

Satellitennavigation— wie funktioniert?



TecDay@KSH
Heinz Mathis
4. Mai 2010



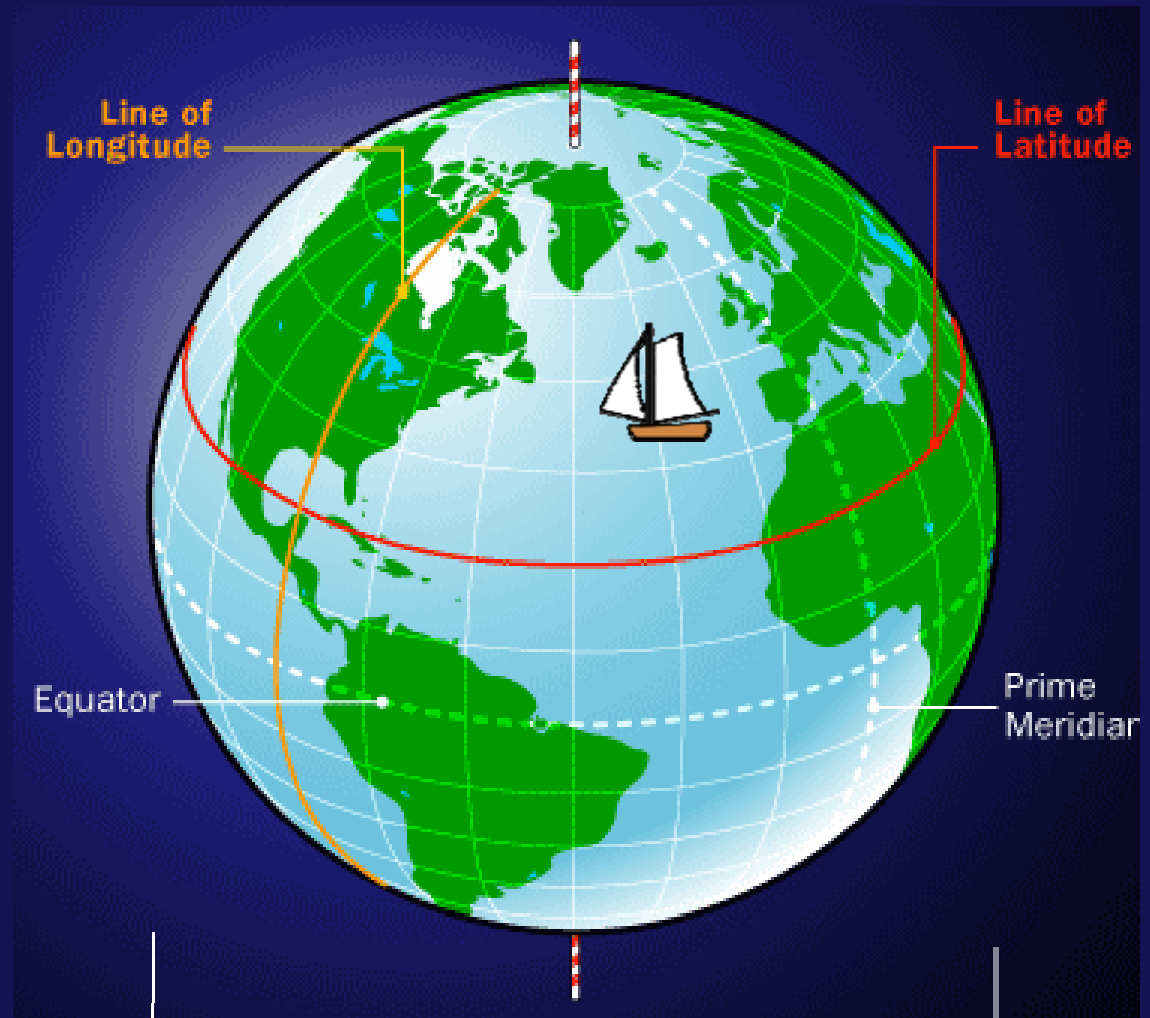
A cartoon illustration set in a snowy, icy landscape under a blue sky. On the left, a large white polar bear stands on its hind legs, holding a small black object (possibly a cigarette or a tool) in its paws. A speech bubble from the bear contains German text. In the center, a small red boat with a blue interior is partially submerged in the ice. A flag on the boat reads 'NORDPOL EXPEDITION'. On the right, a small explorer with a red beard, wearing a red jacket and a backpack, stands on the ice. He is holding a small object and has a speech bubble above him. The explorer's speech bubble also contains German text.

86°NB 65°WL
AN ALLE:
EINLADUNG ZUM
FRÜHSTÜCK!

86°NB 65°WL
AN ALLE:
HILFE!

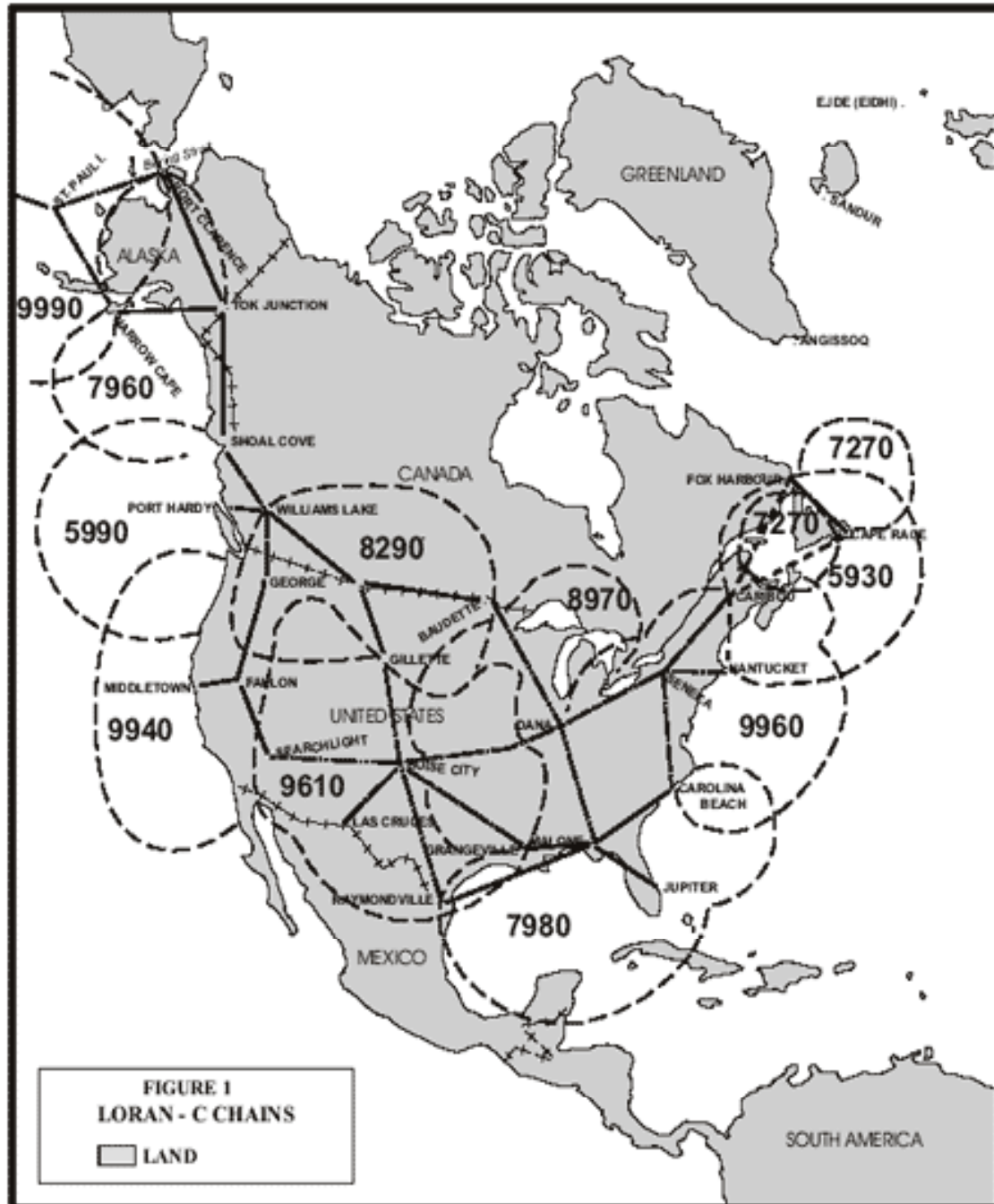
NORDPOL
EXPEDITION

Latitude and Longitude





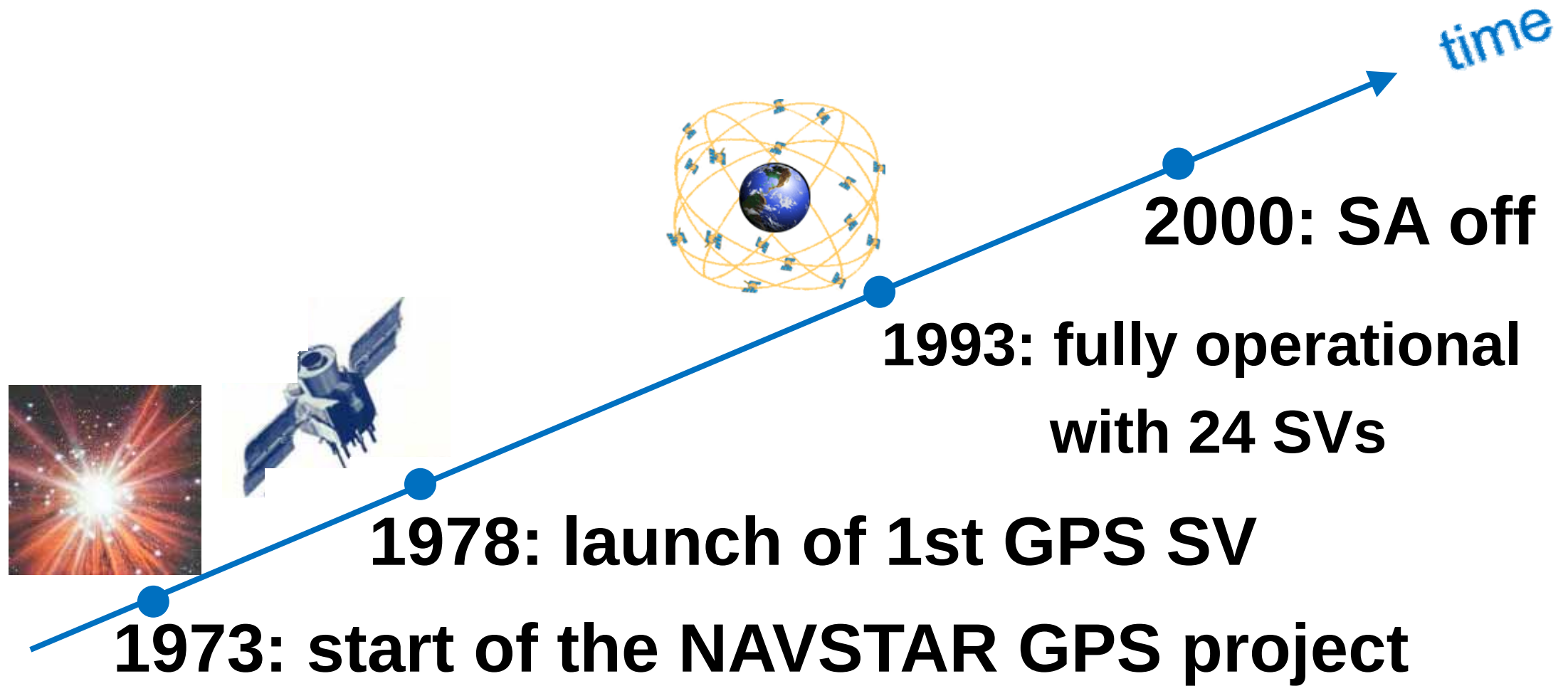
LORAN, starting at WWII



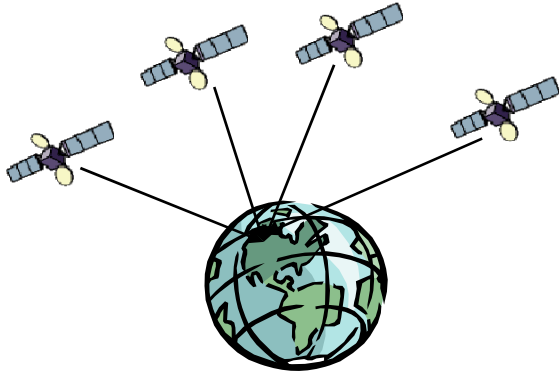


Navigation System with Timing and Ranging
Global Positioning System

History of GPS



Initial goals of GPS



3D positioning on earth
and in proximity
(possibly moving)



