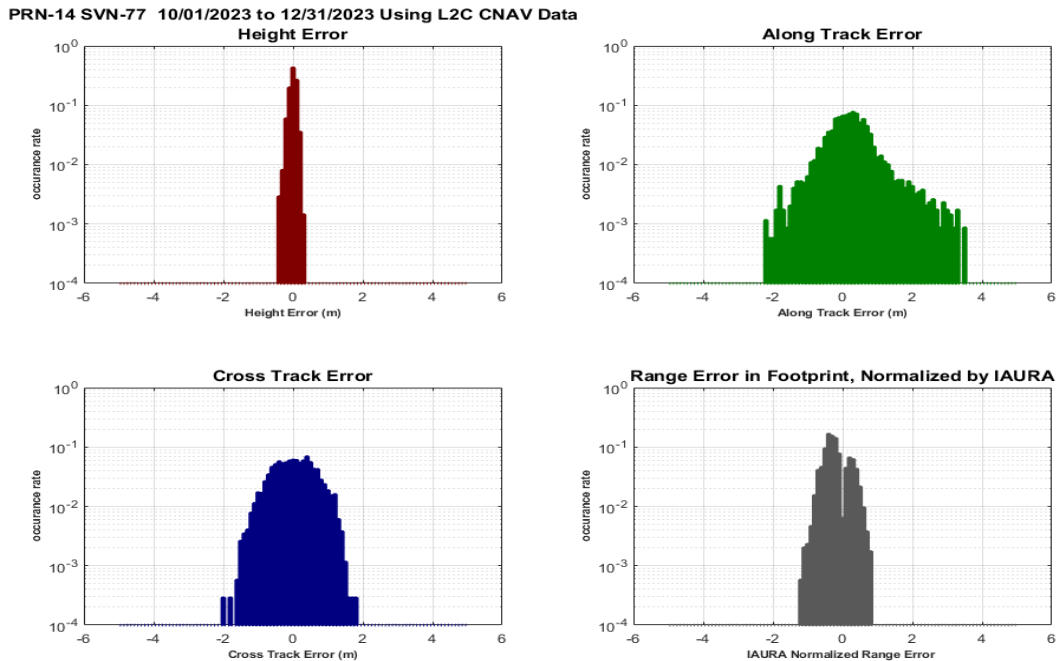
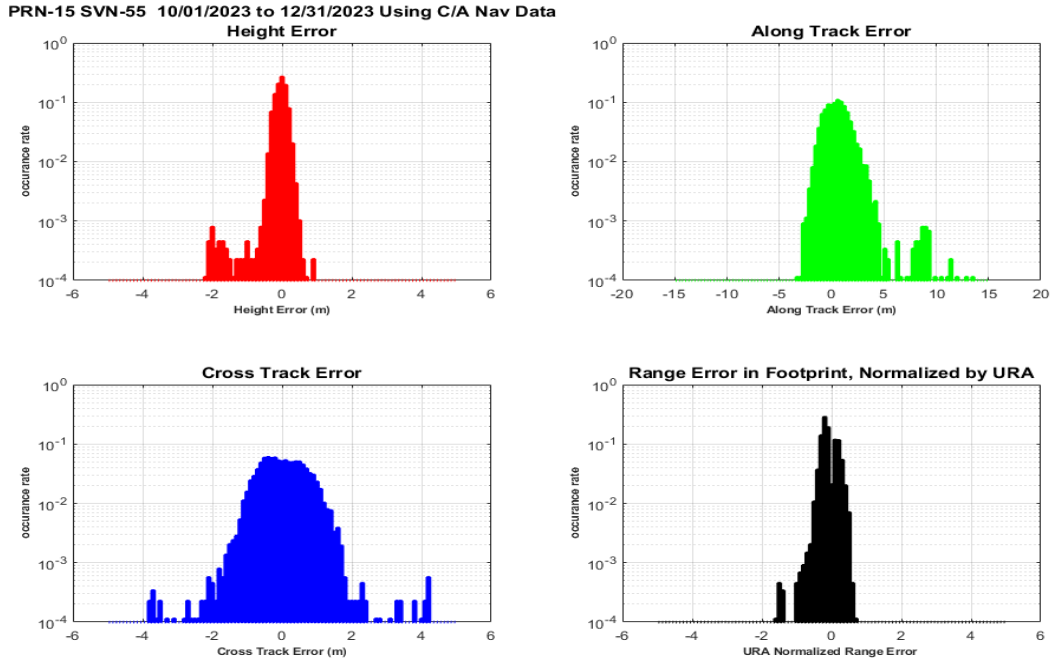
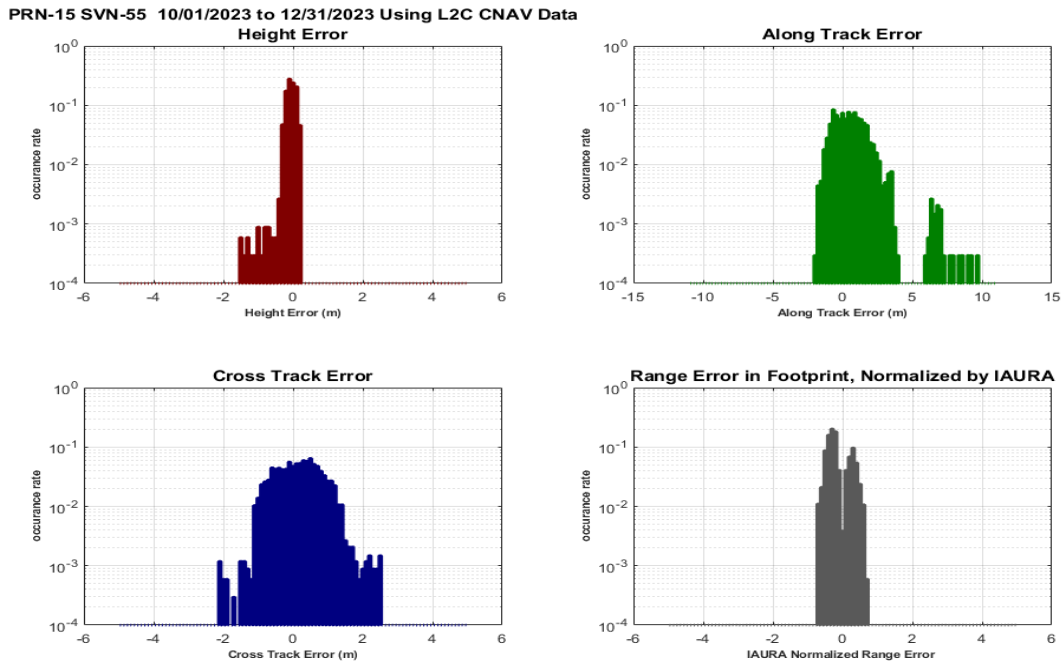


Figure 10-104 Histograms of H, A, C, and Range Error PRN14 (SVN77) Using L2C CNAV Data

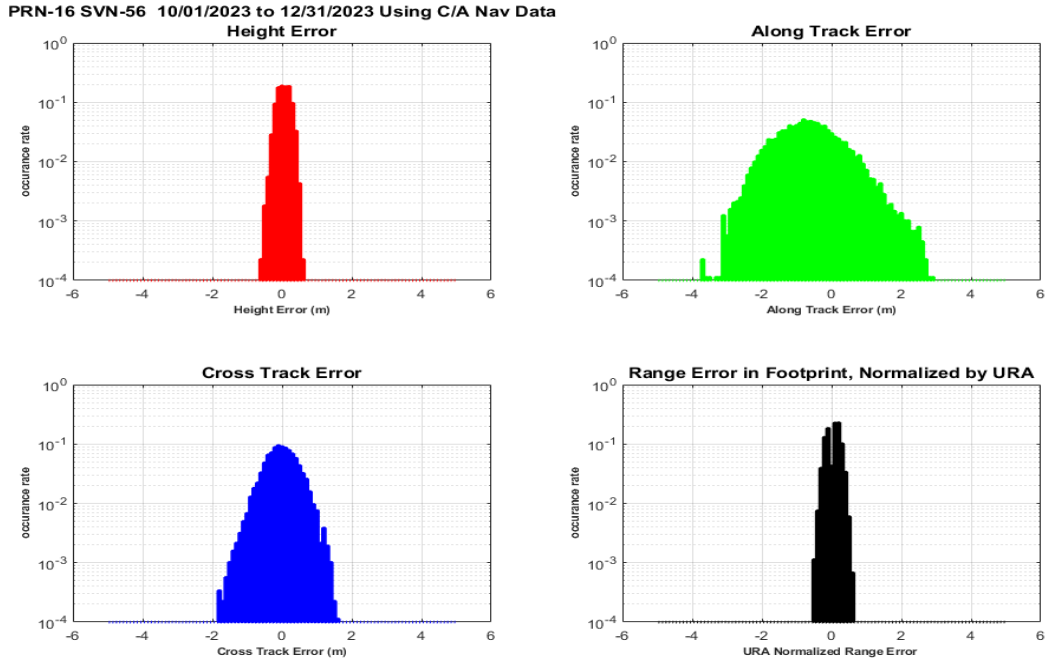
# Global Positioning System Standard Positioning Service Performance Analysis Report



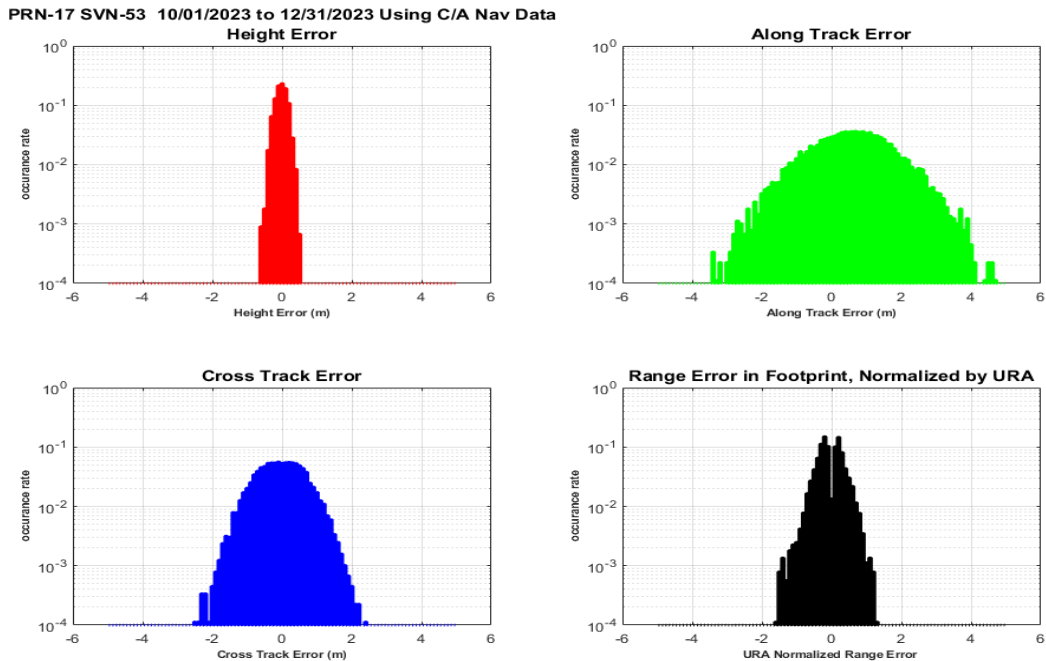
**Figure 10-105 Histograms of H, A, C, and Range Error PRN15 (SVN55) Using C/A Nav Data**



**Figure 10-106 Histograms of H, A, C, and Range Error PRN15 (SVN55) Using L2C CNAV Data**



**Figure 10-107 Histograms of H, A, C, and Range Error PRN16 (SVN56) Using C/A Nav Data**



**Figure 10-108 Histograms of H, A, C, and Range Error PRN17 (SVN53) Using C/A Nav Data**

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PRN-17 SVN-53 10/01/2023 to 12/31/2023 Using L2C CNAV Data

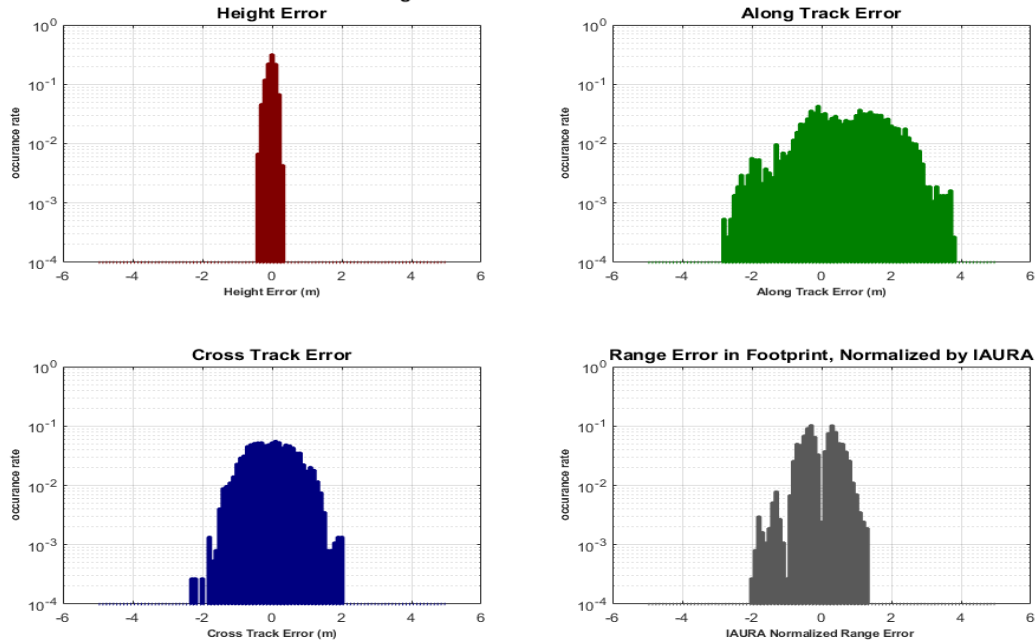


Figure 10-109 Histograms of H, A, C, and Range Error PRN17 (SVN53) Using L2C CNAV Data

PRN-18 SVN-75 10/01/2023 to 12/31/2023 Using C/A Nav Data

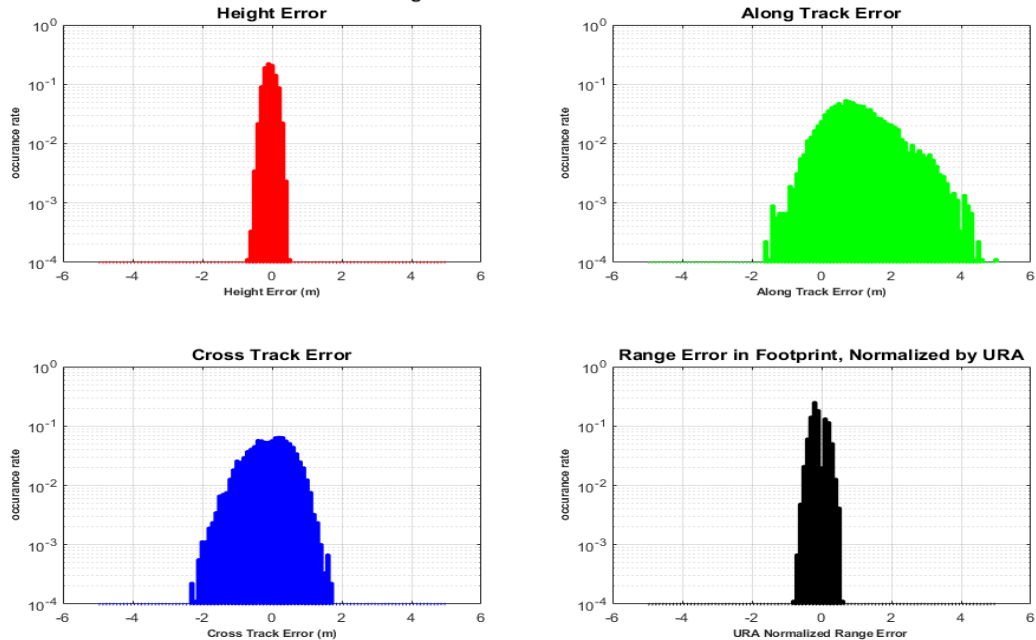


Figure 10-110 Histograms of H, A, C, and Range Error PRN18 (SVN75) Using C/A Nav Data

# Global Positioning System Standard Positioning Service Performance Analysis Report

PRN-18 SVN-75 10/01/2023 to 12/31/2023 Using L2C CNAV Data

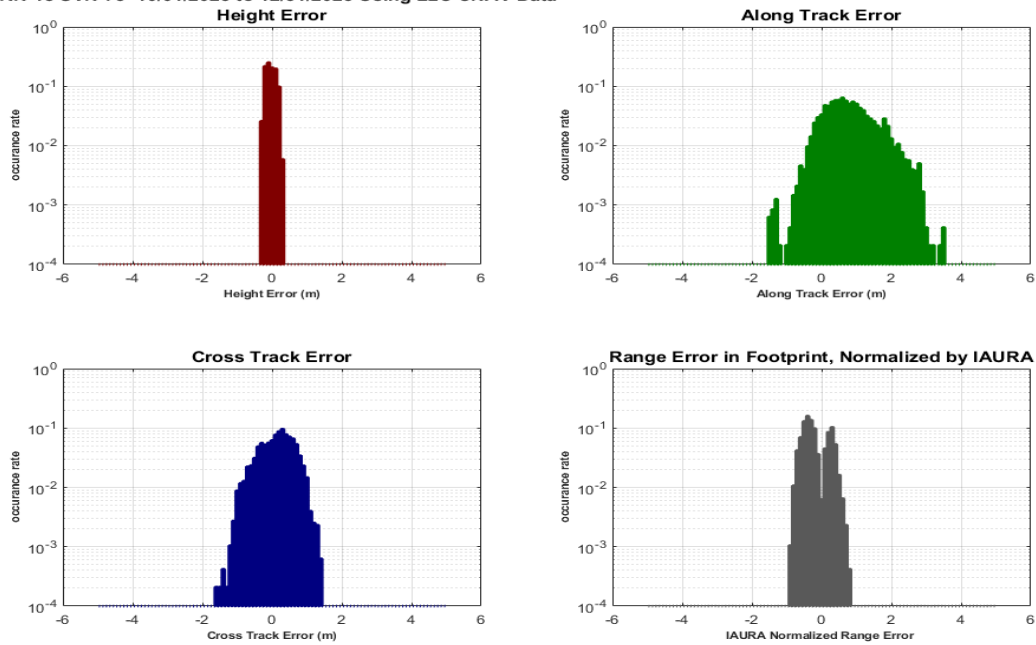


Figure 10-111 Histograms of H, A, C, and Range Error PRN18 (SVN75) Using L2C CNAV Data

PRN-19 SVN-59 10/01/2023 to 12/31/2023 Using C/A Nav Data

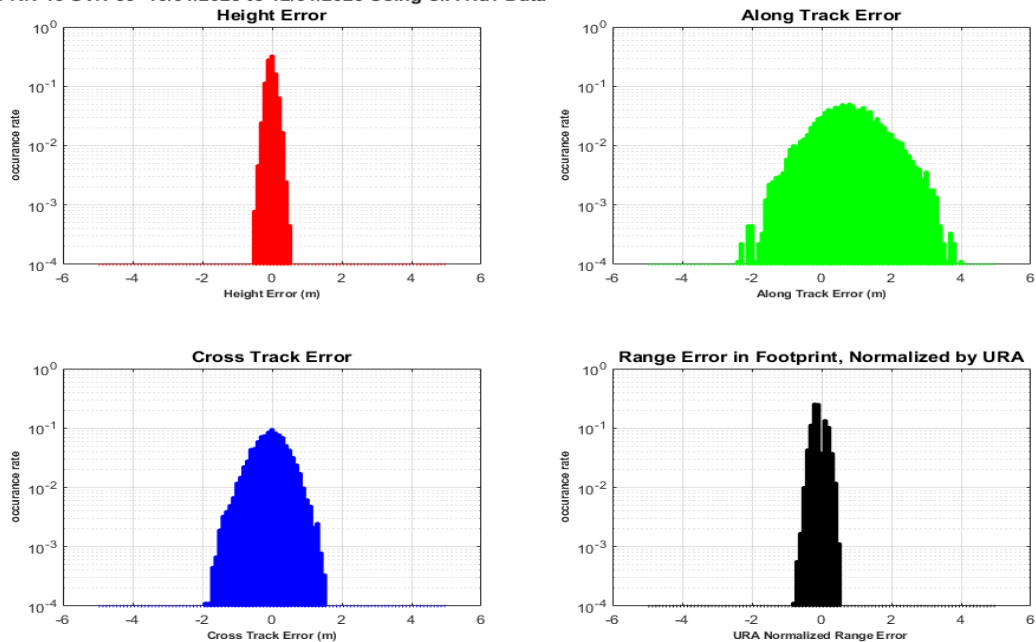


Figure 10-112 Histograms of H, A, C, and Range Error PRN19 (SVN59) Using C/A Nav Data

# Global Positioning System Standard Positioning Service Performance Analysis Report

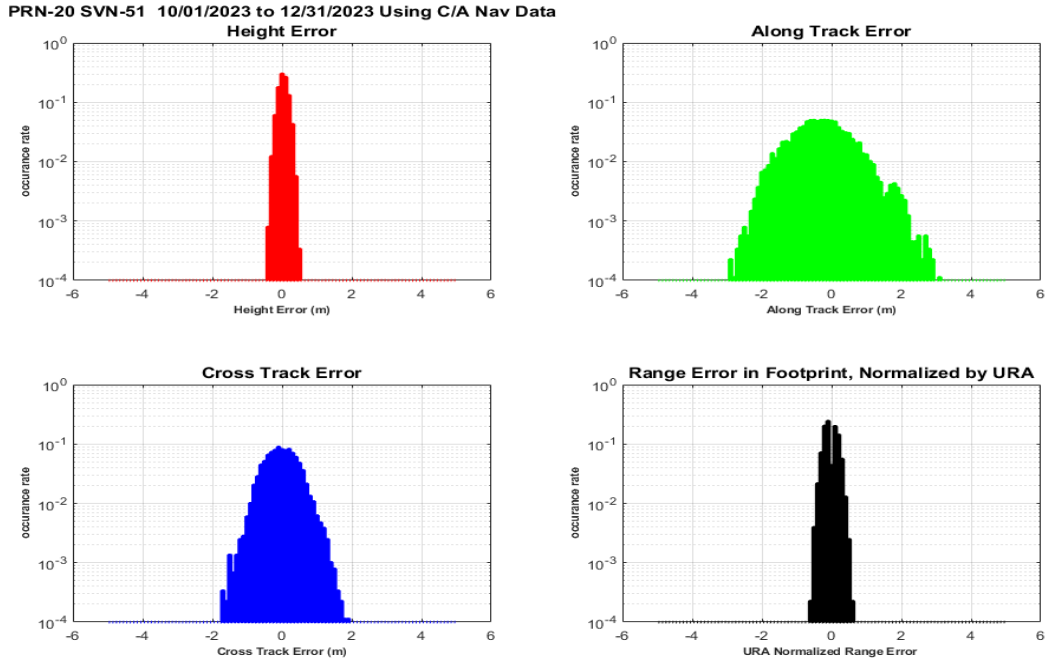


Figure 10-113 Histograms of H, A, C, and Range Error PRN20 (SVN51) Using C/A Nav Data

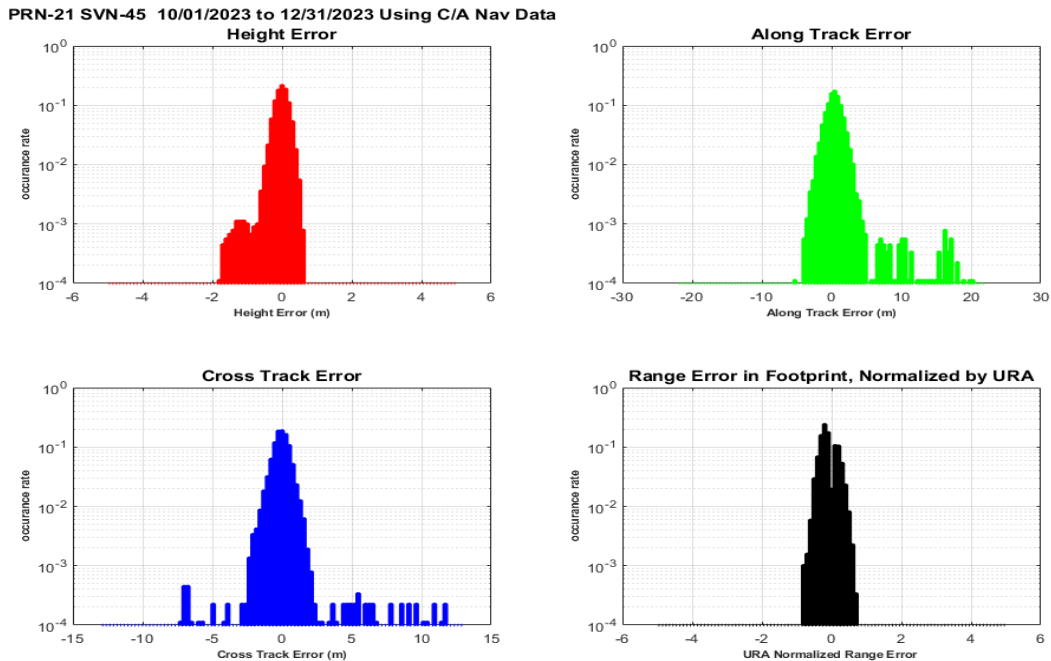
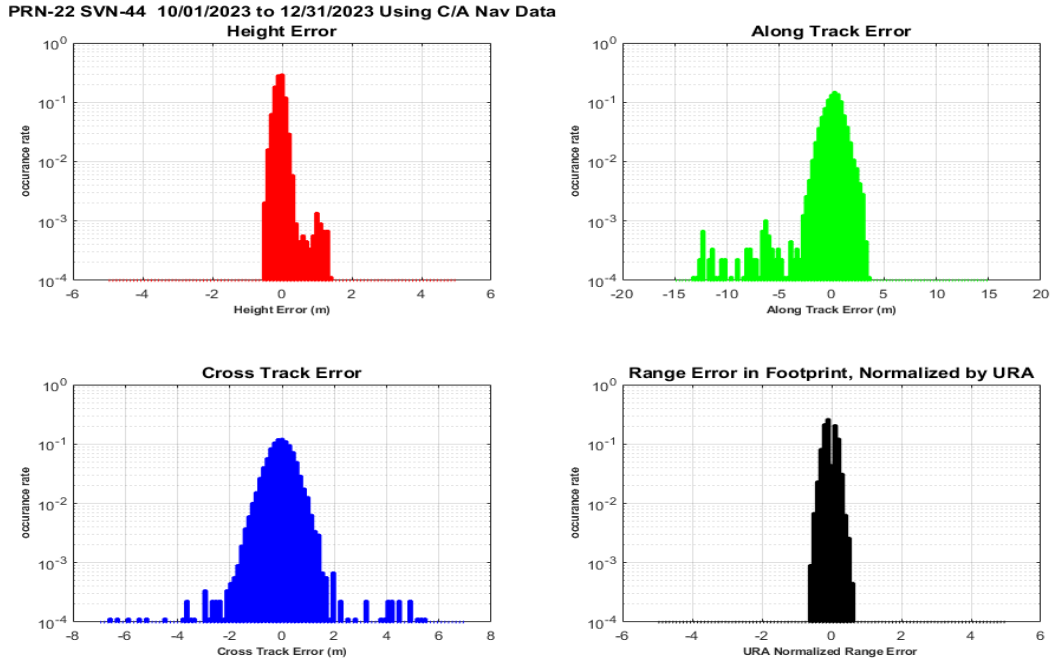
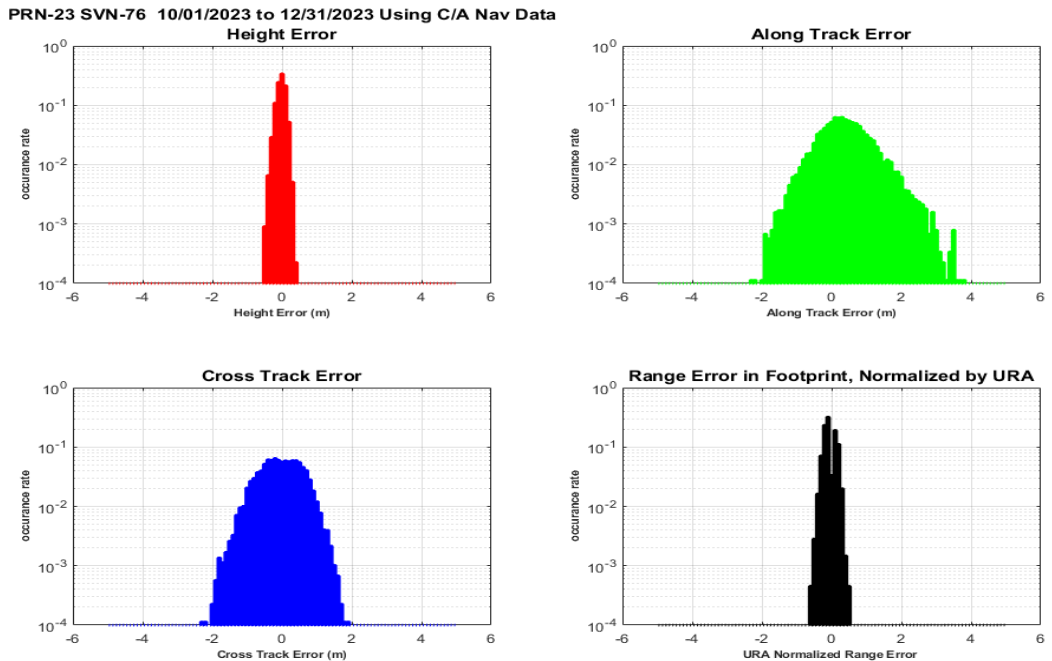


