



**Federal Aviation
Administration**



Ground Based Augmentation System

Performance Analysis and Activities Report

Reporting Period: October 1 – December 31, 2015

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1. Introduction

The Ground Based Augmentation System (GBAS) team under the direction of the Navigation Branch (ANG-C32) in the Engineering Development Services Division in the Advanced Concepts and Technology Development Office at the Federal Aviation Administration's (FAA) William J Hughes Technical Center (WJHTC) provides this GBAS Performance Analysis / Activities Report (GPAR).

This report identifies the major GBAS related research, testing, and validation activities for the reporting period in order to provide a brief snapshot of the program directives and related technical progress. Currently, the GBAS team is involved in the validation of the GAST-D ICAO SARPs, long-term ionospheric monitoring, GBAS/VOR interference testing, supporting system design approval activities for an update to the CAT-I approved Honeywell International (HI) Satellite Landing System (SLS-4000) and future CAT-III capable SLS-5000, and maintaining six Ground Based Performance Monitors (GBPMs) and a prototype GAST-D Honeywell Satellite Landing System at Atlantic City International Airport (ACY).

Objectives of this report are:

- a) To provide status updates and performance summary plots per site using the data from our GBPM installations
- b) To present all of the significant activities throughout the GBAS team
- c) To summarize significant GBAS meetings that have taken place this past quarter
- d) To offer background information for GBAS

2. GBAS Updates by Site

The GBPM was designed and built by ANG-C32 to monitor the performance of GBAS installations. There are currently six GBPMs in use. They are located in Newark New Jersey (EWR), Houston Texas (IAH), Moses Lake Washington (MWH), Rio de Janeiro Brazil (GIG), and two in Atlantic City New Jersey (ACY). The GBPM is used to monitor the integrity, accuracy, availability, and continuity of the FAA's LAAS Test Prototype (LTP) and Honeywell's SLS-4000. The plots in each of the following sections utilize a compilation of data collected at one minute intervals. For live, up-to-date data, refer to <http://laas.tc.faa.gov>. A more detailed description of the GBPM configuration can be found in Appendix D of this report.

2.1 EWR SLS

- Newark Liberty Int'l Airport has a Honeywell SLS-4000 that was granted operational approval on September 28, 2012
- Since the EWR SLS-4000 went live, there have been a total of 1122 GBAS approaches conducted at EWR



Figure 1 - EWR SLS-4000 Configuration

2.1.1 Real Time Performance Data

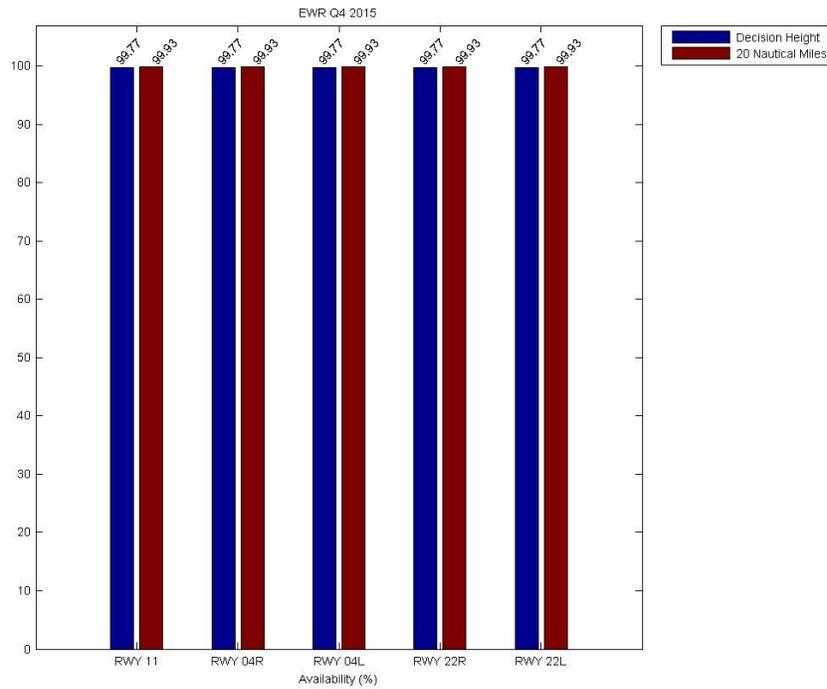


Figure 2 - EWR Availability - The data shown is based upon times when the SLS was transmitting corrections