speed of objects



time information



unlimited #users



independent of weather



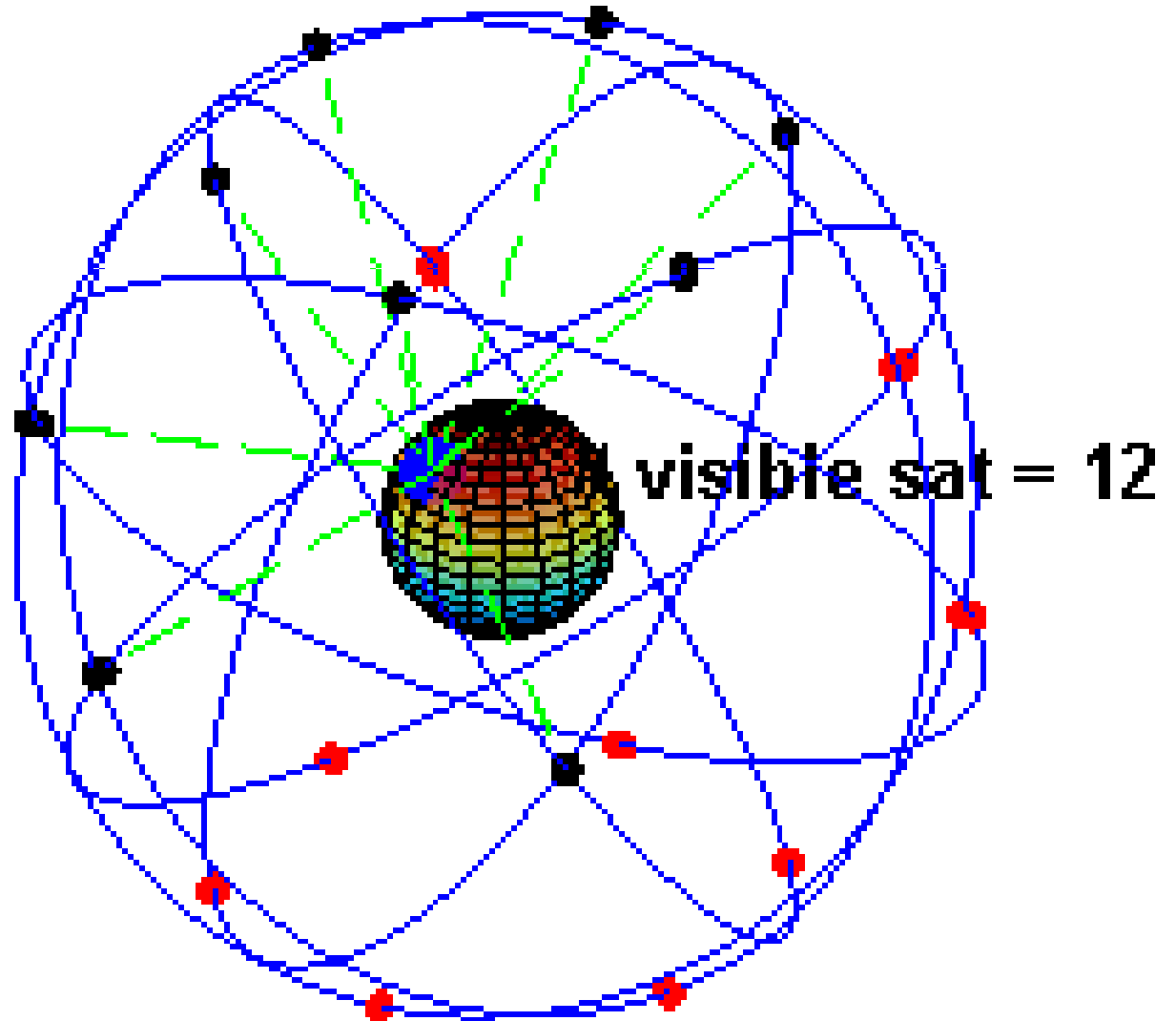
immunity to jamming

System overview

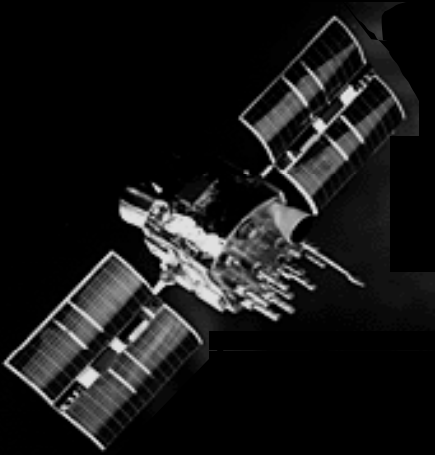


Satellite constellation

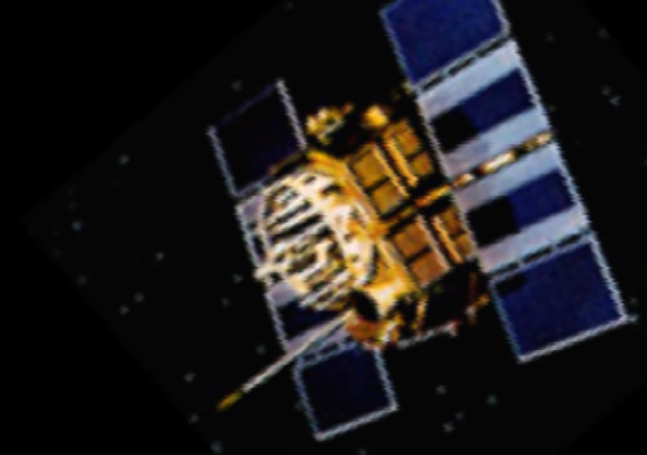
MEO SVs



Satellite types in GPS



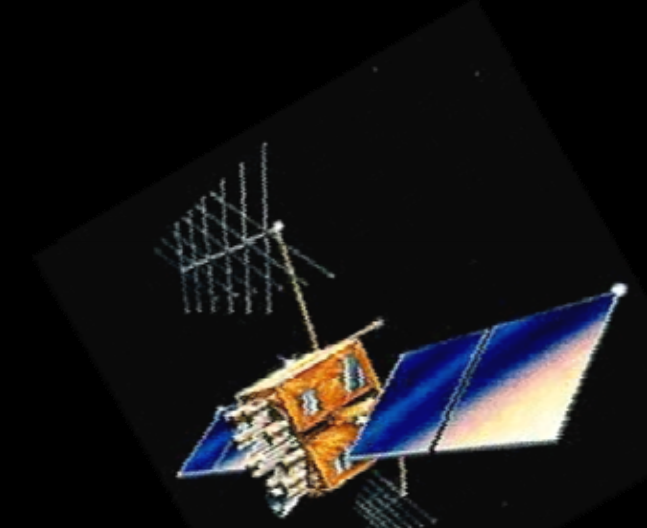
Block I, total 11 SVs
launched from 1978



Block II/IIA, total 28 SVs
launched from 1989



Block IIR/IIR-M, total 15 SVs
launched from 1997



Block IIF, total 12 SVs
launched from 2005

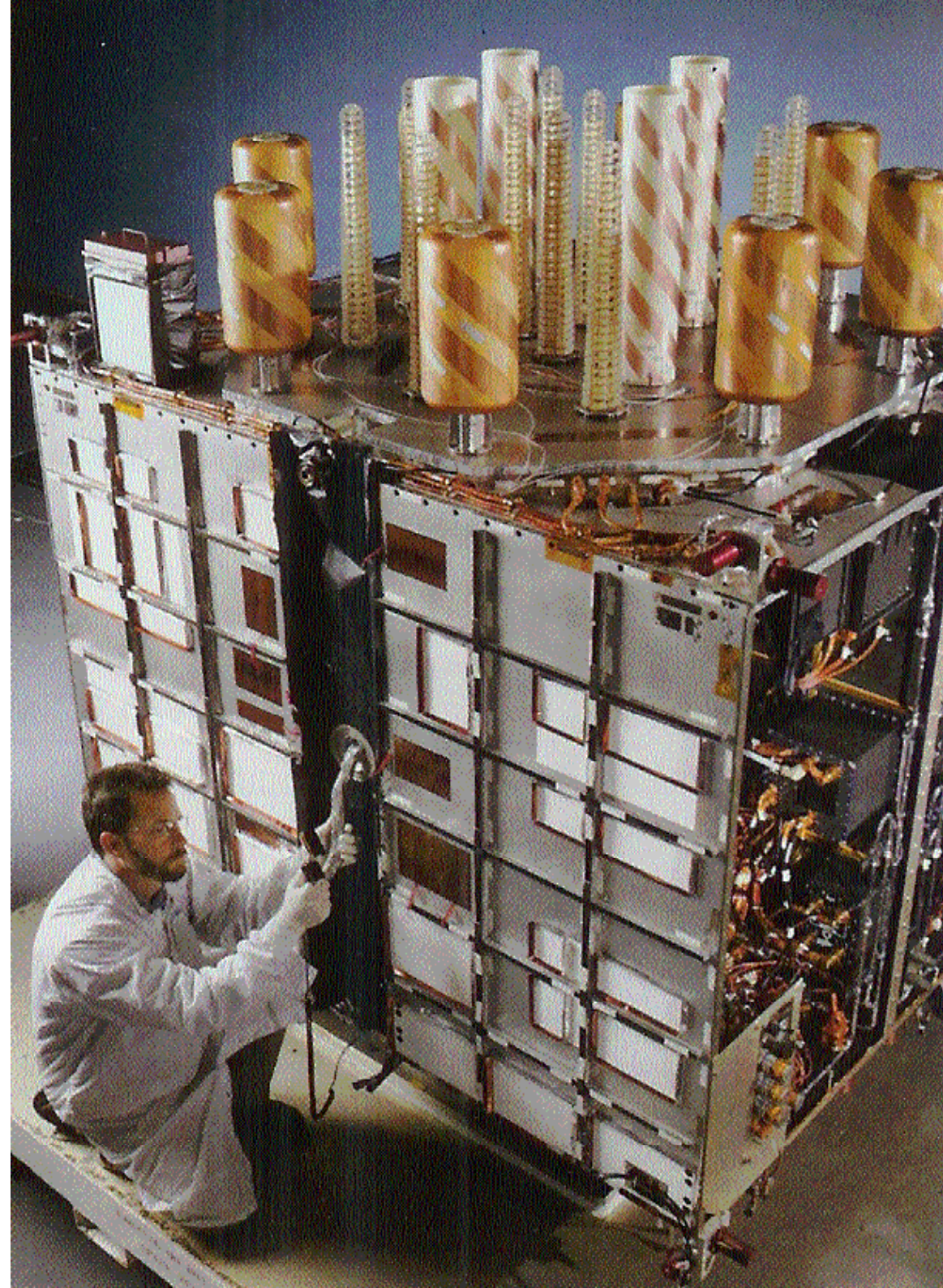


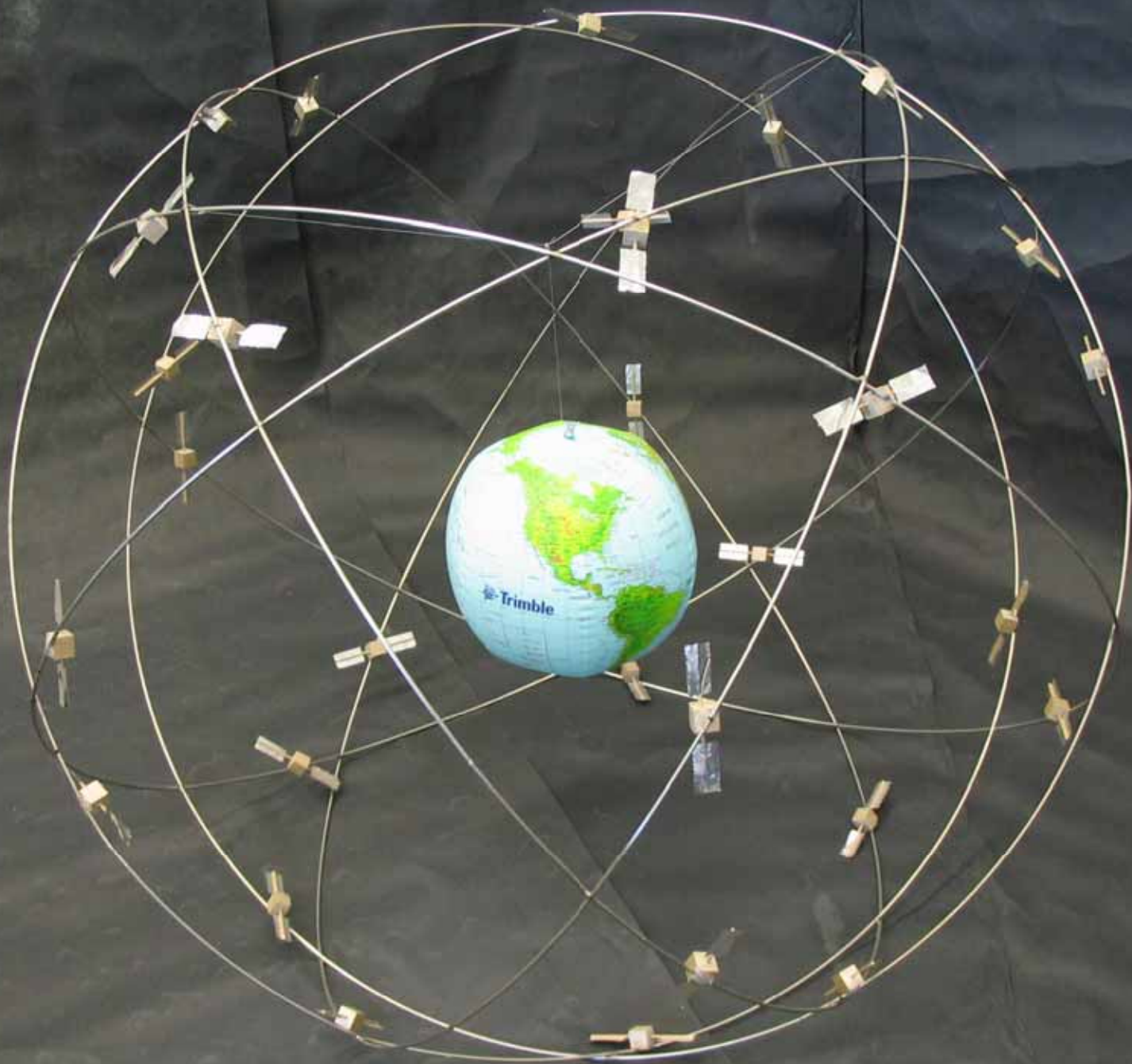
SV

space vehicle

GPS-2RM (launched Sept 2006)