Figure 10-114 Histograms of H, A, C, and Range Error PRN21 (SVN45) Using C/A Nav Data

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**Figure 10-115 Histograms of H, A, C, and Range Error PRN22 (SVN44) Using C/A Nav Data**



**Figure 10-116 Histograms of H, A, C, and Range Error PRN23 (SVN76) Using C/A Nav Data**

# Global Positioning System Standard Positioning Service Performance Analysis Report

PRN-23 SVN-76 10/01/2023 to 12/31/2023 Using L2C CNAV Data

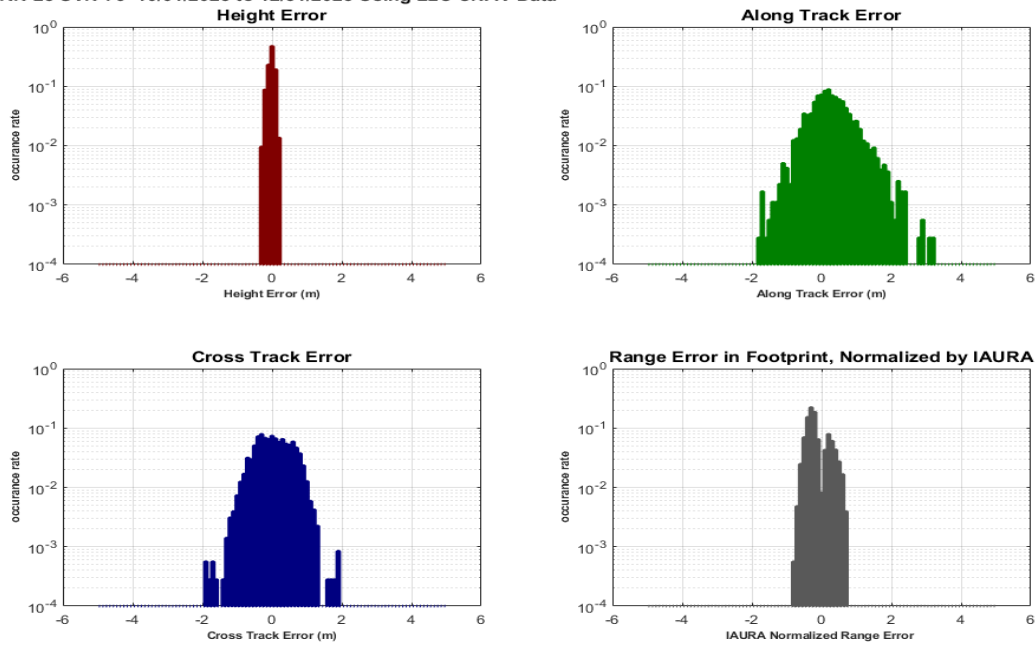


Figure 10-117 Histograms of H, A, C, and Range Error PRN23 (SVN76) Using L2C CNAV Data

PRN-24 SVN-65 10/01/2023 to 12/31/2023 Using C/A Nav Data

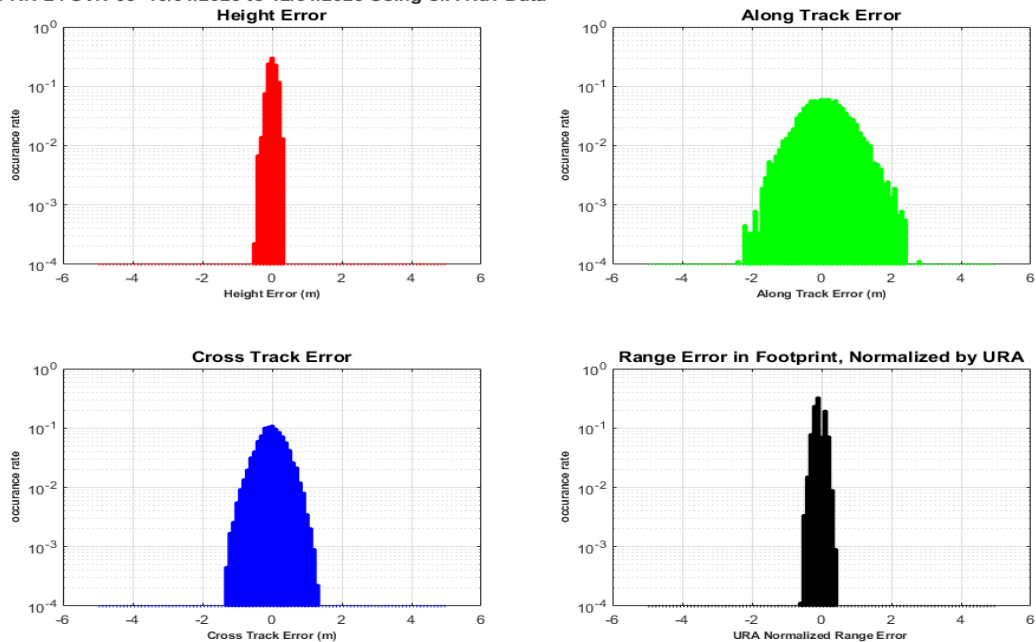


Figure 10-118 Histograms of H, A, C, and Range Error PRN24 (SVN65) Using C/A Nav Data

# Global Positioning System Standard Positioning Service Performance Analysis Report

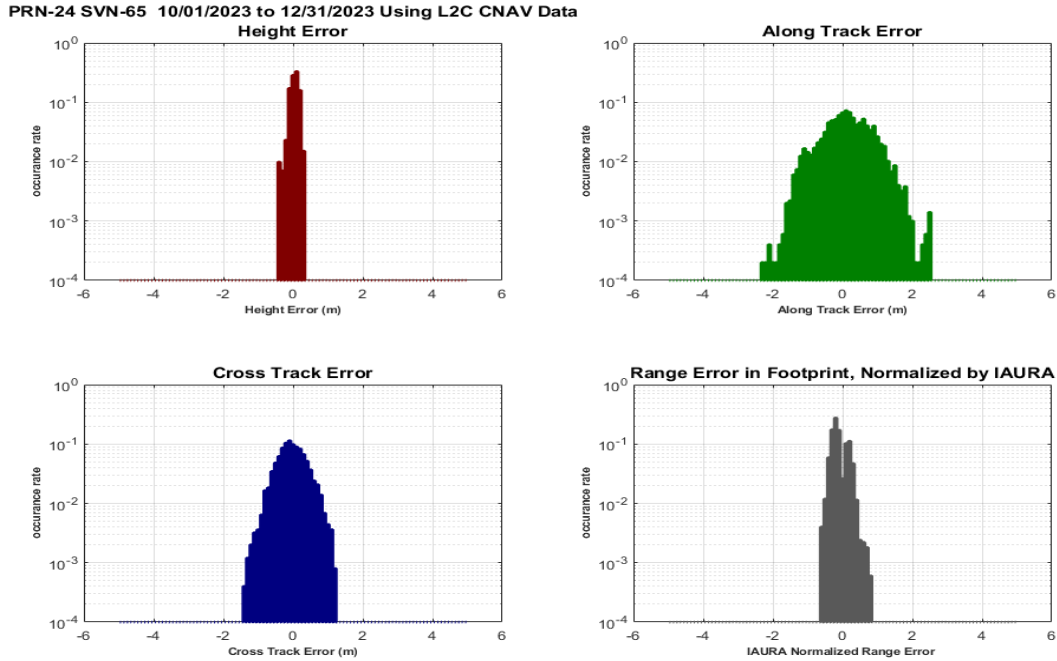


Figure 10-119 Histograms of H, A, C, and Range Error PRN24 (SVN65) Using L2C CNAV Data

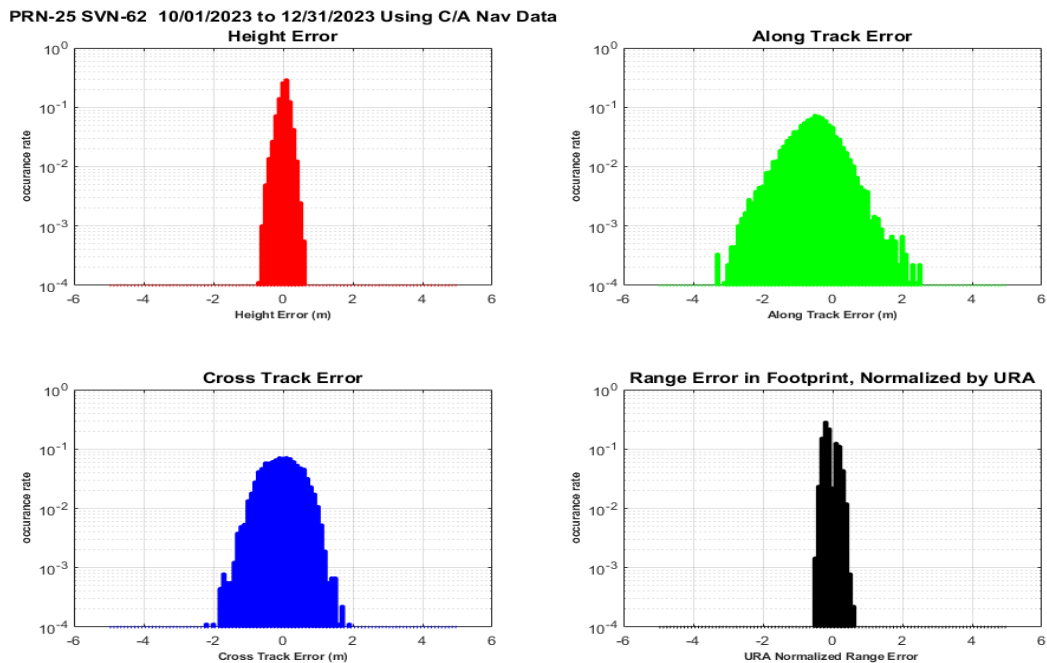


Figure 10-120 Histograms of H, A, C, and Range Error PRN25 (SVN62) Using C/A Nav Data

# Global Positioning System Standard Positioning Service Performance Analysis Report

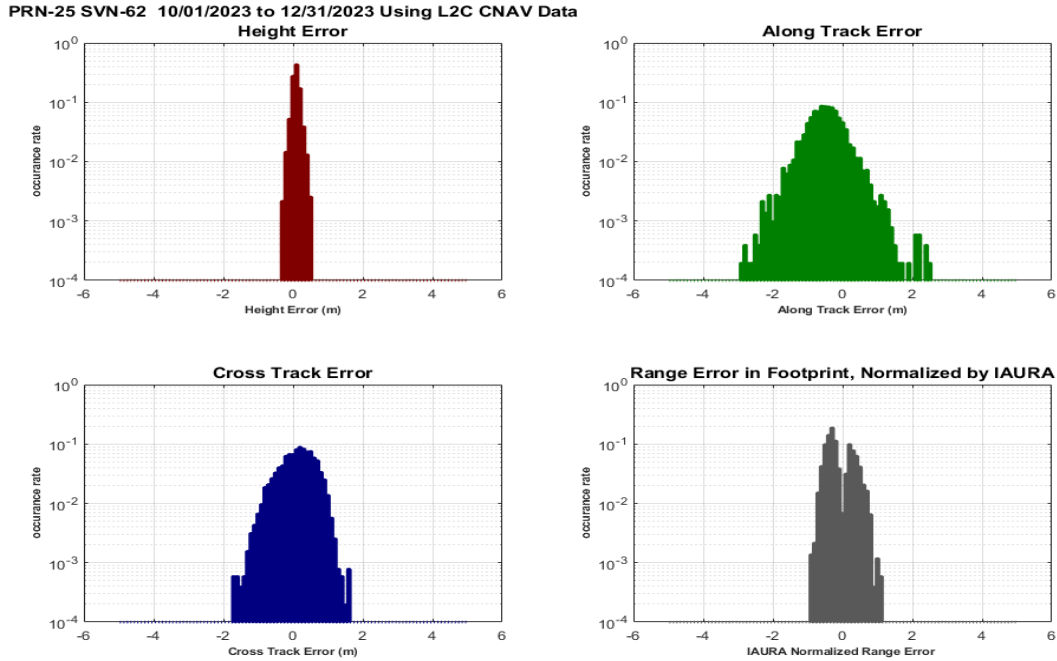


Figure 10-121 Histograms of H, A, C, and Range Error PRN25 (SVN62) Using L2C CNAV Data

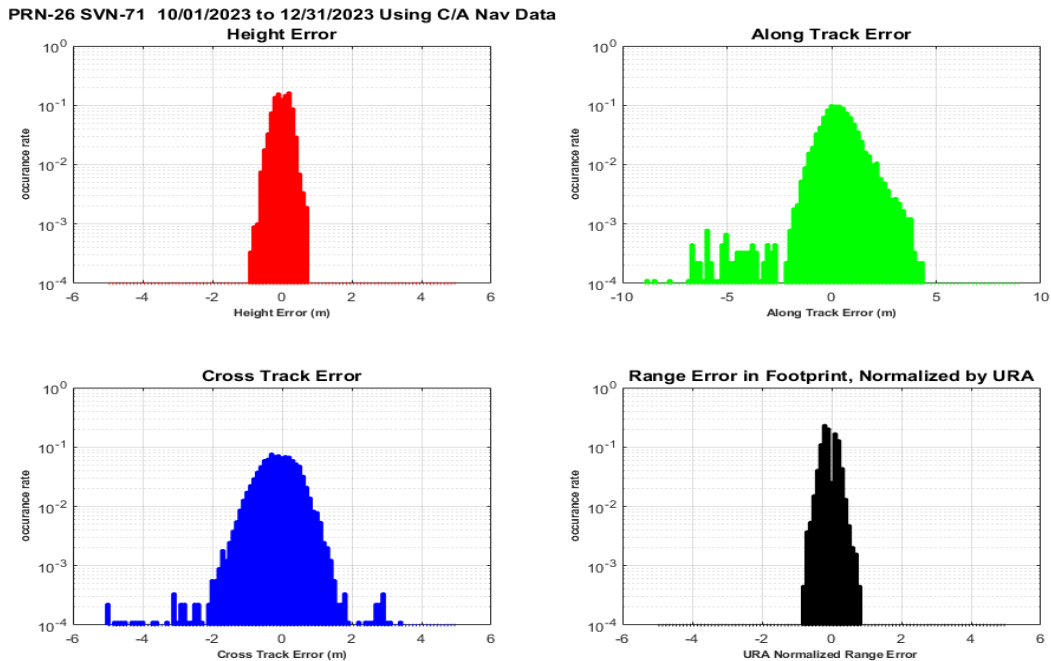
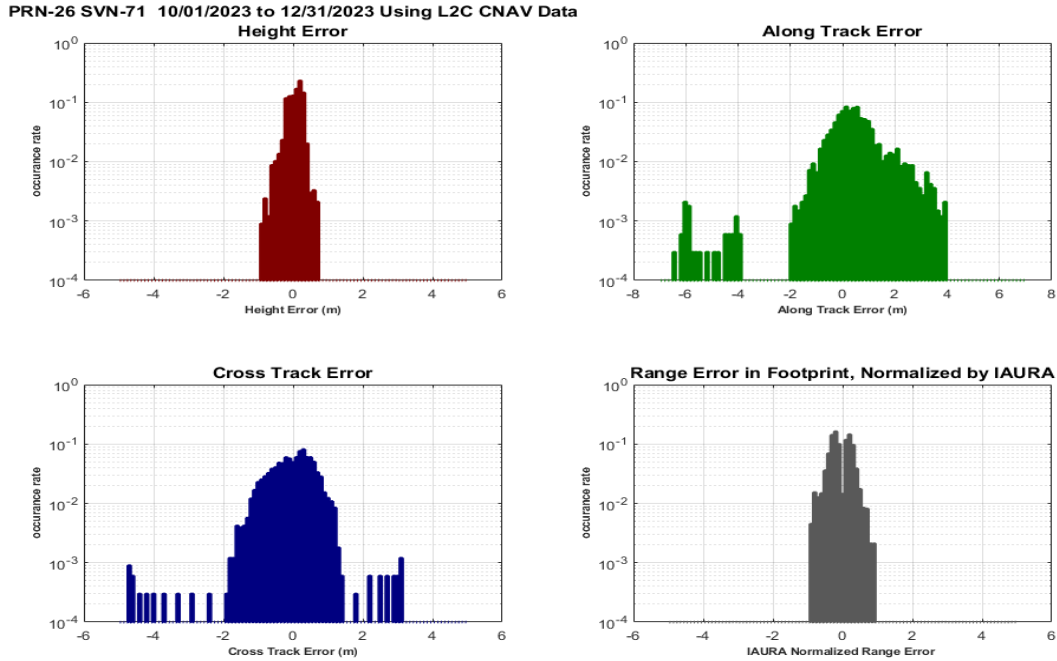
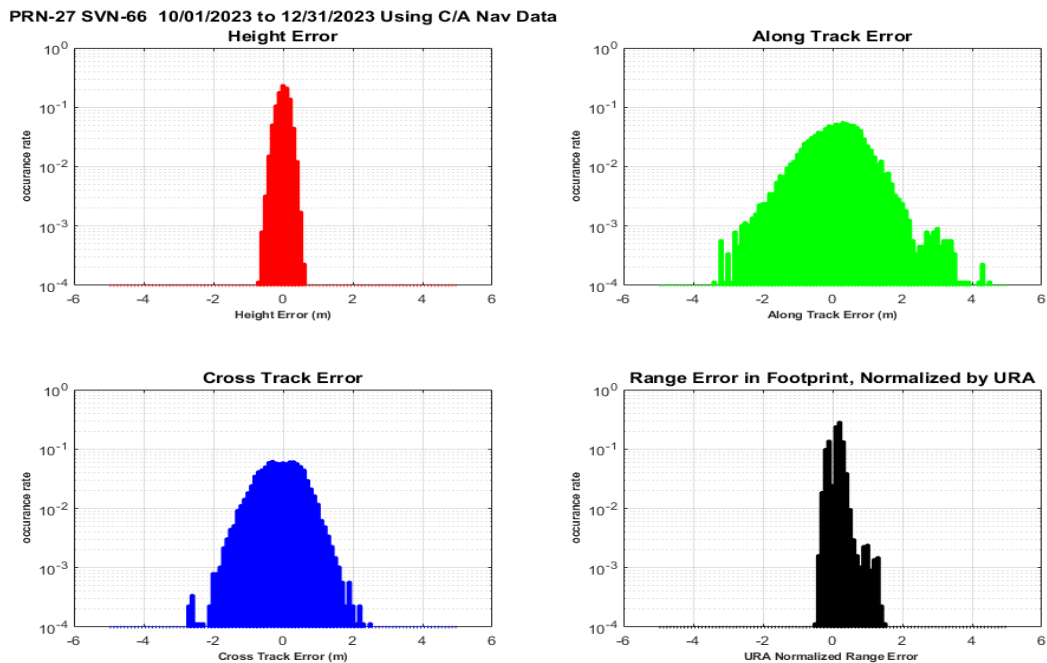


Figure 10-122 Histograms of H, A, C, and Range Error PRN26 (SVN71) Using C/A Nav Data

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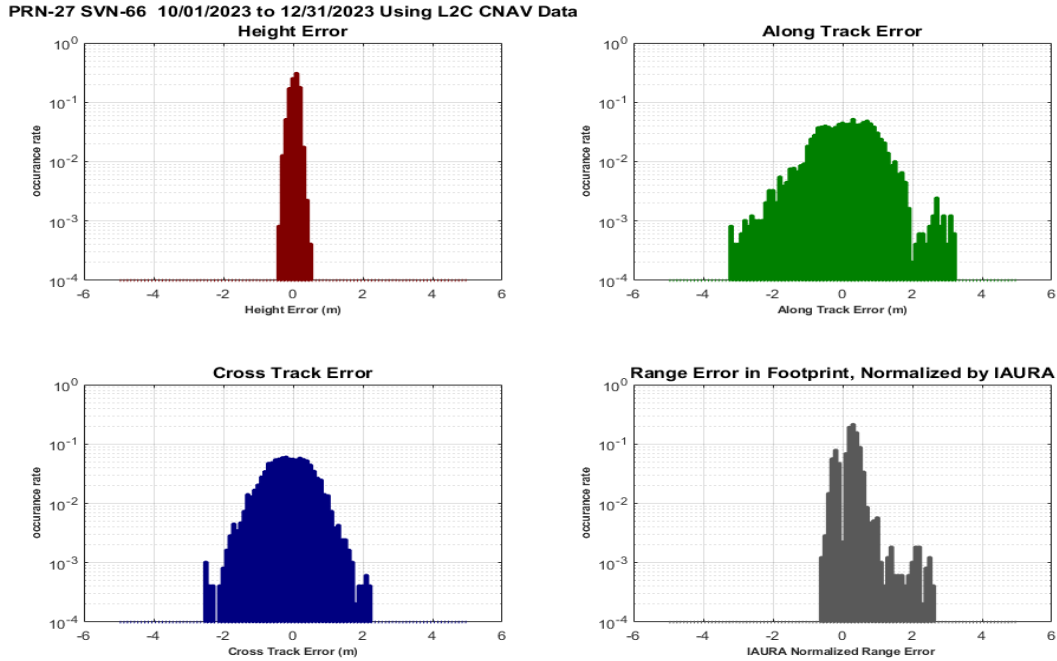


**Figure 10-123 Histograms of H, A, C, and Range Error PRN26 (SVN71) Using L2C CNAV Data**

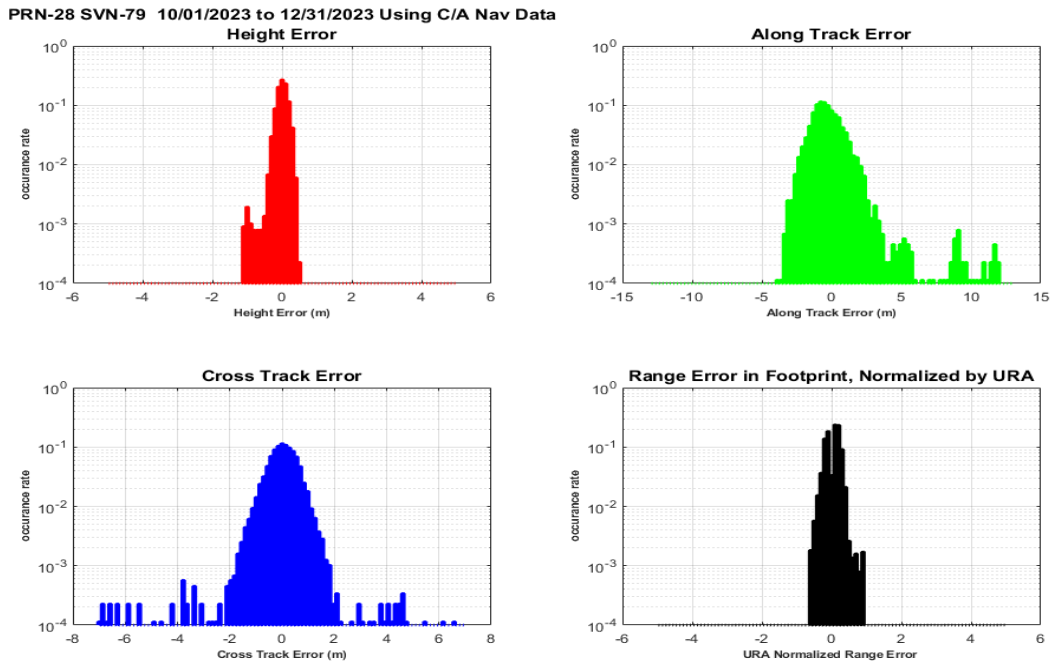


**Figure 10-124 Histograms of H, A, C, and Range Error PRN27 (SVN66) Using C/A Nav Data**

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**Figure 10-125 Histograms of H, A, C, and Range Error PRN27 (SVN66) Using L2C CNAV Data**



**Figure 10-126 Histograms of H, A, C, and Range Error PRN28 (SVN79) Using C/A Nav Data**

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PRN-28 SVN-79 10/01/2023 to 12/31/2023 Using L2C CNAV Data

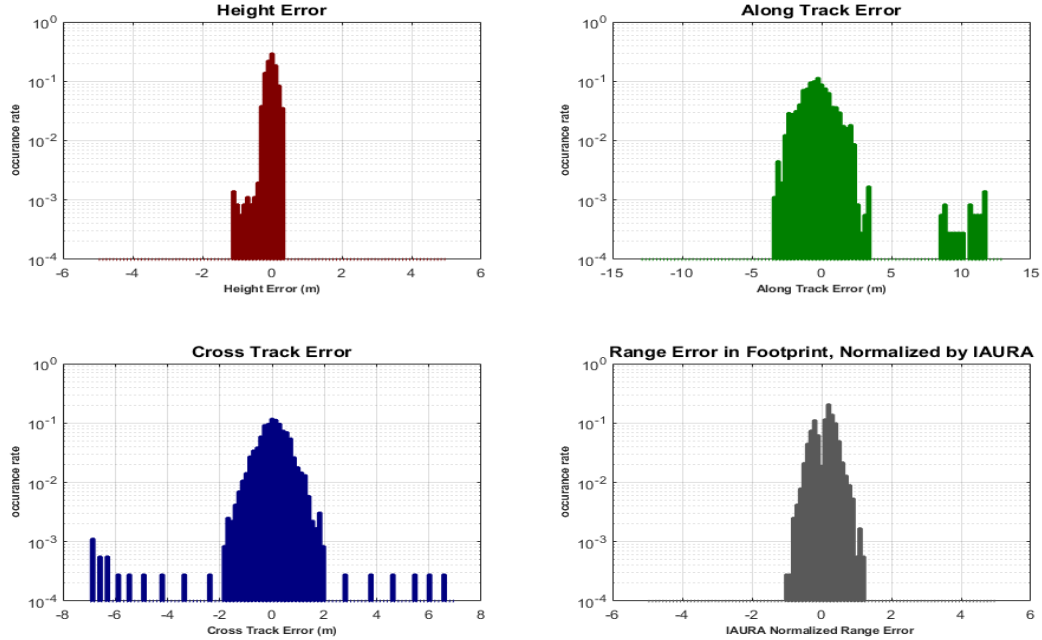


Figure 10-127 Histograms of H, A, C, and Range Error PRN28 (SVN79) Using L2C CNAV Data

PRN-29 SVN-57 10/01/2023 to 12/31/2023 Using C/A Nav Data

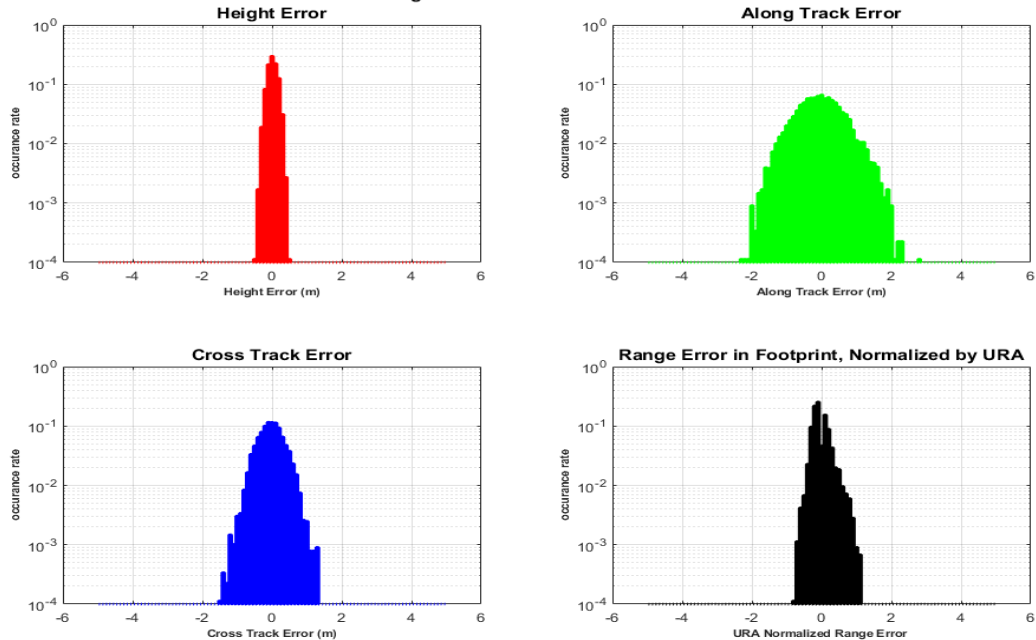


Figure 10-128 Histograms of H, A, C, and Range Error PRN29 (SVN57) Using C/A Nav Data