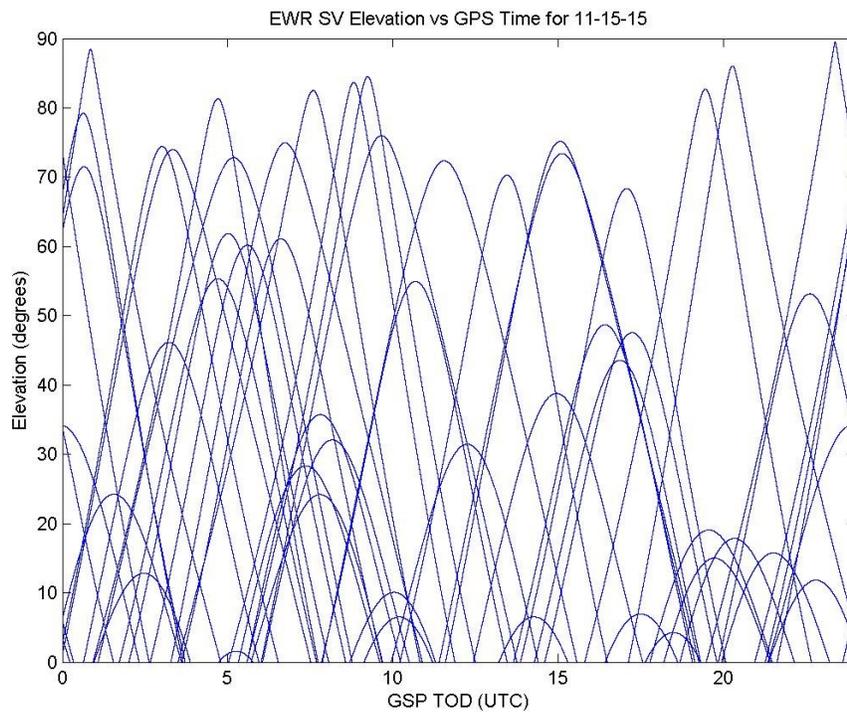


Figure 3 - EWR SV Elevation vs GPS time 11/15/15

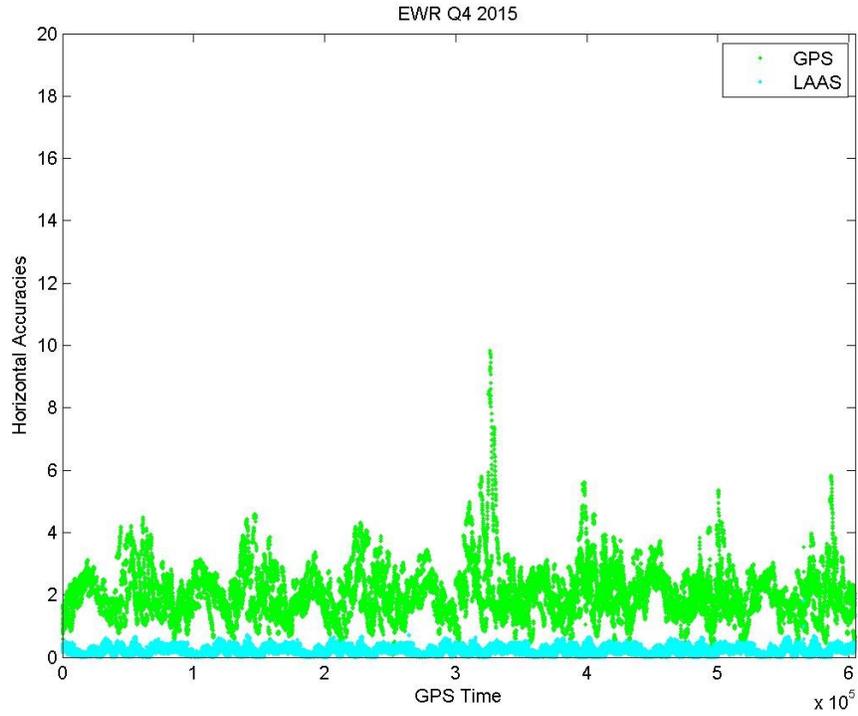


Figure 4 - EWR Horizontal Accuracy

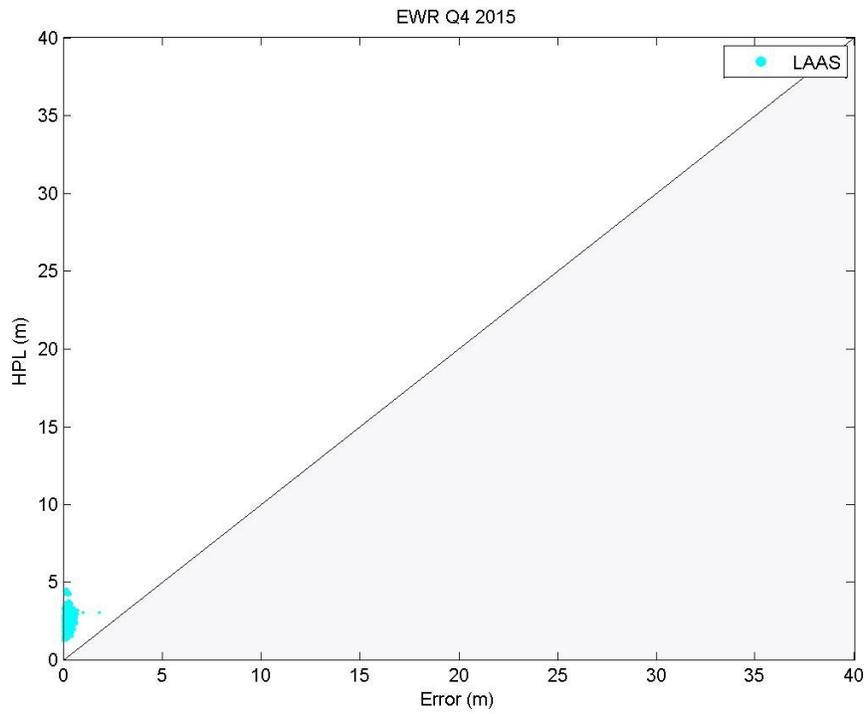


Figure 5 - EWR Horizontal Protection Level vs. Error

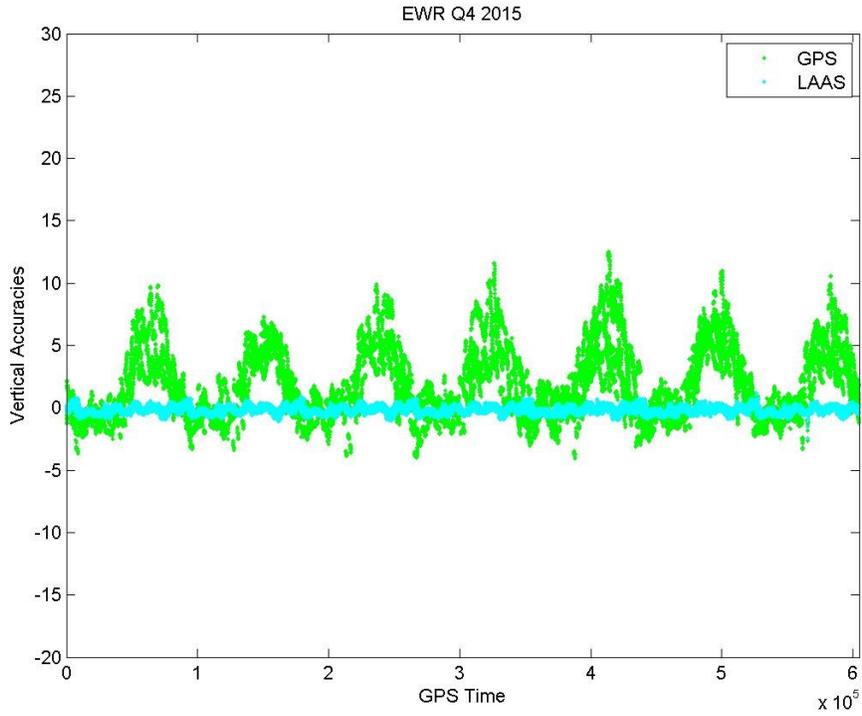


Figure 6 - EWR Vertical Accuracy

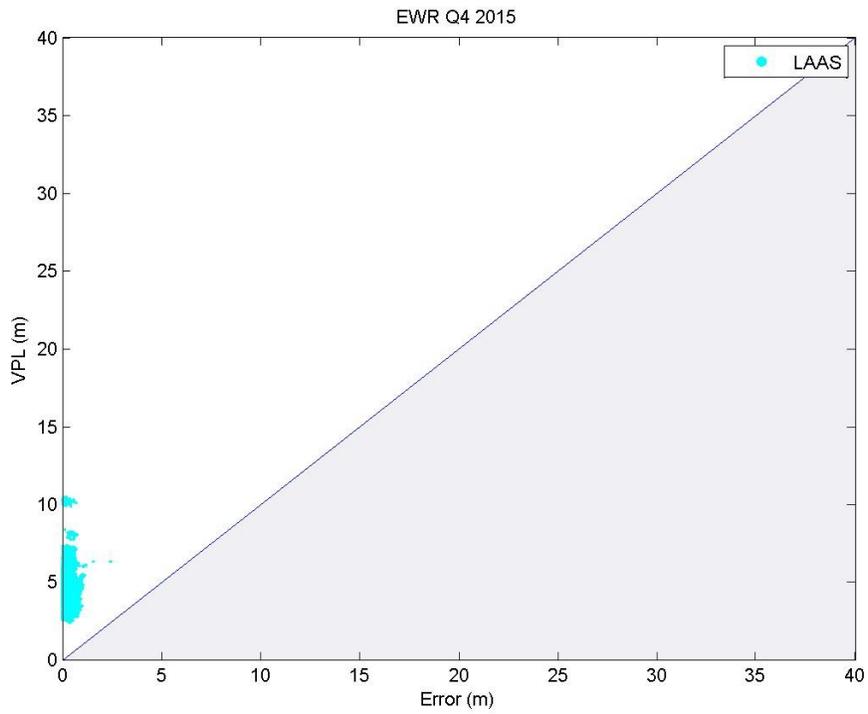


Figure 7 - EWR Vertical Protection Level vs. Error

2.2 IAH SLS

- George Bush Intercontinental Airport in Houston, TX has a Honeywell SLS-4000 that was granted operational approval on April 22, 2013
- Since the IAH SLS-4000 went live, there have been a total of 1272 GBAS approaches conducted at IAH



Figure 8 - IAH SLS-4000 Configuration

2.2.1 Real Time Performance Data

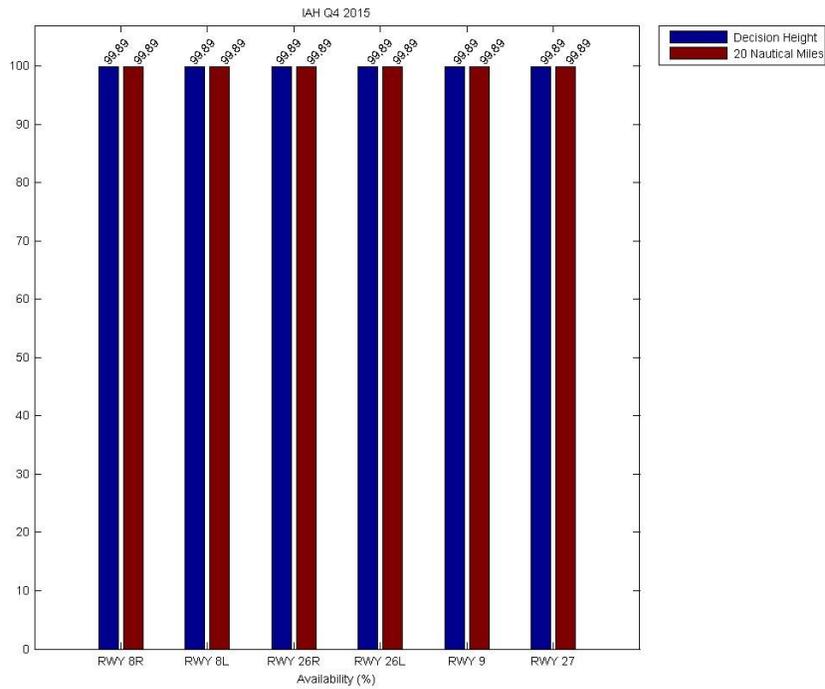


Figure 9 - IAH Availability - The data shown is based upon times when the SLS was transmitting corrections