Weight: 845 kg

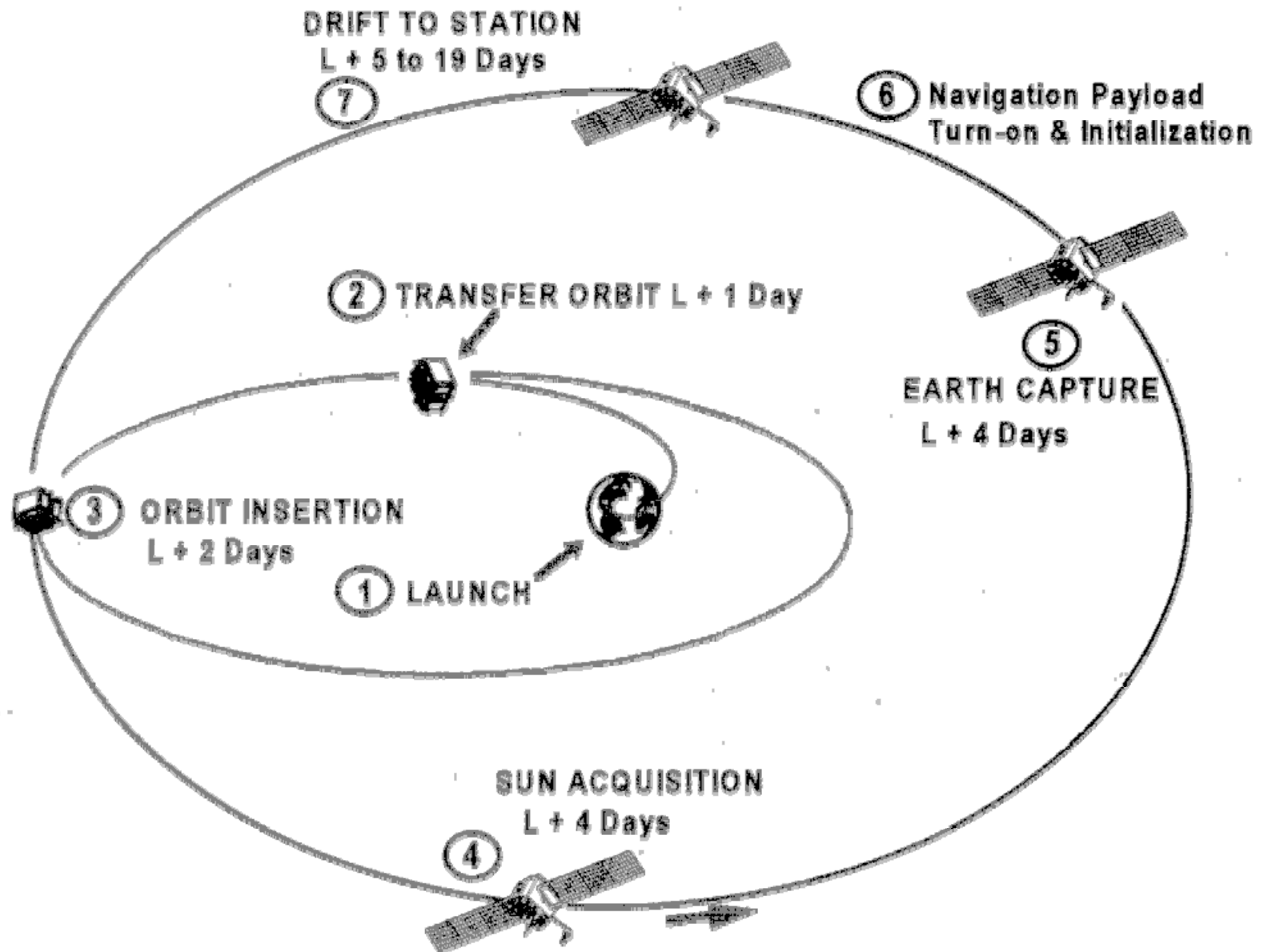




June 23, 2004:
GPS IIR-12



SV launch process

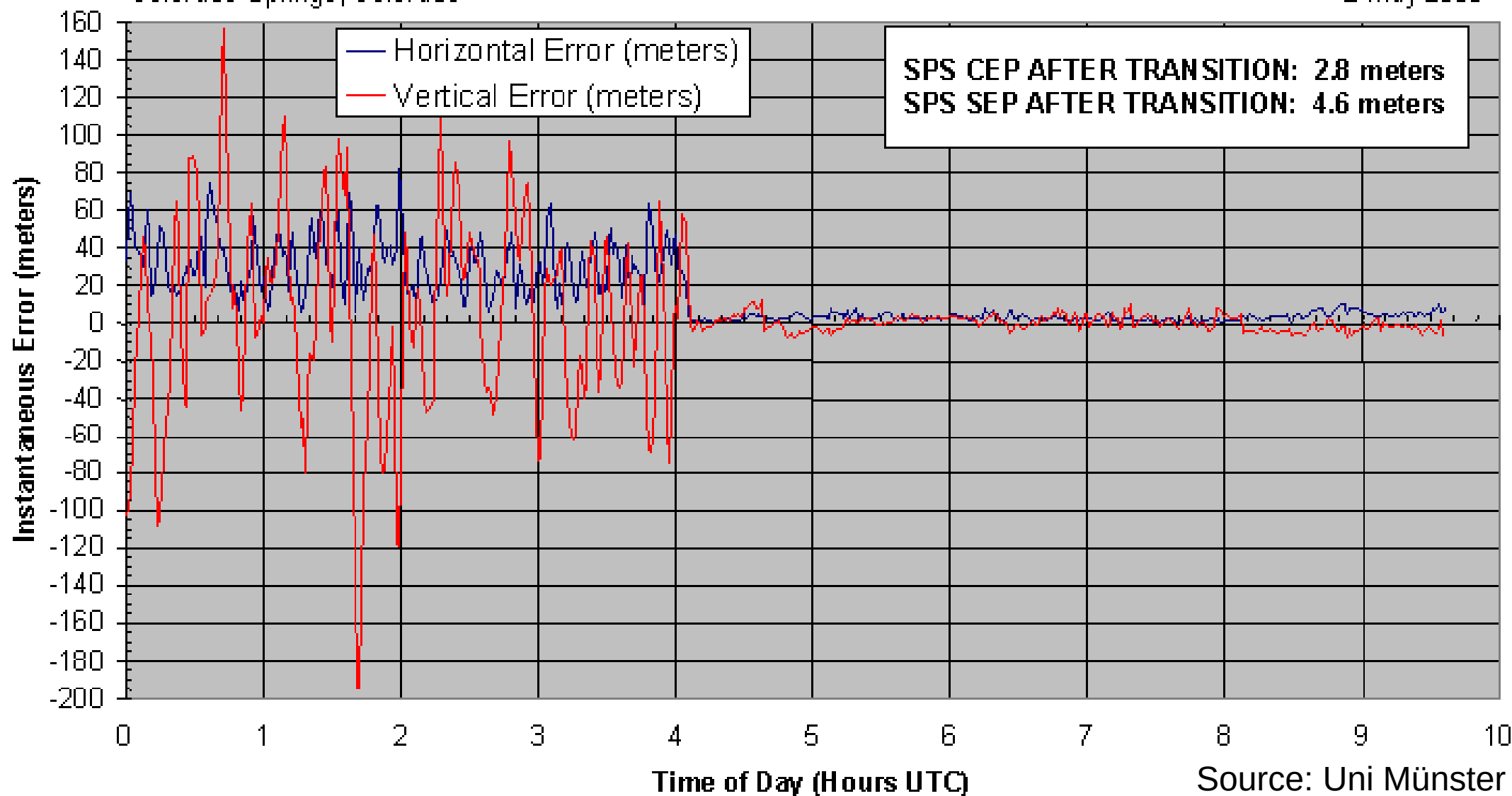




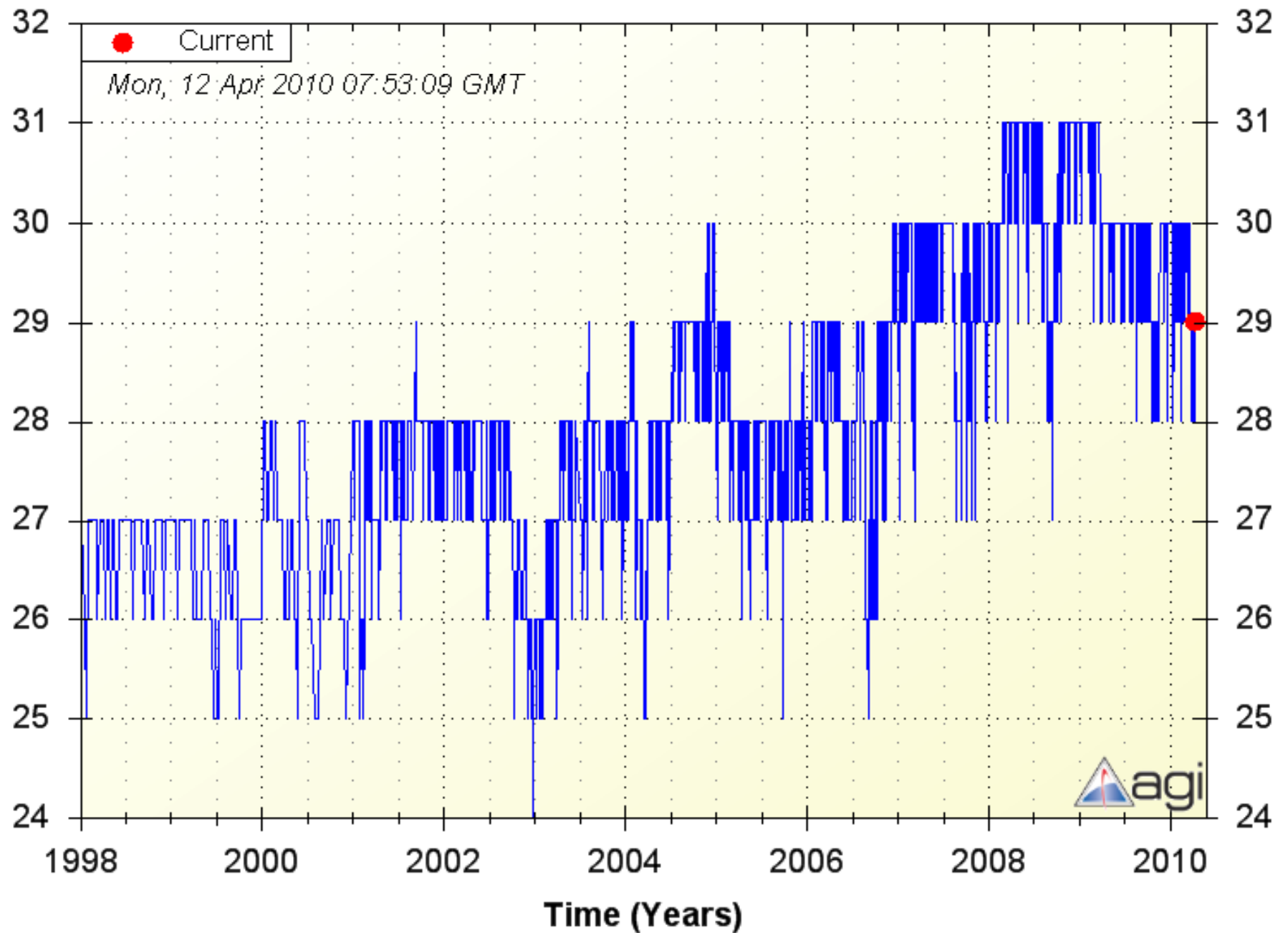
SA Transition -- 2 May 2000

Colorado Springs, Colorado

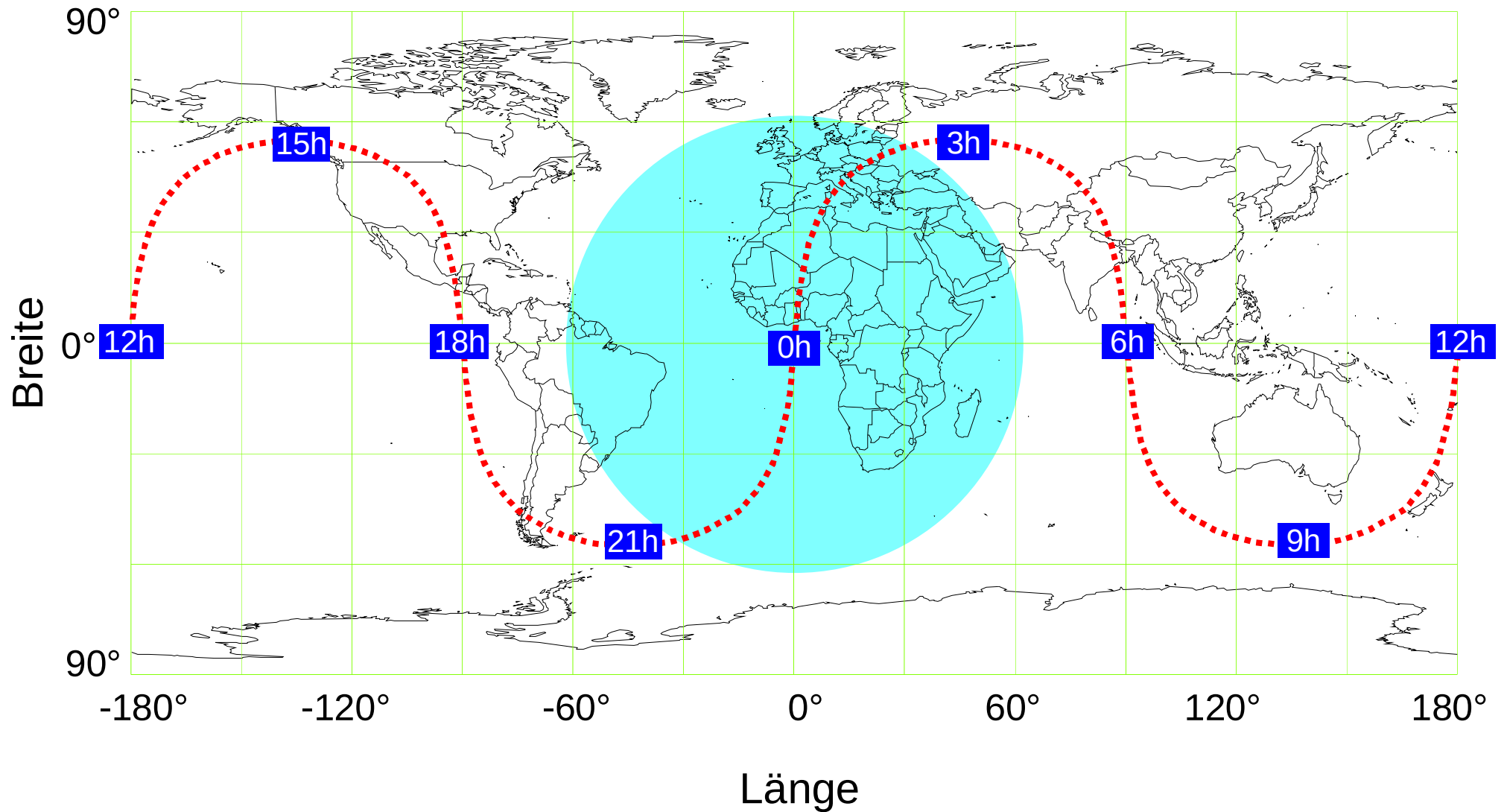
2 May 2000



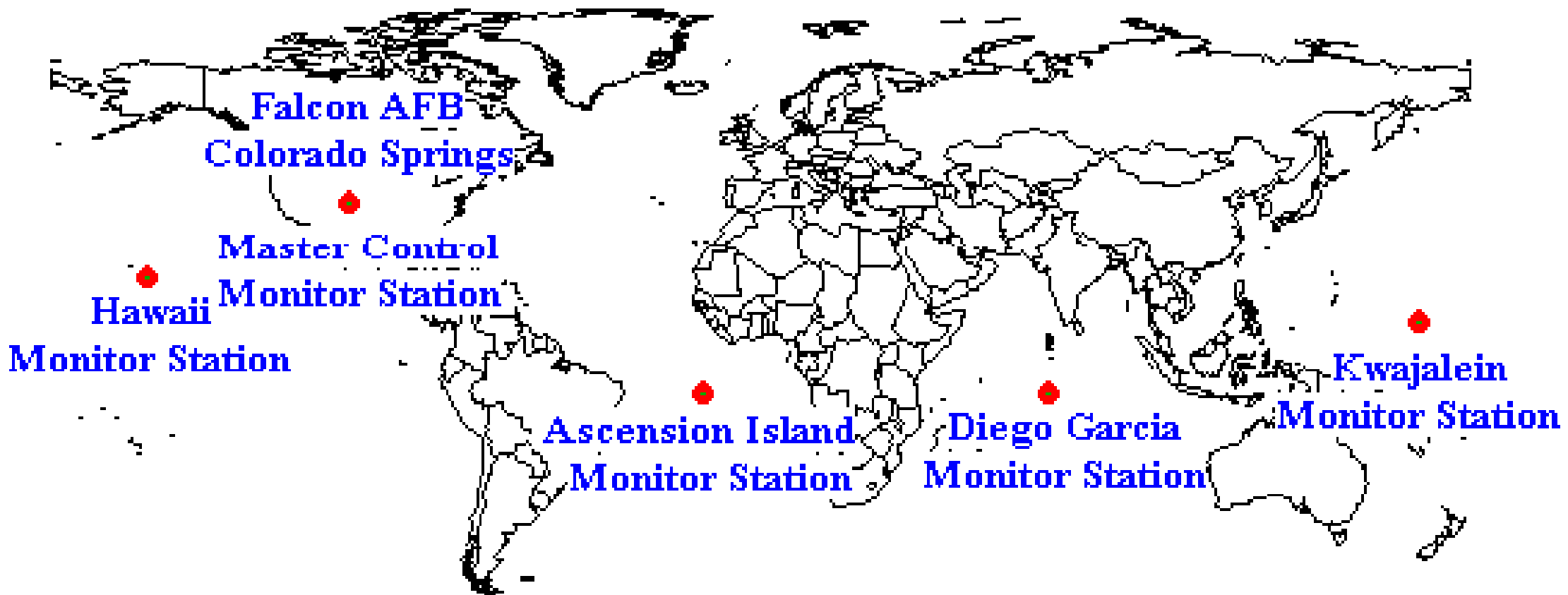
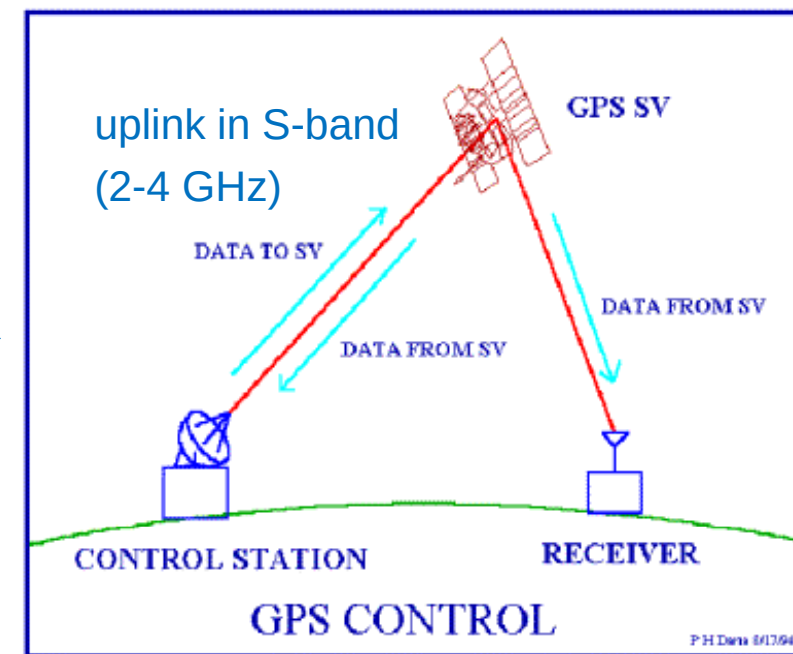
29 usable GPS SVs as of April 12, 2010



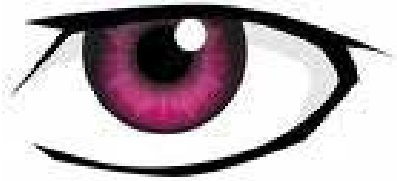
Trajectories



Master Control & Monitor Station Network



Control segment tasks



observation of
SV movement



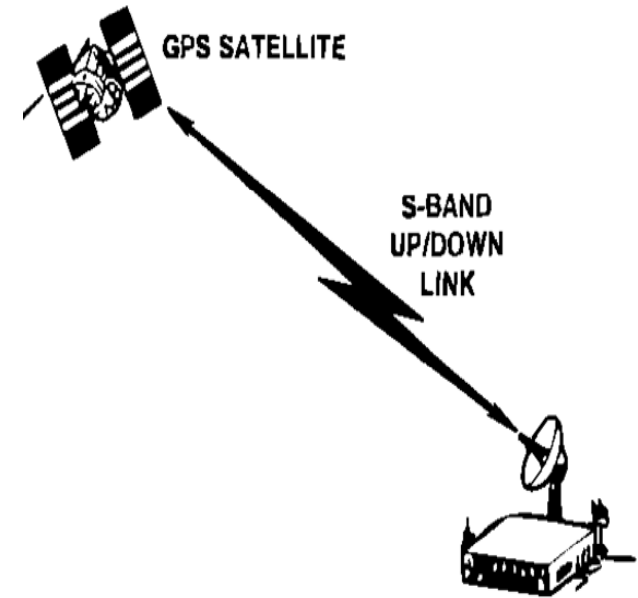
computation of
ephemerides



time synchronization
of SVs



surveillance of SV
clocks



transmission of
navigation data to SV

The user segment is
the least specified



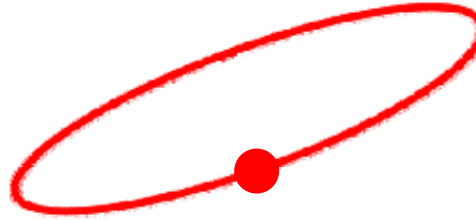
Was wird übertragen?