# Global Positioning System Standard Positioning Service Performance Analysis Report

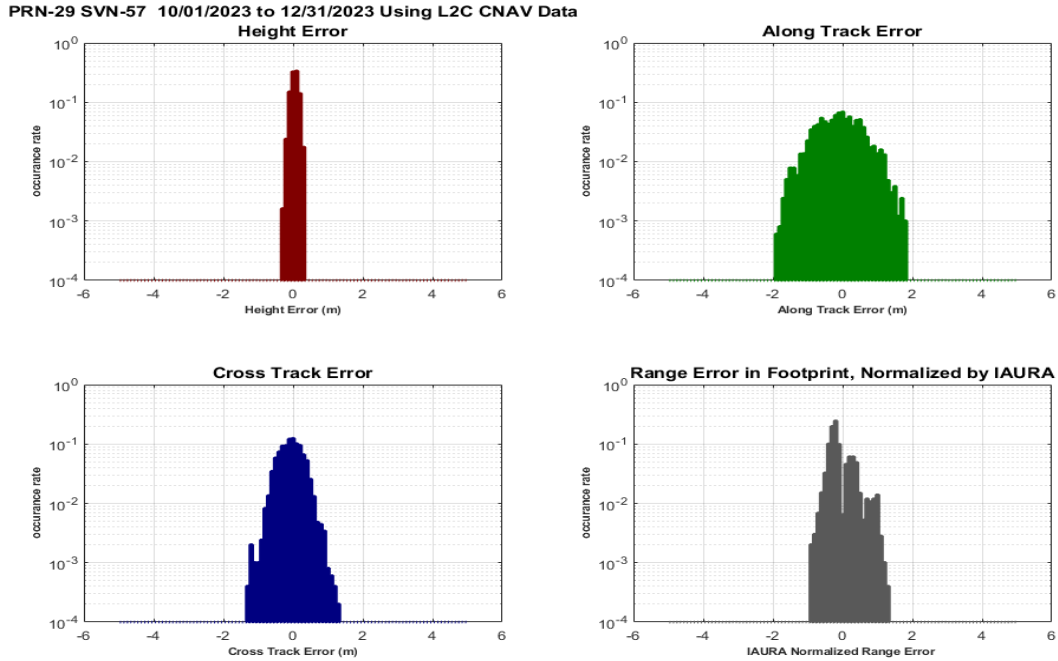


Figure 10-129 Histograms of H, A, C, and Range Error PRN29 (SVN57) Using L2C CNAV Data

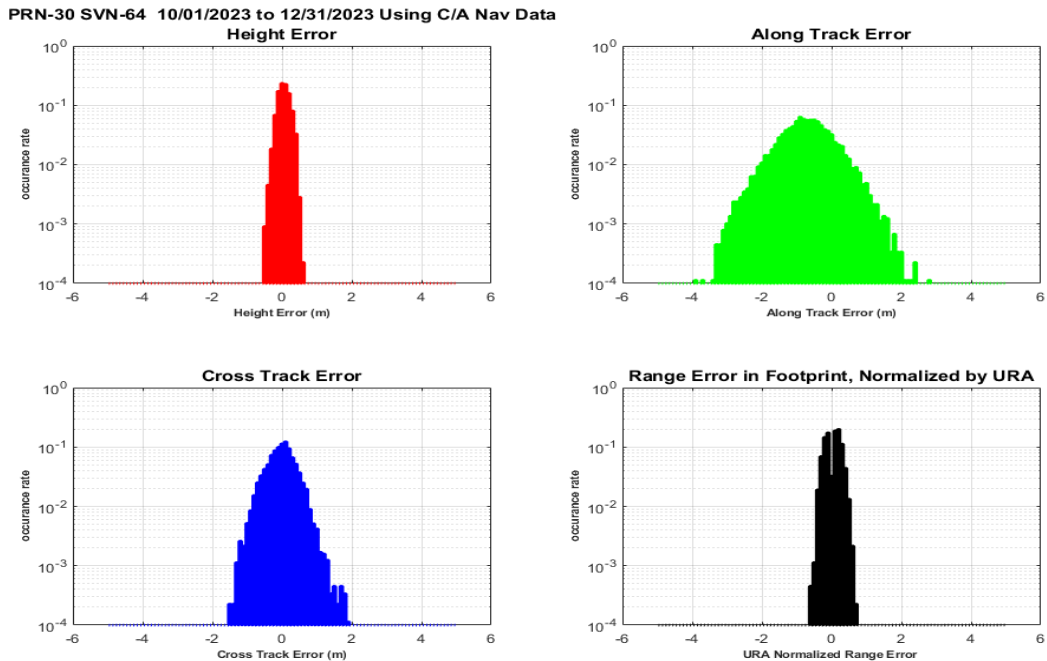


Figure 10-130 Histograms of H, A, C, and Range Error PRN30 (SVN64) Using C/A Nav Data

# Global Positioning System Standard Positioning Service Performance Analysis Report

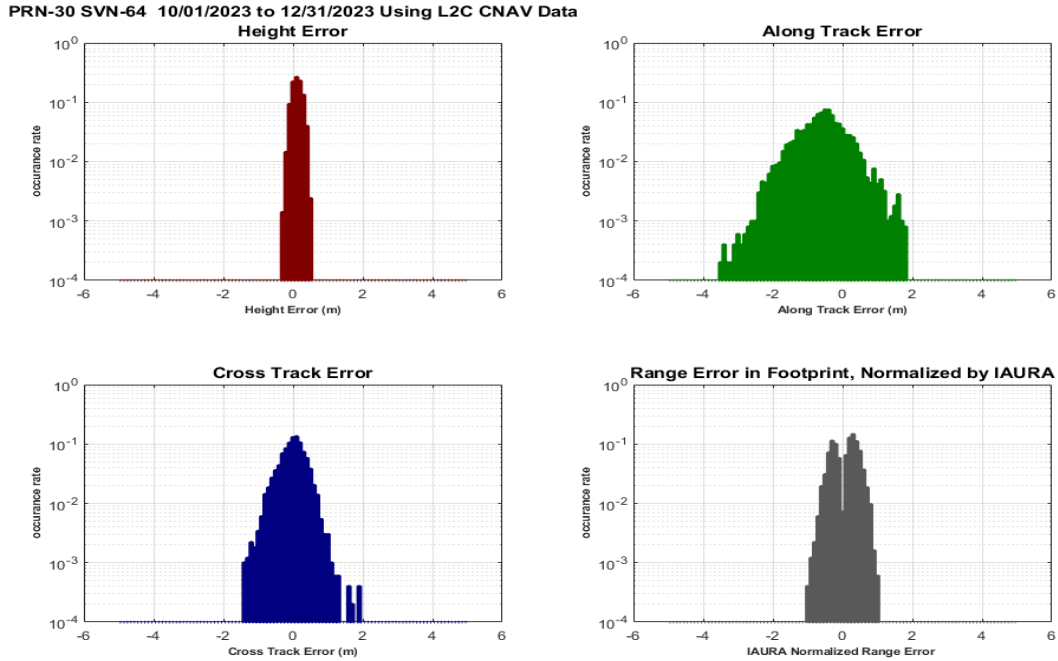


Figure 10-131 Histograms of H, A, C, and Range Error PRN30 (SVN64) Using L2C CNAV Data

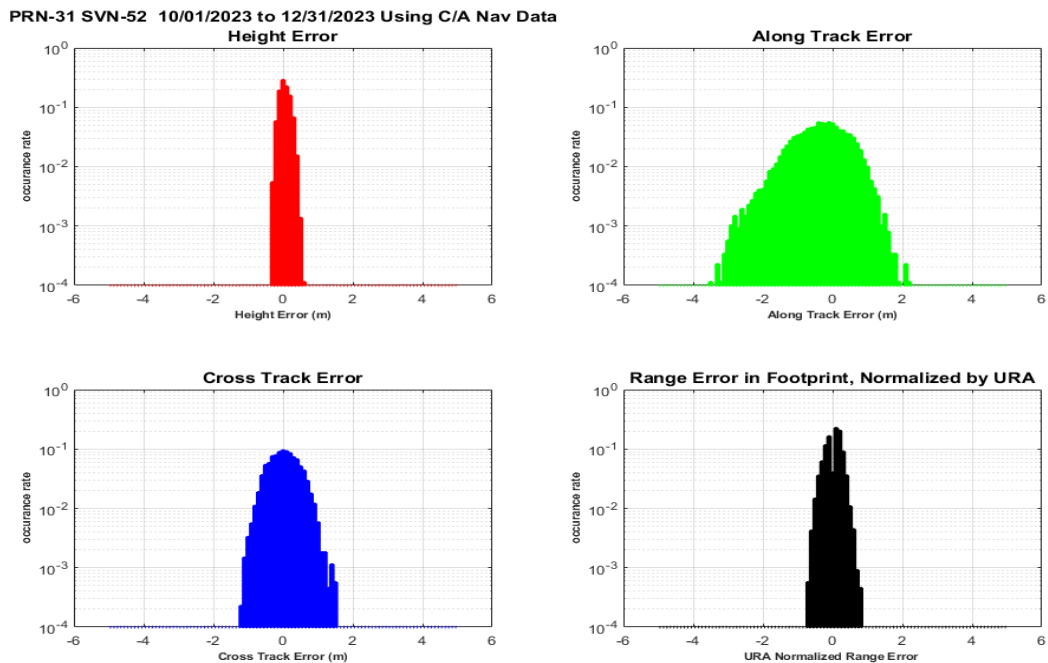
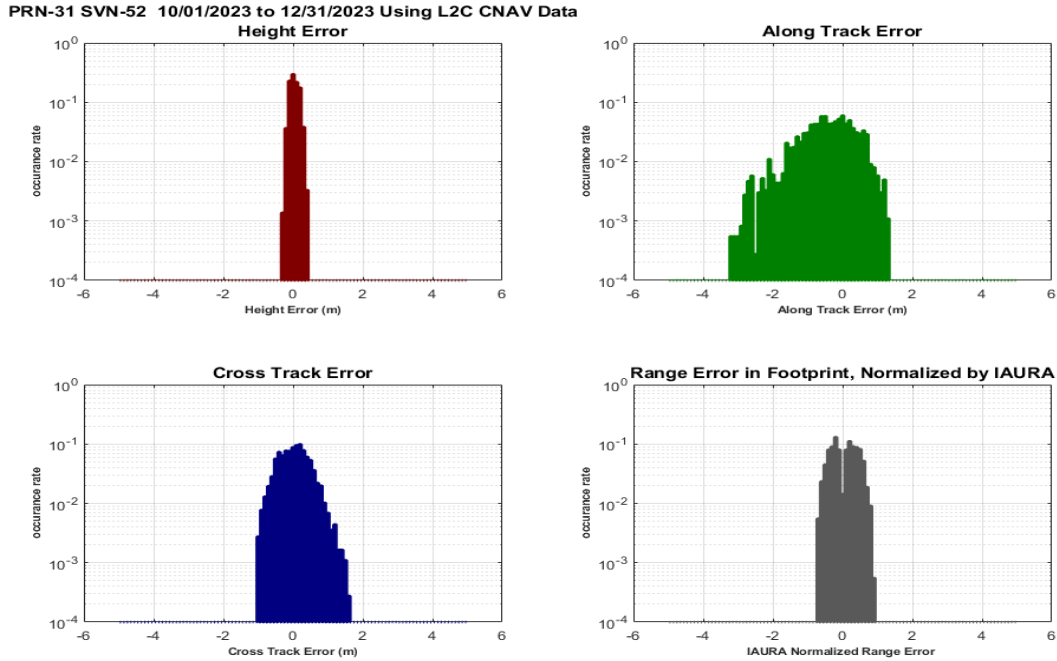
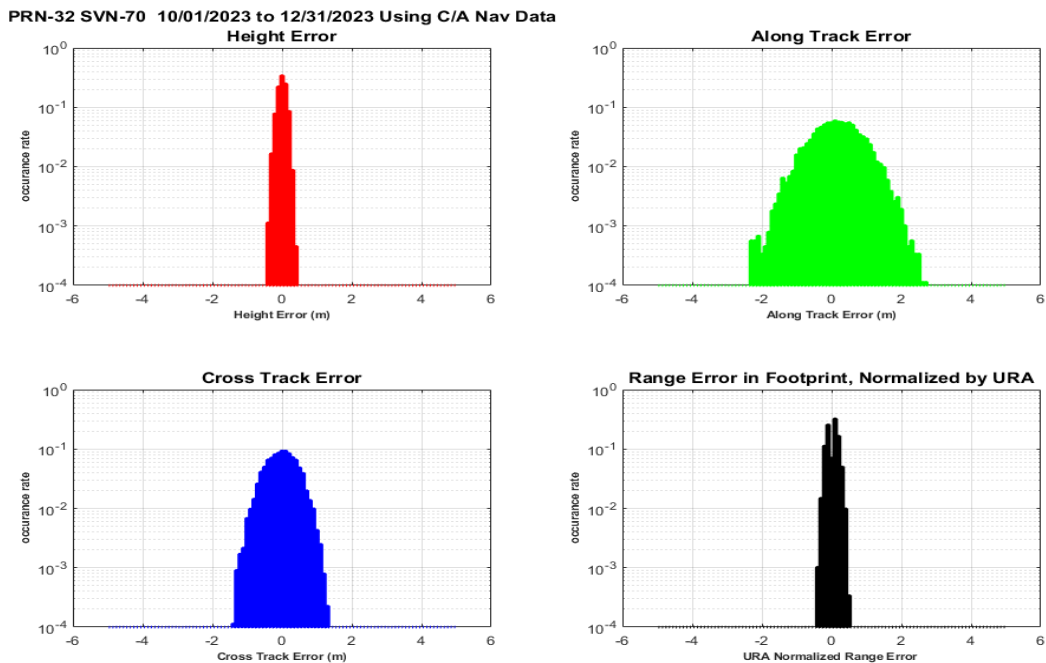


Figure 10-132 Histograms of H, A, C, and Range Error PRN31 (SVN52) Using C/A Nav Data

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**Figure 10-133 Histograms of H, A, C, and Range Error PRN31 (SVN52) Using L2C CNAV Data**



**Figure 10-134 Histograms of H, A, C, and Range Error PRN32 (SVN70) Using C/A Nav Data**

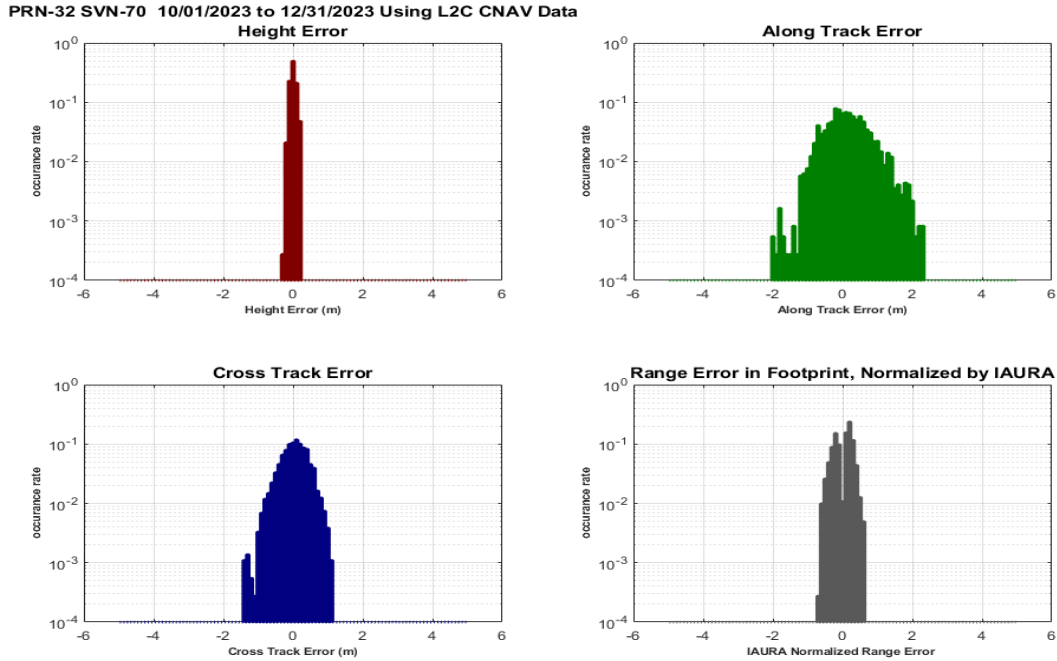


Figure 10-135 Histograms of H, A, C, and Range Error PRN32 (SVN70) Using L2C CNAV Data

### 10.8 Timeline of URA Normalized Range Error for All Satellites

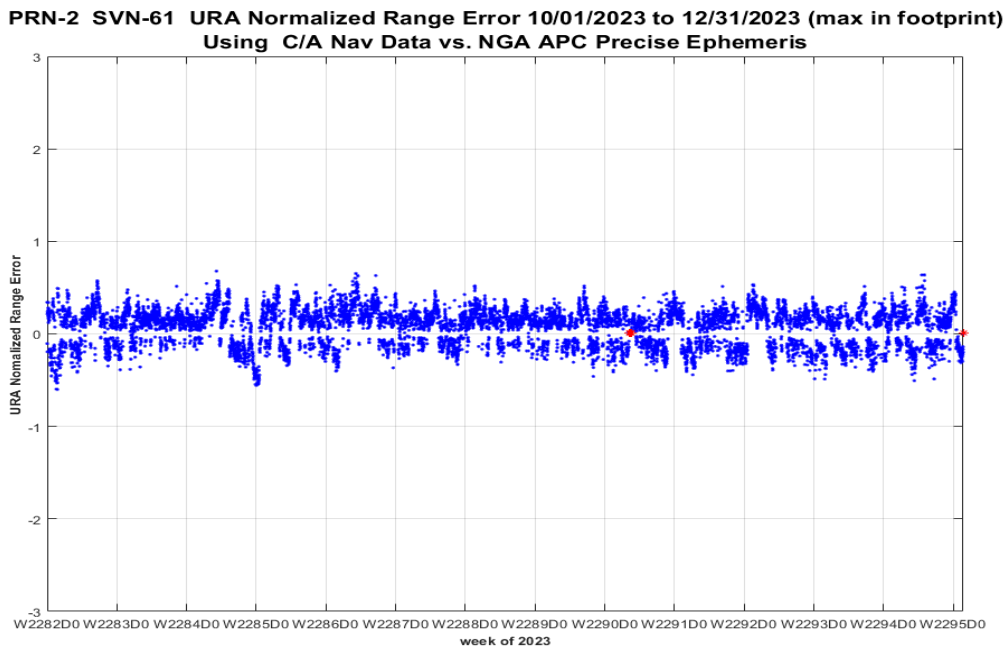
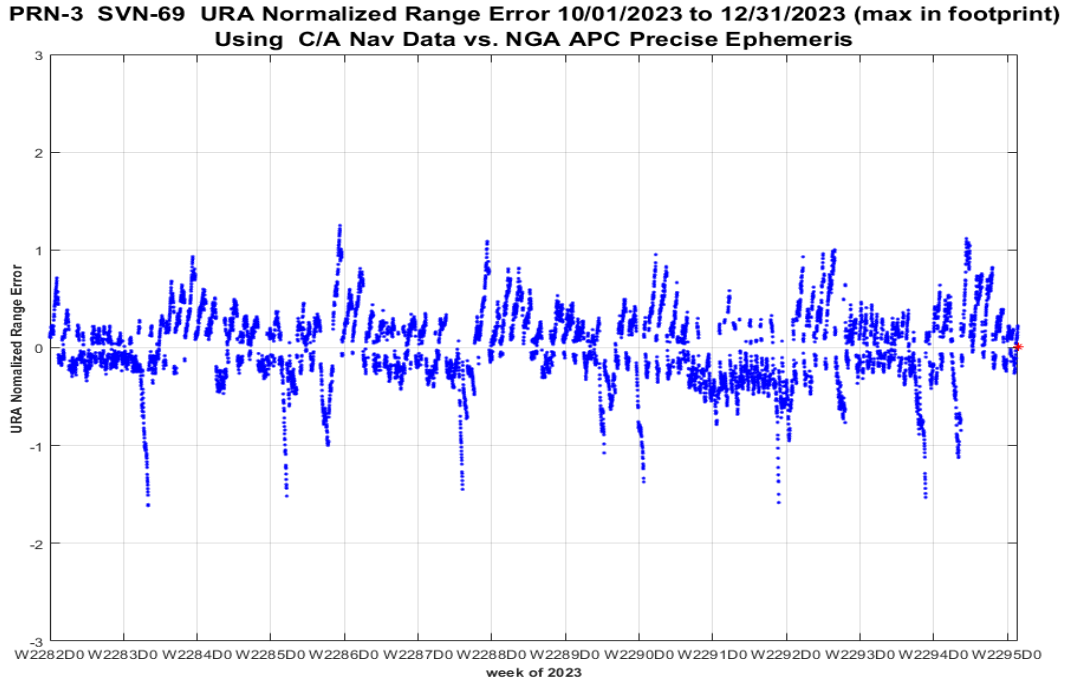
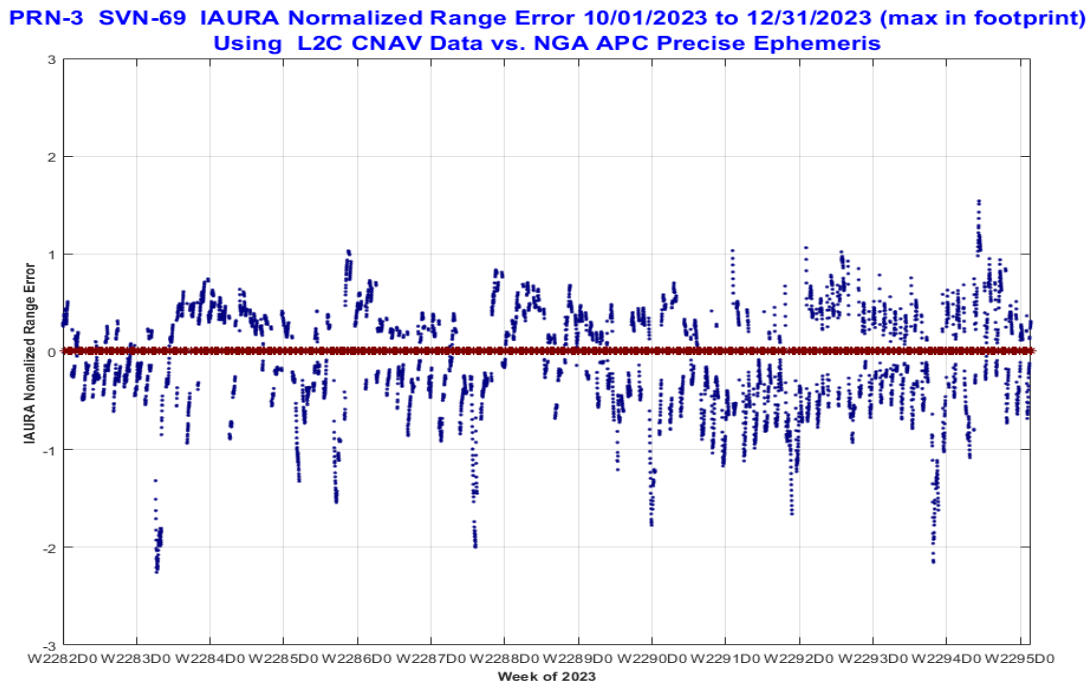


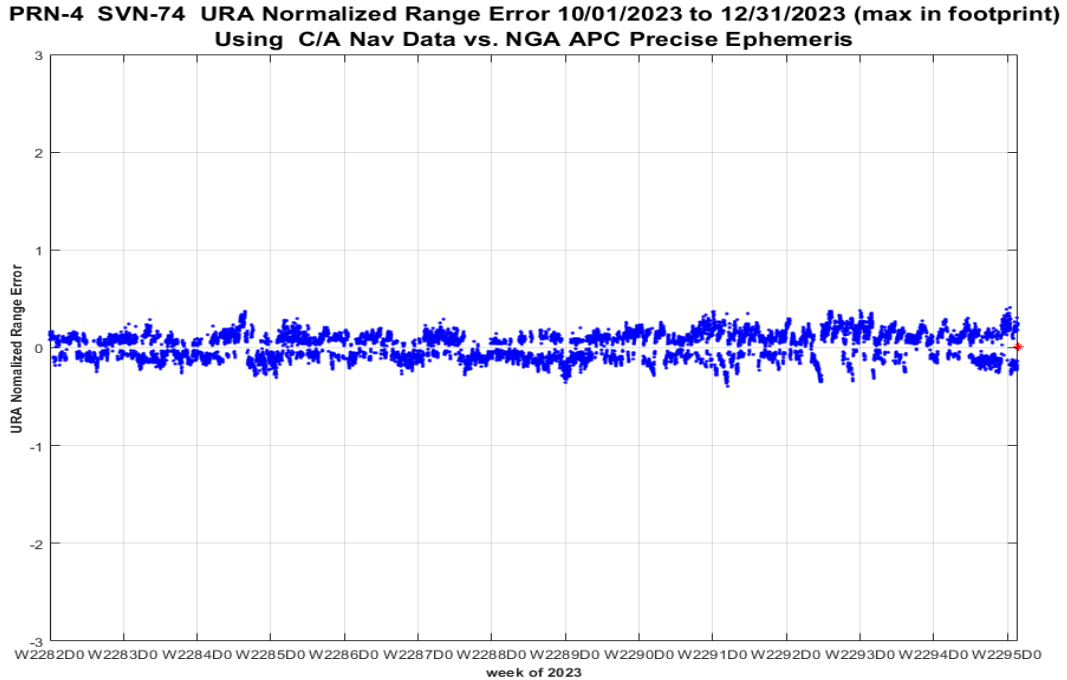
Figure 10-136 Timeline of URA Normalized Range Error PRN2 (SVN61) Using C/A Nav Data



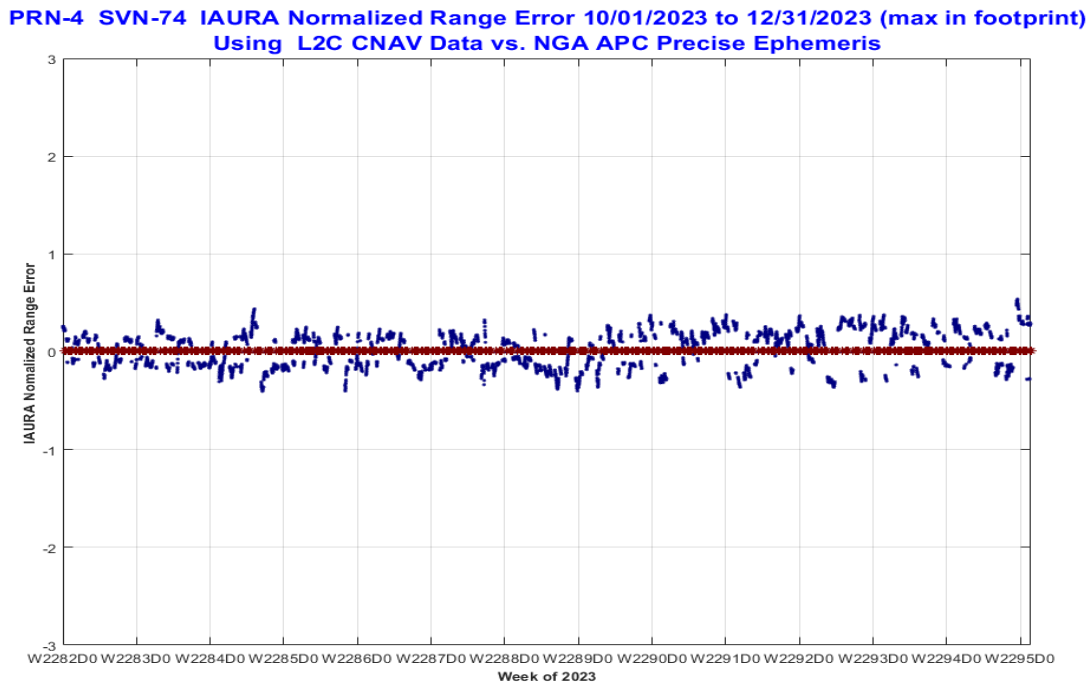
**Figure 10-137 Timeline of URA Normalized Range Error PRN3 (SVN69) Using C/A Nav Data**



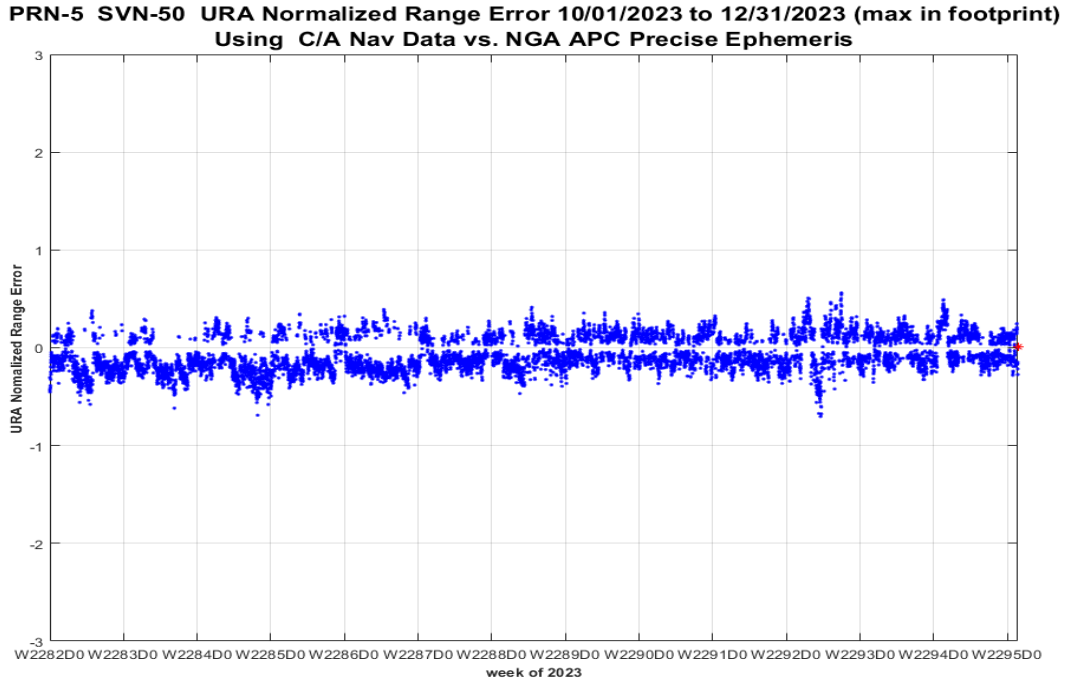
**Figure 10-138 Timeline of IAURA Normalized Range Error PRN3 (SVN69) Using L2C CNAV Data**