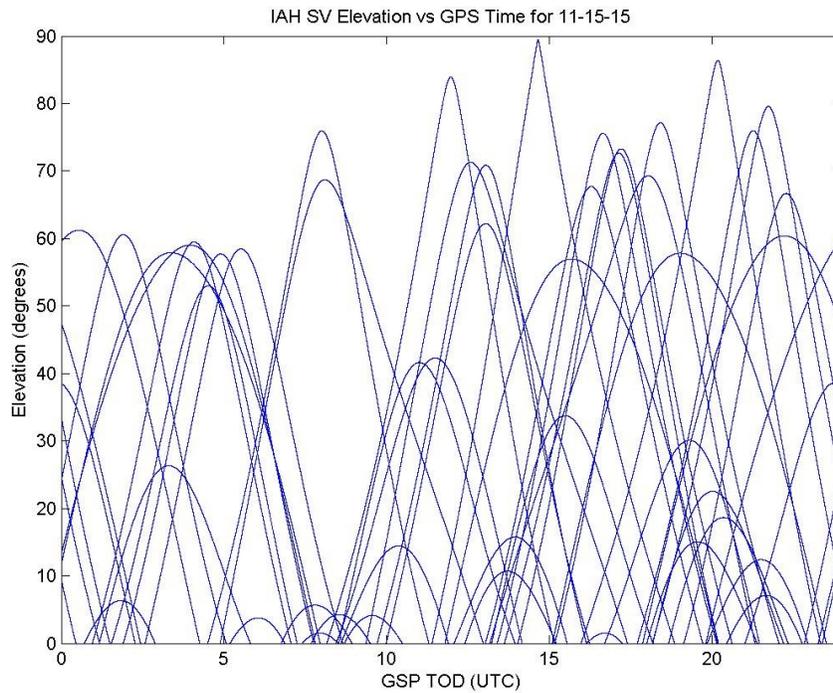


Figure 10 - IAH SV Elevation vs GPS time 11/15/15

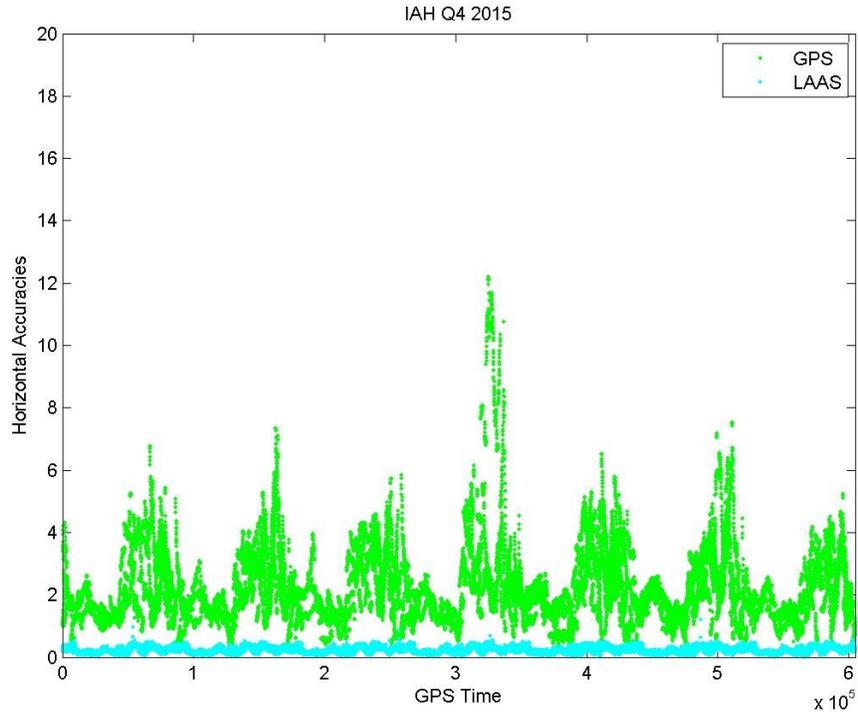


Figure 11 - IAH Horizontal Accuracy

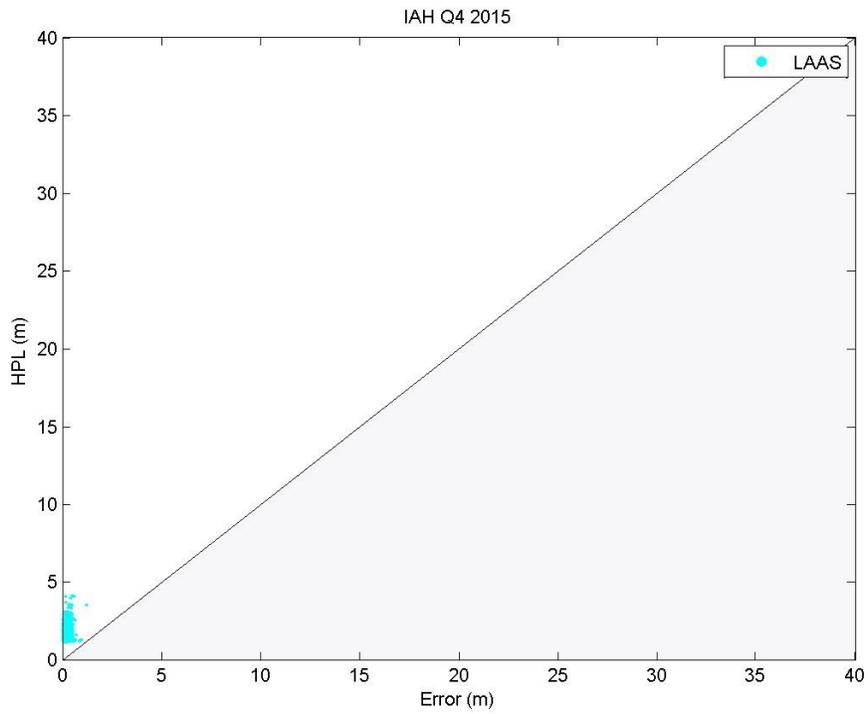


Figure 12 - IAH Horizontal Protection Level vs. Error

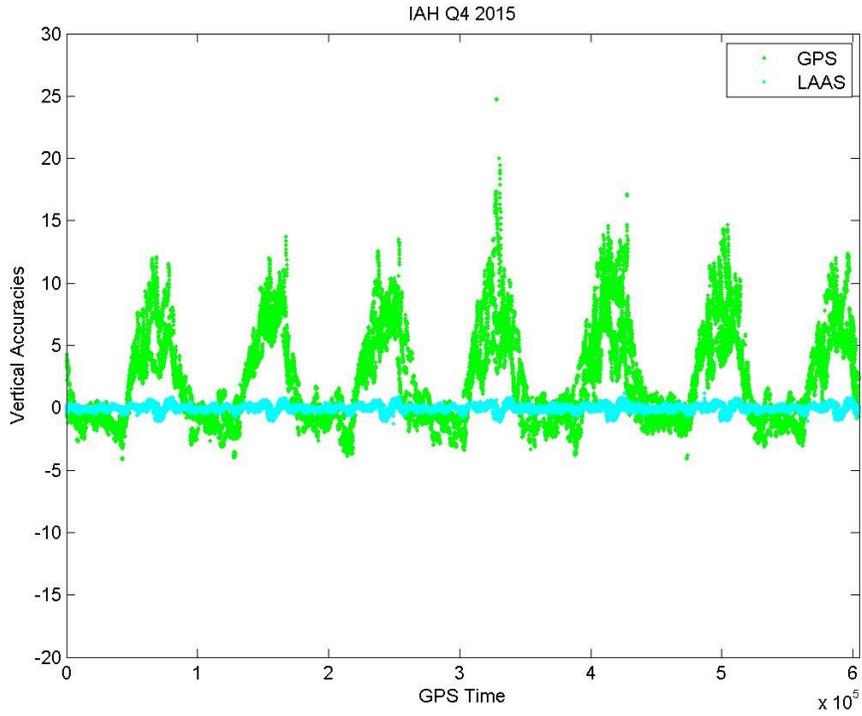


Figure 13 - IAH Vertical Accuracy

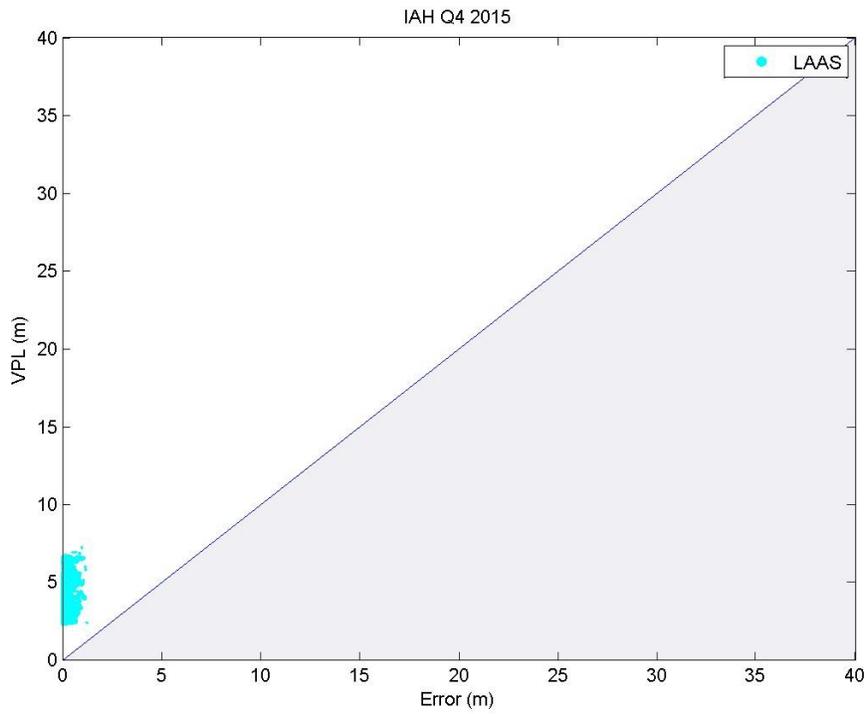


Figure 14 - IAH Vertical Protection Level vs. Error

2.3 MWH SLS

- Grant County Airport in Moses Lake, WA has a private-use Honeywell SLS-4000 owned by Boeing that was granted operational approval on January 9, 2013
- Boeing uses this site for aircraft acceptance flights and production activities
- Boeing has also operated this site in a prototype GAST-D mode for flight testing to support GAST-D requirements validation
- While Grant County Airport (GEG) is a public use airport, it has no commercial flights
- This system requires a significant amount of multipath masking which can affect the constellation geometry at times, causing inflated protection levels and error, and a slight decrease in system availability.

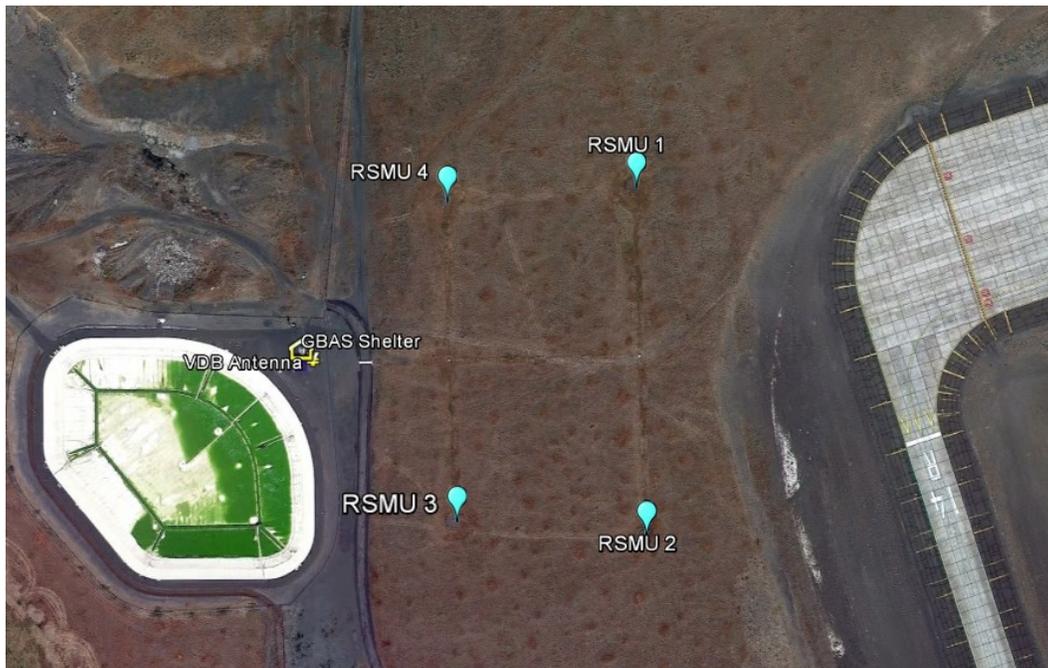


Figure 15 - MWH SLS-4000 Configuration

2.3.1 Real Time Performance Data

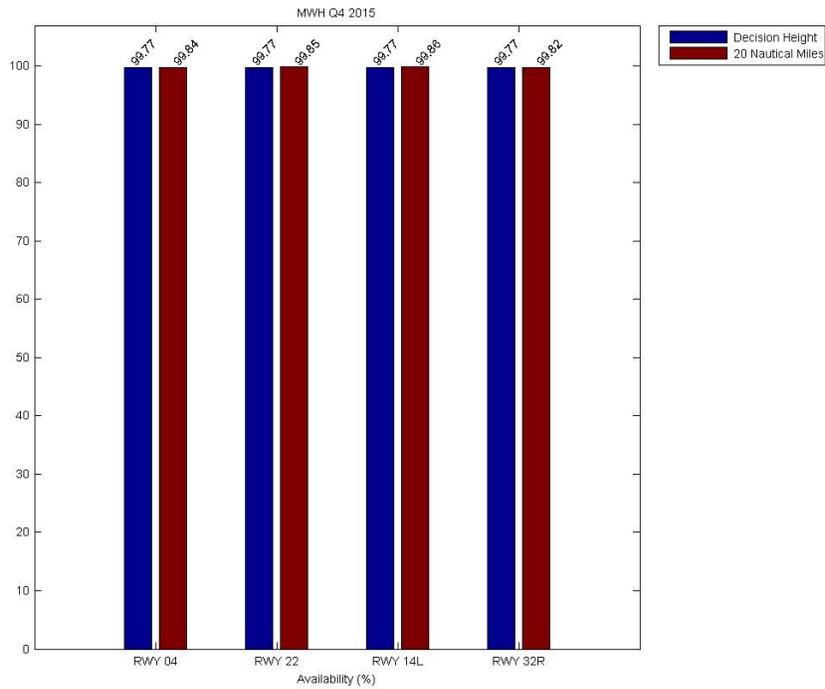


Figure 16 - MWH Availability – The data shown is based upon times when the SLS was transmitting corrections