- **50 bit/s Datenstrom**
- **30 sek Übertragungszeit für einen Satz**
- **12.5 min Übertragungszeit für alle Daten**
- **HF-Signal liegt bei 1.57542 GHz**

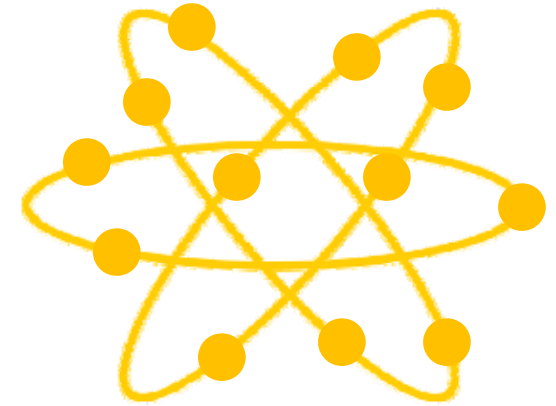
Data transmitted from SV



time and synch signals



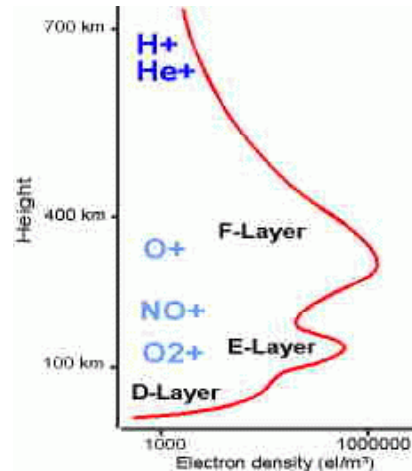
ephemerides



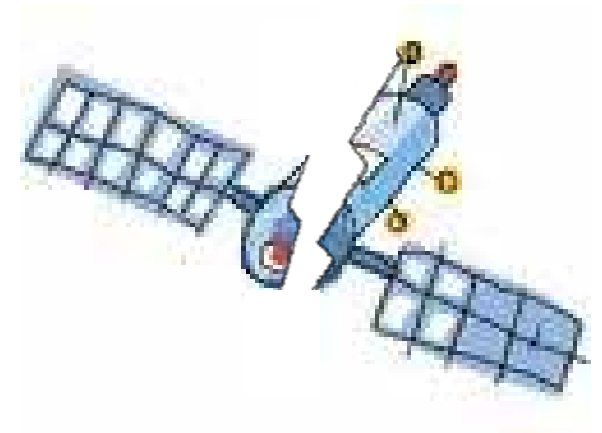
almanach



time correction signals

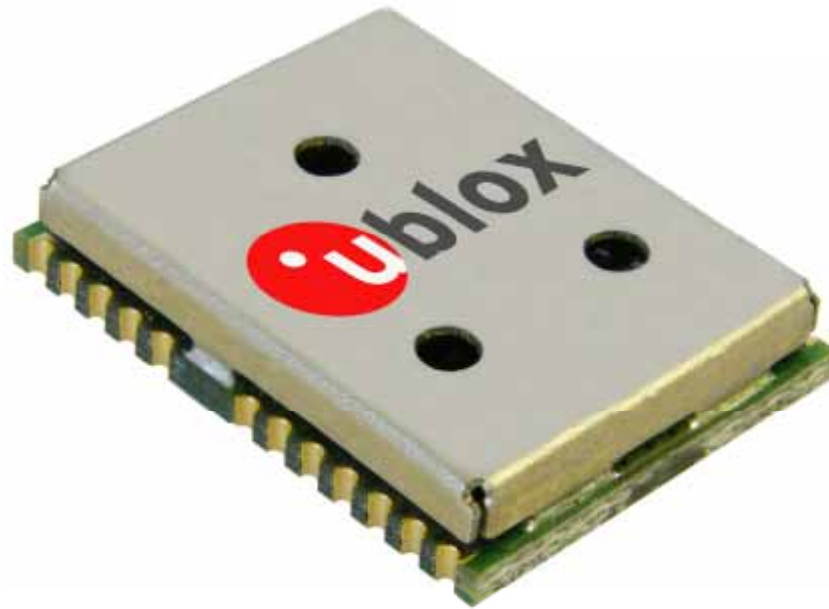


ionospheric data



health information

**Ein GPS-Modul
(kompletter Empfänger) ist klein!**

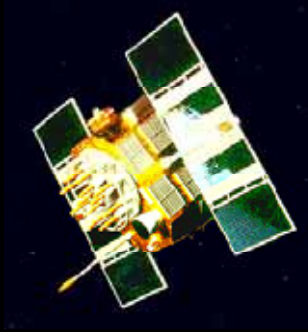


16 x 12.2 x 2.4 mm

Was braucht's noch?

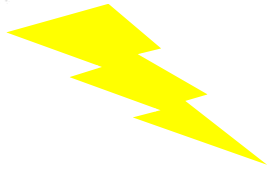
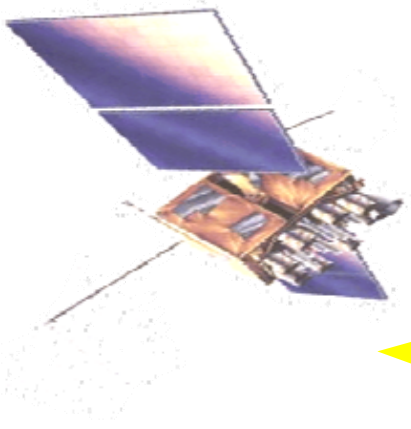


Sendeleistung: 22 W

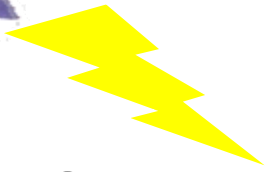
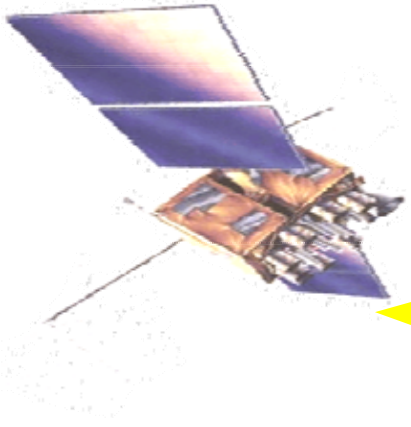
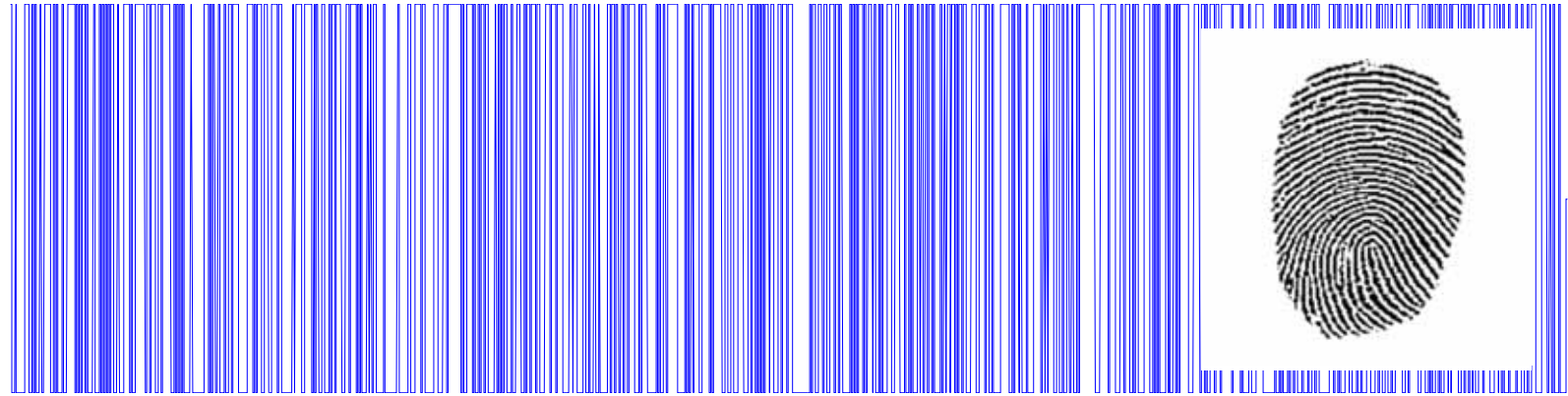