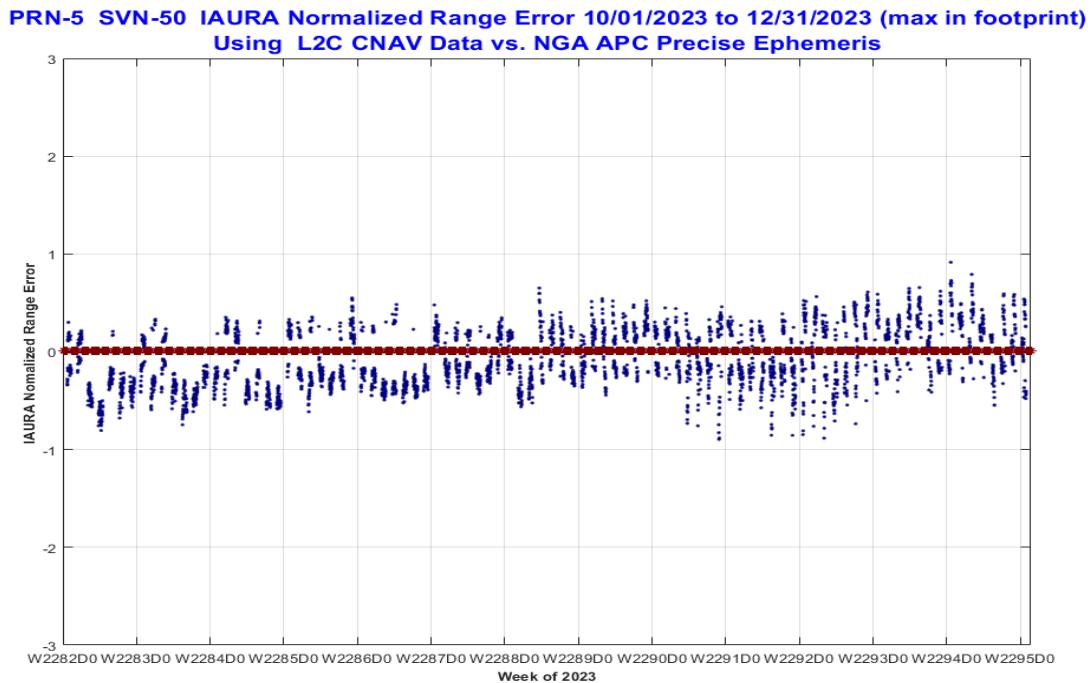
**Figure 10-139 Timeline of URA Normalized Range Error PRN4 (SVN74) Using C/A Nav Data**



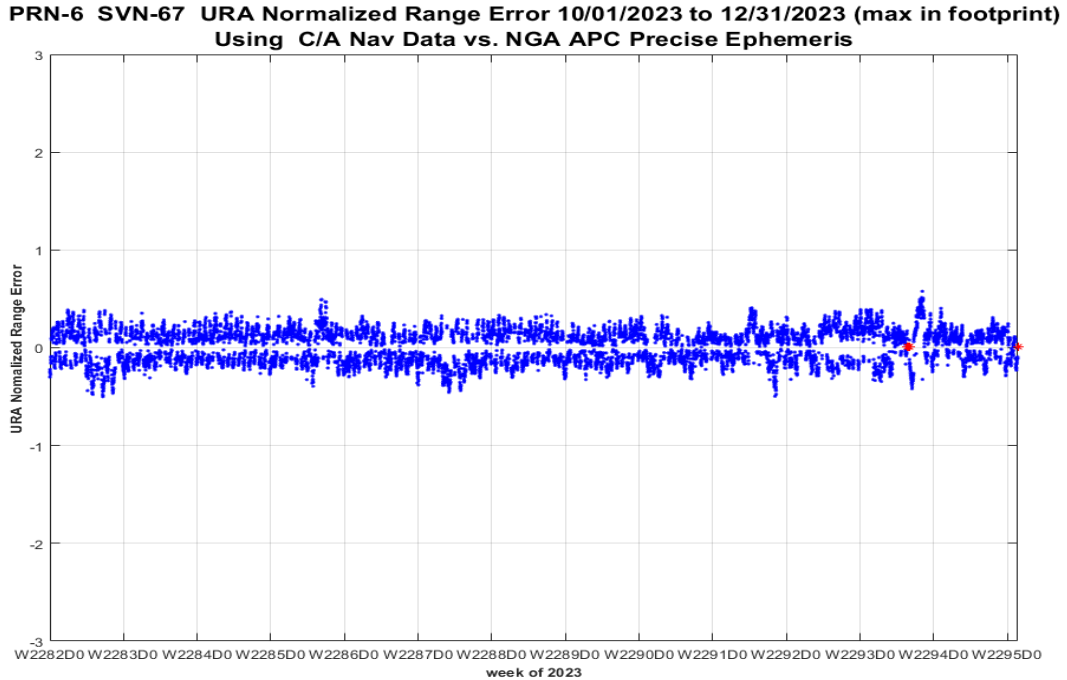
**Figure 10-140 Timeline of IAURA Normalized Range Error PRN4 (SVN74) Using L2C CNAV Data**



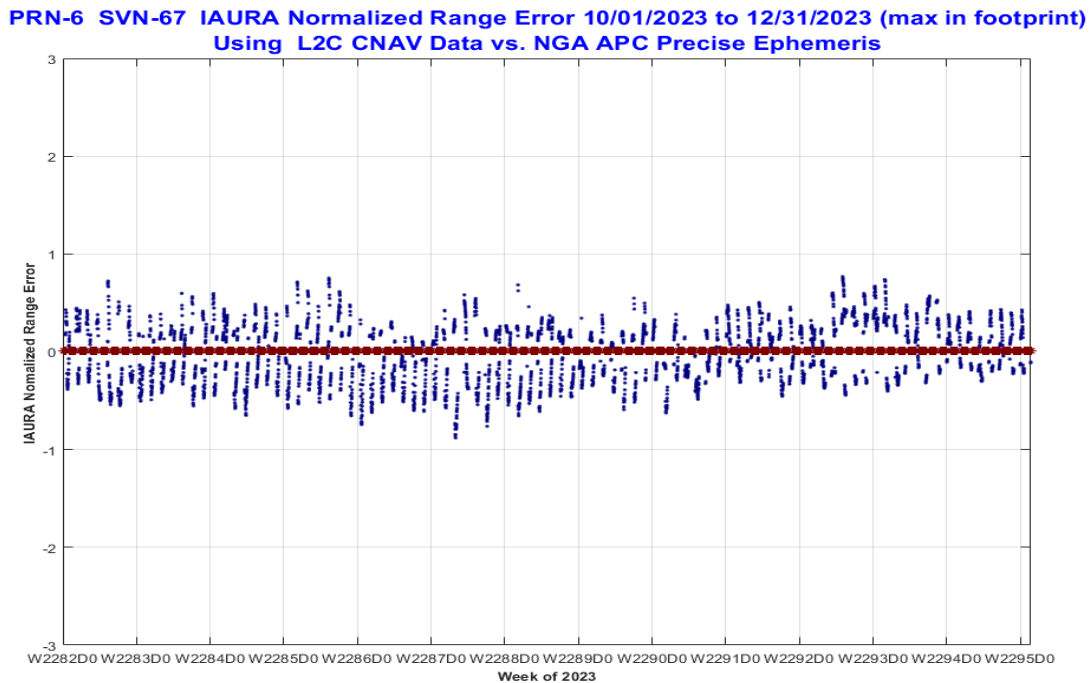
**Figure 10-141 Timeline of URA Normalized Range Error PRN5 (SVN50) Using C/A Nav Data**



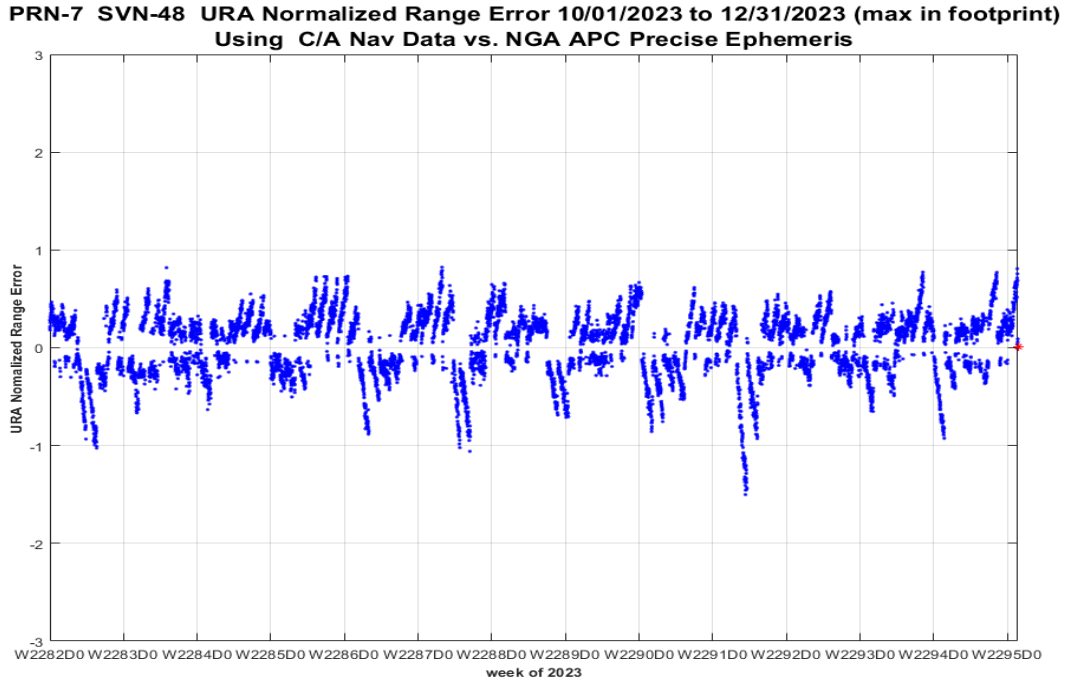
**Figure 10-142 Timeline of IAURA Normalized Range Error PRN5 (SVN50) Using L2C CNAV Data**



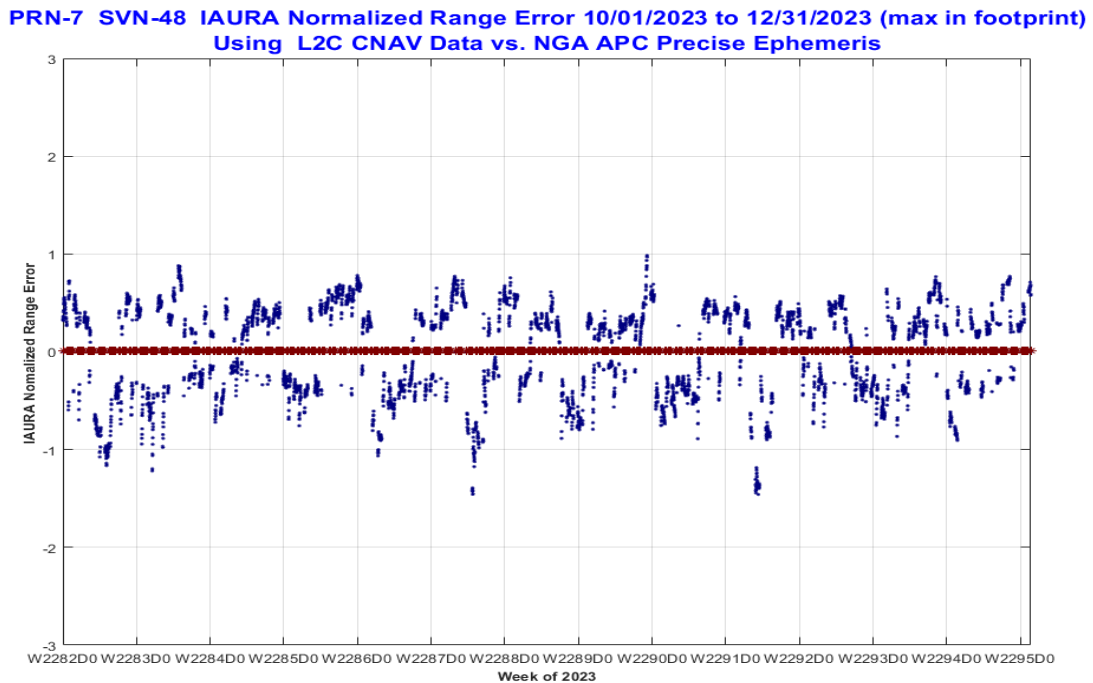
**Figure 10-143 Timeline of URA Normalized Range Error PRN6 (SVN67) Using C/A Nav Data**



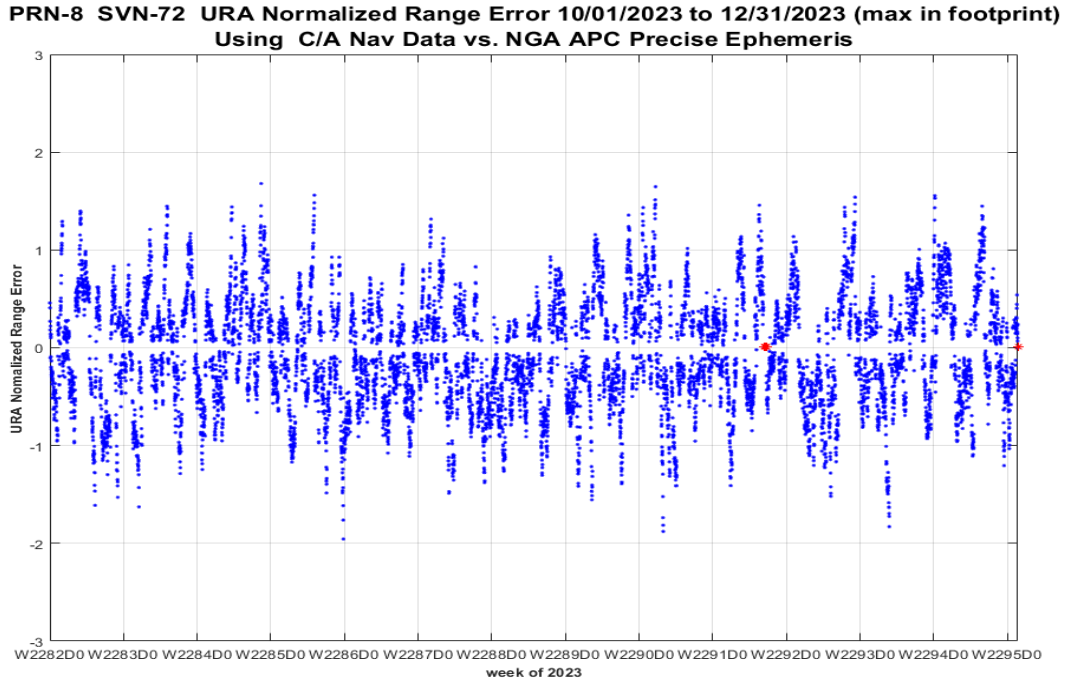
**Figure 10-144 Timeline of IAURA Normalized Range Error PRN6 (SVN67) Using L2C CNAV Data**



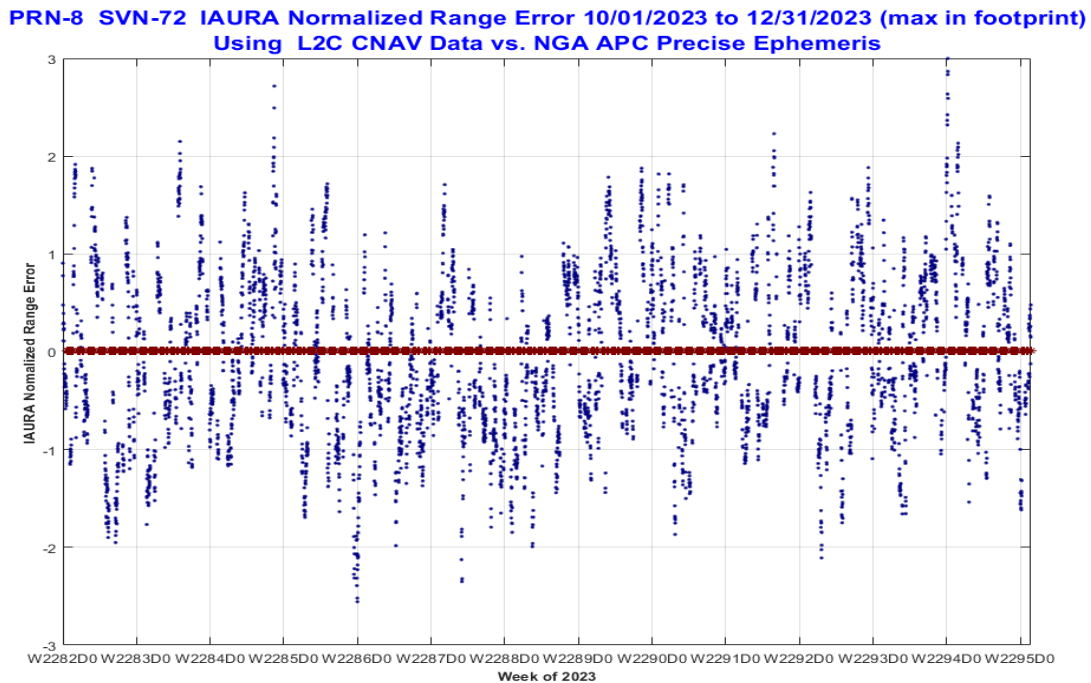
**Figure 10-145 Timeline of URA Normalized Range Error PRN7 (SVN48) Using C/A Nav Data**



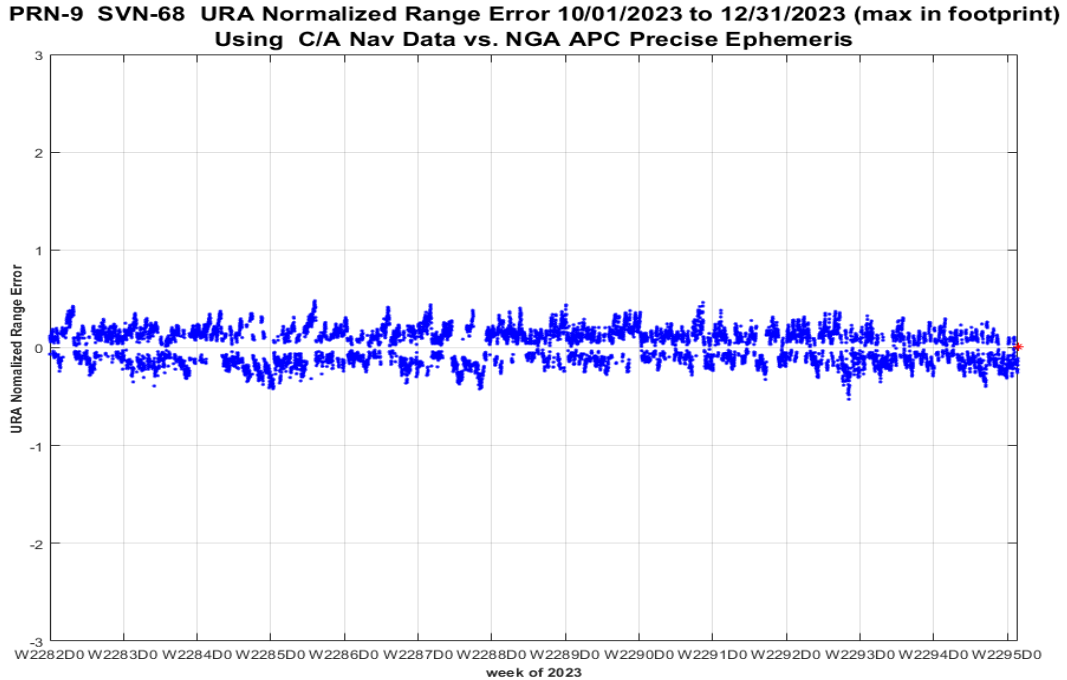
**Figure 10-146 Timeline of IAURA Normalized Range Error PRN7 (SVN48) Using L2C CNAV Data**



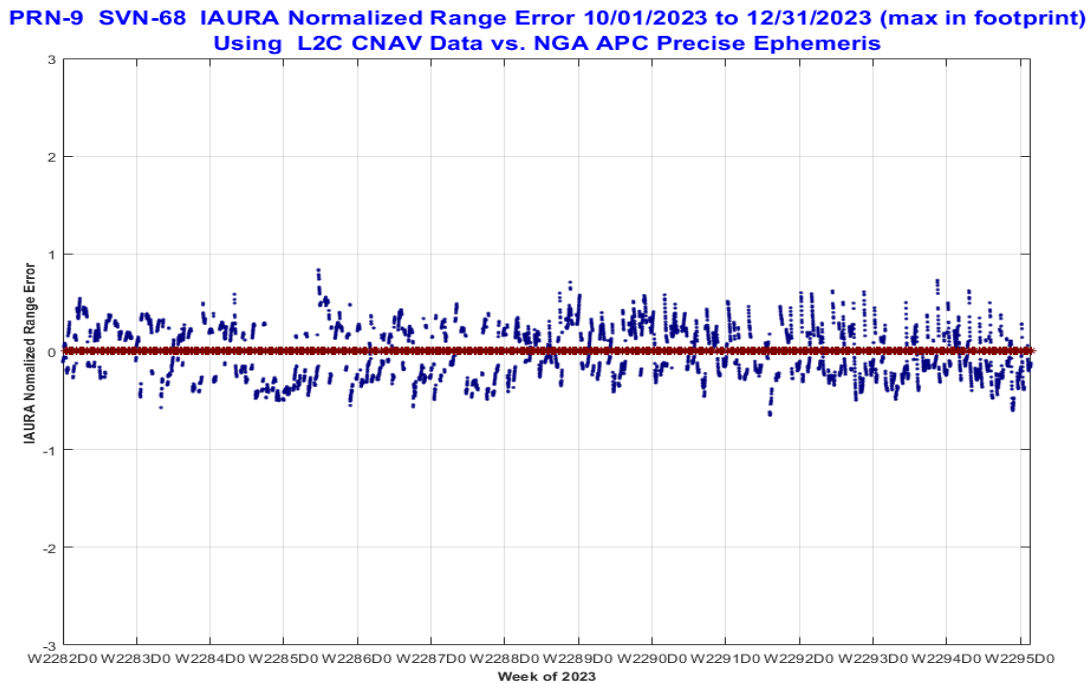
**Figure 10-147 Timeline of URA Normalized Range Error PRN8 (SVN72) Using C/A Nav Data**



**Figure 10-148 Timeline of IAURA Normalized Range Error PRN8 (SVN72) Using L2C CNAV Data**

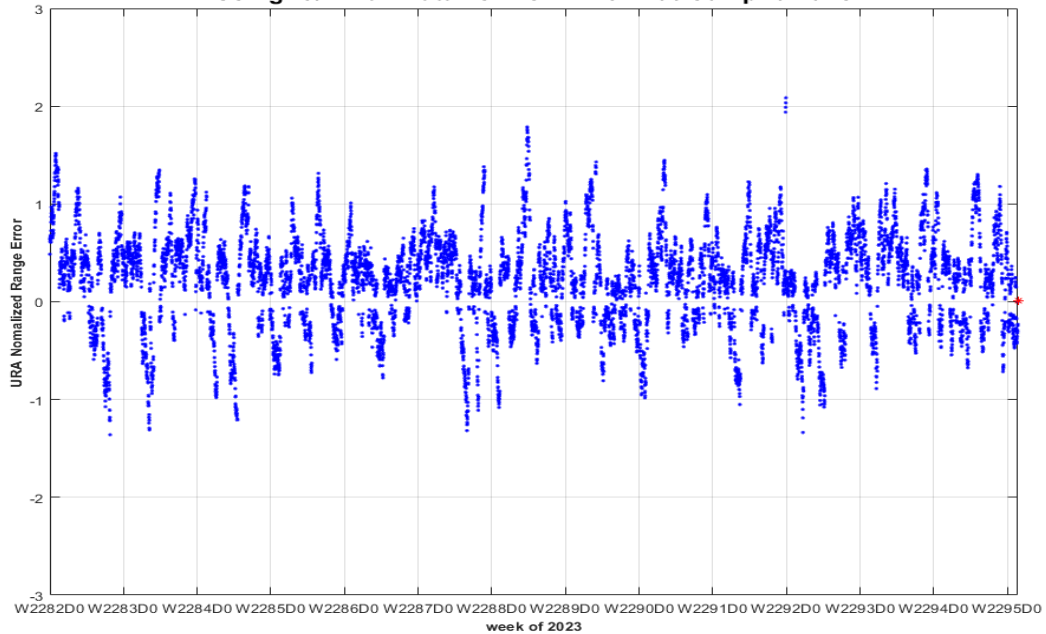


**Figure 10-149 Timeline of URA Normalized Range Error PRN9 (SVN68) Using C/A Nav Data**



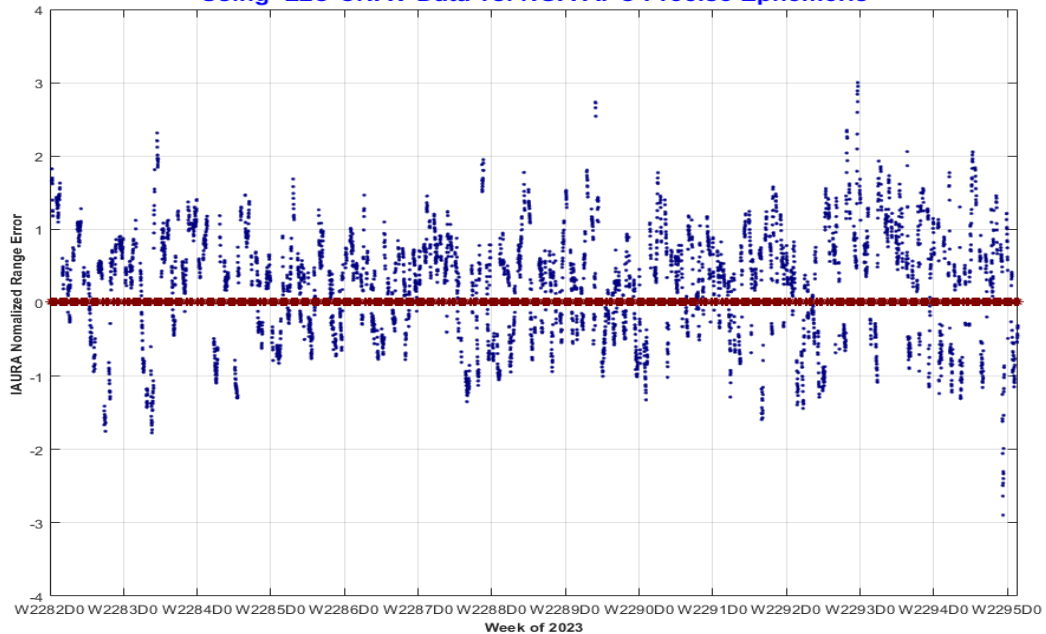
**Figure 10-150 Timeline of IAURA Normalized Range Error PRN9 (SVN68) Using L2C CNAV Data**

**PRN-10 SVN-73 URA Normalized Range Error 10/01/2023 to 12/31/2023 (max in footprint)  
Using C/A Nav Data vs. NGA APC Precise Ephemeris**



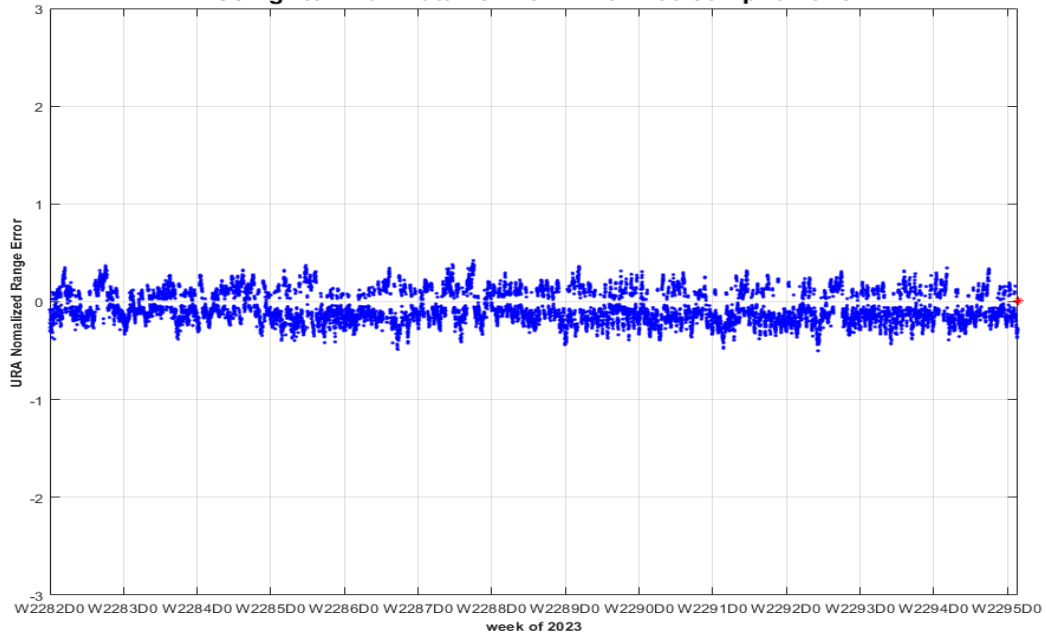
**Figure 10-151 Timeline of URA Normalized Range Error PRN10 (SVN73) Using C/A Nav Data**

**PRN-10 SVN-73 IAURA Normalized Range Error 10/01/2023 to 12/31/2023 (max in footprint)  
Using L2C CNAV Data vs. NGA APC Precise Ephemeris**