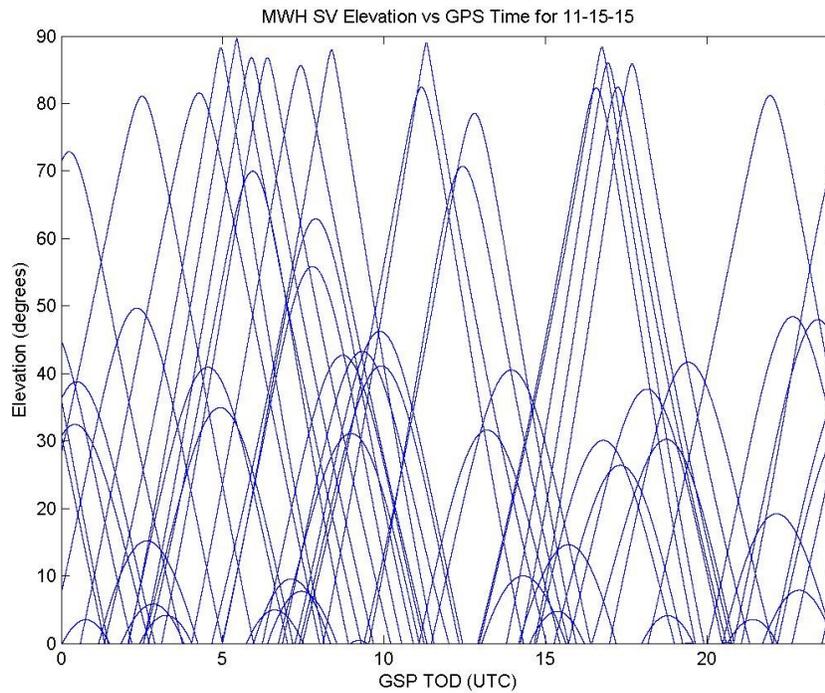


Figure 17 - MWH SV Elevation vs GPS time 11/15/15

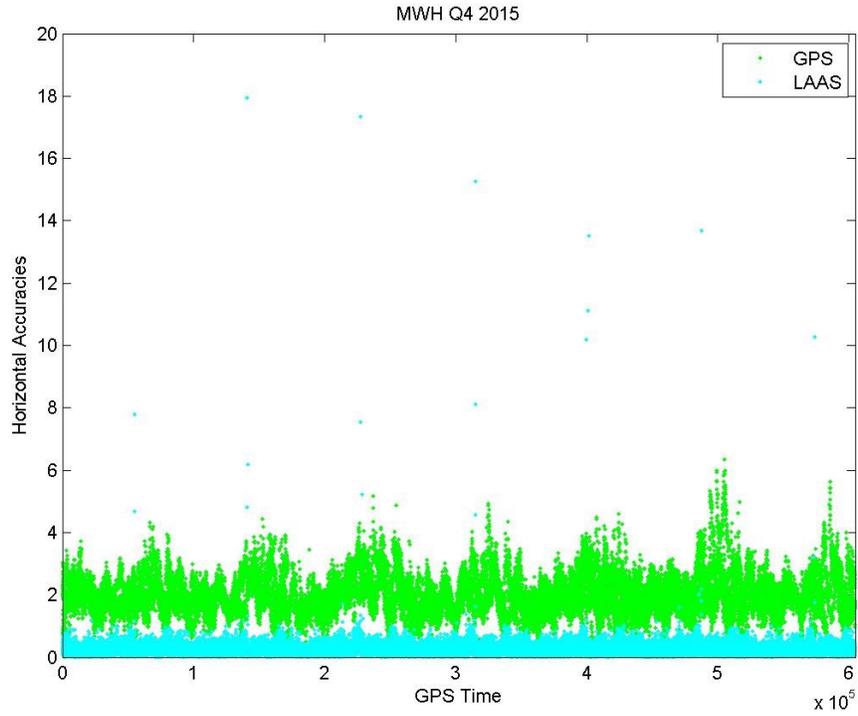


Figure 18 - MWH Horizontal Accuracy, All Data

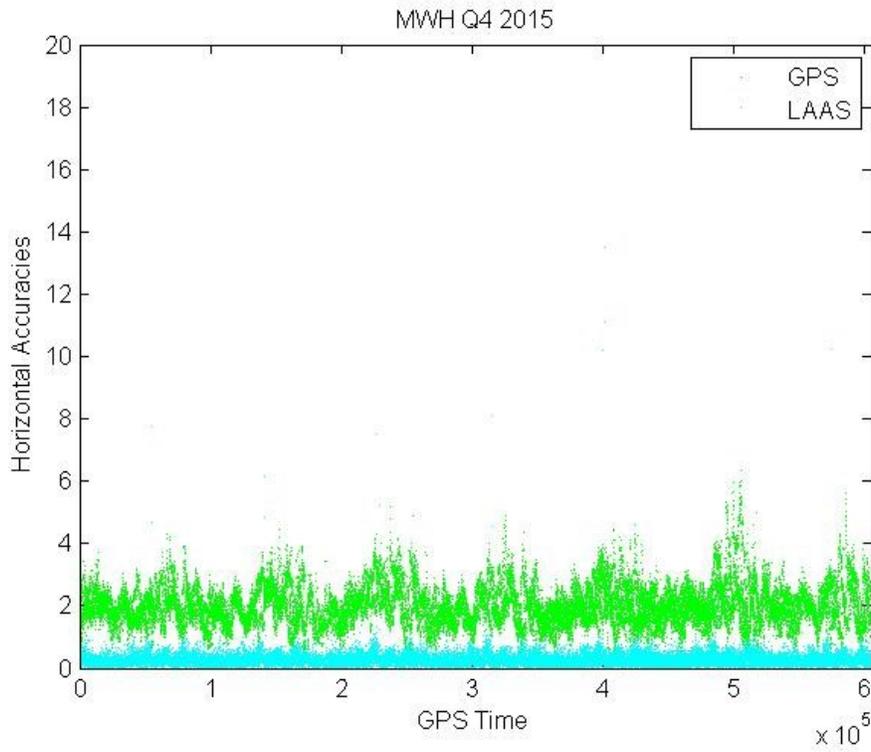


Figure 19 - MWH Horizontal Accuracy, Only data where LPL is below Alert Limit at DH (40m)

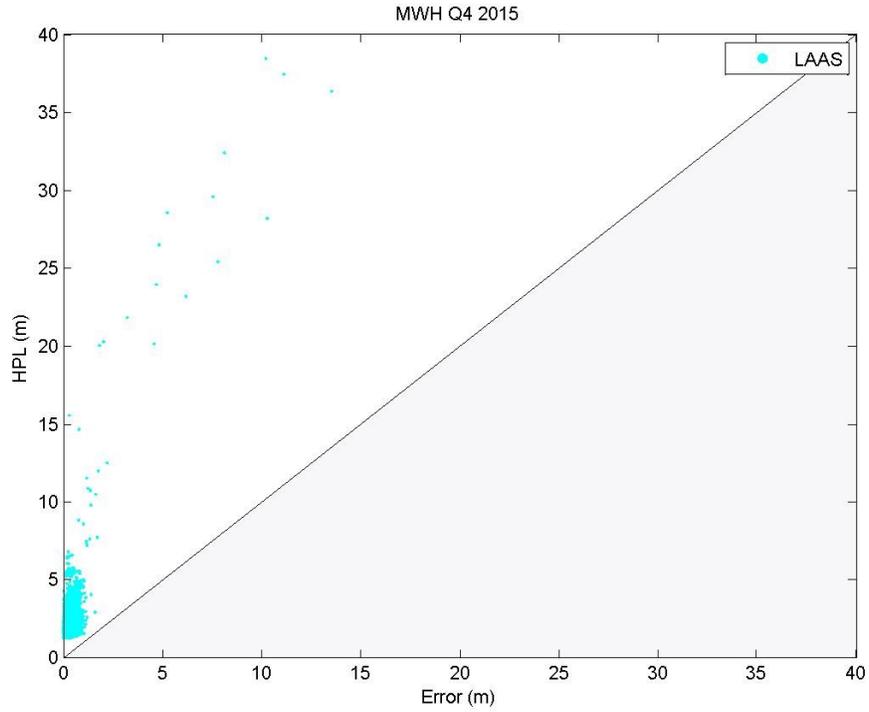


Figure 20 - MWH Horizontal Protection Level vs. Error

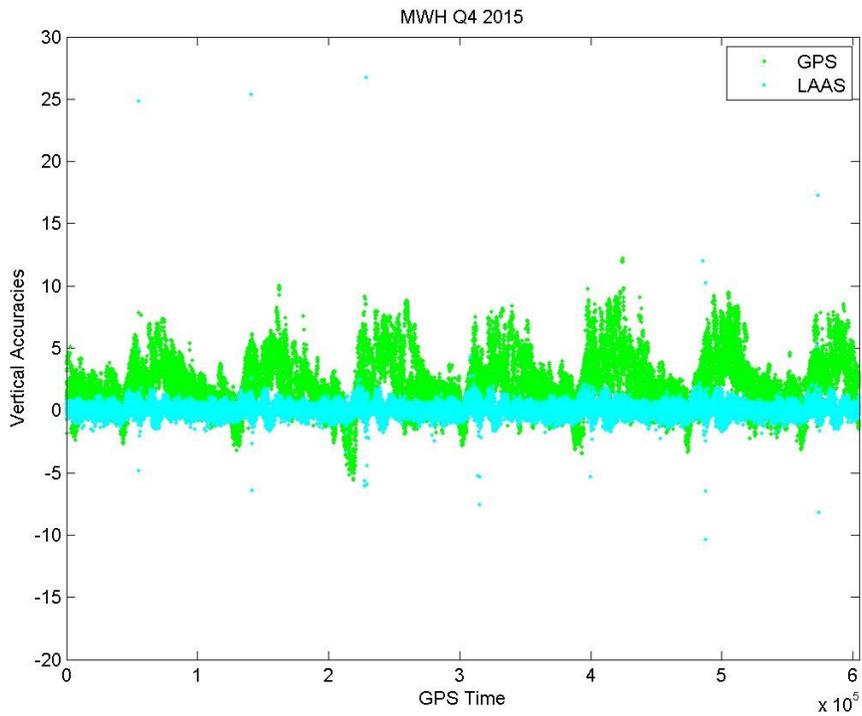


Figure 21 - MWH Vertical Accuracy, All Data

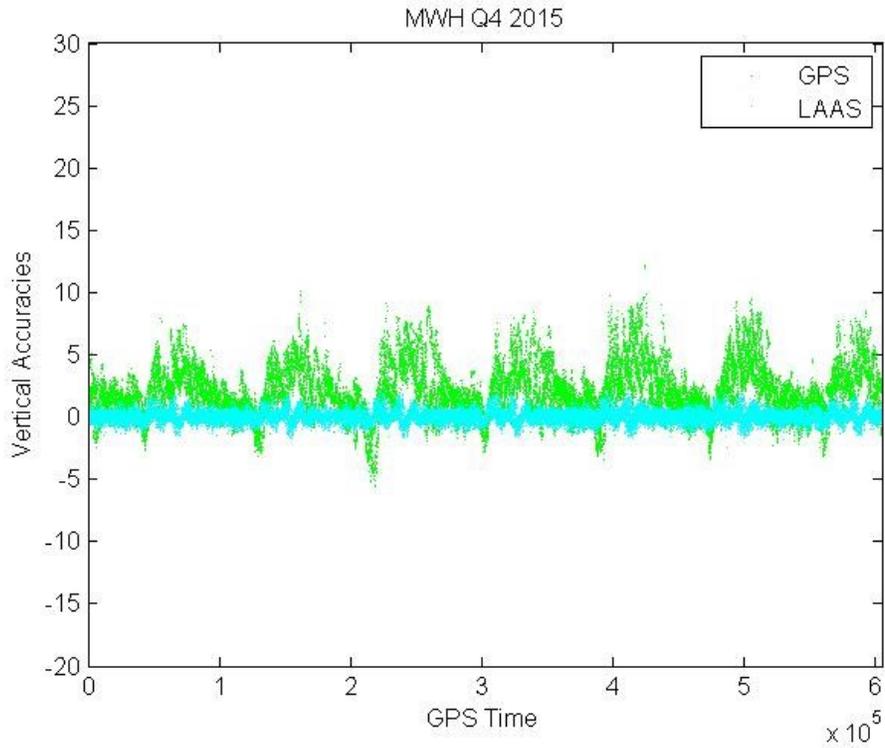


Figure 22 - MWH Vertical Accuracy, Only data where VPL is below Alert Limit at DH (10m)

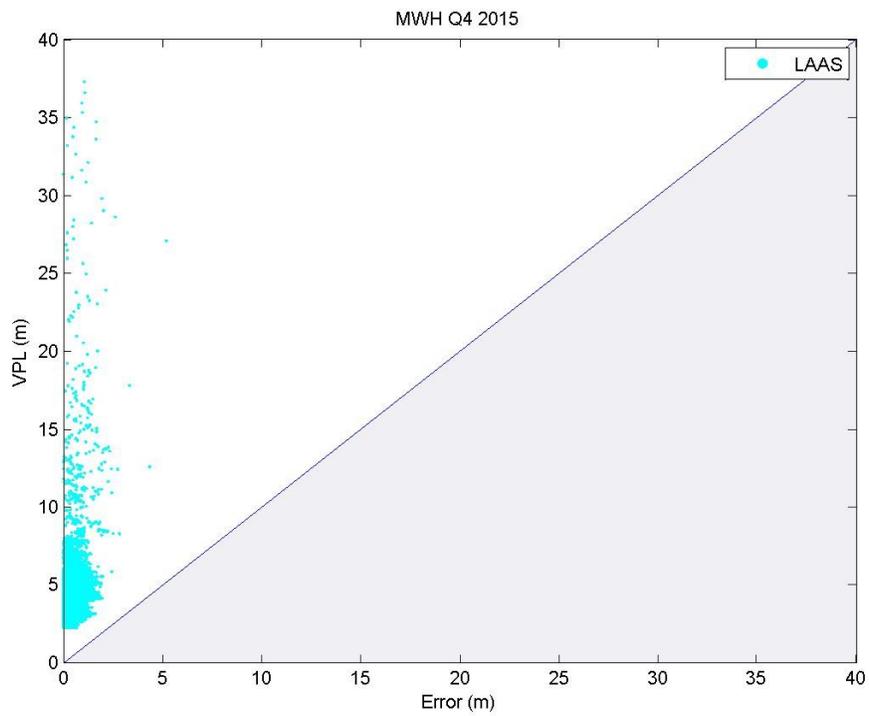


Figure 23 - MWH Vertical Protection Level vs. Error

2.4 Rio de Janeiro Brazil

- The Rio de Janeiro GBAS is a Honeywell SLS-4000 operating in a CAT-I Block II prototype mode
- The antenna on the Brazil GBPM is less robust than the other sites, therefore satellites below 11 degrees may not be tracked as consistently
- The FAA-owned Ground-Based Performance Monitor (GBPM) remained inoperable throughout all of Q4 due to site maintenance.