Empfangene Leistung: 10^{-16} W

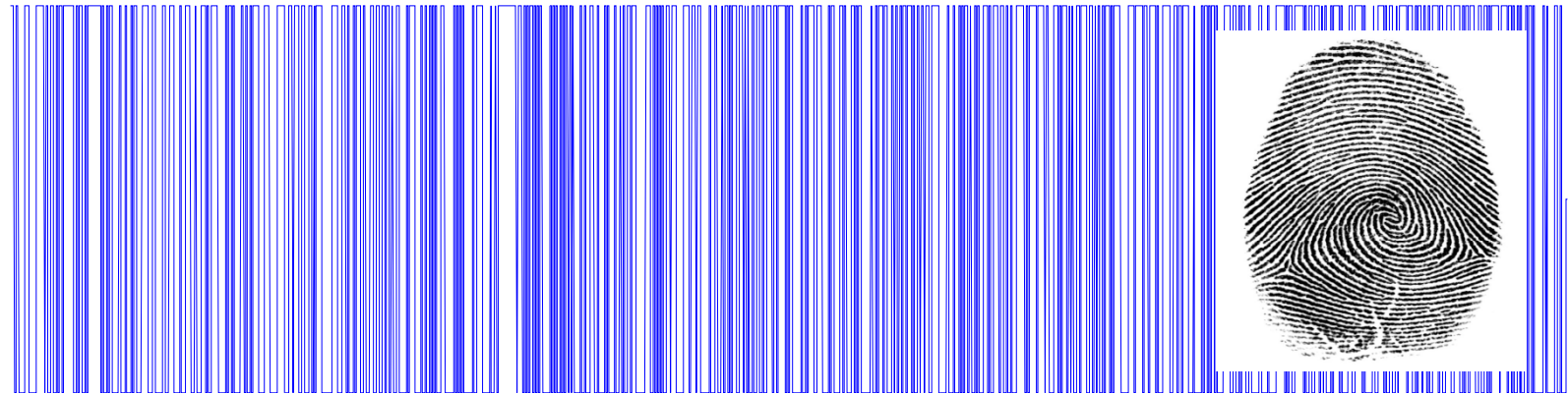
SV signals are like fingerprints



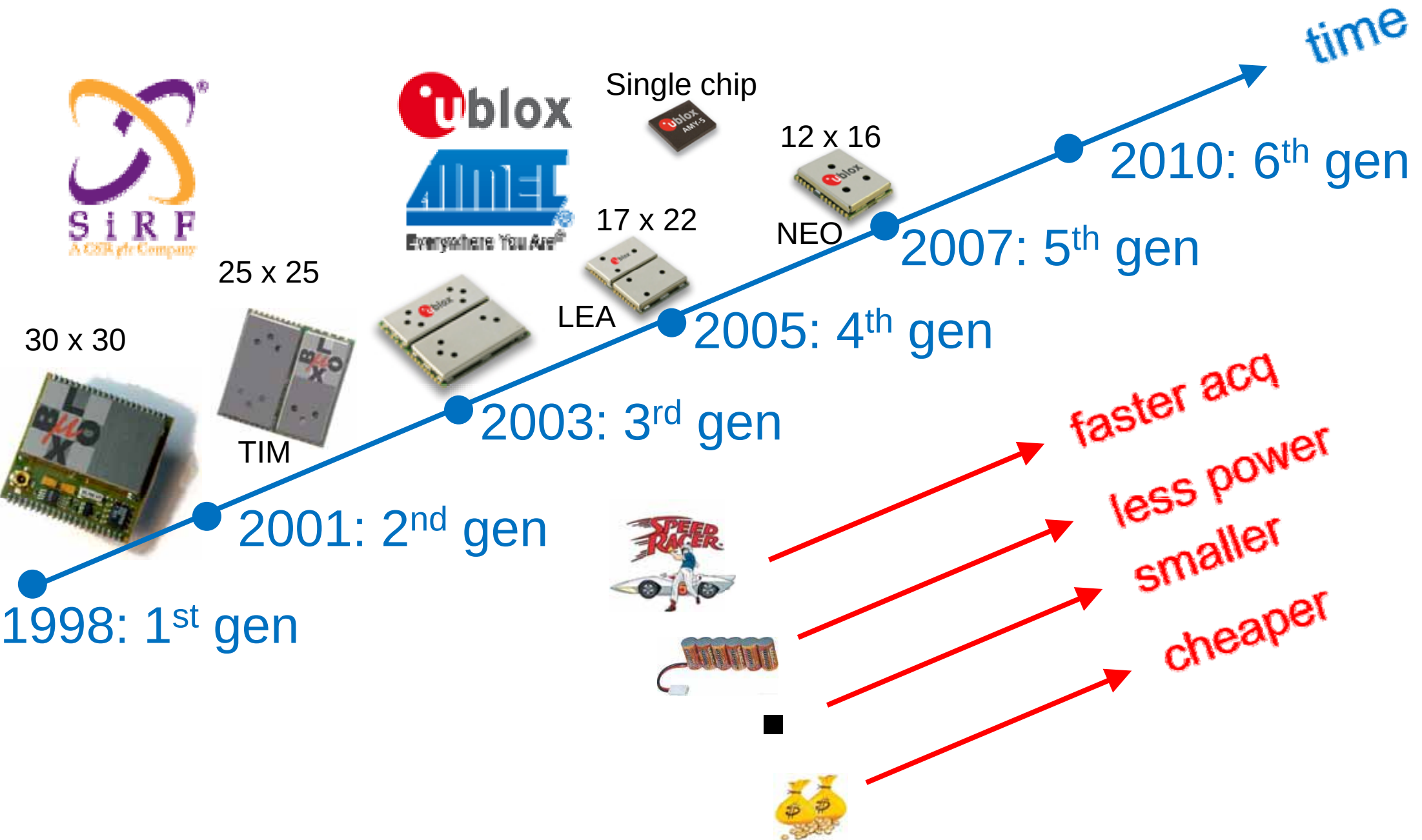
satellite 1



satellite 2



GPS receiver generations



Albert Einstein

born 1879

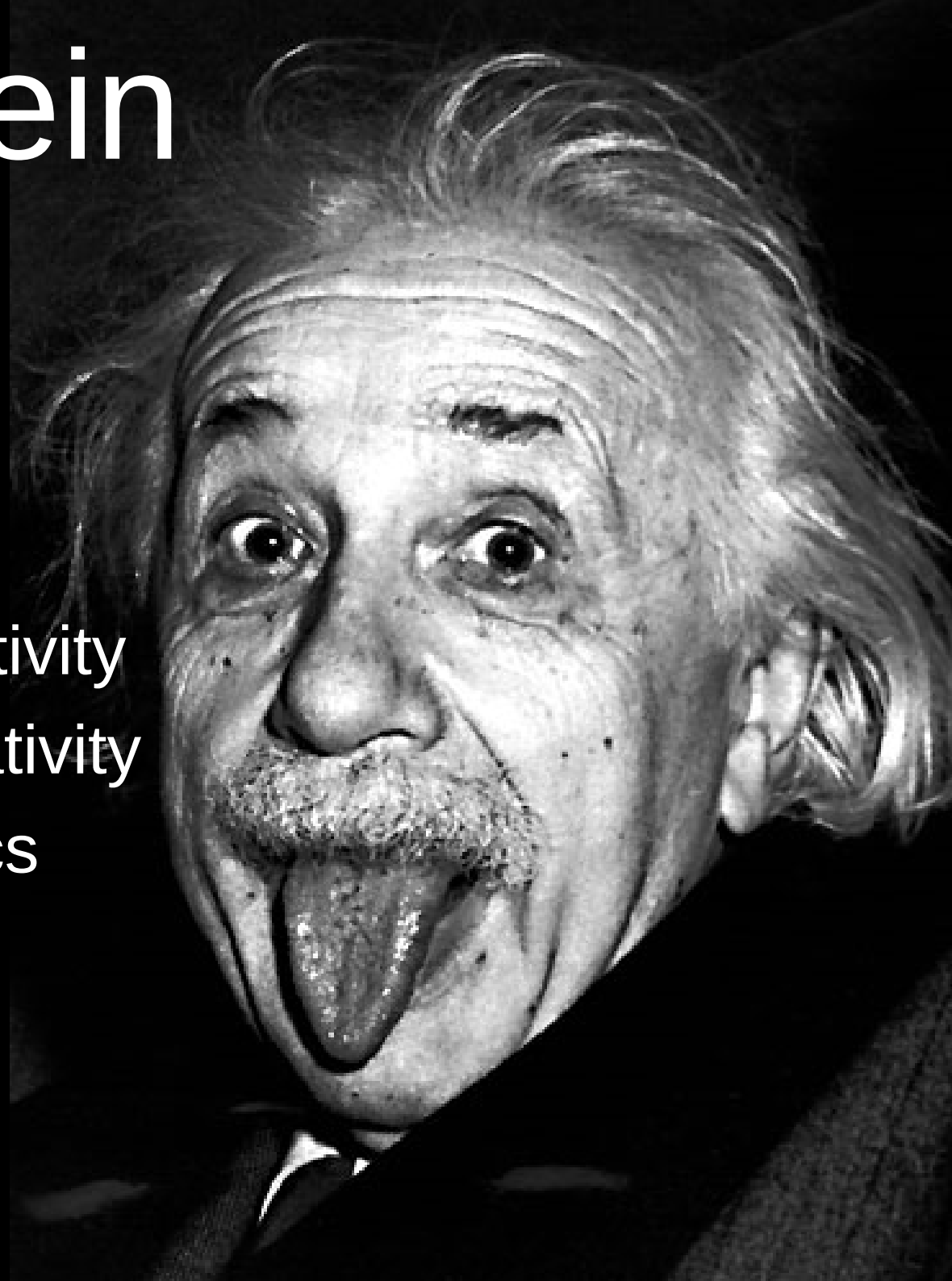
1905 photoelectric effect

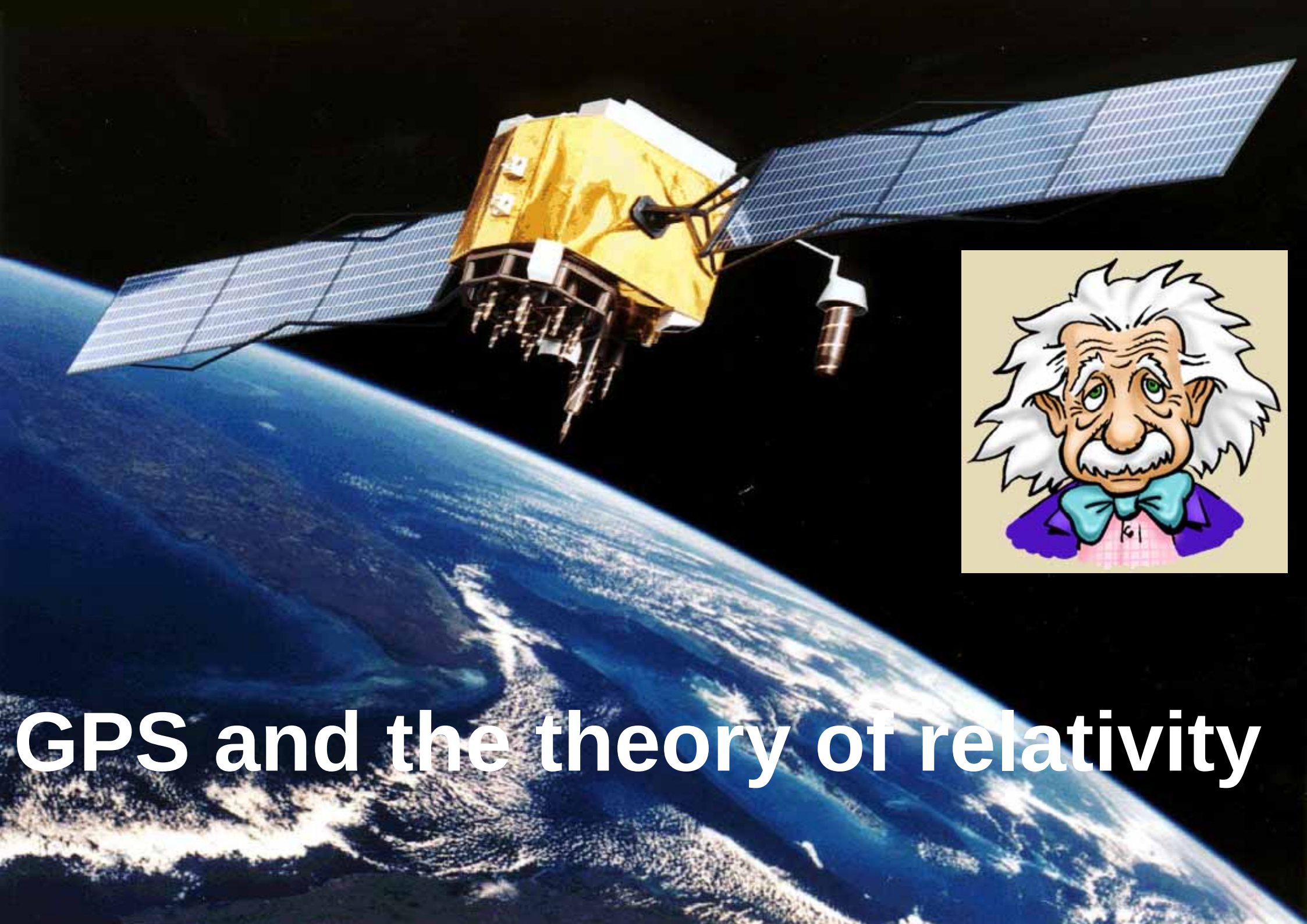
1905 special theory of relativity

1915 general theory of relativity

1921 Nobel Prize in Physics

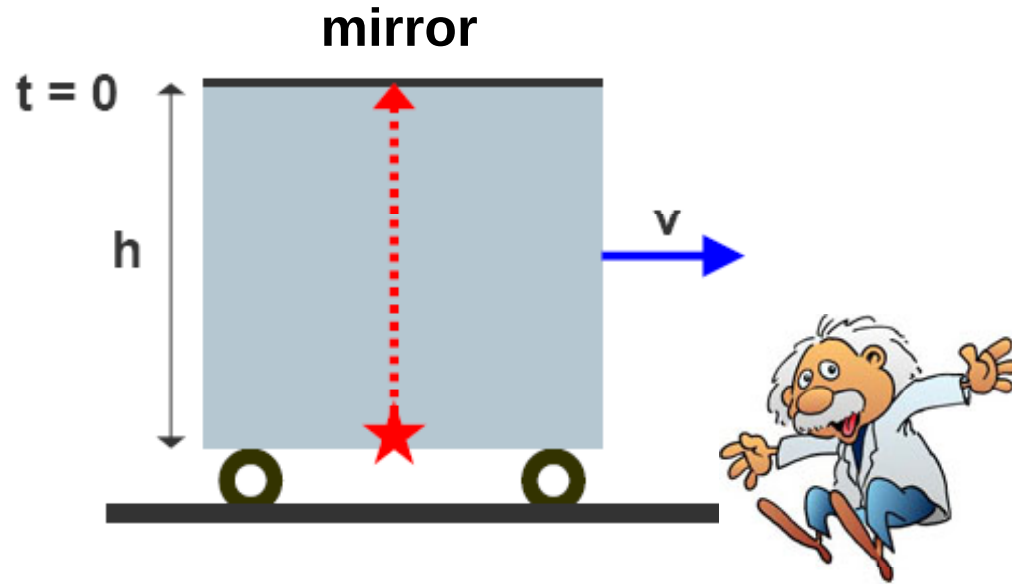
† 1955





GPS and the theory of relativity

Special relativity: problem formulation:



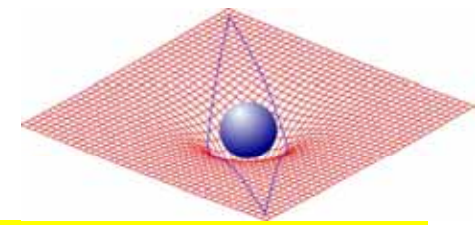
moving observer:

the light covers a distance of
 $s = 2h$.

Hence,

$$t = s/c = 2h/c \text{ .}$$

Relativistic effects



special relativity

$$v=3880\text{m/s}$$

SV clock lags by $7.2\mu\text{s}$
per day!

general relativity

$$h=26'000\text{km}$$

SV clock leads by $45.9\mu\text{s}$
per day!

net effect

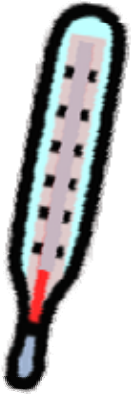
SV clock leads by $38.7\mu\text{s}$ per day!
→ SV covers 15cm
→ earth rotates 17mm (equator)



Solution:

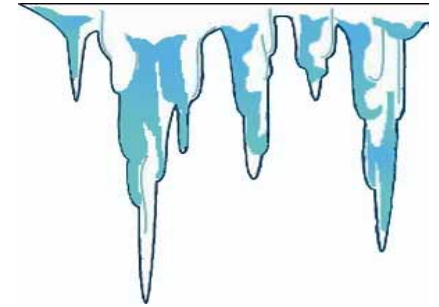
reference frequency =
10.229999995433 MHz
instead of 10.23 MHz

Acquisition modes



cold start:

nothing is known



warm start:

restart outside 2h



hot start:

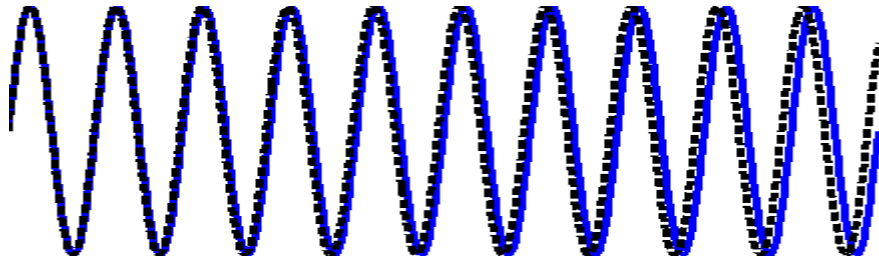
immediate restart (within 2h)



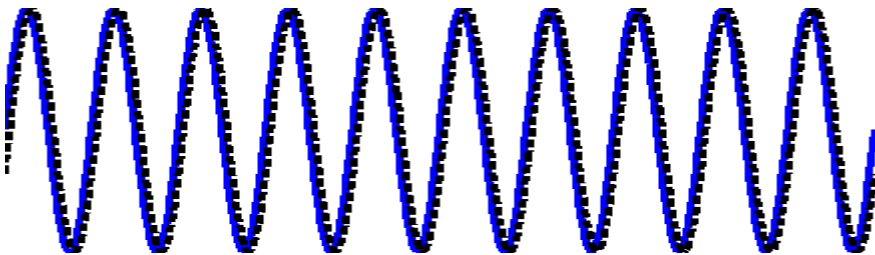
Tracking (never let go)



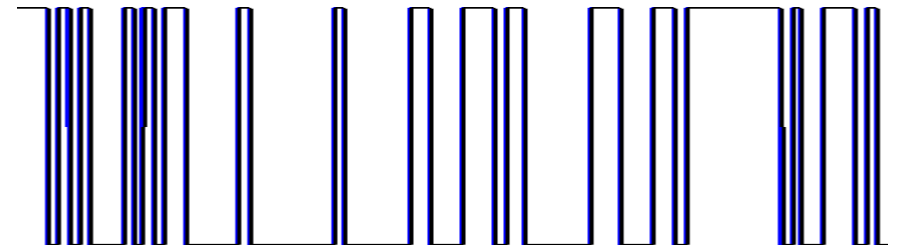
carrier frequency



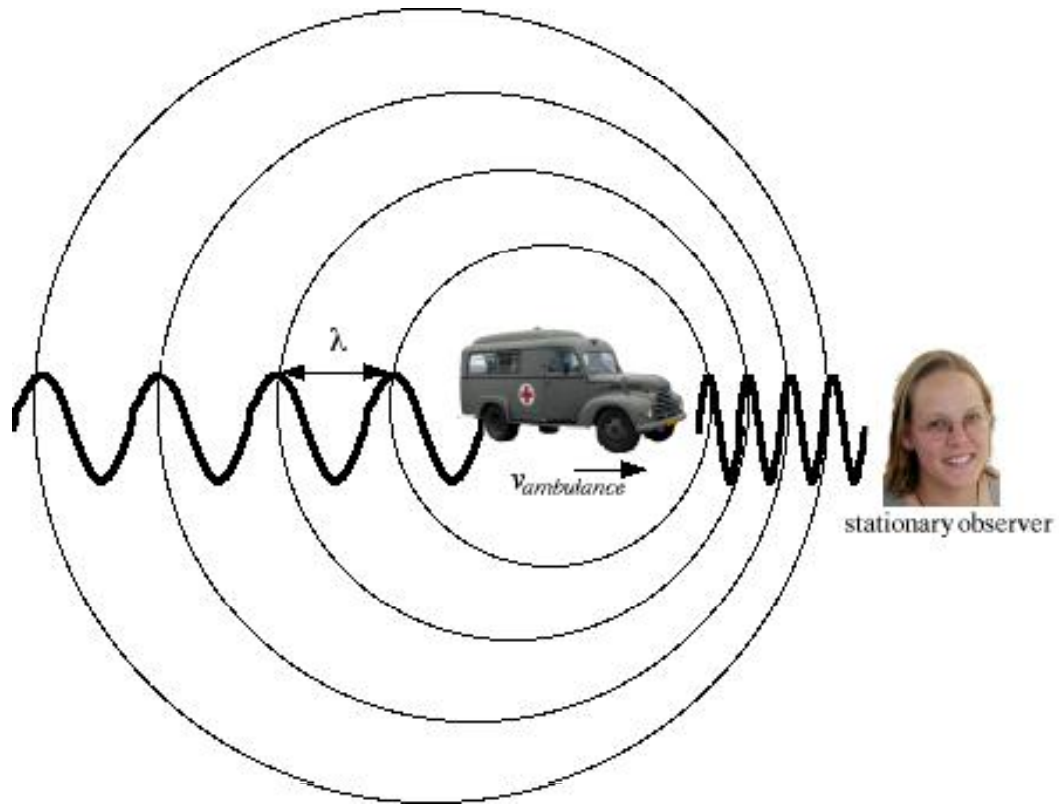
carrier phase



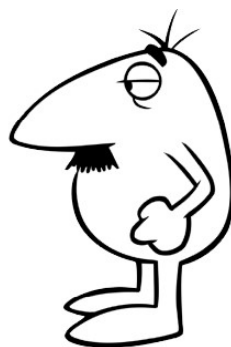
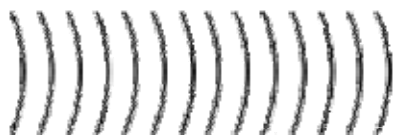
code phase

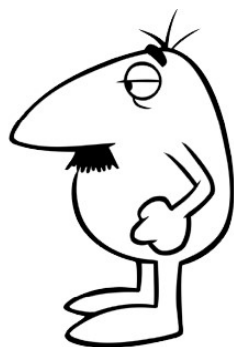


Doppler effect



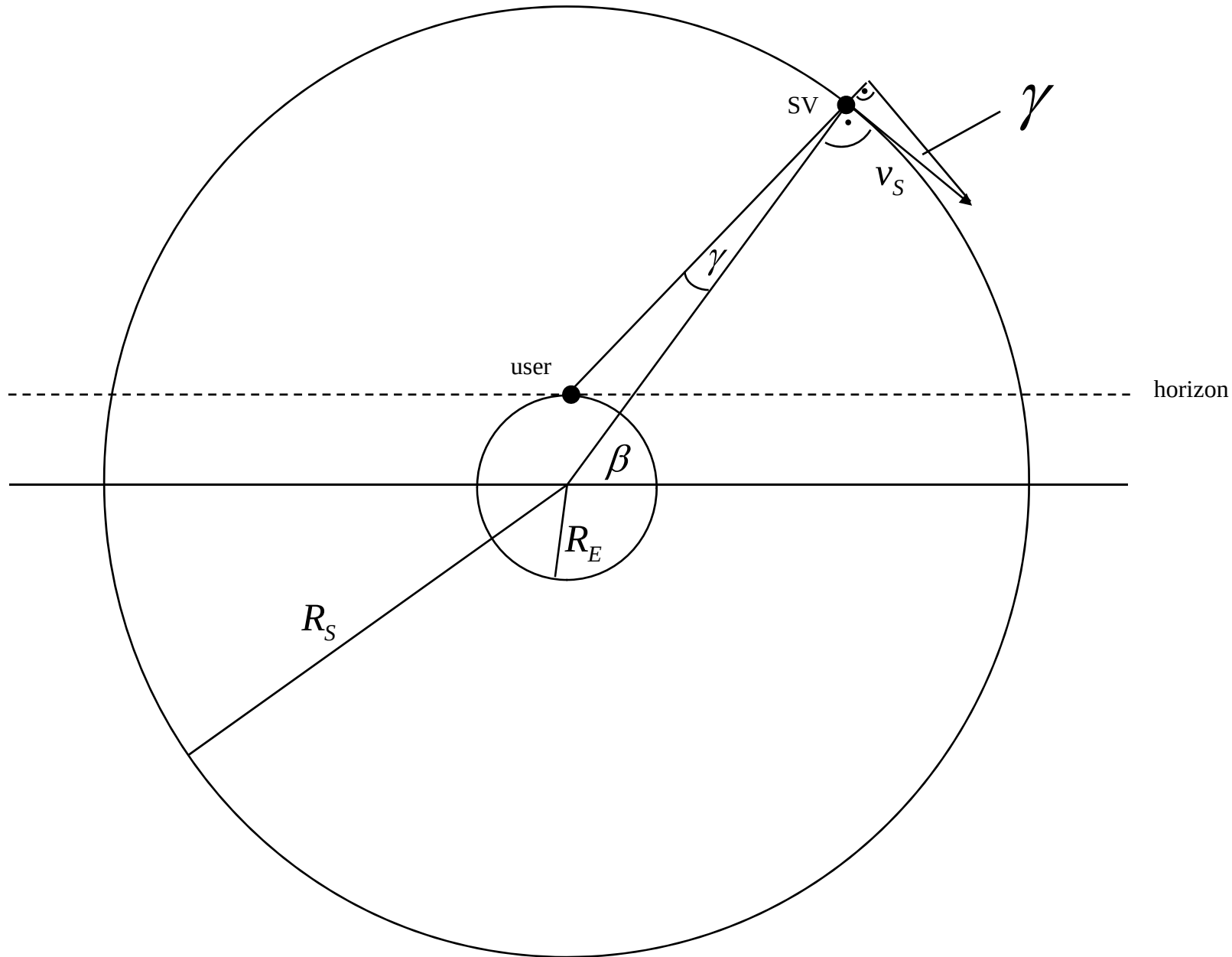
Christian Andreas Doppler (1803 – 1853)





Doppler effect

$$f = \frac{v}{c} f_{\text{RF}}$$



Performance depends on ...