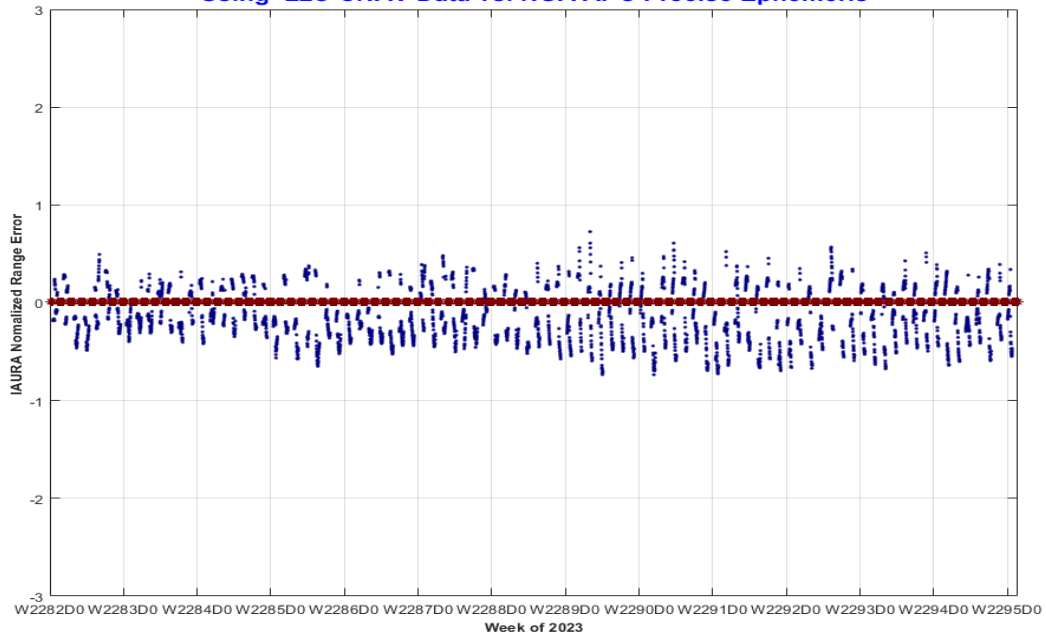
**Figure 10-152 Timeline of IAURA Normalized Range Error PRN10 (SVN73) Using L2C CNAV Data**

**PRN-11 SVN-78 URA Normalized Range Error 10/01/2023 to 12/31/2023 (max in footprint)  
Using C/A Nav Data vs. NGA APC Precise Ephemeris**



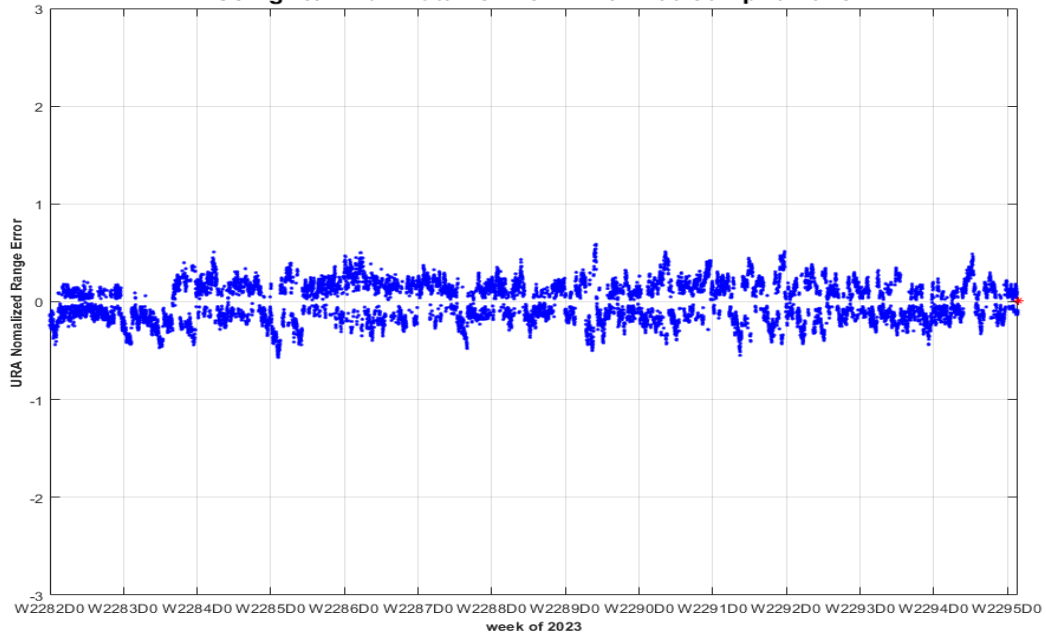
**Figure 10-153 Timeline of URA Normalized Range Error PRN11 (SVN78) Using C/A Nav Data**

**PRN-11 SVN-78 IAURA Normalized Range Error 10/01/2023 to 12/31/2023 (max in footprint)  
Using L2C CNAV Data vs. NGA APC Precise Ephemeris**



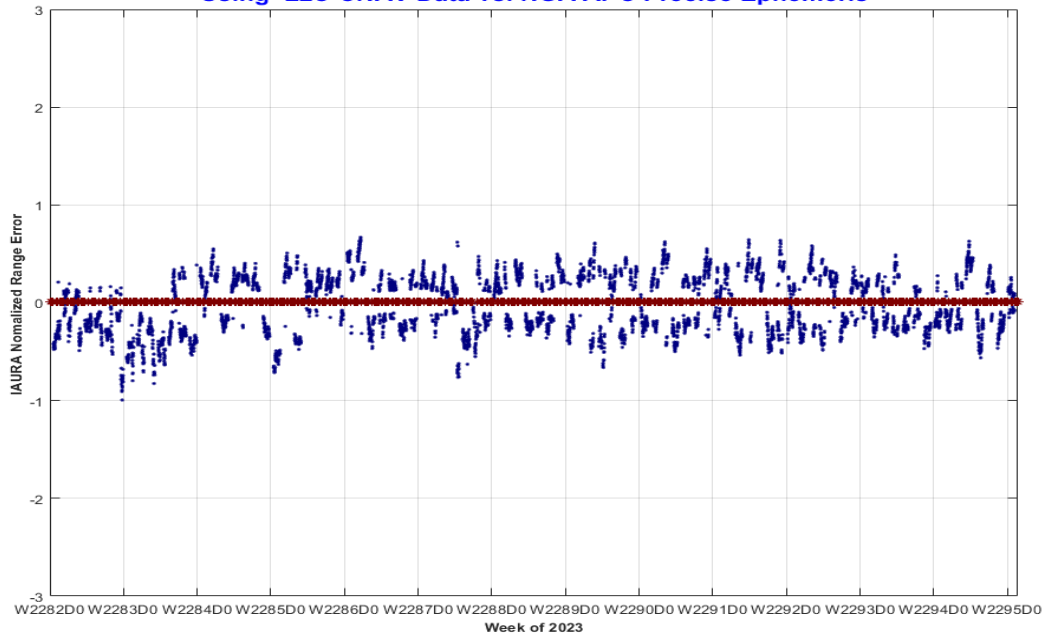
**Figure 10-154 Timeline of IAURA Normalized Range Error PRN11 (SVN78) Using L2C CNAV Data**

**PRN-12 SVN-58 URA Normalized Range Error 10/01/2023 to 12/31/2023 (max in footprint)  
Using C/A Nav Data vs. NGA APC Precise Ephemeris**



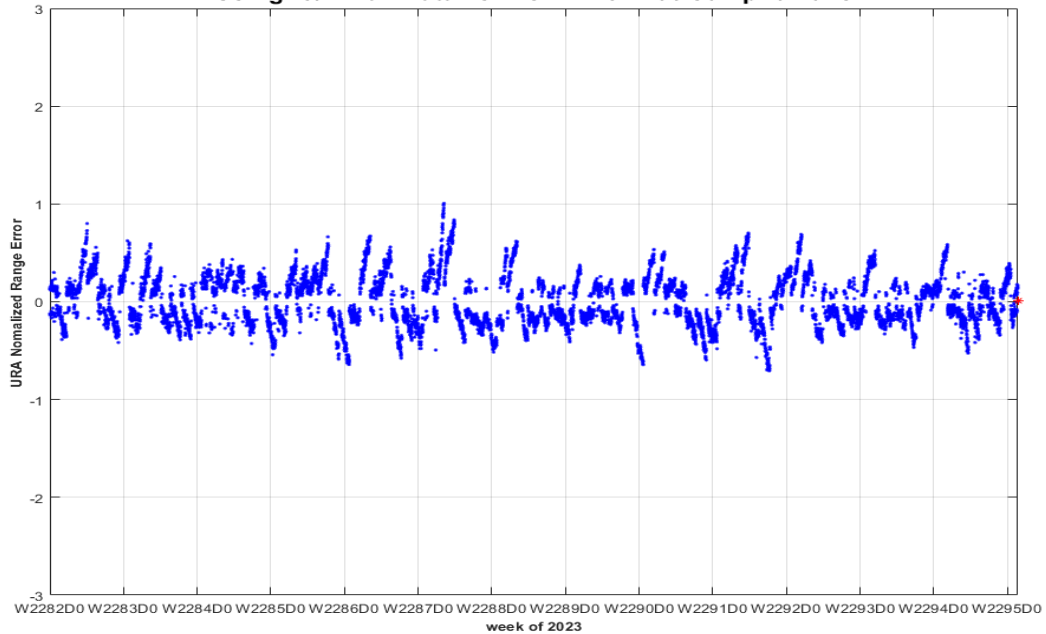
**Figure 10-155 Timeline of URA Normalized Range Error PRN12 (SVN58) Using C/A Nav Data**

**PRN-12 SVN-58 IAURA Normalized Range Error 10/01/2023 to 12/31/2023 (max in footprint)  
Using L2C CNAV Data vs. NGA APC Precise Ephemeris**



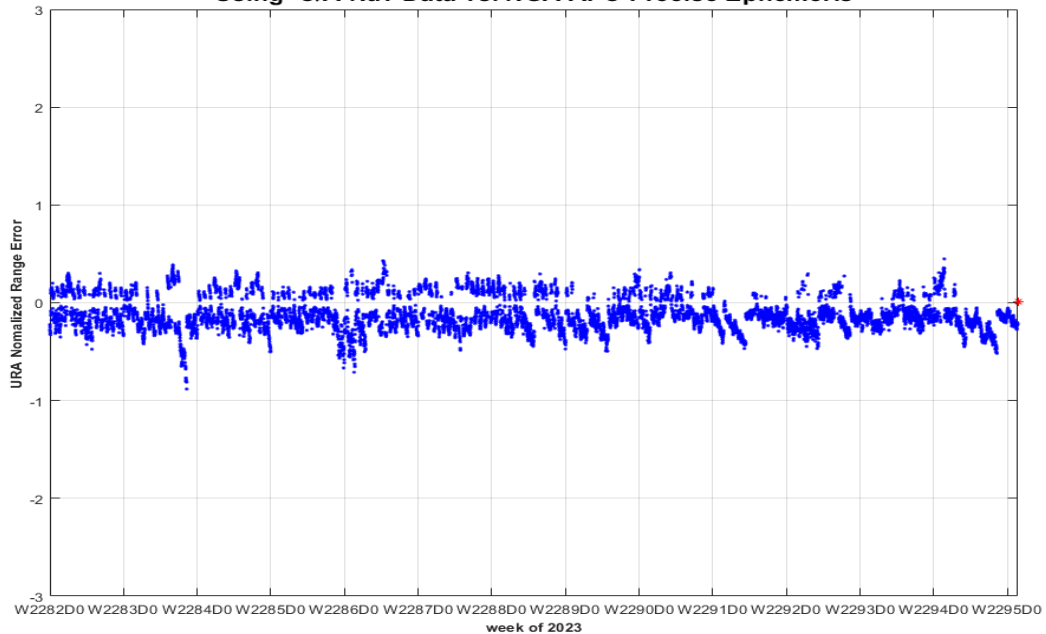
**Figure 10-156 Timeline of IAURA Normalized Range Error PRN12 (SVN58) Using L2C CNAV Data**

**PRN-13 SVN-43 URA Normalized Range Error 10/01/2023 to 12/31/2023 (max in footprint)  
Using C/A Nav Data vs. NGA APC Precise Ephemeris**



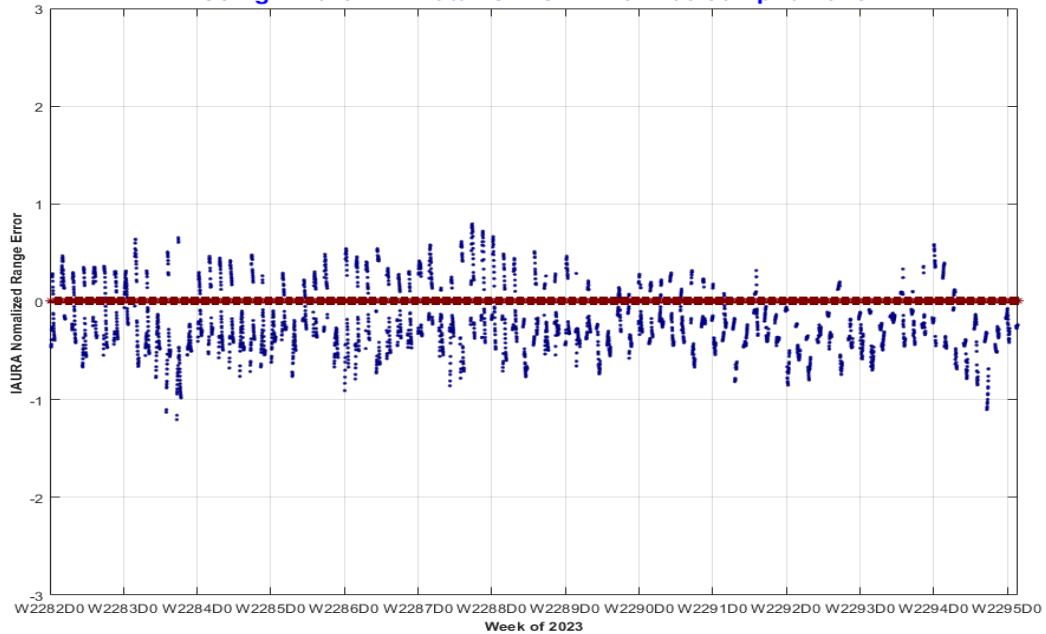
**Figure 10-157 Timeline of URA Normalized Range Error PRN13 (SVN43) Using C/A Nav Data**

**PRN-14 SVN-77 URA Normalized Range Error 10/01/2023 to 12/31/2023 (max in footprint)  
Using C/A Nav Data vs. NGA APC Precise Ephemeris**



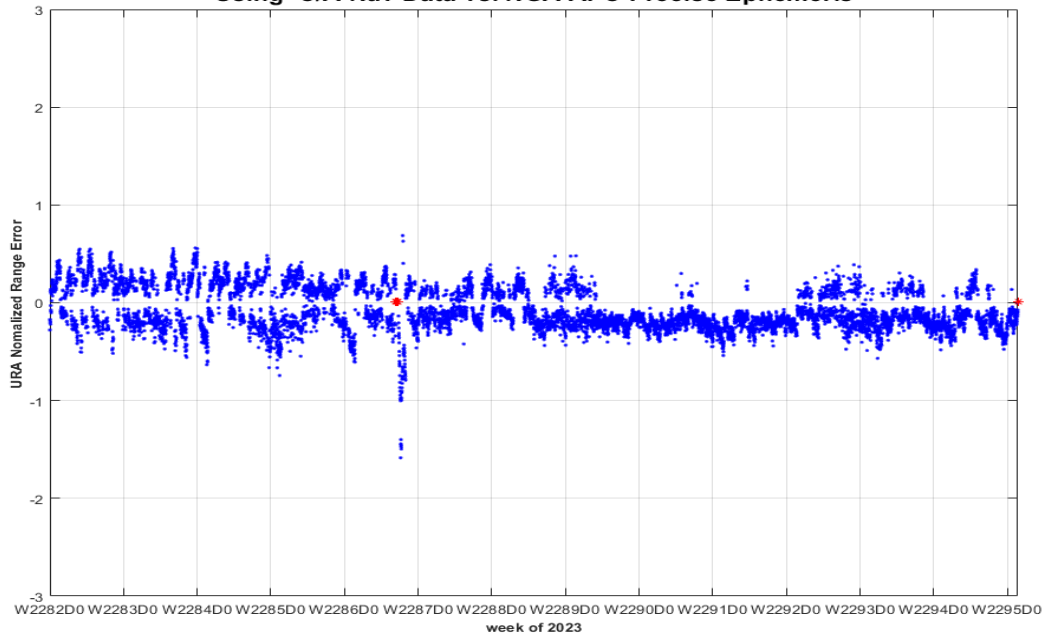
**Figure 10-158 Timeline of URA Normalized Range Error PRN14 (SVN77) Using C/A Nav Data**

**PRN-14 SVN-77 IAURA Normalized Range Error 10/01/2023 to 12/31/2023 (max in footprint)  
Using L2C CNAV Data vs. NGA APC Precise Ephemeris**



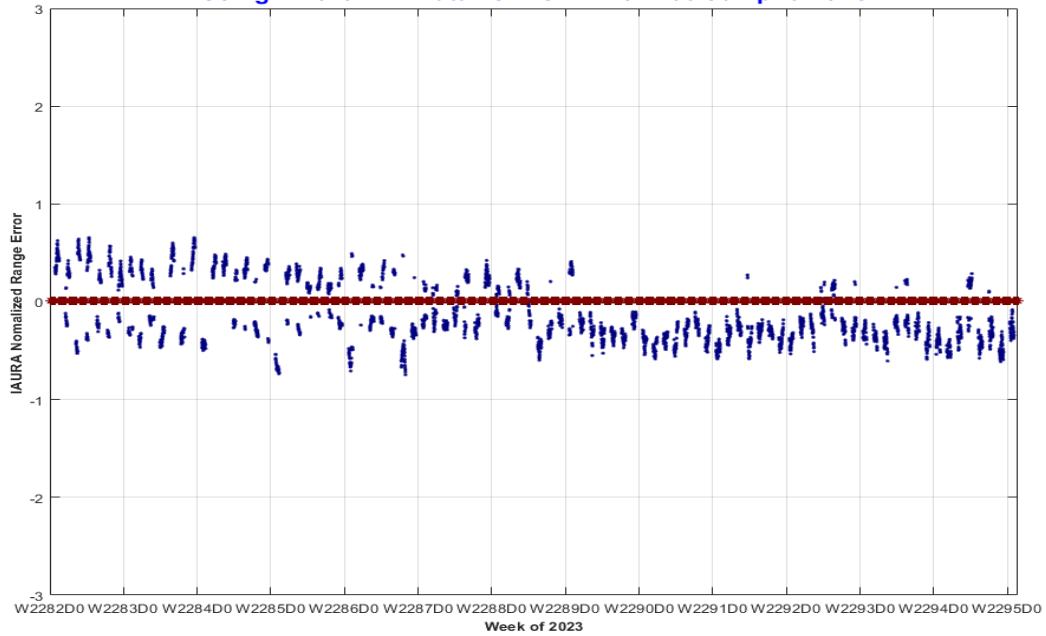
**Figure 10-159 Timeline of IAURA Normalized Range Error PRN14 (SVN77) Using L2C CNAV Data**

**PRN-15 SVN-55 URA Normalized Range Error 10/01/2023 to 12/31/2023 (max in footprint)  
Using C/A Nav Data vs. NGA APC Precise Ephemeris**



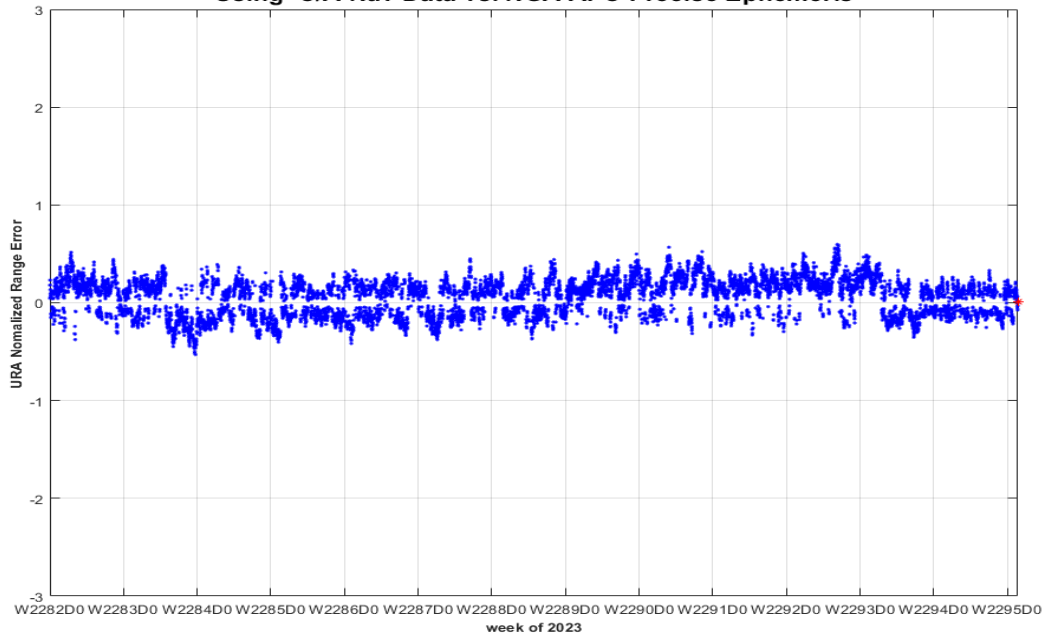
**Figure 10-160 Timeline of URA Normalized Range Error PRN15 (SVN55) Using C/A Nav Data**

**PRN-15 SVN-55 IAURA Normalized Range Error 10/01/2023 to 12/31/2023 (max in footprint)  
Using L2C CNAV Data vs. NGA APC Precise Ephemeris**



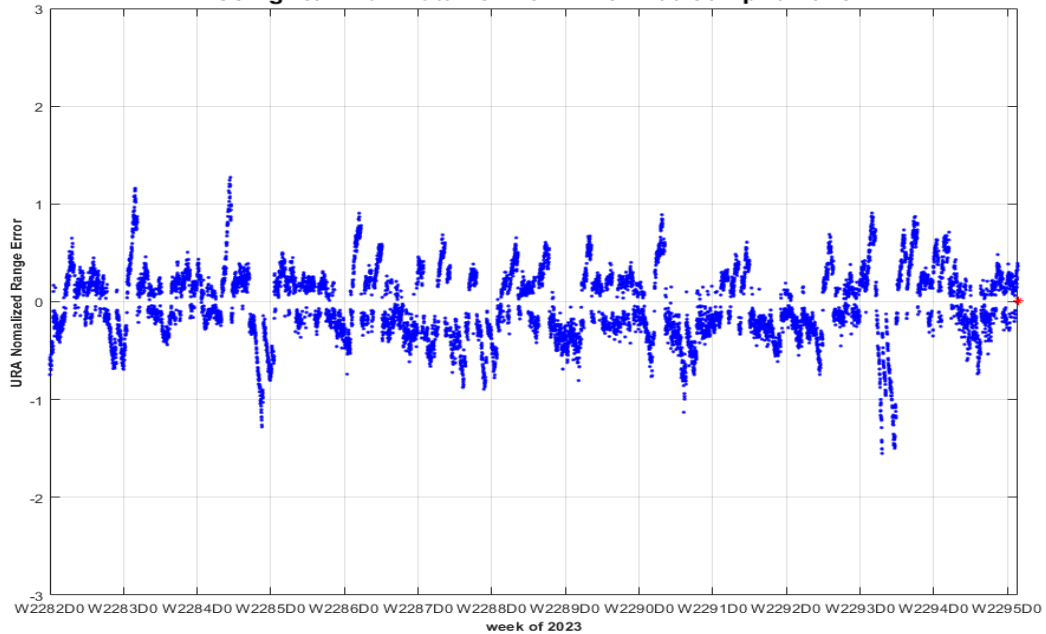
**Figure 10-161 Timeline of IAURA Normalized Range Error PRN15 (SVN55) Using L2C CNAV Data**

**PRN-16 SVN-56 URA Normalized Range Error 10/01/2023 to 12/31/2023 (max in footprint)  
Using C/A Nav Data vs. NGA APC Precise Ephemeris**



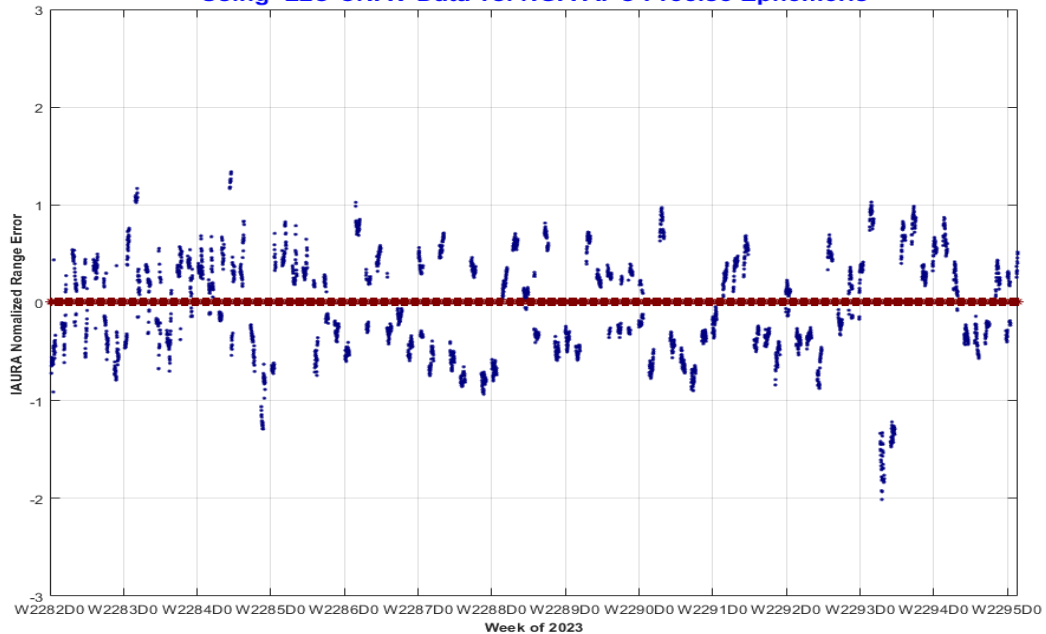
**Figure 10-162 Timeline of URA Normalized Range Error PRN16 (SVN56) Using C/A Nav Data**

**PRN-17 SVN-53 URA Normalized Range Error 10/01/2023 to 12/31/2023 (max in footprint)  
Using C/A Nav Data vs. NGA APC Precise Ephemeris**



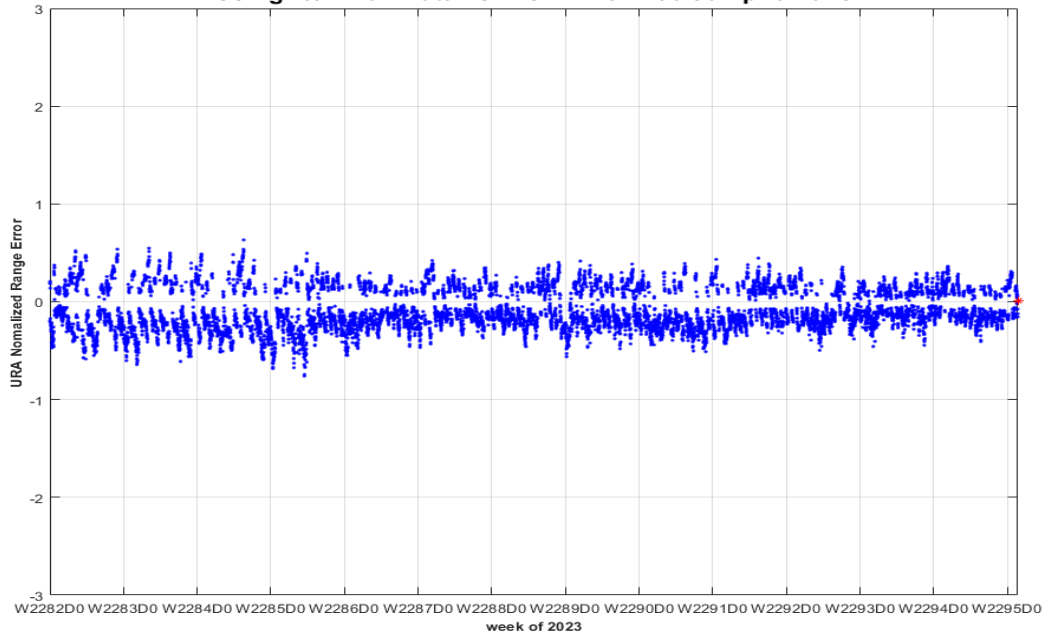
**Figure 10-163 Timeline of URA Normalized Range Error PRN17 (SVN53) Using C/A Nav Data**

**PRN-17 SVN-53 IAURA Normalized Range Error 10/01/2023 to 12/31/2023 (max in footprint)  
Using L2C CNAV Data vs. NGA APC Precise Ephemeris**