2.4.1 Real Time Performance Data

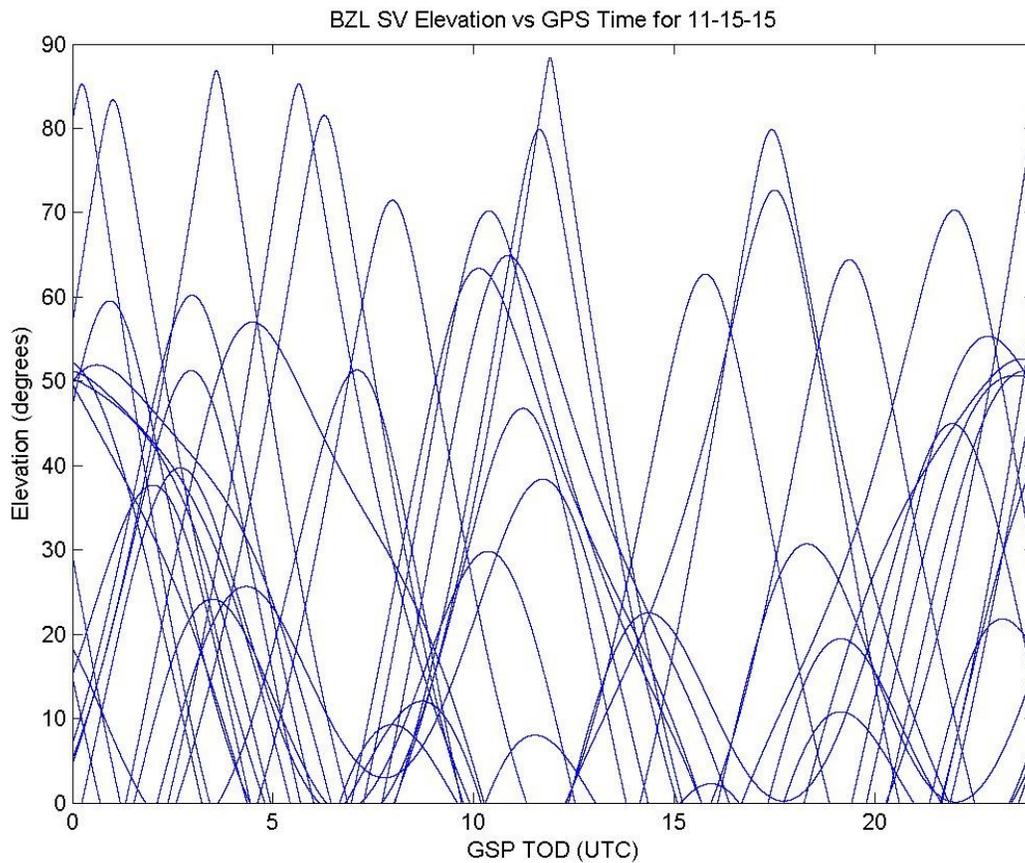


Figure 24 - BZL SV Elevation vs GPS time 11/15/15

2.5 ACY SLS

- RSMUs 5 & 6 are not used in CAT-I mode and are part of the GAST-D/CAT-III prototype system
- See **Section 3** for additional details on the tests performed this quarter

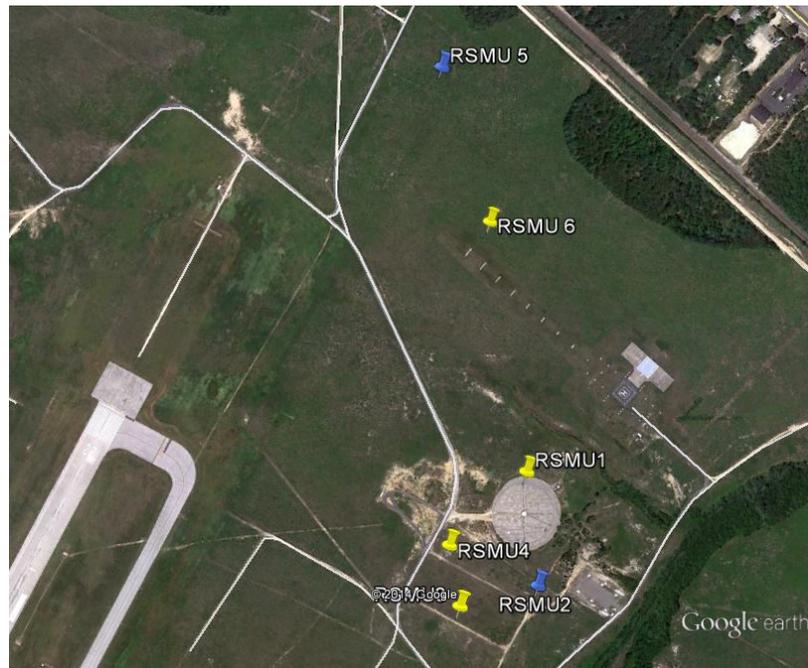


Figure 25 - ACY SLS-4000 Configuration

2.5.1 Real Time Performance Data

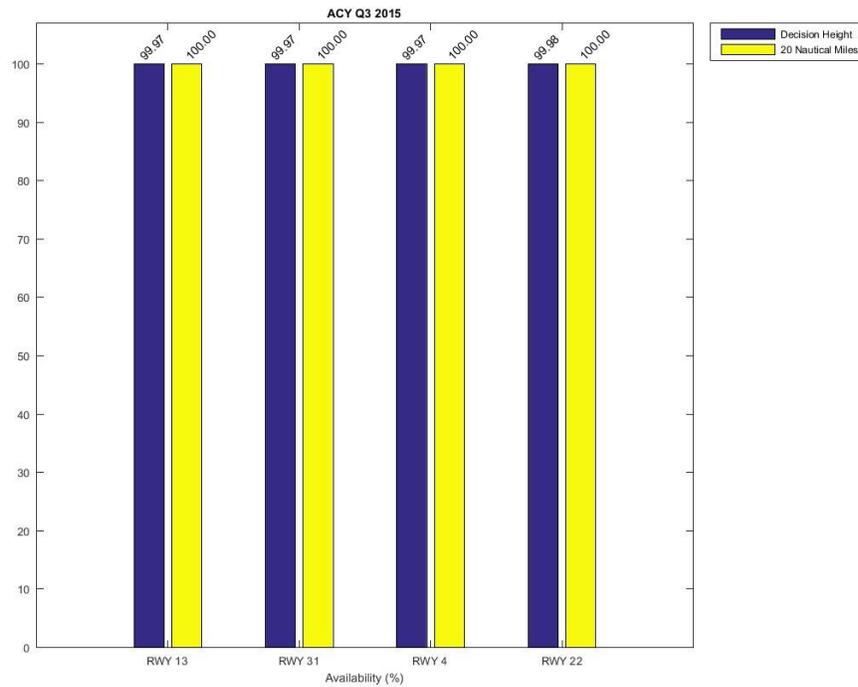


Figure 26 - ACY Availability - The data shown is based upon times when the SLS was transmitting corrections