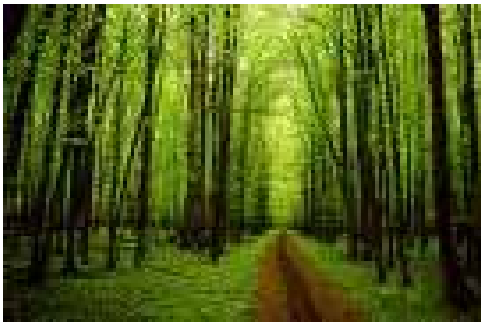
global location



local location



dynamic movements



quality of signal



complexity of receiver

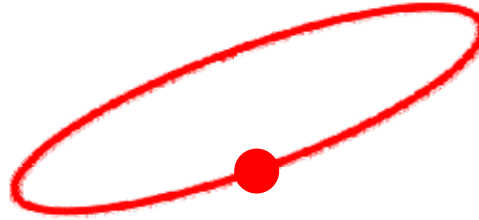


interference (jamming)

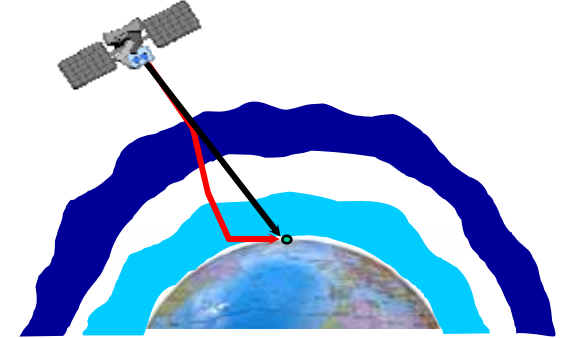
Precision is reduced by ...



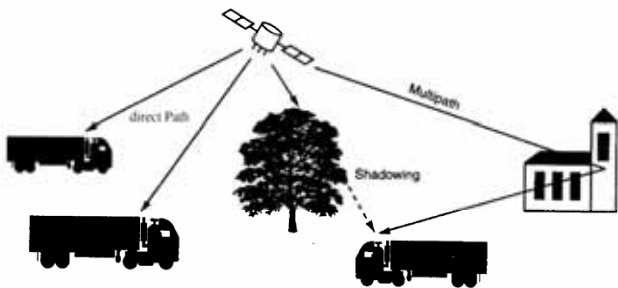
time errors (10ns = 3m)



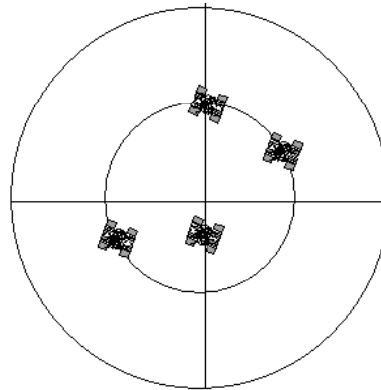
ephemerides precision



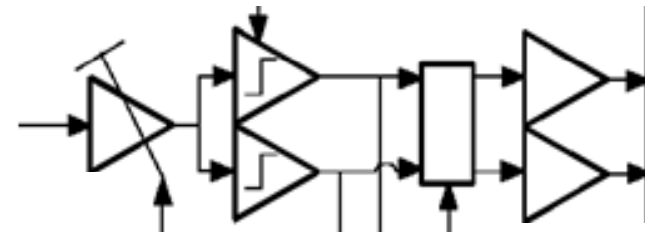
refraction in
troposphere/ionosphere



multipath propagation

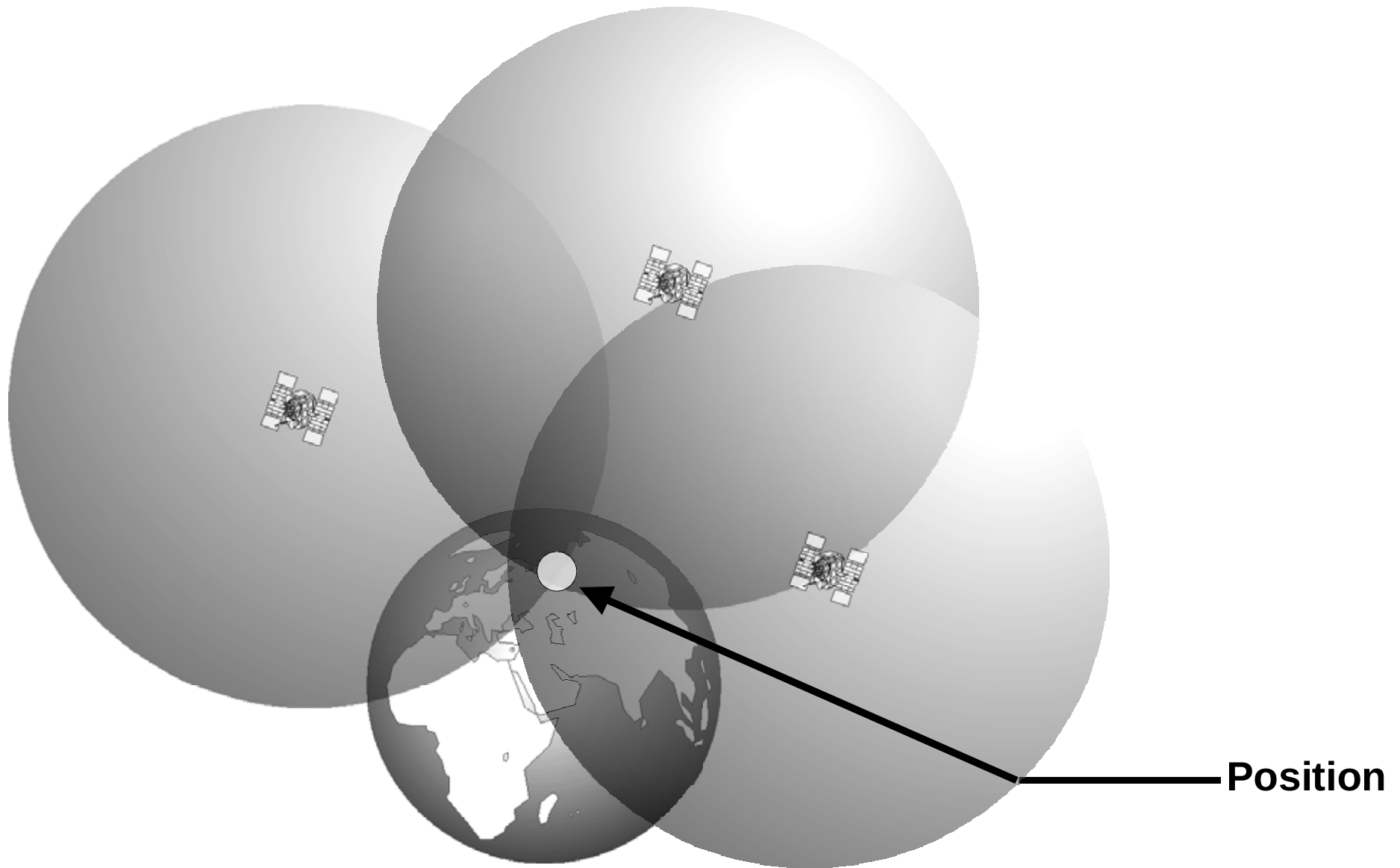


bad geometry



implementation loss

Ranging with spheres



Navigation solution

$$\rho_1 = \sqrt{(x_1 - x_u)^2 + (y_1 - y_u)^2 + (z_1 - z_u)^2} + c\tau,$$

$$\rho_2 = \sqrt{(x_2 - x_u)^2 + (y_2 - y_u)^2 + (z_2 - z_u)^2} + c\tau,$$

$$\rho_3 = \sqrt{(x_3 - x_u)^2 + (y_3 - y_u)^2 + (z_3 - z_u)^2} + c\tau,$$

$$\rho_4 = \sqrt{(x_4 - x_u)^2 + (y_4 - y_u)^2 + (z_4 - z_u)^2} + c\tau,$$

Earth Centered Earth Fixed coordinate system



Quality is not performance alone



**performance
(precision)**

availability



integrity



What's in the pipeline for GNSS?