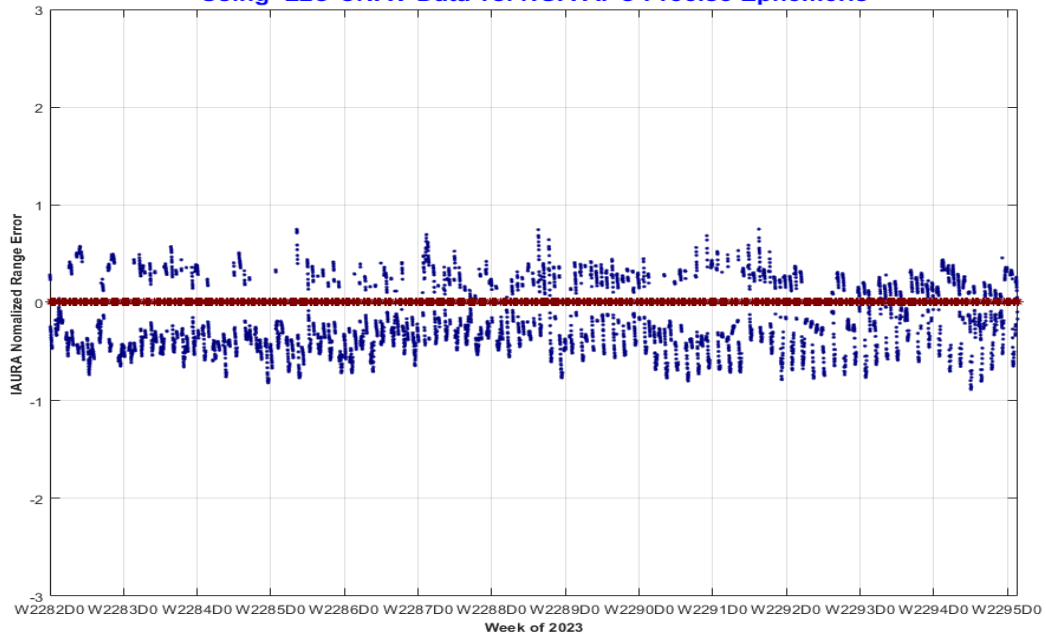
**Figure 10-164 Timeline of IAURA Normalized Range Error PRN17 (SVN53) Using L2C CNAV Data**

**PRN-18 SVN-75 URA Normalized Range Error 10/01/2023 to 12/31/2023 (max in footprint)  
Using C/A Nav Data vs. NGA APC Precise Ephemeris**



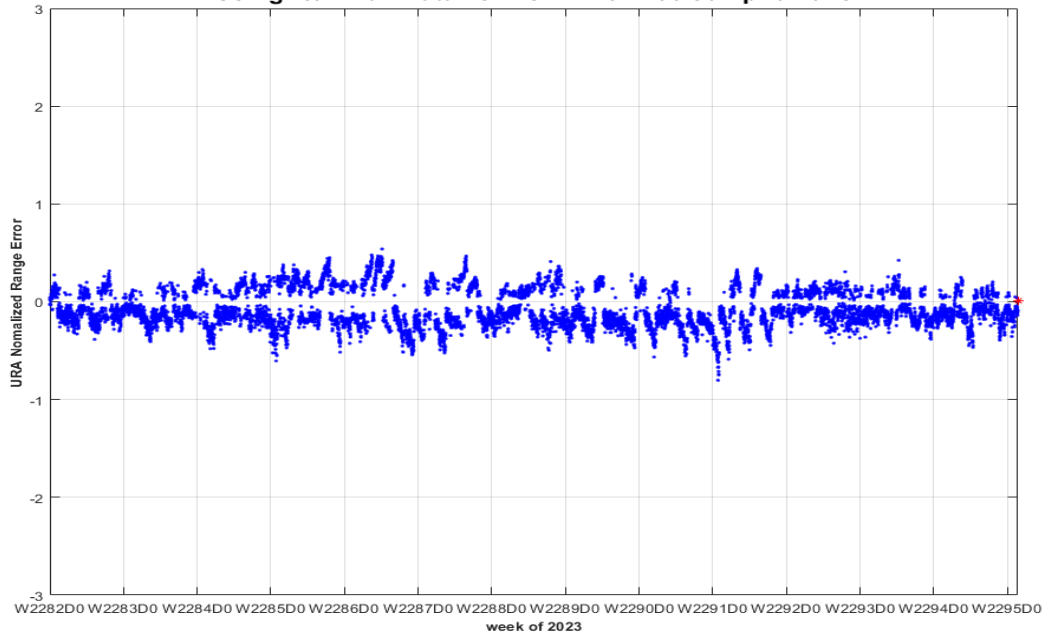
**Figure 10-165 Timeline of URA Normalized Range Error PRN18 (SVN75) Using C/A Nav Data**

**PRN-18 SVN-75 IAURA Normalized Range Error 10/01/2023 to 12/31/2023 (max in footprint)  
Using L2C CNAV Data vs. NGA APC Precise Ephemeris**



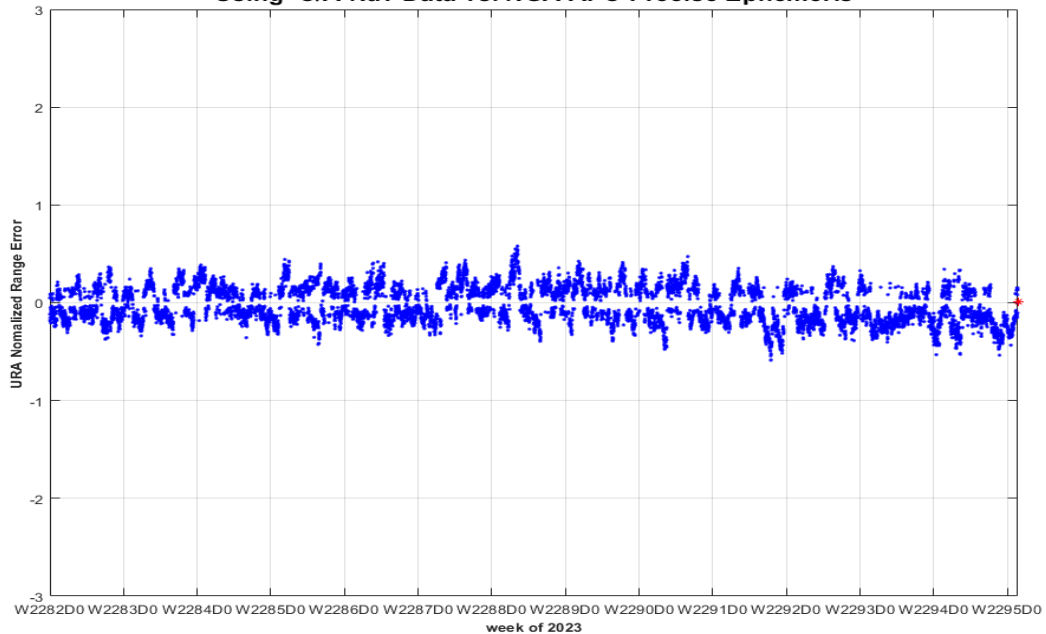
**Figure 10-166 Timeline of IAURA Normalized Range Error PRN18 (SVN75) Using L2C CNAV Data**

**PRN-19 SVN-59 URA Normalized Range Error 10/01/2023 to 12/31/2023 (max in footprint)  
Using C/A Nav Data vs. NGA APC Precise Ephemeris**



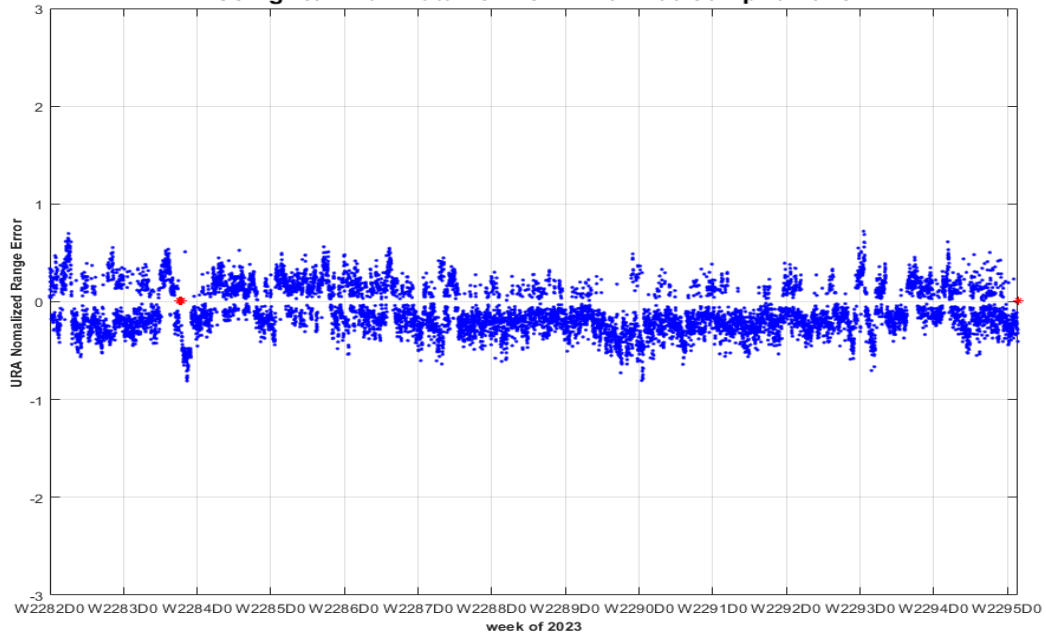
**Figure 10-167 Timeline of URA Normalized Range Error PRN19 (SVN59) Using C/A Nav Data**

**PRN-20 SVN-51 URA Normalized Range Error 10/01/2023 to 12/31/2023 (max in footprint)  
Using C/A Nav Data vs. NGA APC Precise Ephemeris**



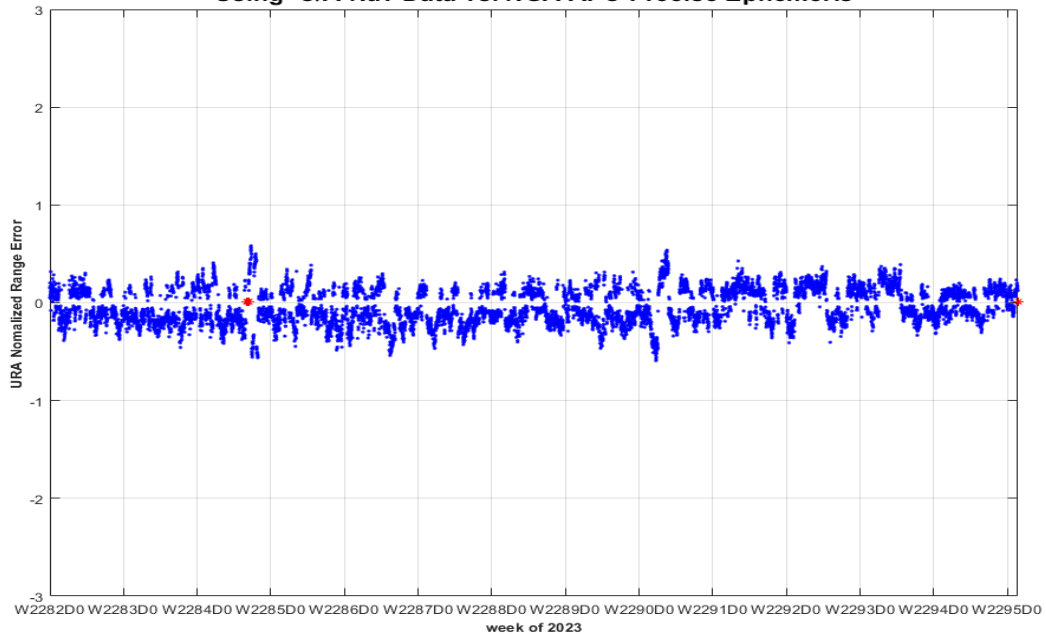
**Figure 10-168 Timeline of URA Normalized Range Error PRN20 (SVN51) Using C/A Nav Data**

**PRN-21 SVN-45 URA Normalized Range Error 10/01/2023 to 12/31/2023 (max in footprint)  
Using C/A Nav Data vs. NGA APC Precise Ephemeris**



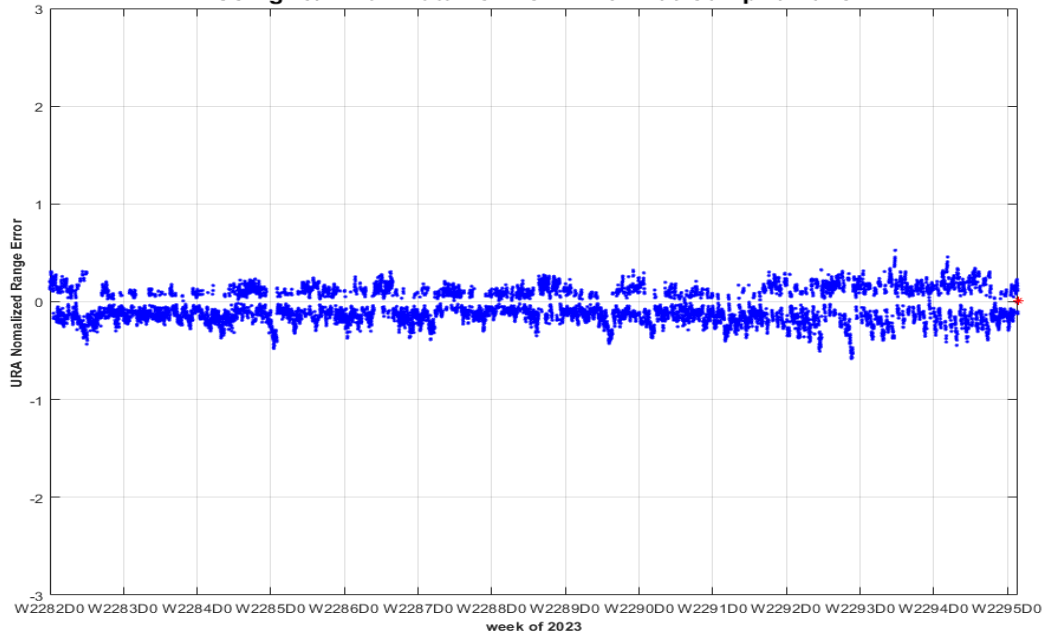
**Figure 10-169 Timeline of URA Normalized Range Error PRN21 (SVN45) Using C/A Nav Data**

**PRN-22 SVN-44 URA Normalized Range Error 10/01/2023 to 12/31/2023 (max in footprint)  
Using C/A Nav Data vs. NGA APC Precise Ephemeris**



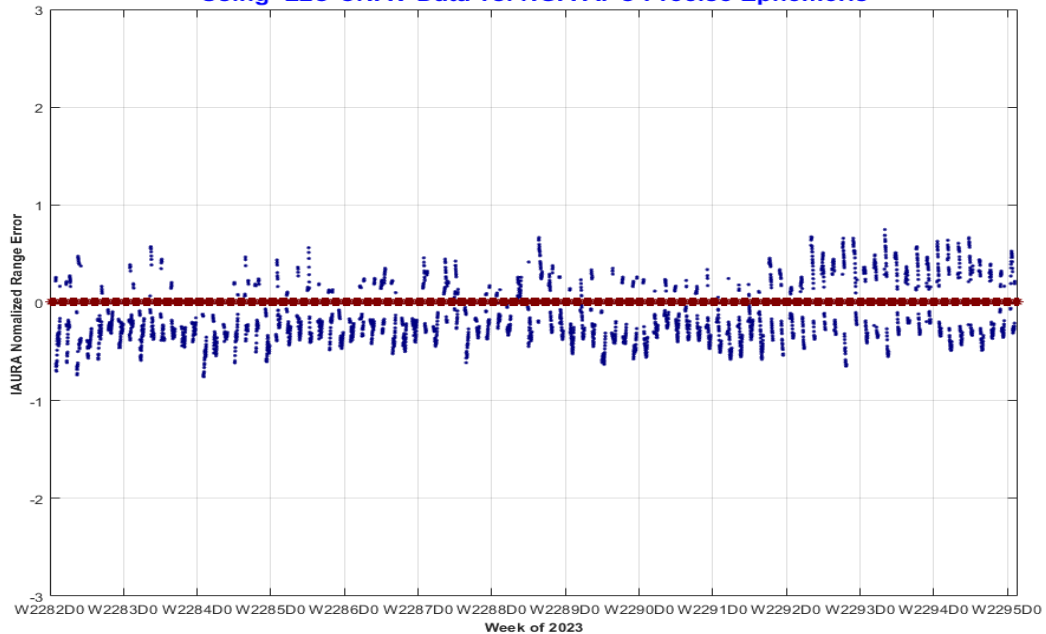
**Figure 10-170 Timeline of URA Normalized Range Error PRN22 (SVN44) Using C/A Nav Data**

**PRN-23 SVN-76 URA Normalized Range Error 10/01/2023 to 12/31/2023 (max in footprint)  
Using C/A Nav Data vs. NGA APC Precise Ephemeris**



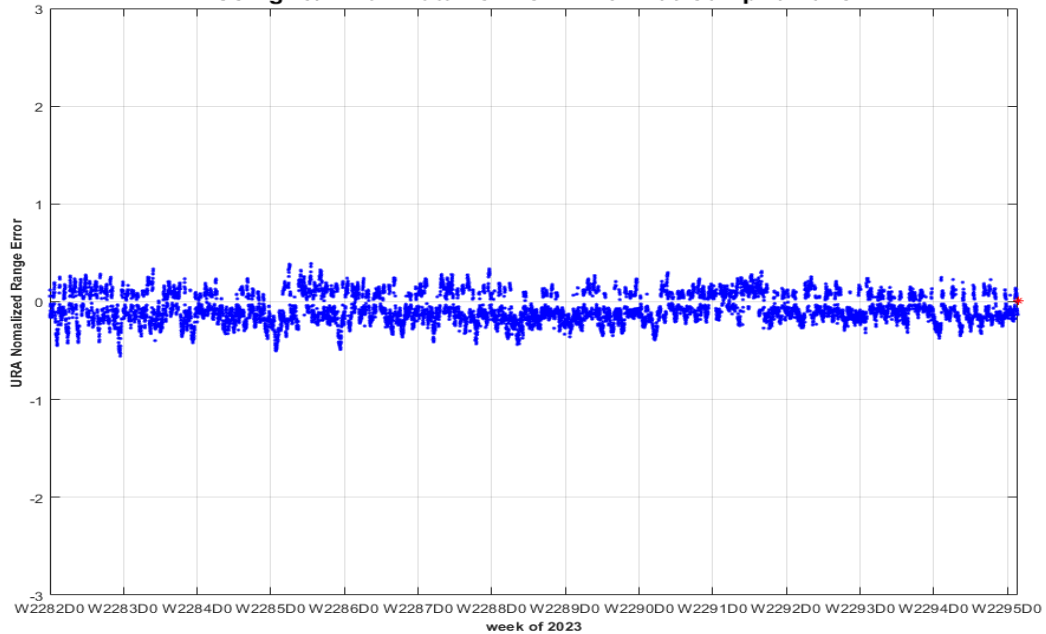
**Figure 10-171 Timeline of URA Normalized Range Error PRN23 (SVN76) Using C/A Nav Data**

**PRN-23 SVN-76 IAURA Normalized Range Error 10/01/2023 to 12/31/2023 (max in footprint)  
Using L2C CNAV Data vs. NGA APC Precise Ephemeris**



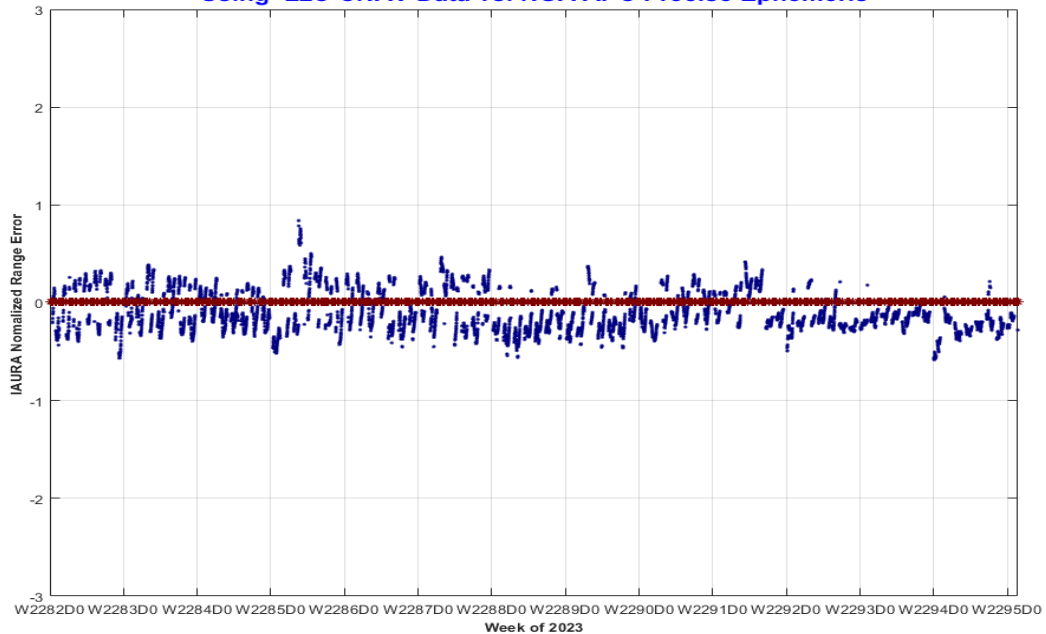
**Figure 10-172 Timeline of IAURA Normalized Range Error PRN23 (SVN76) Using L2C CNAV Data**

**PRN-24 SVN-65 URA Normalized Range Error 10/01/2023 to 12/31/2023 (max in footprint)  
Using C/A Nav Data vs. NGA APC Precise Ephemeris**



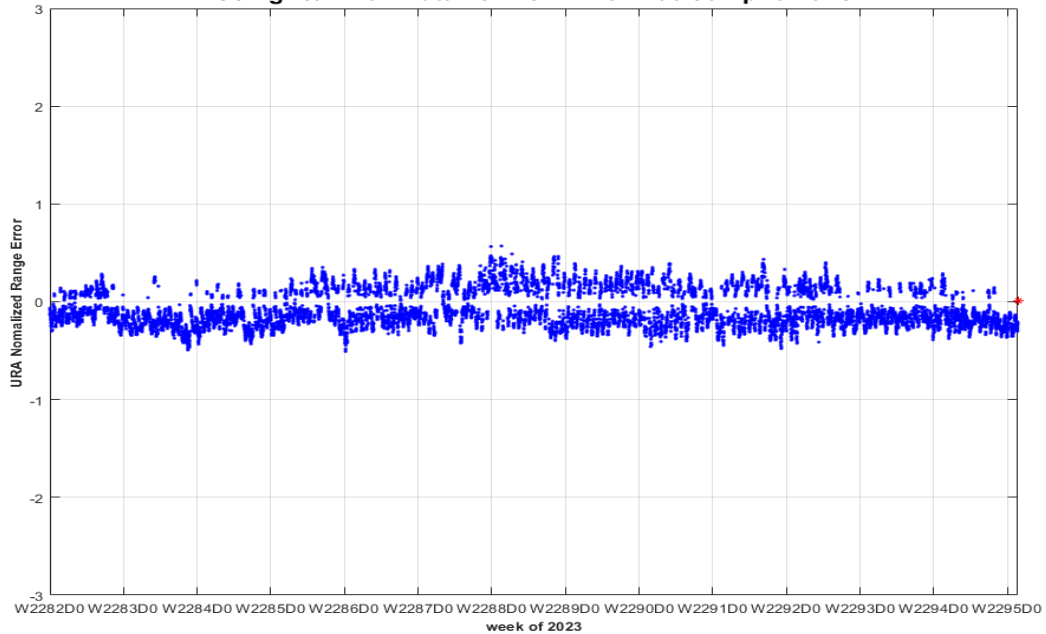
**Figure 10-173 Timeline of URA Normalized Range Error PRN24 (SVN65) Using C/A Nav Data**

**PRN-24 SVN-65 IAURA Normalized Range Error 10/01/2023 to 12/31/2023 (max in footprint)  
Using L2C CNAV Data vs. NGA APC Precise Ephemeris**



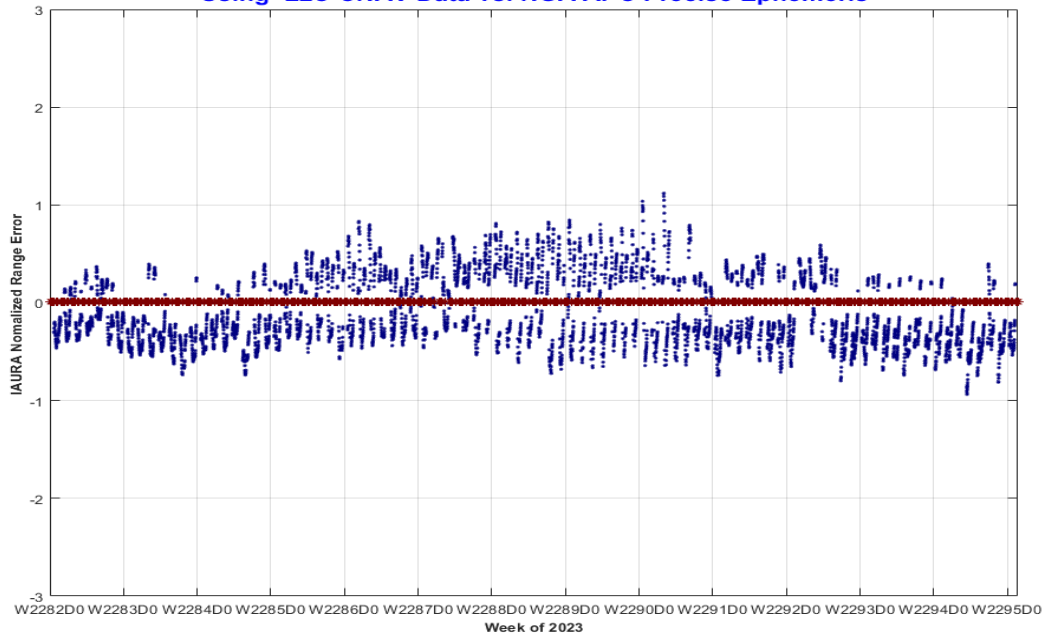
**Figure 10-174 Timeline of IAURA Normalized Range Error PRN24 (SVN65) Using L2C CNAV Data**

**PRN-25 SVN-62 URA Normalized Range Error 10/01/2023 to 12/31/2023 (max in footprint)  
Using C/A Nav Data vs. NGA APC Precise Ephemeris**



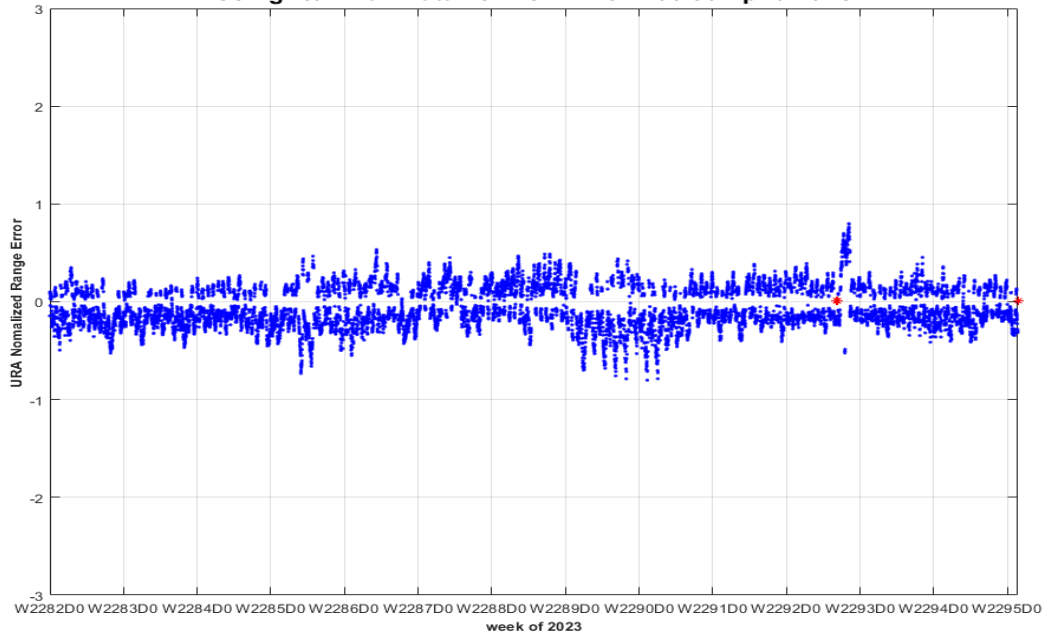
**Figure 10-175 Timeline of URA Normalized Range Error PRN25 (SVN62) Using C/A Nav Data**

**PRN-25 SVN-62 IAURA Normalized Range Error 10/01/2023 to 12/31/2023 (max in footprint)  
Using L2C CNAV Data vs. NGA APC Precise Ephemeris**



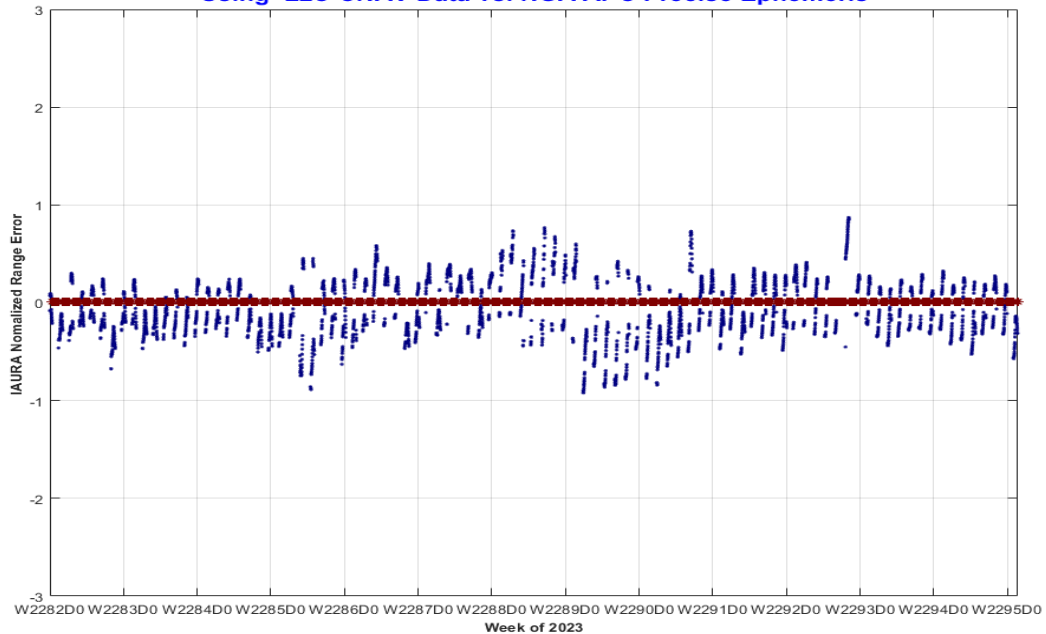
**Figure 10-176 Timeline of IAURA Normalized Range Error PRN25 (SVN62) Using L2C CNAV Data**