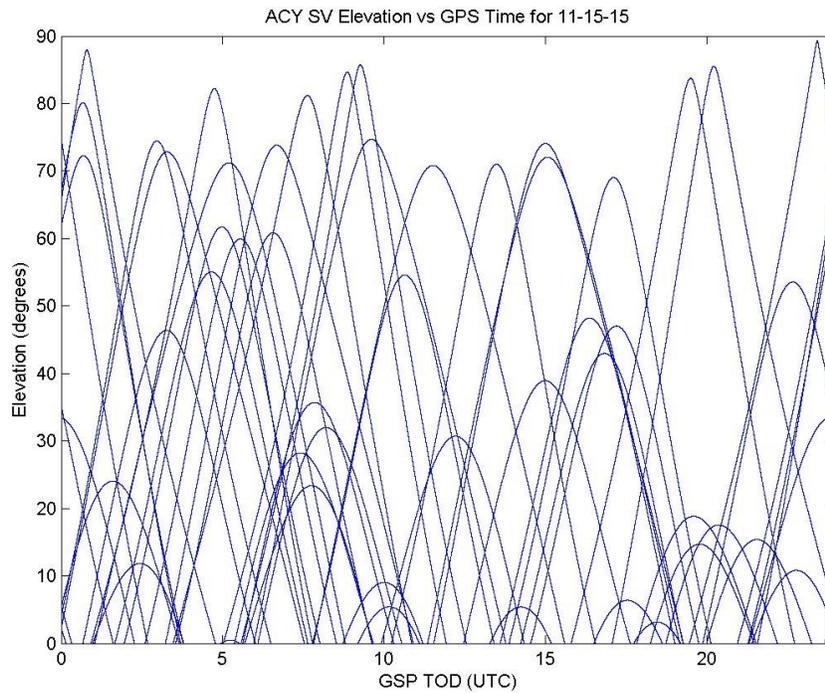


Figure 27 - ACY SV Elevation vs GPS time 11/15/15

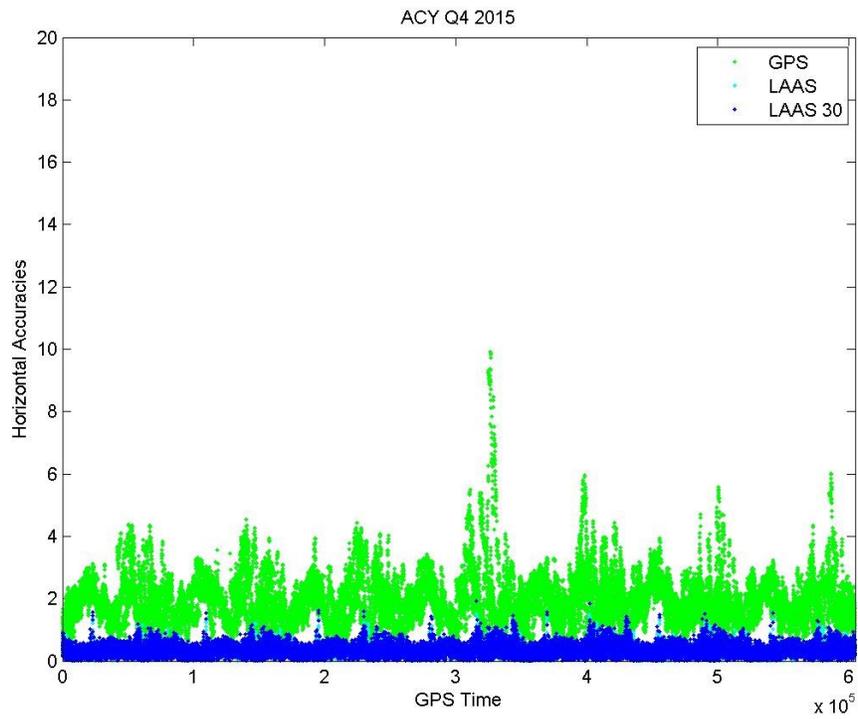


Figure 28 - ACY SLS Horizontal Accuracy

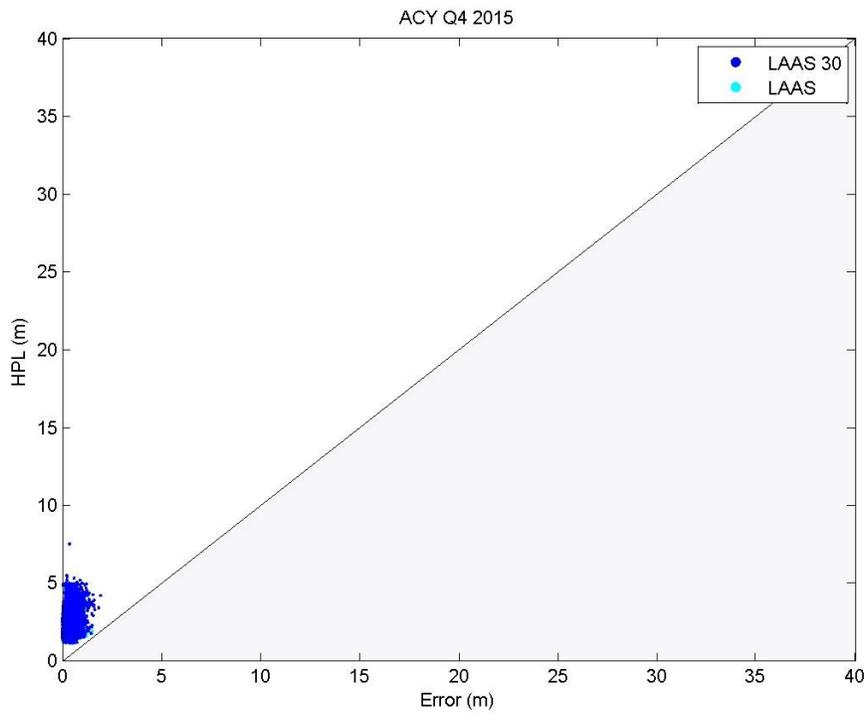


Figure 29 - ACY SLS Horizontal Protection Level vs. Error

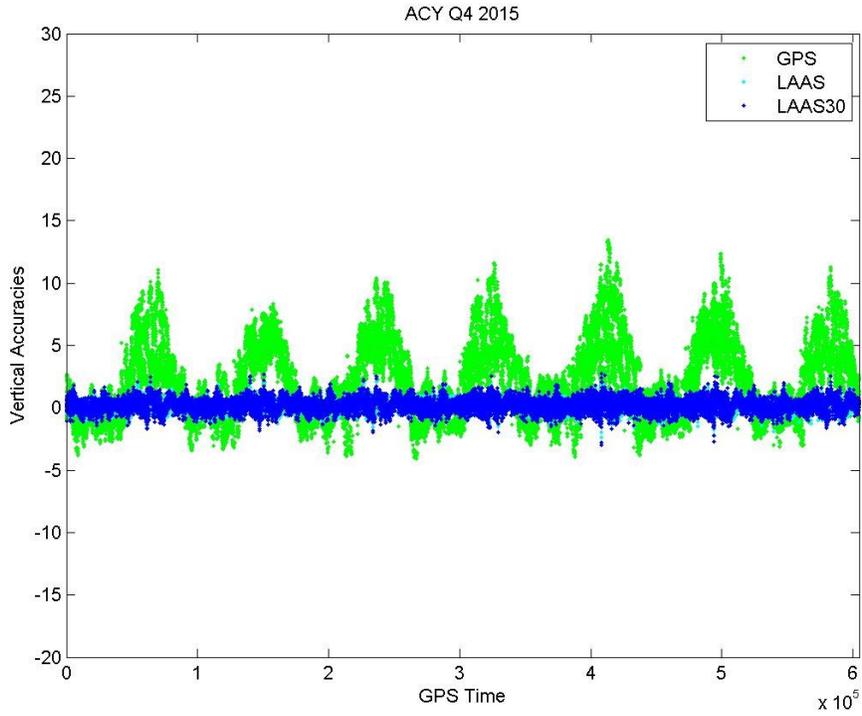


Figure 30 - ACY SLS Vertical Accuracy

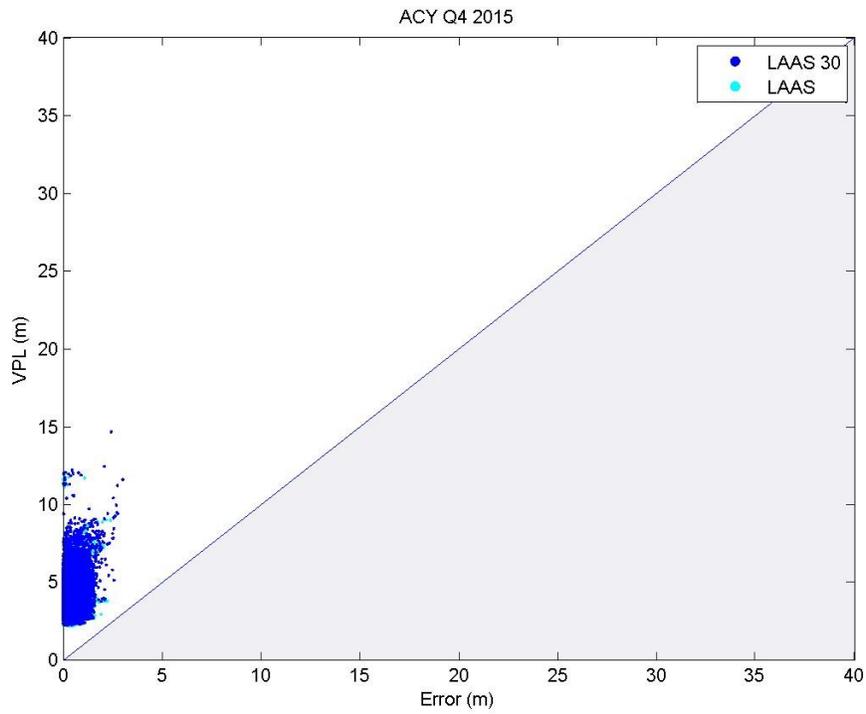


Figure 31 - ACY SLS Vertical Protection Level vs. Error

2.6 LTP ACY

- At the time of this reporting, the LTP is being used in limited capacity for testing purposes only
- See Appendix C for a full description of the LTP configuration



Figure 32 - Aerial View of LTP Configuration

3. Research, Development, and Testing Activities

3.1 GBAS GAST-D Validation Status Update

ANG-C32 and its support contractors continue to contribute to efforts to complete validation of the ICAO draft GAST-D SARPS. Items that remained open at the start of this quarter were related to ionospheric gradient monitoring (IGM) and VDB/ILS compatibility related to GAST-D. Those items related to VDB compatibility were worked throughout this quarter and were closed at the December 2015 ICAO Navigation Systems Panel (NSP) meeting. The IGM-related items remain open and will require more validation work to be completed. This work will be coordinated via weekly ICAO ad-hoc teleconferences. ANG-C32 will continue to support this effort through further analysis of data collected during earlier GAST-D system prototyping contracts and review of validation material provided by other ICAO participants. Final GAST-D validation is now targeted for mid-summer 2016.

3.2 System Design Approval (SDA) – Honeywell SLS-4000 Block II

A system design approval letter for Honeywell's Block II update to their approved CAT-I capable system, the SLS-4000, was issued in October 2015. This update is expected to provide greater system availability in CONUS via updates to the Signal Deformation Monitor (SDM) that will allow use of PRNs 11 and 23 and thru finer multipath masking. These changes should alleviate the majority of brief service outages seen with the Block I version of the system. This update also allows for optional SBAS integration requiring a hardware update consisting of a WAAS-capable receiver and antenna. Use of SBAS for real-time ionospheric monitoring will allow the GBAS to not assume it's operating in a worst-case ionospheric environment at all times. This change should further increase system availability by lowering Protection Limit (PL) values. Honeywell also believes that use of the SBAS option could pave the way towards approval of auto-land and CAT-II capabilities. In addition, updates have been made to accommodate the system's use in low-latitude regions, though these updates will not be used in CONUS.

Operational approval of Block II updates at existing sites, Newark Liberty Int'l Airport (EWR) and George Bush Intercontinental Airport (IAH) will not be allowed until an MOA between the FAA and Honeywell Int'l to accommodate funding for FAA inspector training is finalized. This item is being actively worked.

3.3 VOR/GBAS Testing at FAA William J. Hughes Technical Center

ANG-C32 is working with Spectrum Engineering to determine the minimum safe channel separation for the frequency assignment of navigation aids. This will permit the Nav aids to be sited at the same airport without interference to each other. The compatibility of the GBAS VDB transmissions with ATC communications on 118-135MHz will also be investigated. The spectrum compatibility of GBAS/VOR/ILS will be tested using FAA Technical Center R&D aircraft and Lab tests. Scenarios and test configurations are being developed with the results of these tests to be shared with RTCA and ICAO.

4. Constellation Conditions

4.1 Notice Advisory to Navstar Users (NANUs)

The GPS constellation is designed to provide adequate coverage for the continental United States for the majority of the sidereal day. A NANU is a forecasted or reported event of GPS SV outages, and could cause concern if the SV outage(s) creates an insufficient geometry to keep the protection levels below the alert limits. See **Table 1** below for a list of NANU types.

NANUs that caused an interruption in service where Alert Limits are exceeded will be highlighted within the NANU summary (see **Table 2**). Although such an interruption is unlikely, the GBAS team closely tracks the NANUs in the event that post-data processing reveals a rise in key performance parameters.

NANU Acronym	NANU Type	Description
FCSTDV	Forecast Delta-V	Satellite Vehicle is moved during this maintenance
FCSTMX	Forecast Maintenance	Scheduled outage time for Ion Pump Ops / software testing
FCSTEXTD	Forecast Extension	Extends a referenced "Until Further Notice" NANU
FCSTSUMM	Forecast Summary	Gives exact time of referenced NANU
FCSTCANC	Forecast Cancellation	Cancels a referenced NANU
FCSTRESCD	Forecast Rescheduled	Reschedules a referenced NANU
FCSTUUFN	Forecast Unusable Until Further Notice	Scheduled outage of indefinite duration
UNUSUFN	Unusable Until Further Notice	Unusable until further notice
UNUSABLE	Unusable	Closes an UNUSUFN NANU with exact outage times
UNUNOREF	Unusable with No Reference NANU	Resolved before UNUSUFN issued
USABINIT	Initially Usable	Set healthy for the first time
LEAPSEC	Leap Second	Impending leap second
GENERAL	General Message	General GPS information
LAUNCH	Launch	Recent GPS Launch
DECOM	Decommission	Removed From constellation

Table 1 - NANU Types and Definitions

NANU	TYPE	PRN	Start Date	Start Time (Zulu)	End Date	End Time (Zulu)
2015083	UNUSUFN	14	10/08/2015	1500	10/08/2015	1500
2015084	GENERAL	14	NA	NA	NA	NA
2015085	UNUSUFN	23	10/19/2015	1800	N/A	N/A
2015086	UNUSABLE	23	10/19/2015	1800	10/20/2015	1456
2015087	UNUSUFN	04	11/02/2015	2100	NA	NA
2015088	GENERAL	04	NA	NA	NA	NA
2015089	FCSTUUFN	04	11/02/2015	2100	NA	NA
2015090	LAUNCH	10	10/31/2015	1613	NA	NA
2015091	DECOM	04	11/02/2015	2222	11/03/2015	2209
2015092	FCSTDV	22	12/10/2015	1630	12/11/2015	1630

2015093	USABINIT	10	12/09/2015	0116	NA	NA
2015094	UNUSUFN	01	12/09/2015	1003	NA	NA
2015095	UNUSABLE	01	12/09/2015	1003	12/09/2015	1257
2015096	FCSTMX	22	12/15/2015	2200	12/17/2015	2200
2015097	FCSTSUMM	22	12/10/2015	1636	12/10/2015	2358
2015098	FCSTDV	03	12/17/2015	2012	12/18/2015	0812
2015099	FCSTSUMM	22	12/15/2015	2347	12/17/2015	2035
2015100	FCSTSUMM	03	12/17/2015	2025	12/18/2015	0133

Table 2 - NANU Summary**5. GBAS Meetings****ICAO Navigation Systems Panel (NSP)**

The International Civil Aviation Organization (ICAO) Navigation Systems Panel (NSP) met in December 2015 at the ICAO headquarters in Montreal, Canada. GBAS was addressed during the GBAS Working Group (GWG) meeting, December 1 – 4. The primary focus of the GWG is validation of the proposed GAST D (Category II/III) standards, as defined in the Annex 10 Standards and Recommended Practices (SARPs). The work during the GWG meeting continued toward completing the validation of GAST D SARPs. Several papers were presented on the ongoing technical work on ionospheric gradient monitoring (IGM), which is the primary technical issue remaining. The papers described two different technical approaches for validation that are being investigated. It is expected that this work will be completed by mid-2016. Work also continues in developing a GBAS Extended Service Volume (ESV). This work is being done in collaboration with RTCA SC-159 Working Group 4. There was also a joint meeting of the ICAO Spectrum Working Group and GBAS Working Group. Both groups reviewed and approved changes to Annex 10 on GBAS VDB and ILS compatibility related to GAST D. This completed the validation of that material. Work will continue on other aspects of VDB compatibility, including compatibility with ILS Localizer, VOR, and VHF communications. The overall schedule for GAST D is that the validation of GAST D is planned to be completed by August, and the material should then be accepted by the NSP at the December 2016 meeting. If that occurs; the publication of the GBAS GAST D SARPs will be in 2018.