Glonass

Beidou/Compass

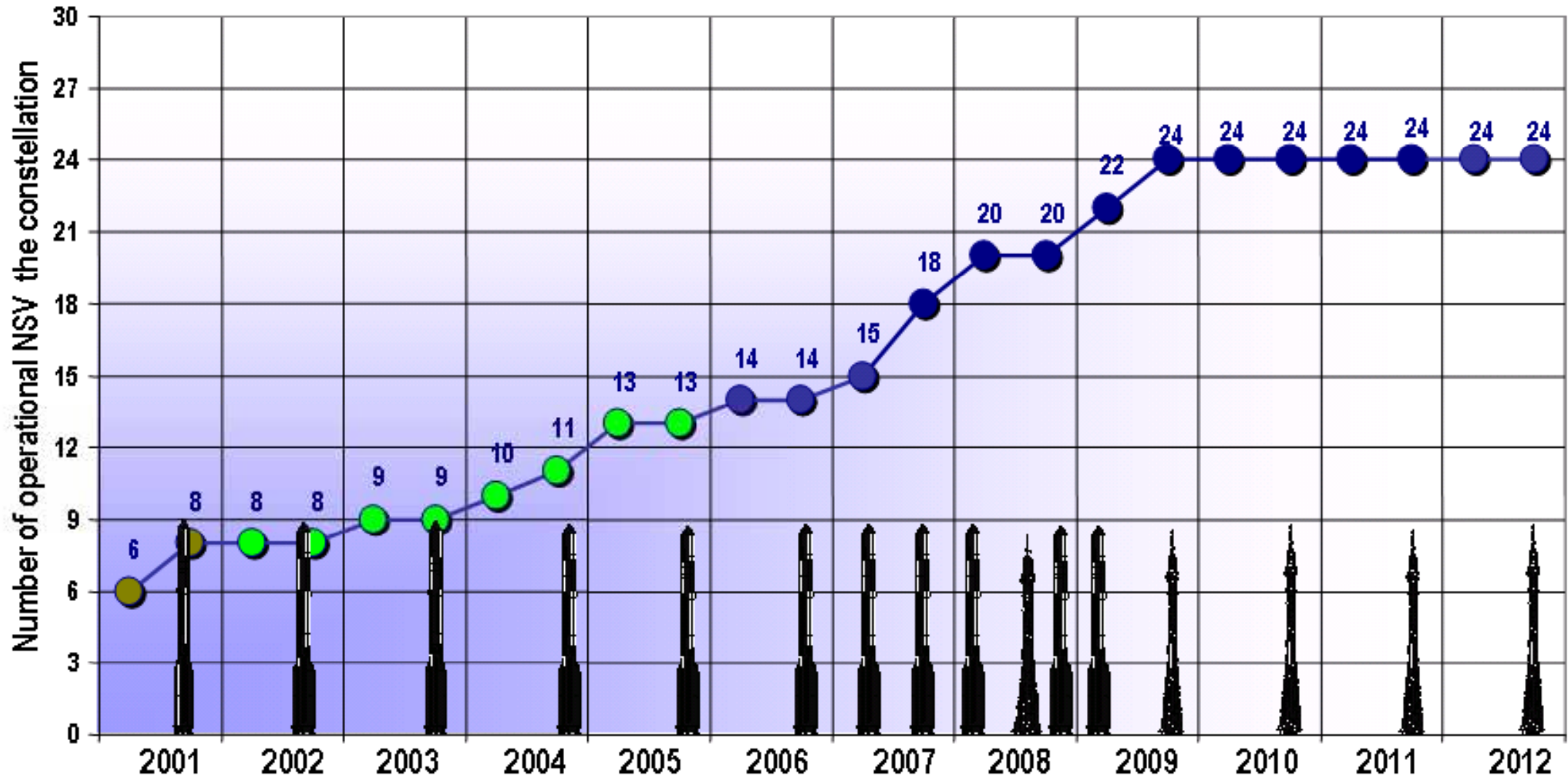


QZSS



IRNSS

Glonass development



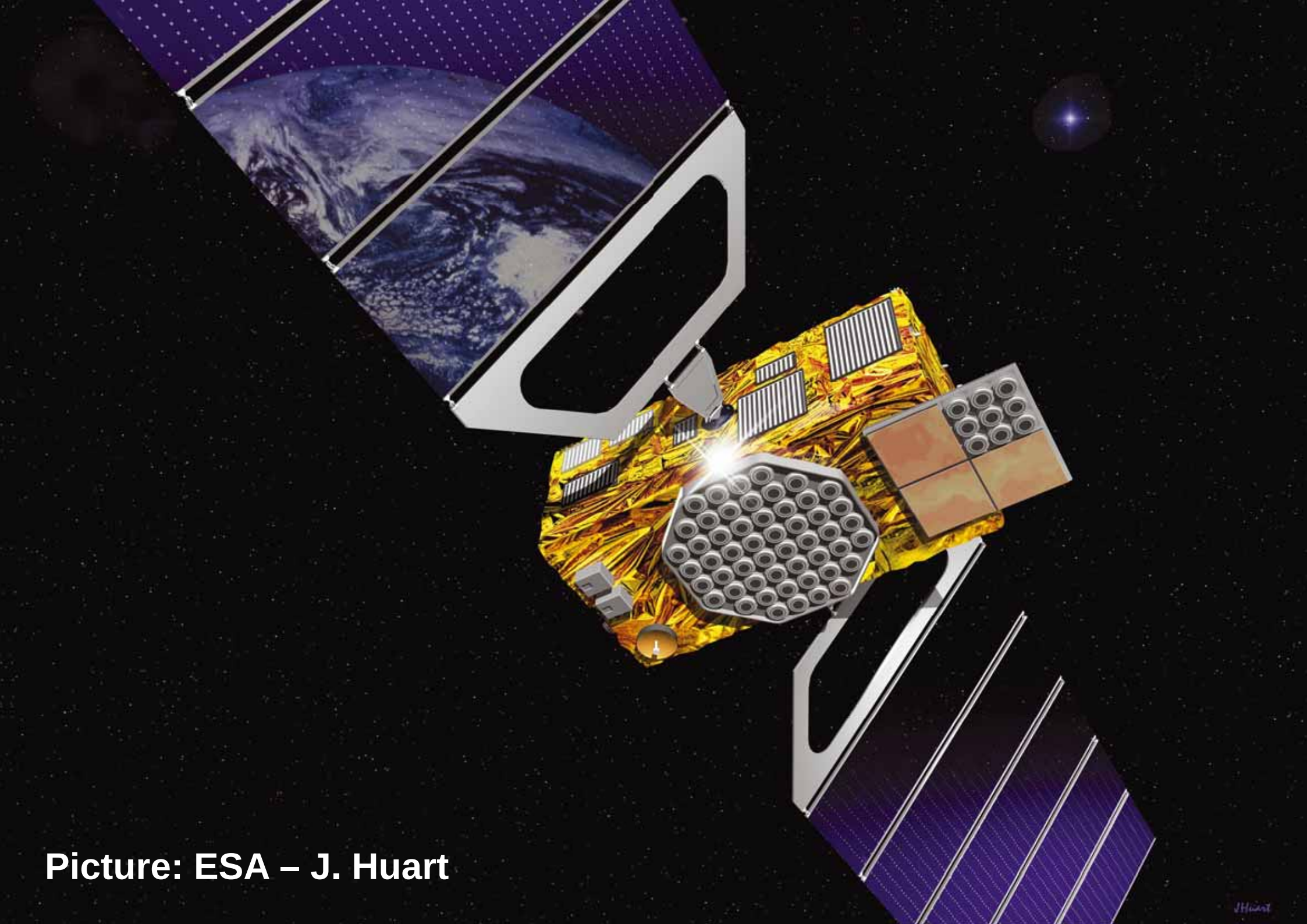
Giove-A, launched on Dec 28, 2005



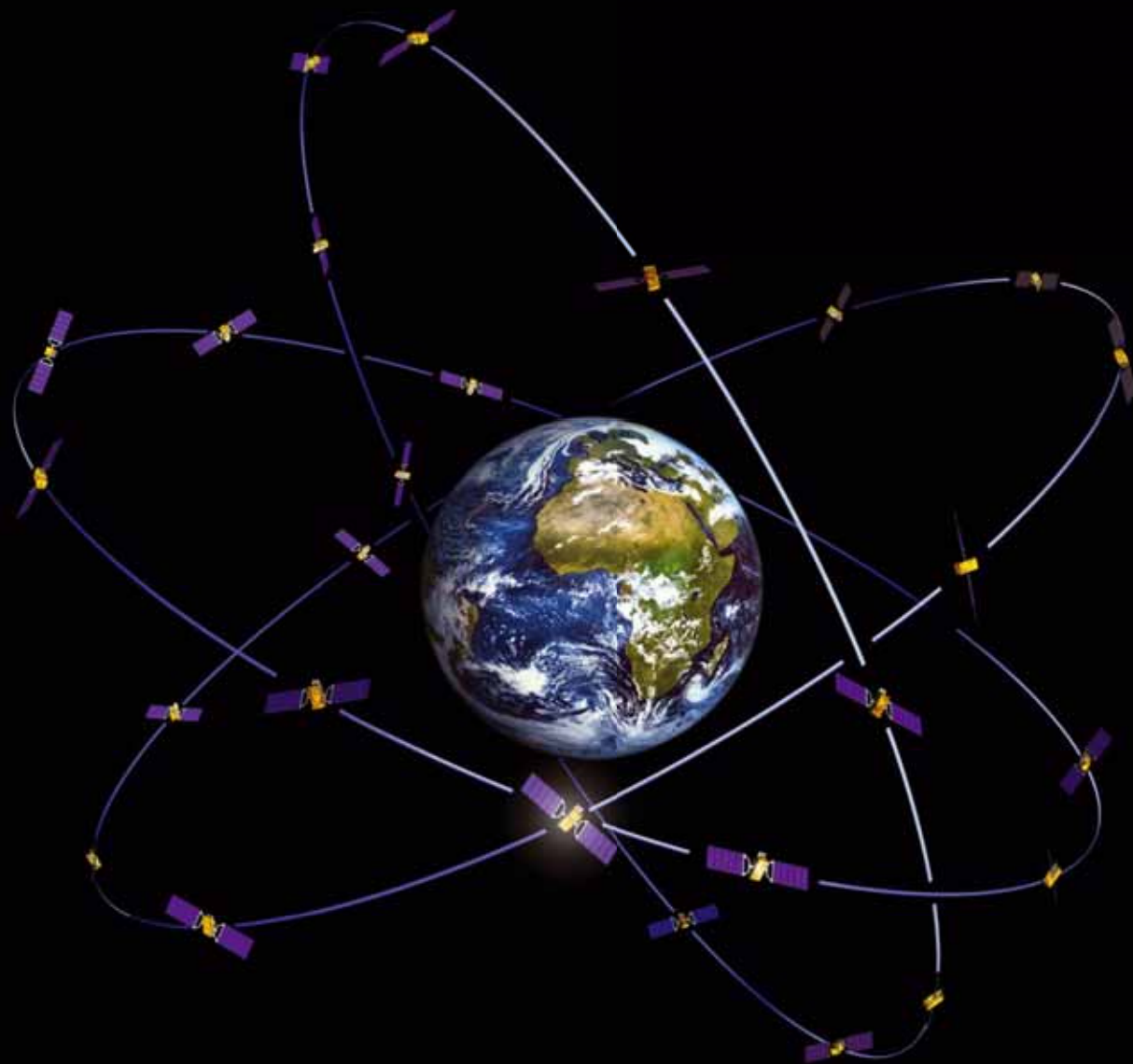
Giove-B, launched on April 27, 2008







Picture: ESA – J. Huart

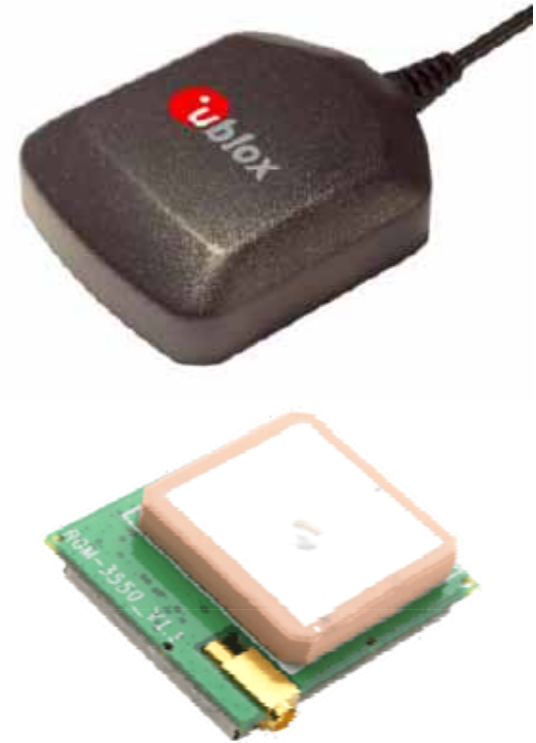


Picture: ESA – J. Huart

GPS antenna size



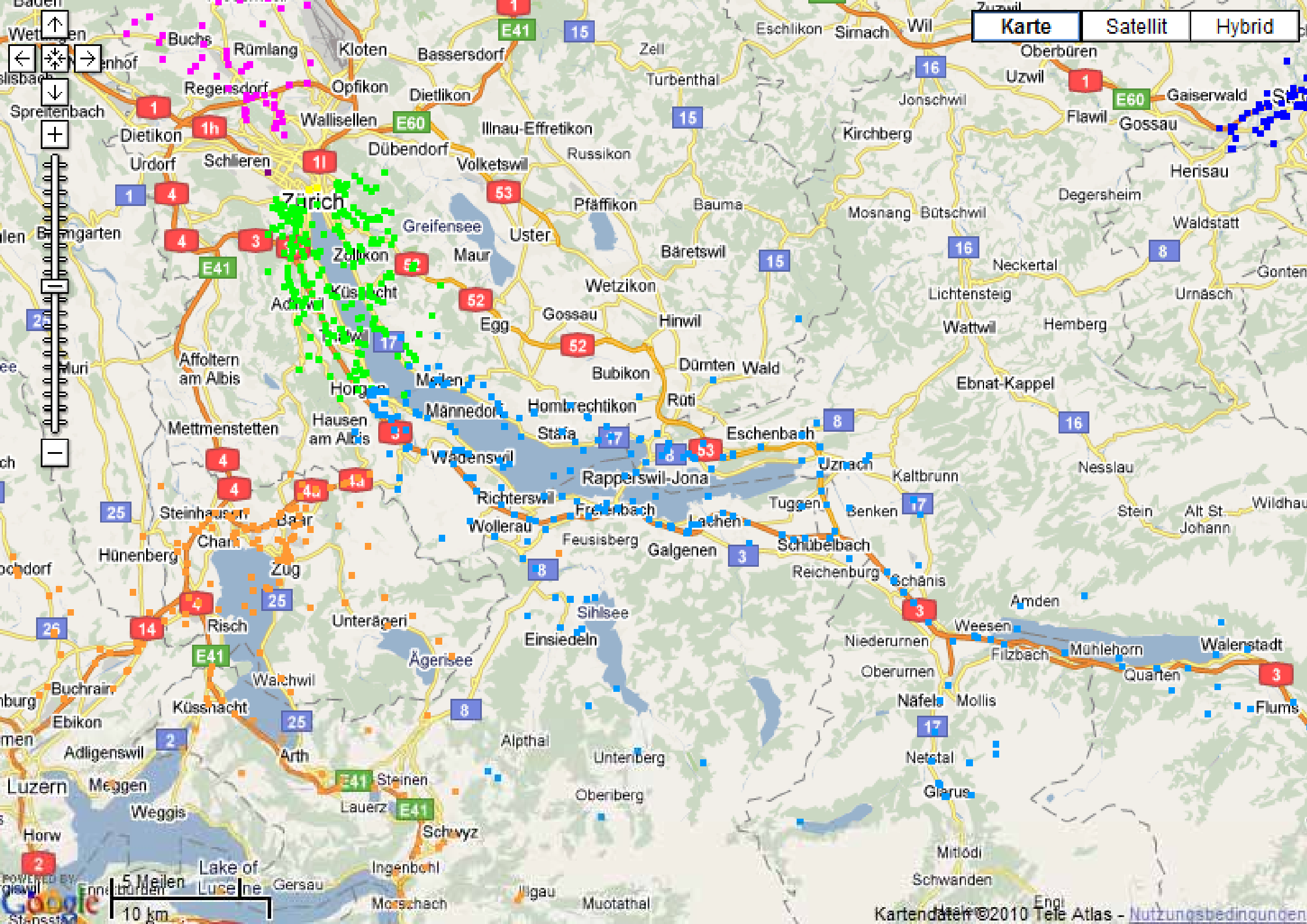
iPhone



normal size

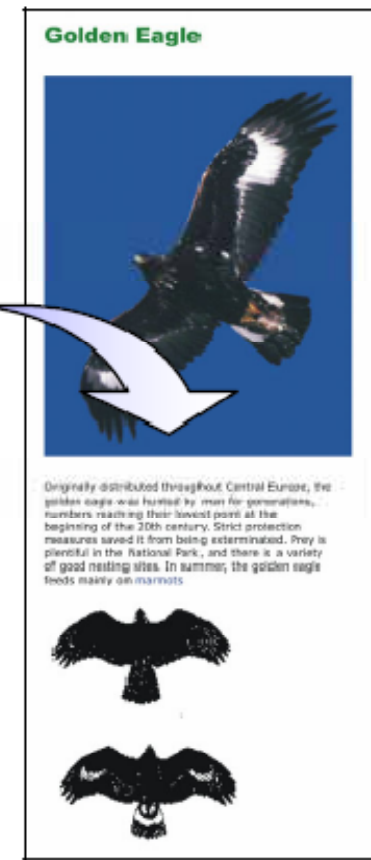
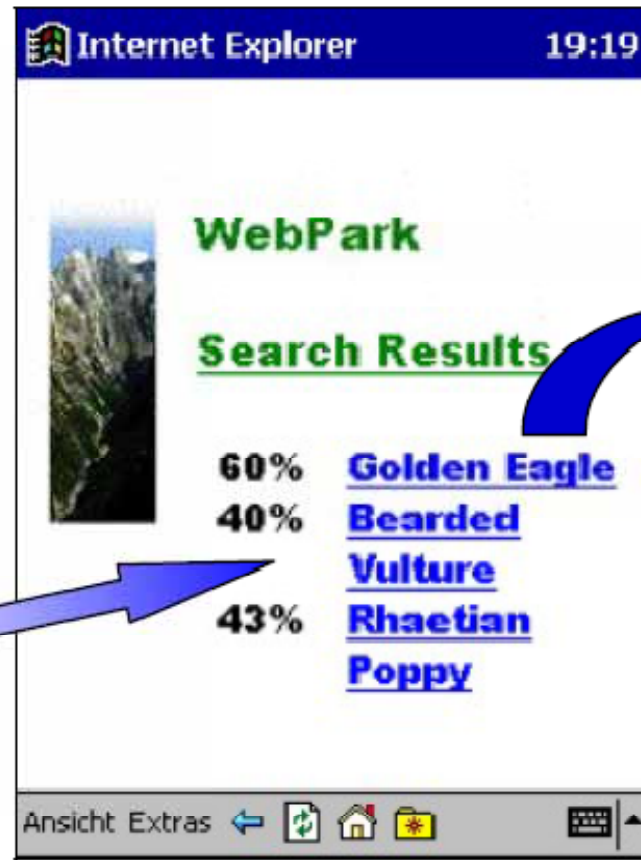
How does the iPhone get its position?







GPS im Nationalpark (Webpark)



Geocaching



GPS Parachutes Into Katrina

While many Gulf Coast residents fled Hurricane Katrina's lashing winds, scientists and military pilots flew into the storm's eyewall, releasing GPS-enabled dropsondes to track and predict the strength, speed, and direction of its gale force.

The U.S. Naval Research Lab (NRL) made 10 flights to drop 36 Airborne Vertical Atmospheric Profiling System (AVAPS) devices into the maelstrom, gathering data for the National Center for Atmospheric Research (NCAR).

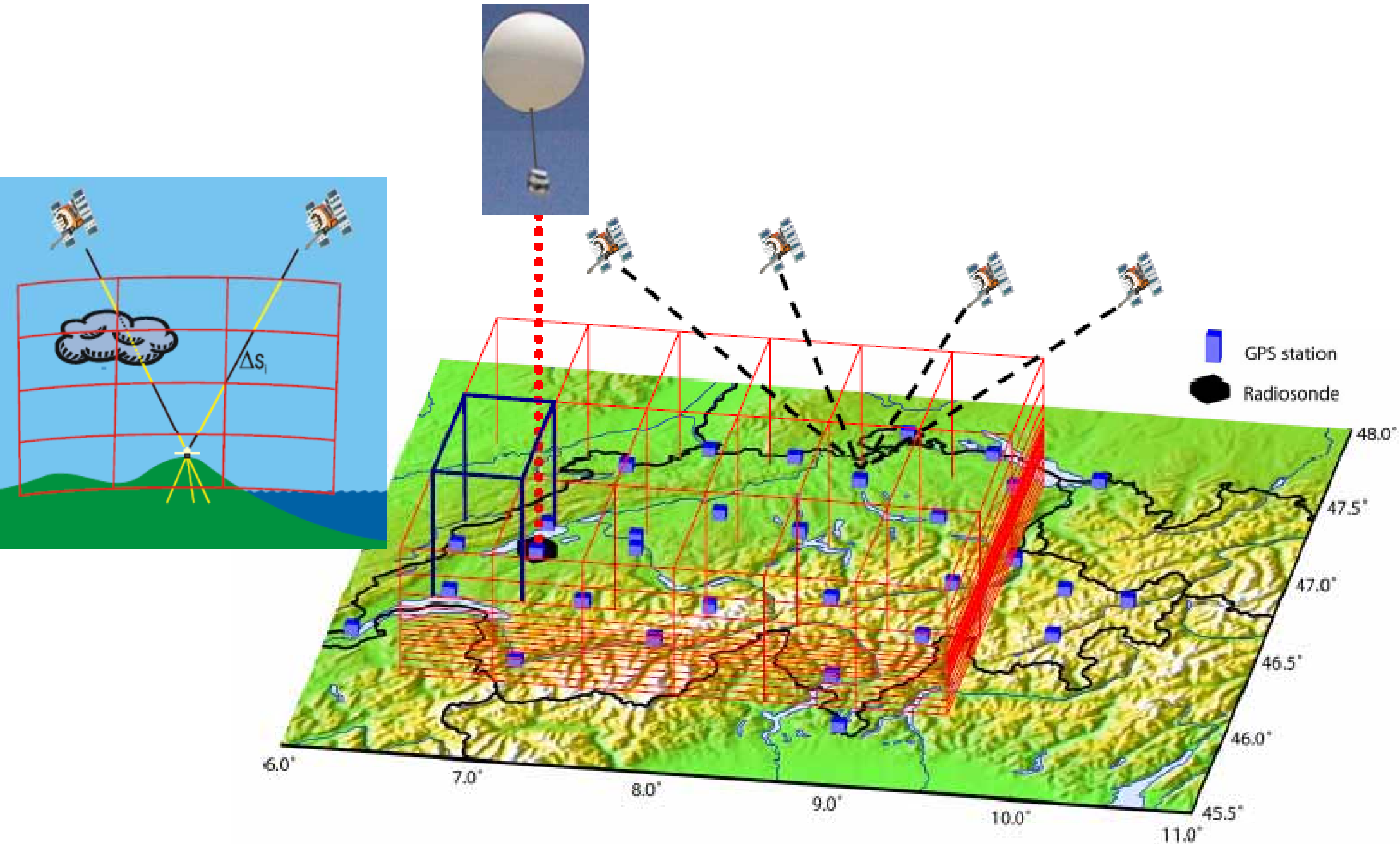
The NCAR-designed dropsondes combine GPS

independent data points every 240 seconds," Hock said. "Loran reduced this to once every 30 seconds, and GPS has improved this to