**PRN-26 SVN-71 URA Normalized Range Error 10/01/2023 to 12/31/2023 (max in footprint)  
Using C/A Nav Data vs. NGA APC Precise Ephemeris**



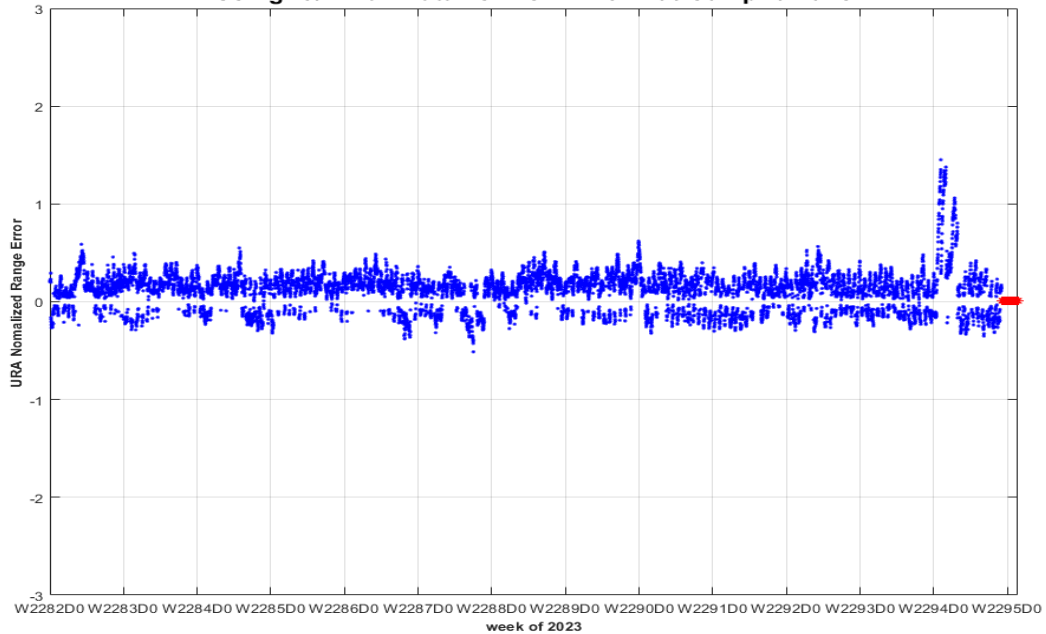
**Figure 10-177 Timeline of URA Normalized Range Error PRN26 (SVN71) Using C/A Nav Data**

**PRN-26 SVN-71 IAURA Normalized Range Error 10/01/2023 to 12/31/2023 (max in footprint)  
Using L2C CNAV Data vs. NGA APC Precise Ephemeris**



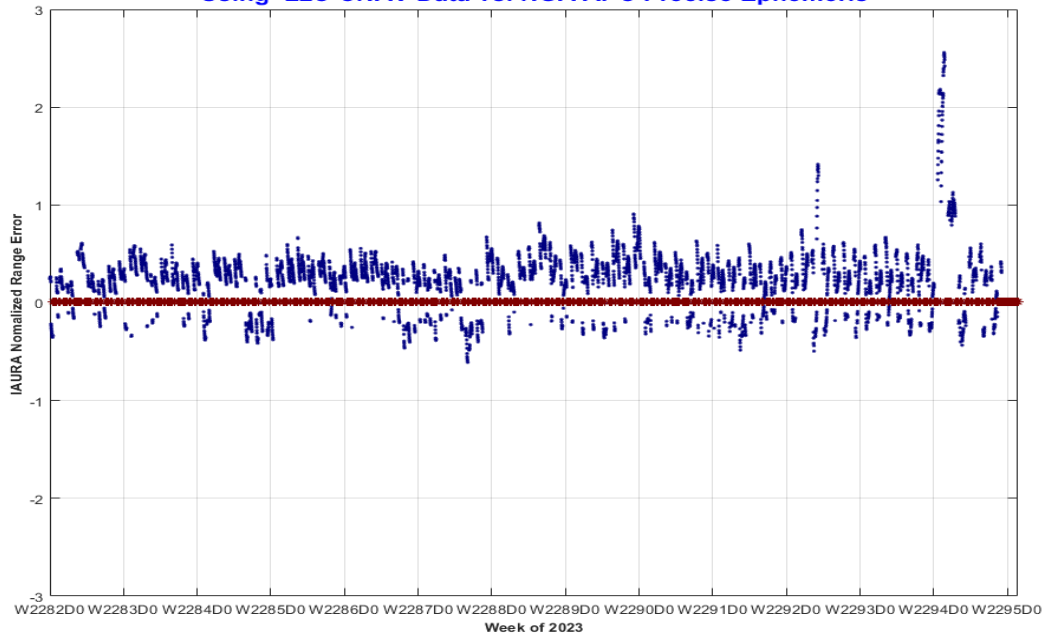
**Figure 10-178 Timeline of IAURA Normalized Range Error PRN26 (SVN71) Using L2C CNAV Data**

**PRN-27 SVN-66 URA Normalized Range Error 10/01/2023 to 12/31/2023 (max in footprint)  
Using C/A Nav Data vs. NGA APC Precise Ephemeris**



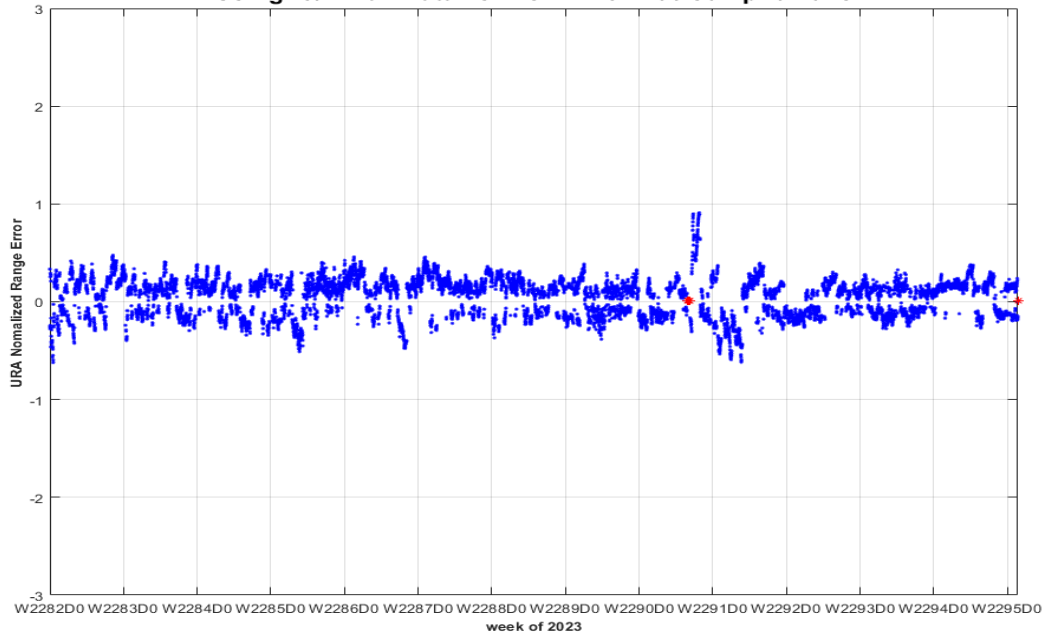
**Figure 10-179 Timeline of URA Normalized Range Error PRN27 (SVN66) Using C/A Nav Data**

**PRN-27 SVN-66 IAURA Normalized Range Error 10/01/2023 to 12/31/2023 (max in footprint)  
Using L2C CNAV Data vs. NGA APC Precise Ephemeris**



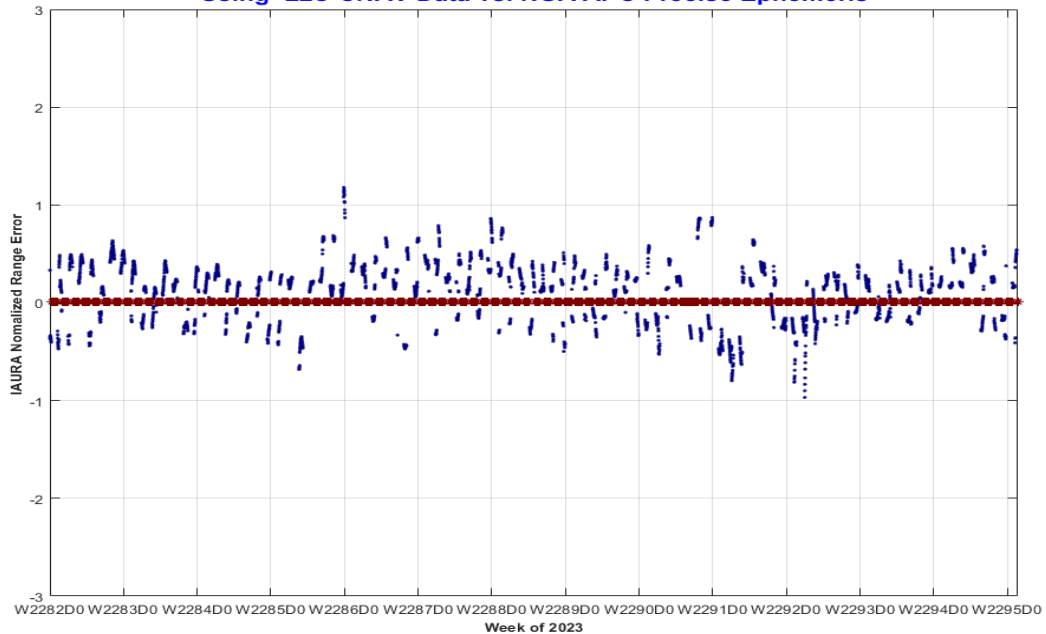
**Figure 10-180 Timeline of IAURA Normalized Range Error PRN27 (SVN66) Using L2C CNAV Data**

**PRN-28 SVN-79 URA Normalized Range Error 10/01/2023 to 12/31/2023 (max in footprint)  
Using C/A Nav Data vs. NGA APC Precise Ephemeris**



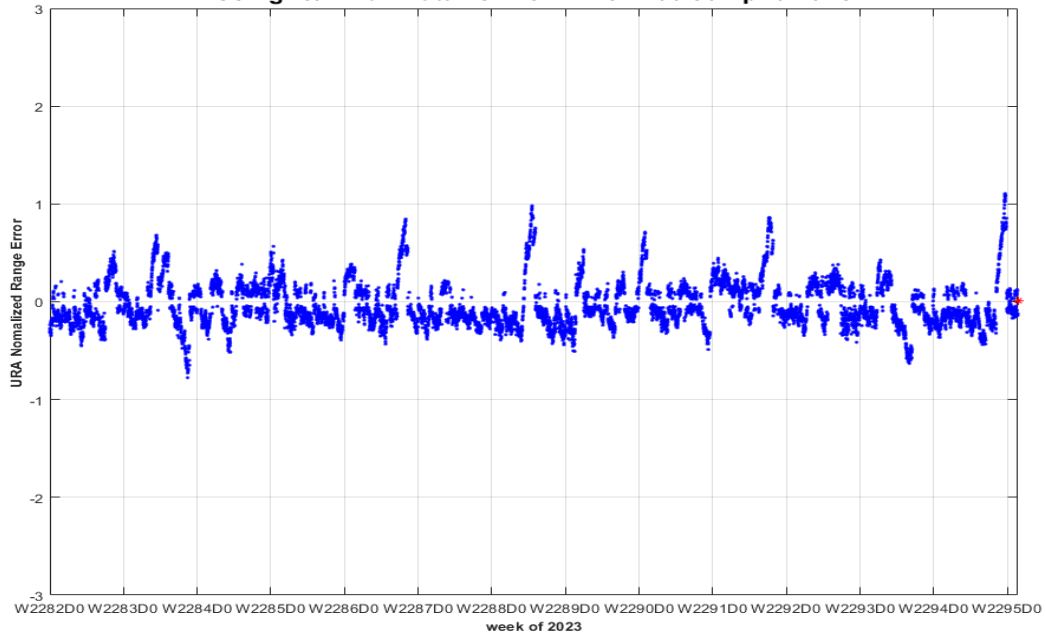
**Figure 10-181 Timeline of URA Normalized Range Error PRN28 (SVN79) Using C/A Nav Data**

**PRN-28 SVN-79 IAURA Normalized Range Error 10/01/2023 to 12/31/2023 (max in footprint)  
Using L2C CNAV Data vs. NGA APC Precise Ephemeris**



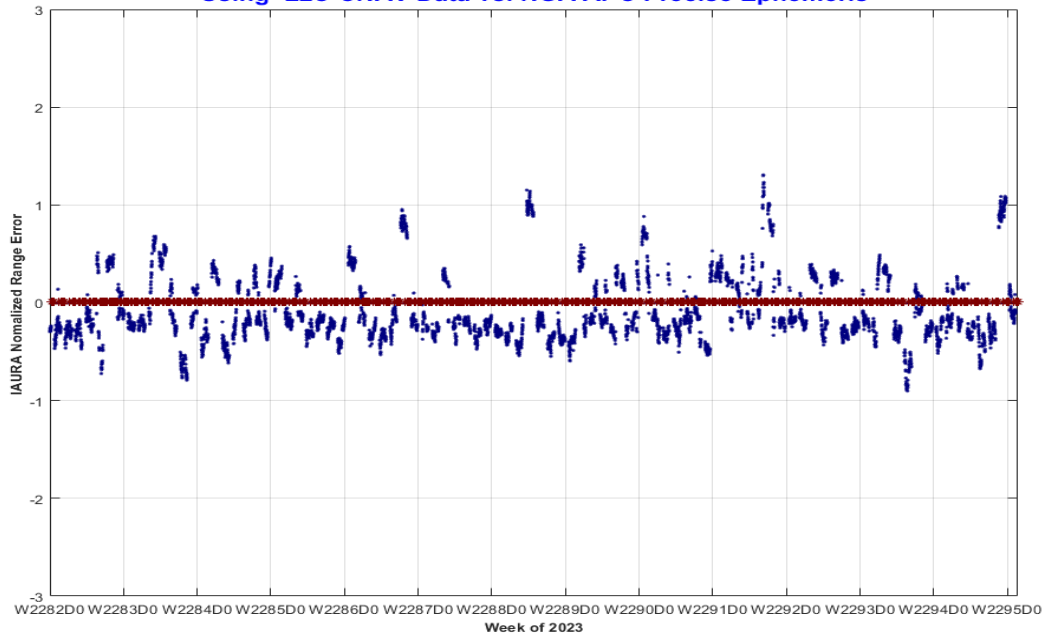
**Figure 10-182 Timeline of IAURA Normalized Range Error PRN28 (SVN79) Using L2C CNAV Data**

**PRN-29 SVN-57 URA Normalized Range Error 10/01/2023 to 12/31/2023 (max in footprint)  
Using C/A Nav Data vs. NGA APC Precise Ephemeris**



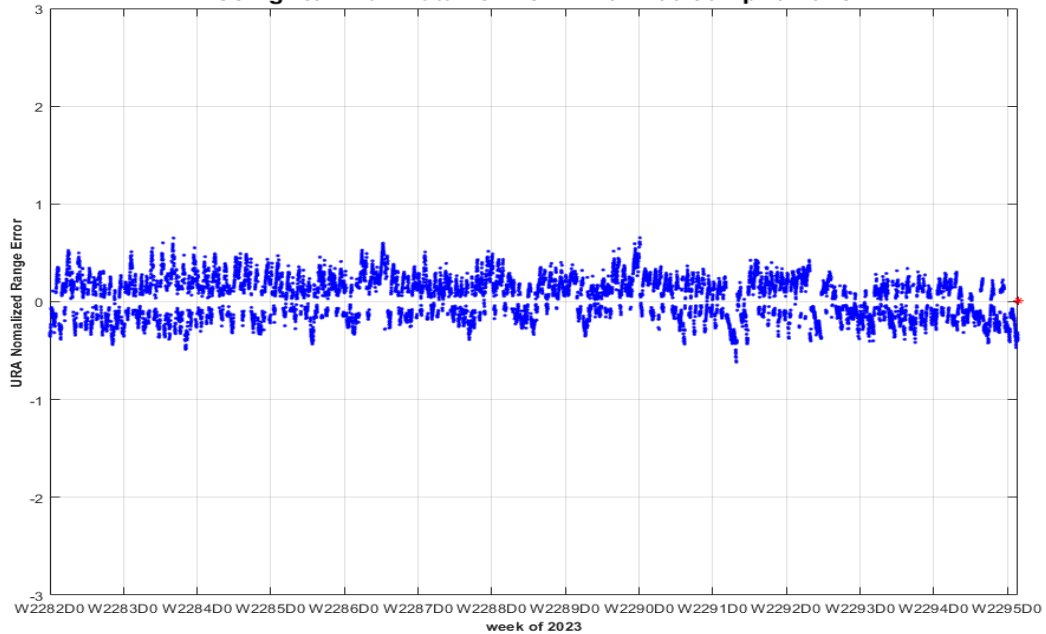
**Figure 10-183 Timeline of URA Normalized Range Error PRN29 (SVN57) Using C/A Nav Data**

**PRN-29 SVN-57 IAURA Normalized Range Error 10/01/2023 to 12/31/2023 (max in footprint)  
Using L2C CNAV Data vs. NGA APC Precise Ephemeris**



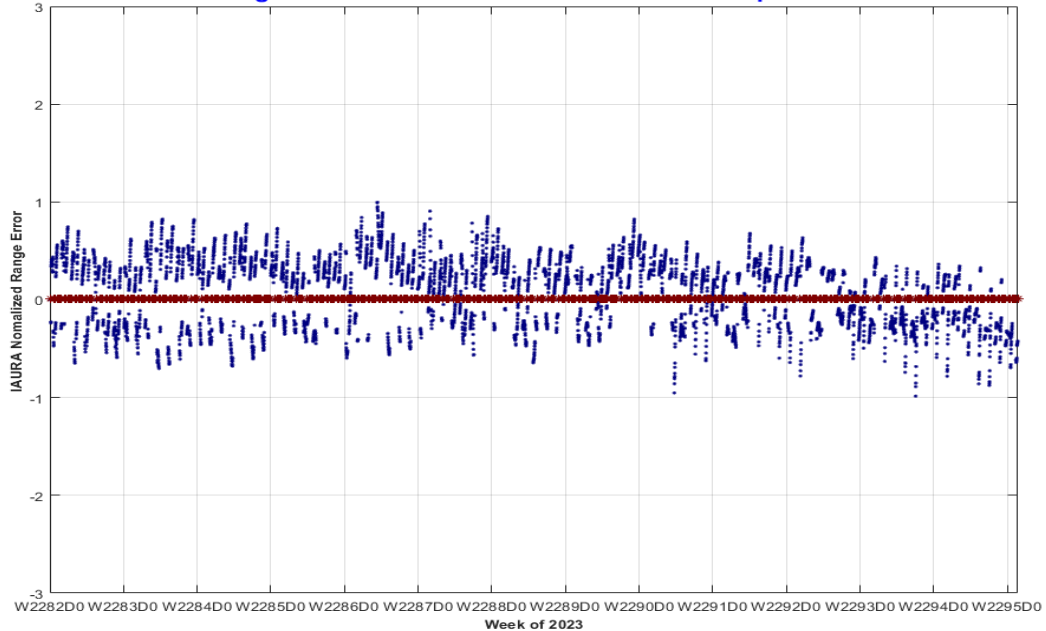
**Figure 10-184 Timeline of IAURA Normalized Range Error PRN29 (SVN57) Using L2C CNAV Data**

**PRN-30 SVN-64 URA Normalized Range Error 10/01/2023 to 12/31/2023 (max in footprint)  
Using C/A Nav Data vs. NGA APC Precise Ephemeris**



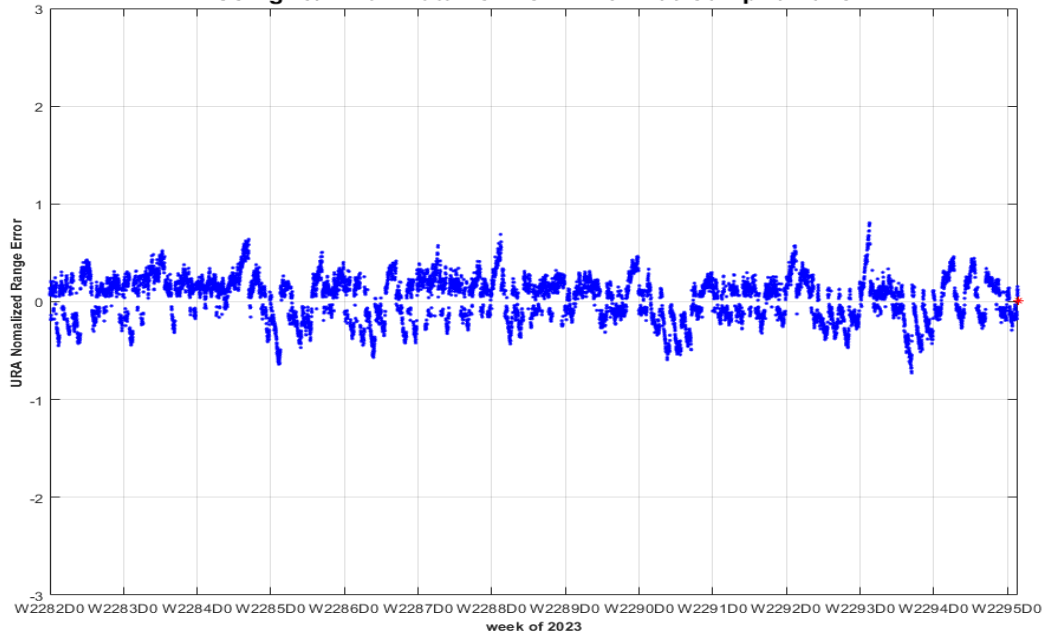
**Figure 10-185 Timeline of URA Normalized Range Error PRN30 (SVN64) Using C/A Nav Data**

**PRN-30 SVN-64 IAURA Normalized Range Error 10/01/2023 to 12/31/2023 (max in footprint)  
Using L2C CNAV Data vs. NGA APC Precise Ephemeris**



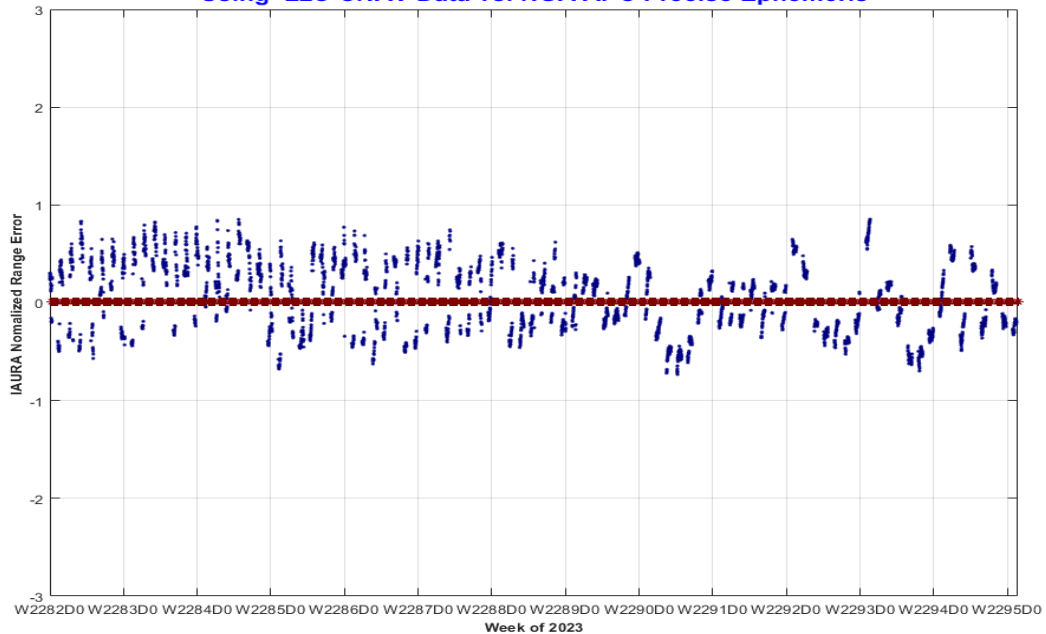
**Figure 10-186 Timeline of IAURA Normalized Range Error PRN30 (SVN64) Using L2C CNAV Data**

**PRN-31 SVN-52 URA Normalized Range Error 10/01/2023 to 12/31/2023 (max in footprint)  
Using C/A Nav Data vs. NGA APC Precise Ephemeris**



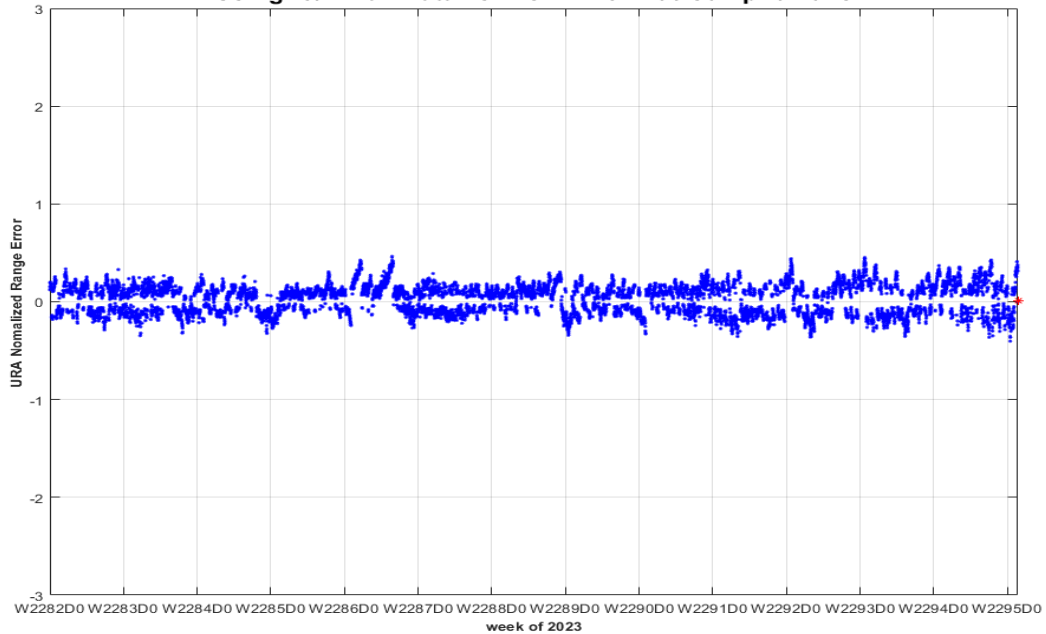
**Figure 10-187 Timeline of URA Normalized Range Error PRN31 (SVN52) Using C/A Nav Data**

**PRN-31 SVN-52 IAURA Normalized Range Error 10/01/2023 to 12/31/2023 (max in footprint)  
Using L2C CNAV Data vs. NGA APC Precise Ephemeris**



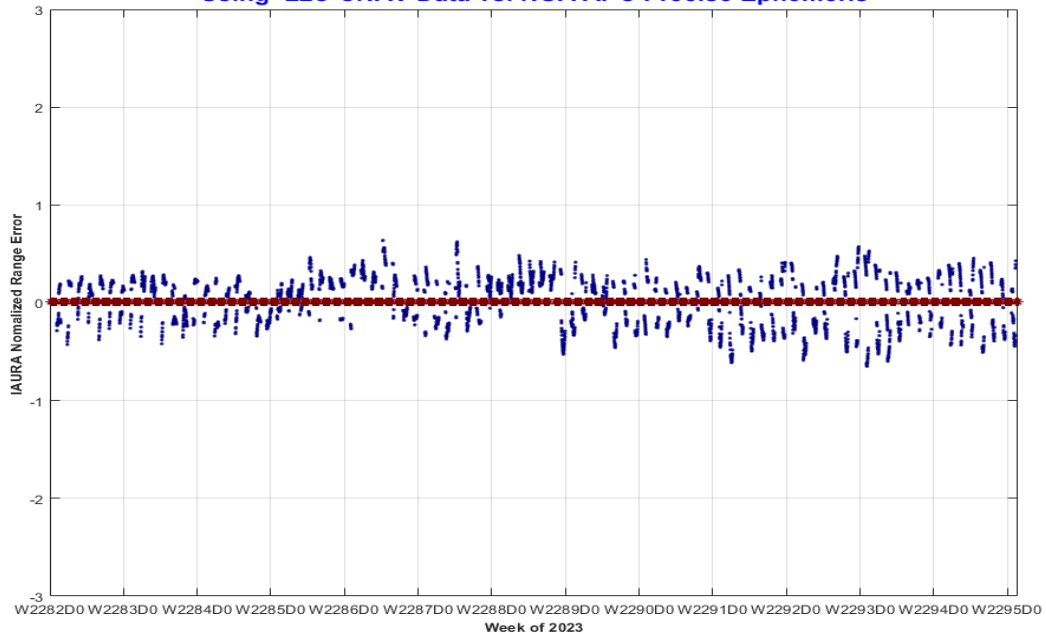
**Figure 10-188 Timeline of IAURA Normalized Range Error PRN31 (SVN52) Using L2C CNAV Data**