Appendix A – GBAS Overview

A.1 GBAS Operational Overview

A GBAS is a precision area navigation system with its primary function being a precision landing system. The GBAS provides this capability by augmenting the GPS with real-time broadcast differential corrections.

A GBAS ground station includes four GPS Reference Receivers (RR) / RR antenna (RRA) pairs, and a Very High Frequency (VHF) Data Broadcast (VDB) Transmitter Unit (VTU) feeding an Elliptically Polarized VDB antenna. These sets of equipment are installed on the airport property where a GBAS is intended to provide service. The LGF receives, decodes, and monitors GPS satellite pseudorange information and produces pseudorange correction (PRC) messages. To compute corrections, the ground facility compares each pseudorange measurement to the range measurement based on the survey location of the given RRA.

Once the corrections are computed, integrity checks are performed on the generated correction messages to ensure that the messages will not produce misleading information for the users. This correction message, along with required integrity parameters and approach path information, is then sent to the airborne GBAS user(s) using the VDB from the ground-based transmitter. The integrity checks and broadcast parameters are based on the LGF Specification, FAA-E-3017, and RTCA DO-253D (Airborne LAAS Minimum Operational Performance Standards or MOPS).

Airborne GBAS users receive the broadcast data and use it to compute standardized integrity results. When tuning the GBAS, the user also receives the approach path for navigation with integrity assured. The GBAS receiver applies corrections to GPS measurements and then computes ILS-like deviations relative to the uplinked path providing guidance to the pilot. Airborne integrity checks compare protection levels, computed via the integrity parameters, to alert levels. Protection levels were determined based on allowable error budgets. The horizontal alert limit is 40m and the vertical is 10m at the GAST-C decision height of 200m. If at any time the protection levels exceed the alert limits, calculated deviations are flagged and the approach becomes unavailable. With the current constellation horizontal protection levels are typically 2.3m and vertical protection levels are typically < 5m with resulting availability of 100%.

One key benefit of the GBAS, in contrast to traditional terrestrial navigation and landing systems (e.g., ILS, MLS, TLS), is that a single GBAS system can provide precision guidance to multiple runway ends, and users, simultaneously. Only the local RF environment limits this multiple runway capability. Where RF blockages exist, Auxiliary VDB Units (AVU) and antennas can be added to provide service to the additional runways.

Figure 33 is provided as an illustration of GBAS operation with major subsystems, ranging sources, and aircraft user(s) represented.

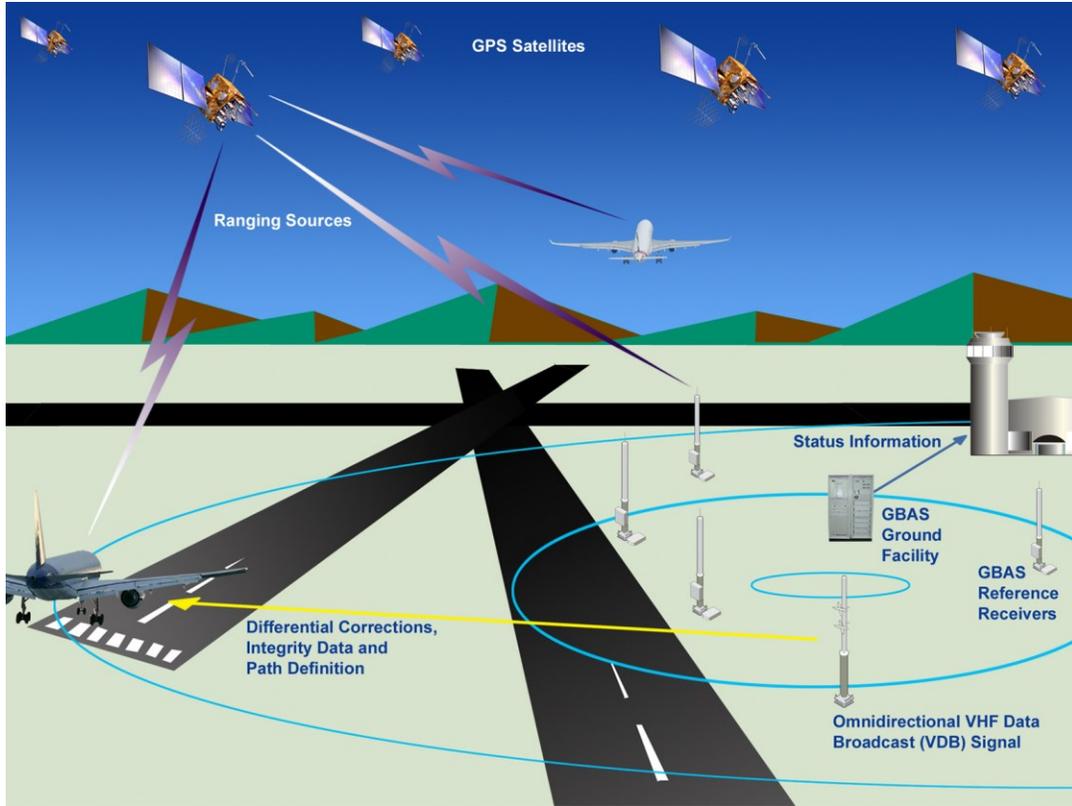


Figure 33 - GBAS Architecture Diagram

Appendix B - GBAS Performance and Performance Type

B.1 Performance Parameters and Related Requirements Overview

The GPS Standard Positioning Service (SPS), while accurate, is subject to error sources that degrade its positioning performance. These error sources include ground bounce multipath, ionospheric delay, and atmospheric (thermal) noise, among others. The SPS is therefore insufficient to provide the required accuracy, integrity, continuity, and availability demands of precision approach and landing navigation. A differential correction, with short baselines to the user(s), is suitable to provide precision guidance.

In addition to accuracy, there are failures of the SPS that are possible, which are not detected in sufficient time and can also cause hazardous misleading information (HMI). GBAS provides monitoring of the SPS signals with sufficient performance levels and time to alarm to prevent HMI.

The relatively short baselines between the user and the GBAS reference stations, as well as the custom hardware and software, is what sets GBAS apart from WAAS. Use of special DGPS quality hardware such as employment of MLA's serves to mitigate the multipath problems, while the GBAS software monitors and corrects for the majority of the remaining errors providing the local user a precision position solution.

The LAAS Ground Facility is required to monitor and transmit data for the calculation of protection parameters to the user. The GBAS specification also requires monitoring to mitigate Misleading Information (MI) that can be utilized in the position solution. These requirements allow the GBAS to meet the accuracy, integrity, availability, and continuity required for precision approach and landing navigation.

There are three Performance Types (PT) defined within the LAAS Minimum Aviation System Performance Standards (MASPS). The three performance types, also known as Categories, (i.e., Cat I, and Cat II/III), all have the same parameters but with different quantity constraints. For the purposes of this report, the LTP assumes Cat I Alert Limits and hardware classification.

B.2 Performance Parameters

This section highlights the key parameters and related requirements used to depict GBAS system performance in this report. In order to provide the reader a clearer understanding of the plots provided, a little background is being provided below.

Cat I precision approach requirements for GBAS are often expressed in terms of Accuracy, Integrity, Availability, and Continuity. For clarity the use of these four terms, in the context of basic navigation, are briefly described below:

- **Accuracy** - is used to describe the correctness of the user position estimate that is being utilized.
- **Integrity** – is the ability of the system to generate a timely warning when system usage should be terminated.
- **Availability** - is used to describe the user's ability to access the system with the defined Accuracy and Integrity.

- **Continuity** - is used to describe the probability that an approach procedure can be conducted, start to finish, without interruption.

B.2.1 VPL and HPL

Vertical and Horizontal Protection Levels (VPL and HPL) parameters are actively monitored since the GBAS is required to perform with a worst case constellation and geometry scenario. VPL / HPL parameters are directly tied to constellation geometry and when combined with pseudorange errors affect the SPS position estimate and time bias. Monitoring the VPL and HPL in the GBPM gives a valid picture of what the user is experiencing. The protection levels are compared against the alert limits of the appropriate GBAS service level (GSL). In the event the protection levels exceed the alert limit, an outage will occur (See section 6 for GBAS site specific outages).

B.2.2 B-Values

B-values represent the uncorrectable errors found at each reference receiver. They are the difference between broadcasted pseudorange corrections and the corrections obtained excluding the specific reference receiver measurements. B-values indicate errors that are uncorrelated between RRs. Examples of such errors include multipath, receiver noise, and receiver failure.

B.2.5 Performance Analysis Reporting Method

For a given configuration, the LTP's 24-hour data sets repeat performance, with little variation, over finite periods. The GBAS T&E team can make that statement due to the continual processing of raw LTP data and volume of legacy data that has been analyzed from the LTP by the FAA and academia. Constellation and environmental monitoring, in addition to active performance monitoring tools such as the web and lab resources provide the GBAS T&E team indications for closer investigation into the presence, or suspicion, of uncharacteristic performance.

Data sets from the LTP ground and monitoring stations are retrieved on a weekly basis and processed immediately. A representative data-day can then be drawn from the week of data to be formally processed. The resultant performance plots then serve as a snapshot of the LTP's performance for the given week. These weekly plots are afterward compared to adjacent weeks to select a monthly representative set of plots.

Appendix C - LTP Configuration and Performance Monitoring

C.1 Processing Station

The LTP Processing Station is an AOA-installed operational GBAS system. It is continually operational and is used for flight-testing, in addition to data collection and analysis summarized in this report. As an FAA test system, the LTP is utilized in limited modified configurations for various test and evaluation activities. This system is capable of excluding any single non-standard reference station configuration from the corrections broadcast. The performance reporting of the system is represented only from GBAS standard operating configurations.

C.1.1 Processing Station Hardware

The processing station consists of an industrialized Central Processing Unit (CPU) configured with QNX (a UNIX-type real time OS). It then collects raw reference station GPS data messages while processing the data live. It also collects debugging files and special ASCII files utilized to generate the plots found in this report. These collected files are used for component and system level performance and simulation post processing.

The CPU is also configured with a serial card that communicates in real time with the four reference stations through a Lantronix UDS2100 serial-to-Ethernet converter. The reference stations continuously output raw GPS messages to the CPU at a frequency of 2 Hz. Data to and from the reference station fiber lines is run through media converters (fiber to/from copper). The CPU then generates the GBAS corrections and integrity information and outputs them to the VDB.

The VDB Transmitter Unit (VTU) is capable of output of 80 watts and employs a TDMA output structure that allows for the addition of auxiliary VDBs (up to three additional) on the same frequency for coverage to terrestrially or structure blocked areas. The LTP's VTU is tuned to 112.125 MHz and its output is run through a band pass and then through two cascaded tuned can filters. The filtered output is then fed to an elliptically polarized three bay VHF antenna capable of reliably broadcasting correction data the required 23 nautical miles (see Protection Level Maps at <http://laas.tc.faa.gov> for graphical representation).

Surge and back-up power protection is present on all active processing station components.

C.1.2 Processing Station Software

Ohio University (OU) originally developed the GBAS code through an FAA research grant. Once the code reached a minimum of maturity, OU tested and then furnished the code to the FAA (circa 1996). It was developed using the C programming language under the QNX operating system. QNX was chosen because of its high reliability and real-time processing capability. This LTP code has been maintained by the GBAS T&E team since that time and has undergone numerous updates to incorporate evolving requirements, such as the inclusion of Cat III.

The software stores the precise survey data of the four GBAS reference station antennas (all RRA segments). Raw GPS data (i.e., range and ephemeris info) is received via four GPS receivers. The program cycles through the serial buffers and checks for messages, if one is found, it gets passed to a decoding function. From there, it is parsed out to functions according to message type and the information from the messages is extracted into local LTP variables. Once the system has received sufficient messages, the satellite positions are calculated in relation to the individual reference receivers. Type 1, 2, 4, 11 messages containing differential corrections, integrity values, GS information, and approach path data are then encoded and

sent to the VDB via a RS-232 connection. Each of the four message types are encoded separately and sent according to DO-246D standards.

C.2 Reference Stations

There are four reference stations included in the FAA's LTP as required in the GBAS specification. The LTP's reference stations are identified as LAAS Test (LT) sites; there were originally five LT sites (LT1 through LT5), excluding LT4. LT4 was originally used for the L1/L2 site (**Figure 34**).

Each reference station consists of two major component systems. The first is a high quality, GNSS antenna (ARL-1900) manufactured by BAE Systems. The second is the reference receiver.



Figure 34 - The BAE GNSS Multipath Limiting Antenna (MLA)

C.2.1 The BAE ARL-1900 GNSS Multipath Limiting Antenna (MLA)

The BAE Systems ARL-1900 is an innovative, single feed, GNSS antenna that is approximately 6 feet high, and weighs about 35 pounds. The receiving elements are configured in an array, and when combined allow reception of the entire GNSS (Global Navigation Satellite System)

band. This antenna is also capable of the high multipath rejection as required by the LAAS specification.

Multipath is a phenomenon common to all Radio Frequency (RF) signals and is of particular concern in relation to DGPS survey and navigation. It is simply a reflection of a primary signal that arrives at a user's equipment at a later time, creating a delay signal that can distort the primary if the reflection is strong. Reflected multipath is the bouncing of the signal on any number of objects including the local water table. Signals that reflect off the earth surface are often referred to as ground-bounce multipath. In all cases, the path length is increased. This path length is critical in GPS since the ranging is based on the signal's Time of Arrival (TOA). This causes a pseudorange error, for the SV being tracked, proportional to the signal strength. The BAE provides at least 23 dB of direct to indirect (up/down) pattern isolation above 5 degrees elevation. These multipath induced pseudorange errors can translate directly into a differential GPS position solution, which would be detrimental to applications such as GBAS. Multipath limiting antennas, such as the BAE Systems ARL-1900, were therefore developed to address the multipath threat to differential GPS and attenuate the ground multipath reducing the error. The ARL-1900 antenna characteristics also mitigate specular reflections from objects. The antenna's polarization (right hand circular polarized, or RHCP), provides a pattern advantage and reflective LHCP signals, which is left hand circular polarized.

C.3 Multi-Mode Receiver (MMR) Monitoring Station

The GBAS team maintains an MMR on a precise surveyed GPS antenna to monitor ground station performance and evaluate MMR software updates. The MMR drives a dedicated Course Deviation Indicator (CDI). The CDI is a cockpit instrument that indicates fly left/right and up/down information with respect to the intended flight path. A virtual runway was constructed such that the approach path goes through the MMR GPS antenna point. With the configuration, the CDI should always be centered when the MMR is tuned to the virtual runway that coincides with the antenna's survey position. **Figure 35** is a representation of a typical FAA fabricated MMR test/flight user platform. The version of MMR firmware for this reporting period was Flight Change (FC) 31.

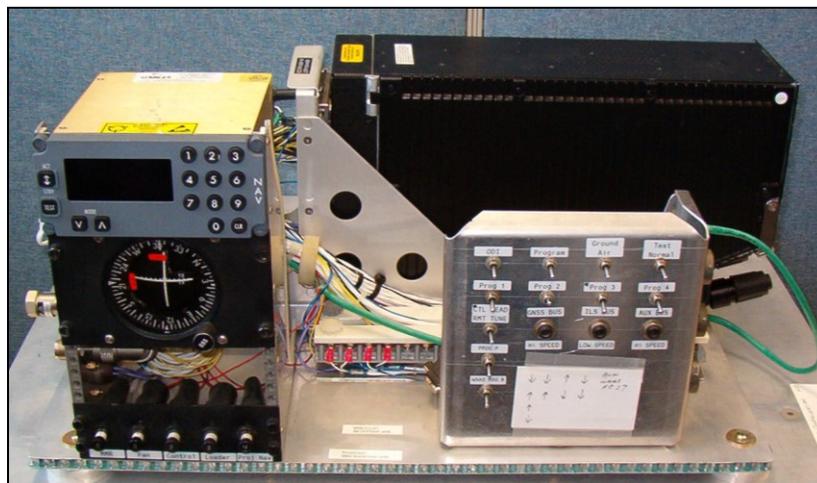


Figure 35 - MMR User Platform

Appendix D - GBPM Configuration

The Ground Based Performance Monitor is the primary performance monitoring tool for the LTP and the Honeywell SLS-4000 systems. The system uses the received VDB broadcast type 1, 2, 4, and 11 messages from the ground station being monitored along with raw GPS data in order to compute the position of the monitor station. The position calculated from this data is compared to the position of the precision-surveyed GBAS grade GPS antenna, which is used to identify positioning errors.

The GBPM's Novatel OEM-V receiver logs range and ephemeris messages, which provide the necessary pseudorange and carrier phase measurements, as well as satellite position information. VDL messages are then received and separated into each of the DO-246D GBAS message types and decoded.

Data is collected in 24-hour intervals and saved to a .raw file without interruption. This data is used to post-evaluate system performance. In addition to the raw file, live data is transferred from each offsite monitor once per minute to our local database. Users can then access the data through an interactive website by means of tables, charts, and graphs hosted by the Navigation Branch at the FAA. The web address for this service is <http://laas.tc.faa.gov>.

Analysis of GBPM data is critical for closely observing the LTP and SLS performance behavior. The GBPM data output package contains several plots that can quickly illustrate the overall performance picture of the GBAS. The most useful plots available for performance summary purposes are *Vertical and Horizontal User Error versus Time*. These two plots are often used for preview performance analysis because the "user" GPS sensor position is known and stationary. The known position (precision survey) of the GBPM GPS sensor is compared directly to the computed user position. Typical LTP Vertical and Horizontal user error has an average well within the +/- 1-meter range.

Figure 36 is one of the GBPM's that was built by the Navigation Branch. Some of the major components include a retractable KVM to check the current status of the monitor, CISCO router with a T1 line back to our lab at ACY for data collection and maintenance, Power Distribution Unit (PDU) for a means remote access to bring power outlets back up if they become unresponsive, Novatel GPS Receiver, Becker VDB Receiver, QNX CPU, and an uninterruptable power supply.

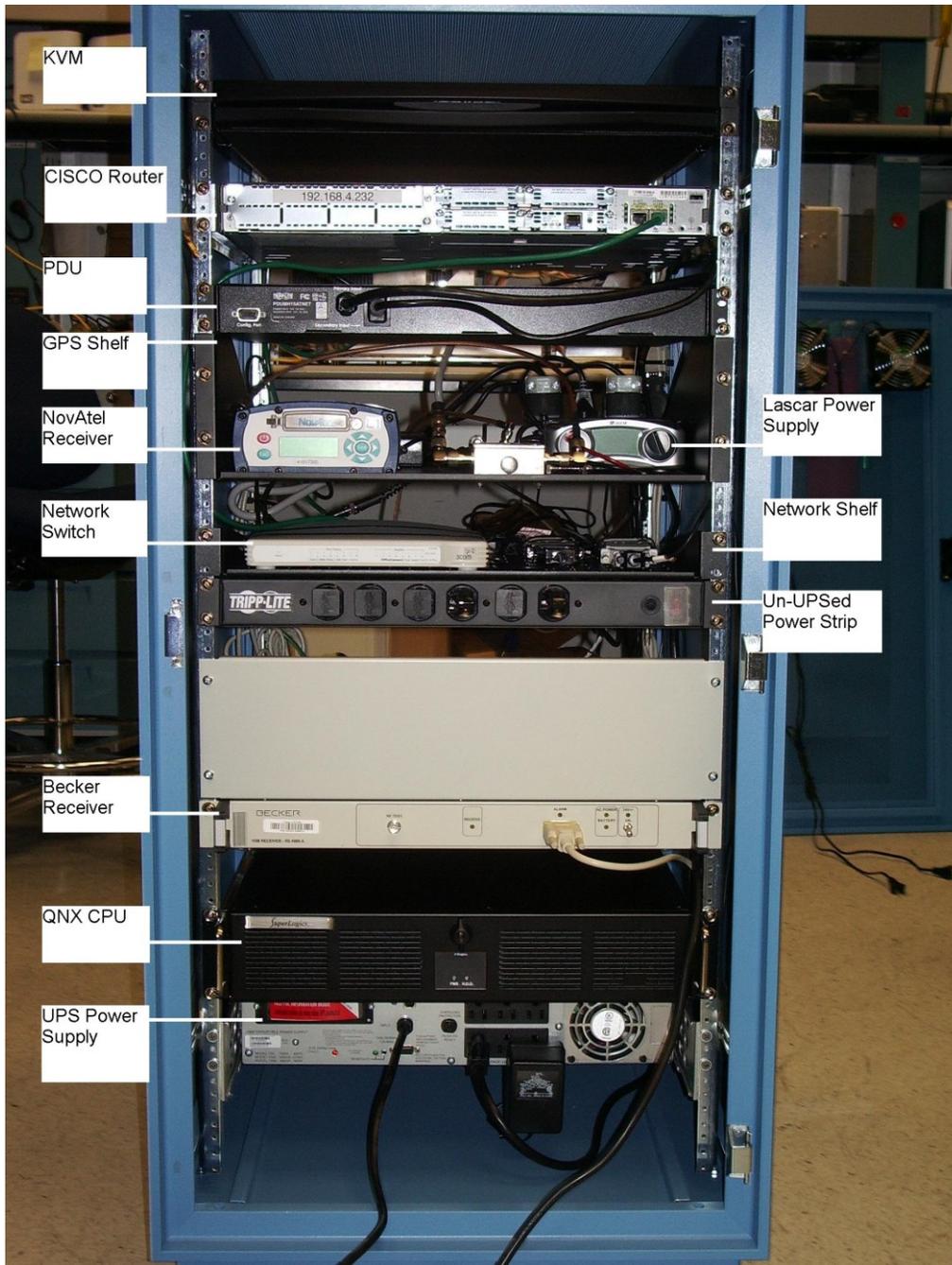


Figure 36 - Ground Based Performance Monitor (GBPM)

Glossary of Terms**—A—**

ACY

Atlantic City International Airport 3, 4

—C—

CDI

Course Deviation Indicator 32

CPU

Central Processing Unit 30

—E—

EWR

Newark Liberty International Airport..... 4

—F—

FAA

Federal Aviation Administration 3

—G—

GBAS

Ground Based Augmentation System 3

GBPM

Ground Based Performance Monitor 3

GIG

Galeão International Airport..... 4

GNSS

Global Navigation Satellite System 31

GPAR

GBAS Performance Analysis Report 3

GSL

GBAS Service Level 29

—H—

HI

Honeywell International 3

HPL

Horizontal Protection Level..... 29

—I—

IAH

George Bush Intercontinental Airport..... 4, 8

—L—

LHCP

Left Hand Circular Polarized 32

LT

LAAS Test 31

—M—

MASPS

Minimum Aviation System Performance Standards 28

MI

Misleading Information 28

MLA

 Multipath Limiting Antenna 31

MMR

 Multi-Mode Receiver 32

MWH

 Grant County International Airport 4

—N—

NANU

 Notice Advisory to Navstar Users 24

—O—

OU

 Ohio University 30

—P—

PRC

 Pseudorange Correction 26

PT

 Performance Type 28

—R—

RF

 Radio Frequency 32

RHCP

 Right Hand Circular Polarized 32

RRA

 Reference Receiver Antenna 26

—S—

SLS

 Satellite Landing System 3

SPS

 Standard Positioning Service 28

—T—

TOA

 Time Of Arrival 32

—V—

VDB

 VHF Data Broadcast 26

VHF

 Very High Frequency 26

VPL

 Vertical Protection Level 29

VTU

 VDB Transmitter Unit 26

—W—

WJHTC

 William J. Hughes Technical Center 3

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