**PRN-32 SVN-70 URA Normalized Range Error 10/01/2023 to 12/31/2023 (max in footprint)  
Using C/A Nav Data vs. NGA APC Precise Ephemeris**



**Figure 10-189 Timeline of URA Normalized Range Error PRN32 (SVN70) Using C/A Nav Data**

**PRN-32 SVN-70 IAURA Normalized Range Error 10/01/2023 to 12/31/2023 (max in footprint)  
Using L2C CNAV Data vs. NGA APC Precise Ephemeris**



**Figure 10-190 Timeline of IAURA Normalized Range Error PRN32 (SVN70) Using L2C CNAV Data**

**APPENDIX A: PERFORMANCE SUMMARY**

**Table A-1 Performance Summary**

<b>Parameter</b>	<b>Measured Performance</b>	<b>Conditions and Constraints</b>
<p><b>User Range Error Accuracy</b> Single-Frequency C/A-Code</p> <ol style="list-style-type: none"> <li>1. <math>\leq 7.8</math> m 95% Global Average URE during normal operations over All AODs</li> <li>2. <math>\leq 6.0</math> m 95% Global Average URE during operations at Zero AOD</li> <li>3. <math>\leq 12.8</math> m 95% Global Average URE during normal operations at Any AOD</li> </ol>	<ol style="list-style-type: none"> <li>1. <math>\leq 4.563</math> m</li> <li>2. N/A</li> <li>3. N/A</li> </ol>	<p>For any healthy SPS SIS.</p> <p>Neglecting single-frequency ionospheric delay model errors.</p> <p>Including group delay time correction (<math>T_{GD}</math>) errors at L1.</p> <p>Including inter-signal bias (P(Y)-code to C/A-code) errors at L1.</p>
<p><b>User Range Error Accuracy</b> Single-Frequency C/A-Code</p> <ol style="list-style-type: none"> <li>1. <math>\leq 30</math> m 99.94% Global Average URE during normal operations</li> <li>2. <math>\leq 30</math> m 99.79% Worst-Case, single-point average during normal operations</li> </ol>	<ol style="list-style-type: none"> <li>1. 100% Global</li> <li>2. 100% WCP</li> </ol>	<p>For any healthy SPS SIS.</p> <p>Neglecting single-frequency ionospheric delay model errors.</p> <p>Including group delay time correction (<math>T_{GD}</math>) errors at L1.</p> <p>Standard based on measurement interval of one year; average of daily values within service volume.</p> <p>Standard based on 3 service failures per year, lasting no more than 6 hours each.</p>
<p><b>User Range Rate Error Accuracy</b> Single-Frequency C/A Code:</p> <p><math>\leq 6</math> mm/sec 95% Global Average URRE over any 3-second interval during normal operations at Any AOD</p>	<p><math>\leq 3.921</math> mm/sec</p>	<p>For any healthy SPS SIS.</p> <p>Neglecting all perceived pseudorange rate errors attributable to pseudorange step changes caused by NAV message data cutovers.</p> <p>Neglecting single-frequency ionospheric delay model errors.</p>

Global Positioning System Standard Positioning Service Performance Analysis Report

<b>Parameter</b>	<b>Measured Performance</b>	<b>Conditions and Constraints</b>
<p><b>User Range Acceleration Error Accuracy</b> Single-Frequency C/A Code:  ≤2 mm/sec<sup>2</sup> 95% Global Average URAE over any 3-second interval during normal operations at Any AOD</p>	<p>≤29.521 mm/s<sup>2</sup></p>	<p>For any healthy SPS SIS.</p> <p>Neglecting all perceived pseudorange rate errors attributable to pseudorange step changes caused by NAV message data cutovers.</p> <p>Neglecting single-frequency ionospheric delay model errors.</p>
<p><b>Per-Satellite Coverage</b> Terrestrial Service Volume: 100% Coverage</p>	<p>100%</p>	<p>For any healthy or marginal SPS SIS.</p>
<p><b>Constellation Coverage</b> Terrestrial Service Volume: 100% Coverage</p>	<p>100%</p>	<p>For any healthy or marginal SPS SIS.</p>
<p><b>Status and Problem Reporting</b> Scheduled event affecting service Appropriate NANU issued to the U.S. Coast Guard and the FAA at least 48 hours prior to the event</p>	<p>≥139.2 hours  Prior to event</p>	<p>For any SPS SIS.</p>
<p><b>Status and Problem Reporting</b> Unscheduled outage or problem affecting service Appropriate NANU issued to the U.S. Coast Guard and the FAA as soon as possible after the event</p>	<p>≤0.133 hours</p>	<p>For any SPS SIS.</p>

Parameter	Measured Performance	Conditions and Constraints
<p><b>Status and Problem Reporting</b>                      Unscheduled Failure Interruption Continuity:  <math>\geq 0.9998</math> Probability over any hour of not losing the SPS SIS availability from a slot due to unscheduled interruption</p>	<p>100%</p>	<p>Calculated as an average over all slots in the 24-slot constellation, normalized annually.</p> <p>Given that the SPS SIS is available from the slot at the start of the hour.</p>
<p><b>Operational Satellite Count</b>  <math>\geq 0.95</math> Probability that the constellation will have at least 24 operational satellites regardless of whether those operational satellites are located in slots or not</p>	<p>100%</p>	<p>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.</p>
<p><b>PDOP Availability</b></p> <ol style="list-style-type: none"> <li>1. <math>\geq 98\%</math> global PDOP of 6 or less</li> <li>2. <math>\geq 88\%</math> worst site PDOP of 6 or less</li> </ol>	<ol style="list-style-type: none"> <li>1. 100%</li> <li>2. 100%</li> </ol>	<p>Defined for a position/time solution meeting the representative user conditions and operating within the service volume over any 24-hour interval.</p>
<p><b>Service Availability</b></p> <ol style="list-style-type: none"> <li>1. <math>\geq 99\%</math> Horizontal Service Availability, average location</li> <li>2. <math>\geq 99\%</math> Vertical Service Availability, average location</li> </ol>	<ol style="list-style-type: none"> <li>1. 100% Horizontal</li> <li>2. 100% Vertical</li> </ol>	<p>15m Horizontal (SIS only) 95% threshold.</p> <p>33m Vertical (SIS only) 95% threshold.</p> <p>Defined for a position/time solution meeting the representative user conditions and operating within the service volume over any 24-hour interval.</p>

<b>Parameter</b>	<b>Measured Performance</b>	<b>Conditions and Constraints</b>
<p><b>Service Availability</b></p> <ol style="list-style-type: none"> <li>1. <math>\geq 90\%</math> Horizontal Service Availability, worst-case location</li> <li>2. <math>\geq 90\%</math> Vertical Service Availability, worst-case location</li> </ol>	<ol style="list-style-type: none"> <li>1. 100% Horizontal</li> <li>2. 100% Vertical</li> </ol>	<p>15 m Horizontal (SIS only) 95% threshold.</p> <p>33 m Vertical (SIS only) 95% threshold.</p> <p>Defined for a position/time solution meeting the representative user conditions and operating within the service volume over any 24-hour interval.</p>
<p><b>Position/Time Accuracy</b></p> <p>Global Average Position Domain Accuracy:</p> <ol style="list-style-type: none"> <li>1. <math>\leq 8</math> m 95% Horizontal Error</li> <li>2. <math>\leq 13</math> m 95 % Vertical Error</li> </ol>	<ol style="list-style-type: none"> <li>1. <math>\leq 3.554</math> m Horizontal</li> <li>2. <math>\leq 6.831</math> m Vertical</li> </ol>	<p>Defined for a position/time solution meeting the representative user conditions.</p> <p>Standard based on a measurement interval of 24 hours averaged over all points in the service volume.</p>
<p><b>Position/Time Accuracy</b></p> <p>Worst-Site Position Domain Accuracy:</p> <ol style="list-style-type: none"> <li>1. <math>\leq 15</math> m 95% Horizontal Error</li> <li>2. <math>\leq 33</math> m 95% Vertical Error</li> </ol>	<ol style="list-style-type: none"> <li>1. <math>\leq 11.450</math> m Horizontal</li> <li>2. <math>\leq 11.390</math> m Vertical</li> </ol>	<p>Defined for a position/time solution meeting the representative user conditions.</p> <p>Standard based on a measurement interval of 24 hours averaged over all points in the service volume.</p>
<p><b>Position/Time Accuracy</b></p> <p>Time Transfer Domain Accuracy:</p> <p><math>\leq 30</math> nanoseconds time transfer error 95% of time (SIS only)</p>	<p><math>\leq 7.7</math> nanoseconds</p>	<p>Defined for a time transfer solution meeting the representative user conditions.</p> <p>Standard based on a measurement interval of 24 hours averaged over all points in the service volume.</p>

<b>Parameter</b>	<b>Measured Performance</b>	<b>Conditions and Constraints</b>
<p><b>Position/Time Accuracy</b> Instantaneous UTCOE Integrity:  NTE <math>\pm 120</math> nanoseconds 99.999% of time without a timely alert.  (SIS only)</p>	<p><math>\leq 12.8</math> nanoseconds</p>	<p>For any healthy SPS SIS.  Worst case for delayed alert is 6 hours.</p>
<p><b>Per-Slot Availability</b></p> <ol style="list-style-type: none"> <li>1. <math>\geq 0.957</math> Probability that a slot in the baseline 24-slot configuration will be occupied by a satellite broadcasting a healthy SPS SIS</li> <li>2. <math>\geq 0.957</math> Probability that a slot in the expanded configuration will be occupied by a pair of satellites each broadcasting a healthy SPS SIS</li> </ol>	<ol style="list-style-type: none"> <li>1. 100%</li> <li>2. 100%</li> </ol>	<p>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.</p>

<b>Parameter</b>	<b>Measured Performance</b>	<b>Conditions and Constraints</b>
<p><b>Constellation Availability</b></p> <ol style="list-style-type: none"> <li>1. <math>\geq 0.98</math> 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</li> <li>2. <math>\geq 0.99999</math> 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</li> </ol>	<ol style="list-style-type: none"> <li>1. 100%</li> <li>2. 100%</li> </ol>	<p>Calculated as an average over all slots in the 24-slot constellation, normalized annually.</p> <p>Applied to satellites broadcasting a healthy SPS SIS that also satisfies the other performance standards in the SPS performance standard.</p>

# Global Positioning System Standard Positioning Service Performance Analysis Report

## APPENDIX B: GEOMAGNETIC DATA

:Product: Daily Geomagnetic Data      quar\_DGD.txt

:Issued: 2130 UT 07 Jan 2024

#  
# 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

#	Date	Middle Latitude - Fredericksburg -							High Latitude ---- College ----							Estimated --- Planetary ---												
		A	K-indices						A	K-indices						A	K-indices											
2023 10 01		9	4	2	2	2	2	2	1	2	10	3	2	2	3	4	1	1	1	9	4.00	2.00	2.00	2.00	2.00	1.00	1.33	1.67
2023 10 02		10	2	3	1	3	3	2	2	2	9	2	2	2	4	2	1	1	2	9	3.00	3.33	1.00	2.33	1.67	1.67	1.67	2.33
2023 10 03		6	1	2	2	1	3	2	1	1	19	2	0	2	4	5	5	3	0	8	1.33	2.67	1.67	1.33	2.33	2.33	2.33	1.67
2023 10 04		8	2	2	2	2	2	1	2	3	19	1	1	5	5	4	2	2	2	10	2.67	2.33	2.67	2.67	2.00	1.67	2.00	3.33
2023 10 05		11	3	4	2	3	2	1	2	2	22	3	4	3	6	4	1	1	2	16	4.33	5.00	2.33	3.00	2.00	1.00	1.33	2.33
2023 10 06		7	2	2	2	2	1	2	1	3	10	2	3	4	1	2	3	0	2	9	2.33	2.67	2.33	1.67	1.33	1.67	1.00	3.33
2023 10 07		-1	1	2	-1	-1	-1	-1	-1	-1	2	1	1	1	0	0	0	1	0	5	1.33	2.00	1.33	0.67	0.33	0.33	1.67	1.67
2023 10 08		-1	-1	-1	-1	-1	-1	-1	-1	-1	7	1	2	3	3	1	1	1	1	7	2.00	2.00	2.33	1.67	0.67	1.00	1.67	2.67
2023 10 09		-1	-1	-1	-1	-1	-1	-1	-1	-1	14	0	0	4	4	4	3	3	1	8	2.33	1.33	2.00	1.67	2.00	2.00	3.33	1.67
2023 10 10		-1	-1	-1	-1	-1	-1	-1	-1	-1	4	1	2	1	3	0	0	0	0	4	1.00	2.00	1.67	1.67	0.33	0.67	0.67	0.33
2023 10 11		3	-1	-1	-1	-1	-1	0	1	2	2	0	0	1	2	1	0	0	0	4	0.67	0.67	1.33	1.33	1.00	1.00	0.67	1.00
2023 10 12		3	-1	1	1	1	2	1	0	1	0	0	0	0	0	0	0	0	0	4	1.33	1.00	1.33	1.00	0.67	1.00	0.67	1.00
2023 10 13		11	-1	1	3	2	3	3	3	2	15	0	3	3	3	4	4	3	1	13	1.00	2.67	3.33	2.67	3.00	3.67	2.67	2.33
2023 10 14		6	1	1	1	3	2	1	2	1	5	1	1	1	3	1	0	2	1	8	2.00	1.67	2.00	3.00	1.67	1.00	2.67	1.00
2023 10 15		2	0	0	1	1	1	1	1	1	1	0	0	0	1	1	0	0	0	4	0.67	0.33	1.00	0.67	0.67	0.67	1.00	2.00
2023 10 16		3	2	0	1	1	2	1	0	0	0	0	0	0	0	0	0	0	0	4	2.00	0.33	0.67	1.00	1.33	0.67	0.33	0.33
2023 10 17		2	0	0	0	0	2	1	1	1	0	0	0	0	0	0	0	0	0	3	0.67	0.33	0.67	1.00	1.00	0.33	0.00	0.67

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2023 10 18	8 0 2 2 2 3 3 2 2	12 0 1 0 3 5 4 1 1	9	0.33	2.00	1.33	2.33	3.00	3.00	2.33	2.33
2023 10 19	8 2 3 2 3 2 1 1 1	24 2 4 4 6 3 4 2 1	10	2.67	3.67	2.33	2.67	1.67	1.67	1.67	1.00
2023 10 20	8 2 2 2 2 2 1 2 3	10 1 1 3 4 3 1 1 2	8	1.33	2.33	2.33	2.33	2.00	1.00	2.33	2.67
2023 10 21	13 3 3 4 4 2 2 1 1	39 3 5 6 6 4 5 2 2	22	4.00	4.67	5.00	3.33	2.67	3.33	1.67	1.00
2023 10 22	7 2 1 2 2 1 2 3 1	17 1 1 4 5 4 3 2 2	8	2.33	1.67	2.33	2.33	1.33	1.67	3.00	1.67
2023 10 23	2 1 0 0 0 1 1 0 1	1 1 0 0 0 1 1 0 0	3	1.00	0.33	0.33	0.33	1.00	0.67	0.67	0.67
2023 10 24	2 1 0 0 1 1 1 1 1	3 1 0 1 2 0 1 1 1	4	0.33	0.33	0.67	1.33	0.67	1.00	1.33	1.33
2023 10 25	3 1 0 0 1 2 1 1 1	2 0 0 0 1 1 1 1 0	4	0.67	1.00	0.33	0.67	1.00	0.67	1.33	1.67
2023 10 26	18 2 2 2 4 4 3 4 4	29 1 2 1 6 6 5 2 1	23	2.67	2.67	2.00	4.67	4.00	3.33	4.33	4.67
2023 10 27	9 3 4 2 2 2 1 1 1	33 3 5 4 5 3 3 3 6	11	3.33	4.00	2.67	2.33	1.67	1.67	1.33	1.00
2023 10 28	13 1 2 2 4 4 2 2 3	86 6 6 7 7 7 6 3 3	19	1.00	3.00	3.33	4.00	4.33	3.33	3.00	3.67
2023 10 29	21 4 3 4 4 4 3 3 3	49 4 5 6 6 6 5 3 3	28	4.67	3.67	4.67	3.67	4.00	4.00	3.33	4.00
2023 10 30	10 3 2 1 3 3 2 2 2	31 5 2 1 6 6 3 2 2	12	4.00	2.00	1.33	3.33	3.33	1.67	2.33	2.33
2023 10 31	6 2 2 1 2 2 2 1 1	18 2 2 3 5 5 3 1 1	9	2.67	2.33	2.00	2.67	2.67	1.33	1.67	2.00
2023 11 01	6 2 2 1 2 2 2 2 1	13 1 2 3 4 4 3 1 1	9	2.33	2.67	2.33	2.67	2.33	2.00	1.33	1.67
2023 11 02	4 2 2 1 1 1 1 1 1	4 1 1 2 2 2 1 0 1	7	2.67	2.67	2.00	1.67	1.33	1.33	1.33	1.33
2023 11 03	3 1 0 1 1 1 2 1 1	3 0 1 2 2 2 0 0 0	4	1.00	1.00	1.67	1.33	1.00	0.33	0.67	0.67
2023 11 04	12 1 1 2 1 2 4 4 3	8 0 1 2 2 2 2 3 3	14	1.00	1.00	2.00	1.00	1.67	3.00	4.67	4.33
2023 11 05	30 2 2 1 5 5 5 5 4	58 3 2 2 6 5 7 7 4	57	3.00	2.33	1.33	6.00	6.00	7.00	6.33	4.67
2023 11 06	27 3 4 3 4 2 5 5 4	51 3 5 6 7 3 5 5 3	40	4.33	5.67	4.67	4.33	2.67	4.67	5.33	4.67
2023 11 07	11 3 3 2 2 3 3 2 2	25 4 4 2 4 4 5 4 2	18	4.67	4.33	2.33	2.33	2.67	3.33	3.00	2.67
2023 11 08	15 2 4 3 3 2 3 3 3	21 3 3 2 6 3 3 3 2	16	2.67	4.00	3.00	3.33	1.33	2.33	4.00	3.33
2023 11 09	8 2 1 3 2 2 2 2 2	16 2 3 3 5 3 2 3 2	12	2.67	2.33	3.33	2.67	2.00	2.00	2.67	3.00
2023 11 10	7 1 3 2 2 2 2 1 1	13 3 3 4 3 4 2 0 0	10	2.33	3.67	2.67	2.00	2.33	1.67	1.00	2.00
2023 11 11	4 1 1 1 0 2 2 1 1	3 1 1 2 2 1 0 1 0	5	2.00	1.33	1.67	1.00	1.00	1.00	1.00	0.67
2023 11 12	10 0 1 4 3 2 2 1 3	16 0 1 5 5 3 2 1 2	10	0.67	1.33	4.00	2.67	2.33	1.67	1.33	3.00
2023 11 13	15 5 4 1 2 3 2 2 1	11 3 3 2 2 4 3 1 0	16	5.00	3.67	1.67	1.67	3.00	3.00	2.00	1.33
2023 11 14	5 2 1 0 1 2 3 2 0	5 1 1 1 1 1 3 2 0	6	2.33	1.00	0.33	1.00	1.33	3.00	2.33	0.67
2023 11 15	11 2 1 3 2 3 4 2 2	22 1 2 3 4 6 4 2 2	12	2.33	1.67	2.33	2.00	3.33	3.33	3.33	2.67
2023 11 16	7 1 1 2 2 2 3 2 2	12 1 1 4 3 4 2 1 2	8	1.67	1.00	2.67	2.00	2.33	2.33	1.33	2.33
2023 11 17	3 1 0 0 1 2 2 1 0	2 0 1 1 2 1 0 0 0	3	0.67	0.33	0.33	0.67	0.67	1.67	1.33	0.33
2023 11 18	2 0 1 0 0 2 1 1 1	1 0 1 1 1 0 0 0 0	3	0.33	1.00	0.67	1.00	0.67	0.33	1.00	1.33

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2023 11 19	3 0 0 1 1 2 2 1 1	4 0 0 3 3 1 0 0 0	4	0.67	0.33	1.67	1.67	0.67	0.67	1.33	1.00
2023 11 20	4 1 1 1 1 1 2 2 1	4 0 0 3 2 1 1 0 0	5	1.00	1.00	2.00	2.00	1.67	1.33	1.33	1.00
2023 11 21	15 1 2 4 3 4 3 2 3	31 0 1 5 3 6 6 2 3	18	1.33	2.33	4.33	3.33	3.67	3.67	3.00	3.67
2023 11 22	17 3 3 4 4 3 3 3 2	60 3 6 7 6 5 6 4 2	30	4.00	5.00	5.00	4.33	3.33	4.00	4.00	2.67
2023 11 23	4 2 2 2 1 1 1 0 1	8 1 1 4 3 3 1 0 0	7	2.67	2.33	2.67	1.33	1.67	0.67	0.67	0.67
2023 11 24	5 1 2 1 1 2 1 1 2	6 0 1 0 1 3 3 2 2	7	1.67	1.67	1.33	1.33	2.00	1.67	2.33	2.67
2023 11 25	18 2 2 3 3 4 4 4 3	61 2 2 7 6 6 6 6 3	38	3.00	3.00	4.67	4.67	5.00	4.67	6.00	4.00
2023 11 26	-1 4 2 2-1-1-1-1-1	12 3 1 4 4 3 1 1 1	10	4.00	2.33	3.33	2.00	2.00	0.67	1.33	1.67
2023 11 27	2 -1-1-1-1-1 0 1 1	9 0 0 4 2 4 2 1 0	7	1.33	1.67	2.33	1.33	2.00	2.33	1.33	2.00
2023 11 28	6 1 1 2 2 2 2 2 1	11 1 0 2 5 2 3 2 1	7	2.00	2.00	2.00	2.00	1.67	2.00	2.00	1.67
2023 11 29	5 0 2 2 1 1 2 2 1	8 0 1 3 3 4 1 1 0	5	1.00	2.00	2.00	1.33	1.67	1.00	2.00	0.67
2023 11 30	4 2 1 1 1 1 2 1 0	6 0 2 3 2 3 0 0 0	5	1.67	2.00	1.33	1.33	1.67	1.00	1.33	0.33
2023 12 01	30 4 3 3 6 5 3 3 4	57 3 3 4 7 6 6 6 3	56	4.33	4.00	4.00	7.00	6.33	4.67	5.00	5.00
2023 12 02	11 5 3 2 1 1 2 1 1	8 4 3 2 2 0 2 0 1	14	5.33	4.00	2.00	1.00	1.00	1.67	1.33	1.67
2023 12 03	10 2 3 3 1 2 3 2 2	8 2 2 3 2 1 2 2 2	11	2.67	3.00	3.00	1.67	2.33	3.33	2.00	2.33
2023 12 04	9 2 2 3 2 2 3 2 1	14 1 1 4 4 4 3 2 1	9	2.33	2.33	3.00	2.67	2.33	2.33	2.00	1.33
2023 12 05	9 3 3 2 2 3 1 1 2	32 1 4 2 6 6 4 3 3	15	3.33	3.33	2.67	3.33	3.00	3.00	2.33	3.00
2023 12 06	7 2 2 2 2 2 2 2 1	25 3 2 5 5 5 3 3 2	10	2.67	2.67	2.67	2.33	2.67	2.67	2.00	2.00
2023 12 07	4 1 0 1 1 1 2 2 2	4 1 1 2 2 2 0 1 0	5	1.33	0.67	1.33	1.00	0.67	0.67	2.00	2.33
2023 12 08	4 1 1 1 1 1 2 1 1	3 0 0 1 1 0 2 2 1	5	1.00	0.33	1.33	1.33	0.67	1.67	1.67	1.33
2023 12 09	2 0 0 0 1 1 2 0 1	0 0 0 1 0 0 0 0 0	3	0.33	0.33	1.00	0.67	0.33	0.67	0.67	0.33
2023 12 10	4 0 1 1 1 2 2 1 1	2 0 1 2 0 1 0 0 0	4	0.67	1.33	1.00	0.33	1.00	1.00	1.33	1.00
2023 12 11	3 0 2 1 0 2 1 1 0	0 0 0 0 0 0 0 0 0	3	0.67	1.33	1.00	0.33	0.67	0.67	0.33	0.33
2023 12 12	8 0 1 1 1 4 3 2 1	18 0 0 1 1 6 5 2 0	10	0.33	2.00	1.33	1.00	4.00	3.67	2.33	1.33
2023 12 13	7 0 2 2 1 2 2 2 3	17 0 1 3 5 4 4 3 1	8	0.67	2.00	1.67	1.67	2.00	2.67	2.33	3.00
2023 12 14	13 3 3 3 3 3 3 1 2	30 4 4 5 6 4 3 2 2	16	4.00	4.00	3.33	3.67	2.67	2.00	1.33	2.33
2023 12 15	8 1 1 1 2 3 3 2 2	25 1 1 2 5 6 4 3 3	12	2.00	1.33	1.33	2.67	3.33	3.00	3.33	3.33
2023 12 16	10 3 3 3 2 2 2 2 2	13 3 3 3 3 4 1 1 2	14	3.33	4.00	3.00	1.67	2.33	1.00	3.00	3.00
2023 12 17	32 3 4 4 5 5 5 3 4	88 3 5 6 7 7 8 4 3	36	3.67	4.33	4.33	4.67	5.33	5.33	3.33	4.33
2023 12 18	16 2 3 5 3 3 2 2 3	40 2 3 6 6 6 4 3 3	28	2.67	3.33	6.00	4.00	3.33	3.00	2.67	4.67
2023 12 19	10 3 3 2 1 2 3 2 2	11 3 4 3 1 1 2 2 2	12	3.67	3.67	2.67	1.67	1.67	2.33	2.00	2.67
2023 12 20	7 3 2 2 1 2 2 2 1	21 4 3 4 5 4 3 2 1	11	4.00	3.33	2.33	2.00	2.33	2.33	1.67	1.00

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2023 12 21	3 2 1 0 2 1 1 1 0	9 1 1 1 5 2 2 1 0	5	2.67	0.67	0.67	2.33	0.67	1.00	0.67	0.33
2023 12 22	3 0 1 1 1 1 2 1 0	1 0 1 1 1 0 0 0 0	4	0.67	1.33	1.67	0.67	0.33	1.00	0.67	0.67
2023 12 23	5 0 1 3 1 2 2 1 1	12 0 0 3 1 4 5 1 1	7	0.67	1.00	2.67	1.33	2.00	2.67	1.00	1.33
2023 12 24	7 2 2 2 3 2 2 1 1	14 0 3 3 5 4 1 1 0	9	2.67	2.67	2.67	3.00	2.00	1.67	1.33	1.00
2023 12 25	2 0 1 1 0 1 2 1 0	0 0 0 0 0 0 0 1 0	4	0.33	1.00	1.00	0.67	0.33	1.33	1.67	0.67
2023 12 26	4 0 1 1 2 2 2 1 0	4 0 0 0 2 3 1 1 0	5	0.33	1.67	1.67	2.00	1.67	1.33	1.33	0.33
2023 12 27	4 2 1 1 1 1 2 0 1	2 0 0 2 1 0 1 0 0	4	1.67	1.33	1.33	1.67	0.67	1.00	0.67	0.67
2023 12 28	2 0 1 1 0 1 1 0 2	1 0 0 1 1 0 0 0 0	3	0.33	0.33	1.33	0.33	0.33	0.67	0.33	2.00
2023 12 29	6 1 1 1 3 1 2 2 2	8 0 0 2 5 1 0 0 1	6	1.00	1.67	1.67	2.33	1.67	1.00	1.67	2.33
2023 12 30	4 1 2 1 1 1 2 1 0	2 0 1 1 0 1 1 0 0	5	1.00	2.33	1.00	1.00	1.00	1.33	1.00	0.33
2023 12 31	2 0 1 0 0 1 2 1 1	0 0 0 0 0 0 0 0 0	3	0.33	1.00	0.67	0.67	0.67	1.00	1.33	1.3

## **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. 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: KEY TERMS

The terms and definitions discussed below are taken from the Standard Positioning Service Performance Specification (April 2020). Understanding these terms and definitions is necessary to fully understand the Signal Specification.

### General Terms and Definitions

**Alarm:** An indication requiring an immediate response (e.g., to preserve integrity).

**Alert:** Generic term encompassing both alarm and warning.

**Alerted Misleading Signal-in-Space Information (AMSI):** The pseudorange data set (e.g., pseudorange measurement and NAV data) provided by a SPS SIS provides alerted MSI (AMSI) when the instantaneous URE exceeds the SIS URE NTE tolerance, but a timely alert (alarm or warning) is provided.

**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.

**Auxiliary Satellite:** An operational satellite that is not occupying a defined orbital slot in the baseline 24-slot constellation or the expandable 24-slot constellation. Auxiliary satellites are typically either newly launched satellites waiting to take their place in the baseline/expandable 24-slot constellation or are older satellites that are nearing the end of their useful lives and have been shifted out of the baseline/expandable 24-slot constellation. The SPS SIS broadcast by an auxiliary satellite is not required to meet all the standards in Section 3.

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

**Corrected Longitude of Ascending Node ( $\Omega_k$ ) 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 the earth's rotation.

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

**Ground Track Equatorial Crossing (GEC,  $\lambda$ , 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  $\Omega_k$  when the argument of latitude ( $\Phi$ ) is zero.

**Instantaneous User Range Error (URE):** The difference between the pseudorange measured at a given location and the expected pseudorange, 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, which is 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,  $\lambda$ , 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  $\Omega_k$  when the argument of latitude ( $\Phi$ ) 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 that 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 1.

**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 1. 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 *pseudorange*.

**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 an RMS value based on actual measurements.

**User Range Accuracy (URA):** A conservative representation of each satellite's expected ( $1\sigma$ ) 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.