Photos Courtesy of Lt. Mike Sliak, NCAR, and NOAA

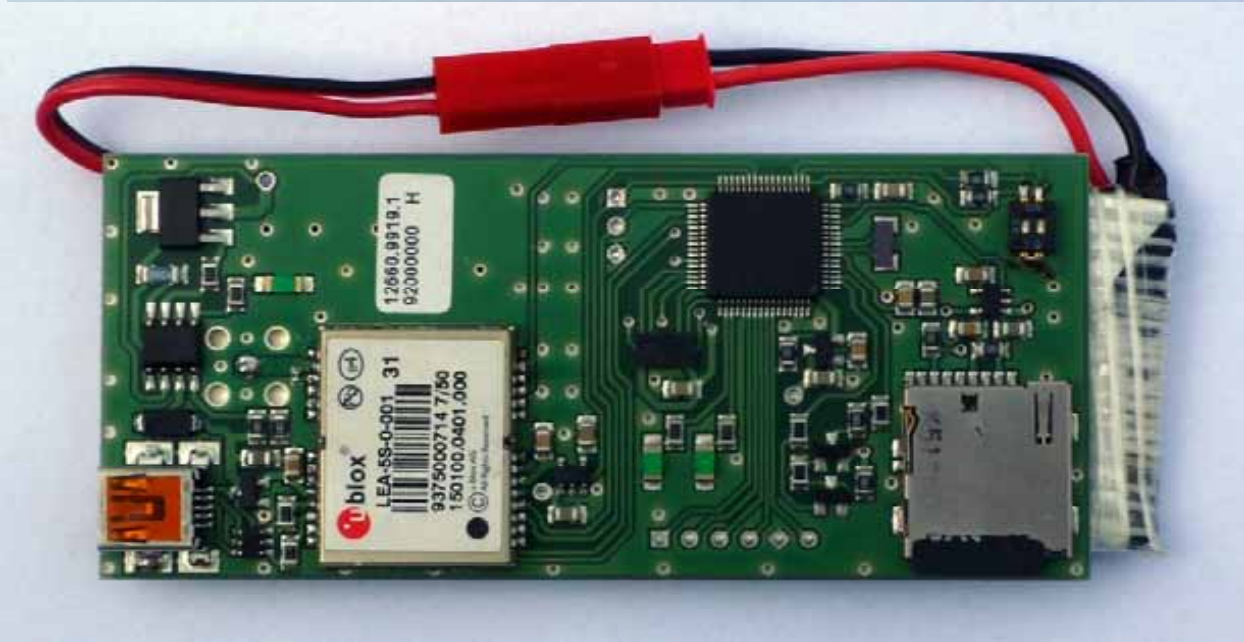
Exotic applications



Position wird nicht (nur) vor Ort gebraucht

- GPS-Logger
- GPS-Tracker
- Antikollisionssystem für Busse

GPS-Logger

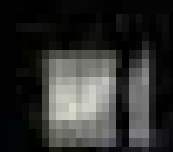




Weihnachtsstress: Wie pünktlich ist die A-Post?

Kassensturz
vom 22.12.2009
um 21:06 Uhr

Heute aufgegeben, morgen zugestellt: Das verspricht die A-Post. «Kassensturz» hat während der Adventszeit mehr als 100 Briefe verschickt und die Pünktlichkeit mit neuer Technik getestet: Ein Teil der Post war mit einem GPS-Empfänger bestückt. «Kassensturz» zeigt die langen Wege der Briefe.

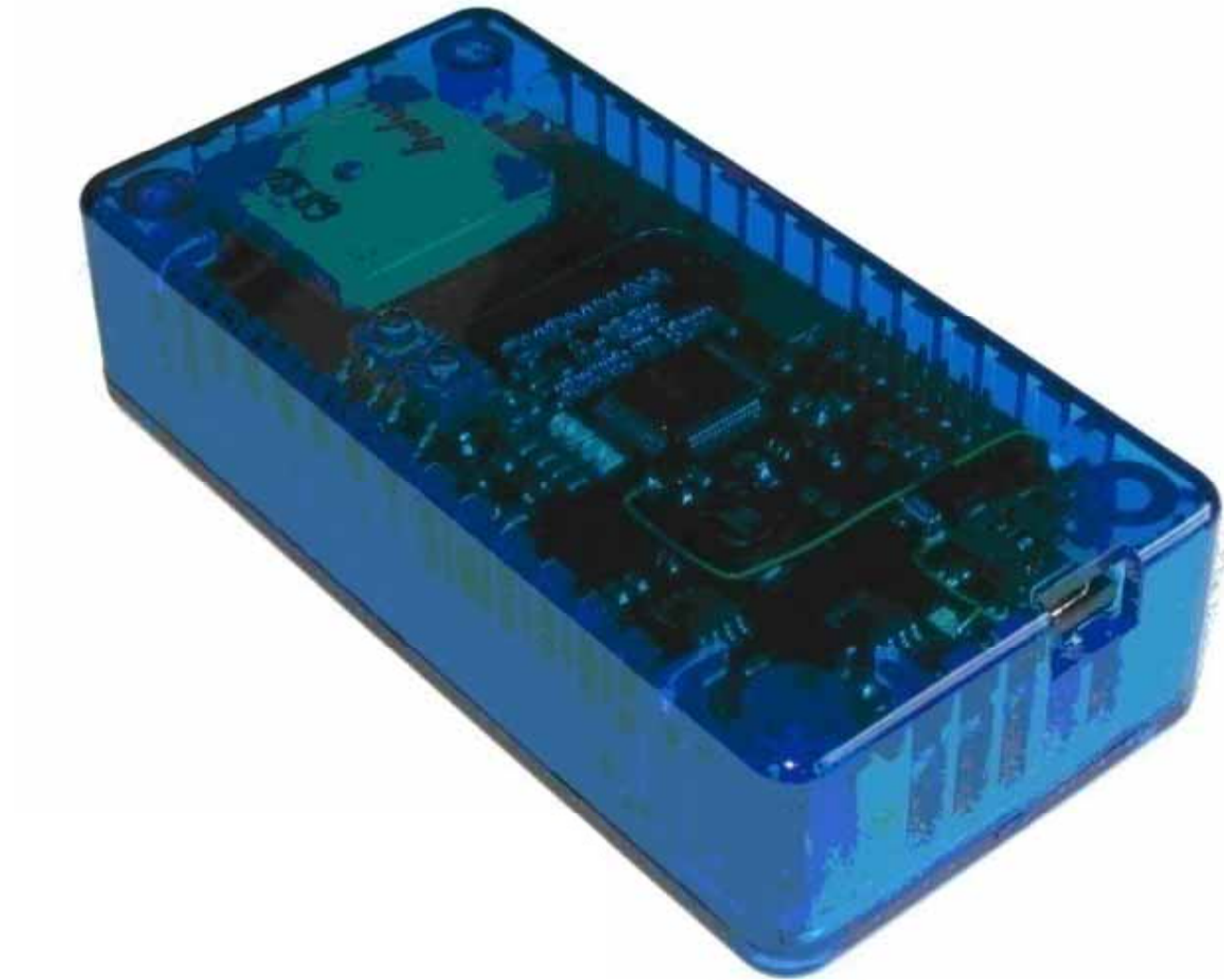


Anforderungen an GPS-Logger

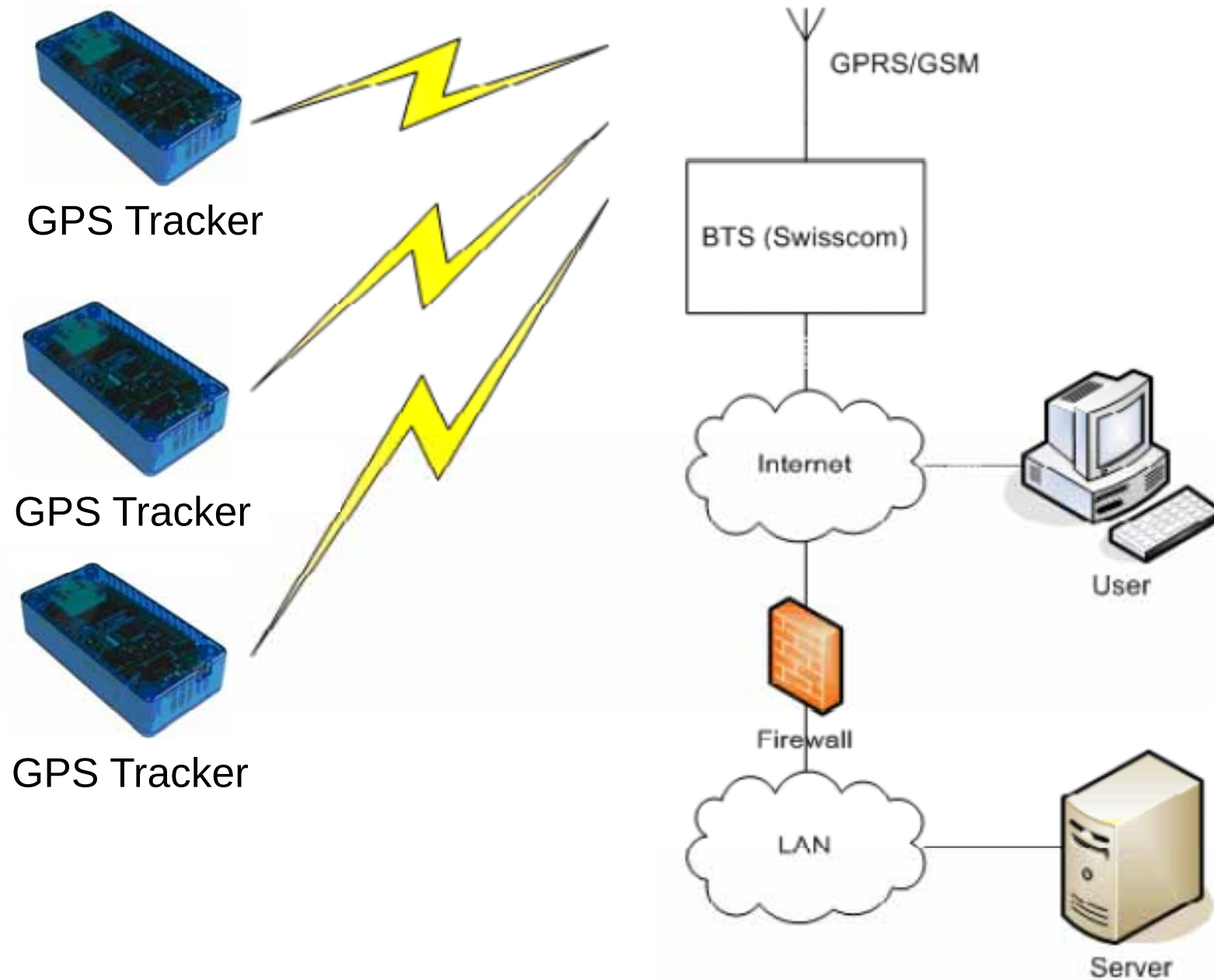
- B-Post kann mehrere Tage unterwegs sein
→ Beschleunigungssensor zur Bewegungsdetektion
- GPS-Signal kann schwach sein
→ Einsatz empfindlicher Empfänger und Offline-Ephemeriden
- wenig Platz, tiefes Gewicht
→ speziell flaches Design, flache Batterie

Grösse:	85mm x 39mm x 12mm
Gewicht:	28g (ohne Akku), 52g (inkl. Akku)
Akku-Typ:	Kokam Lithium Polymer 3.7V 1100mAh
Stromverbrauch:	100mA (Akquisition), 50mA (Tracking), 0.8mA (Standby), 5uA (OFF-Zustand, um Akku-Tiefentladung zu vermeiden)
Akku Ladestrom:	0.5A, Ladezeit ca. 2h für 1100mAh

GPS-Tracker

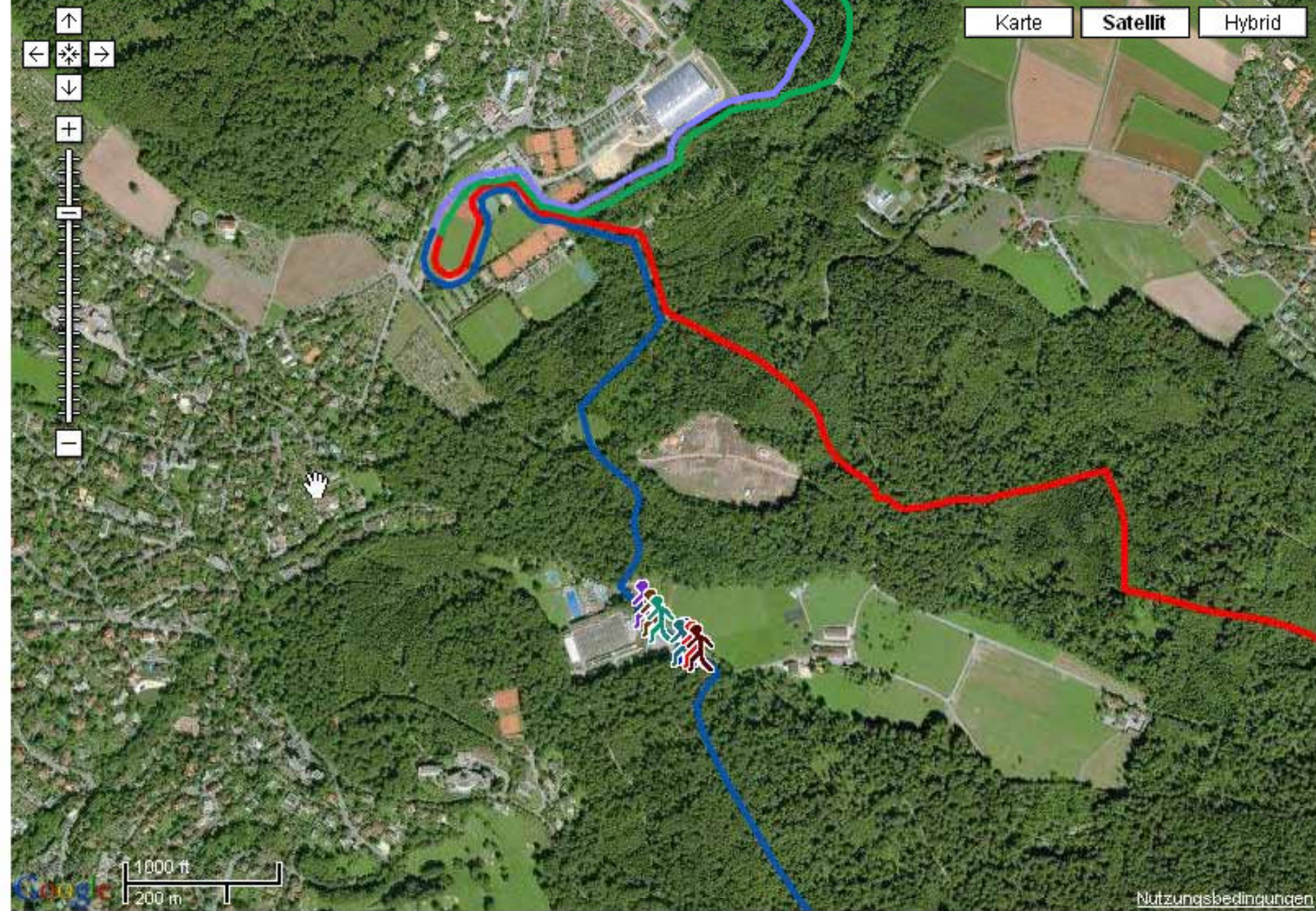


GPS Tracker - Systemaufbau









Karte Satellit Hybrid

Zoom Strecke 1

Alles zoomen

[Informationen](#)

Modus: Real-time Tracking

Data ID: 1177589125000

Letztes Update: 14:05:28

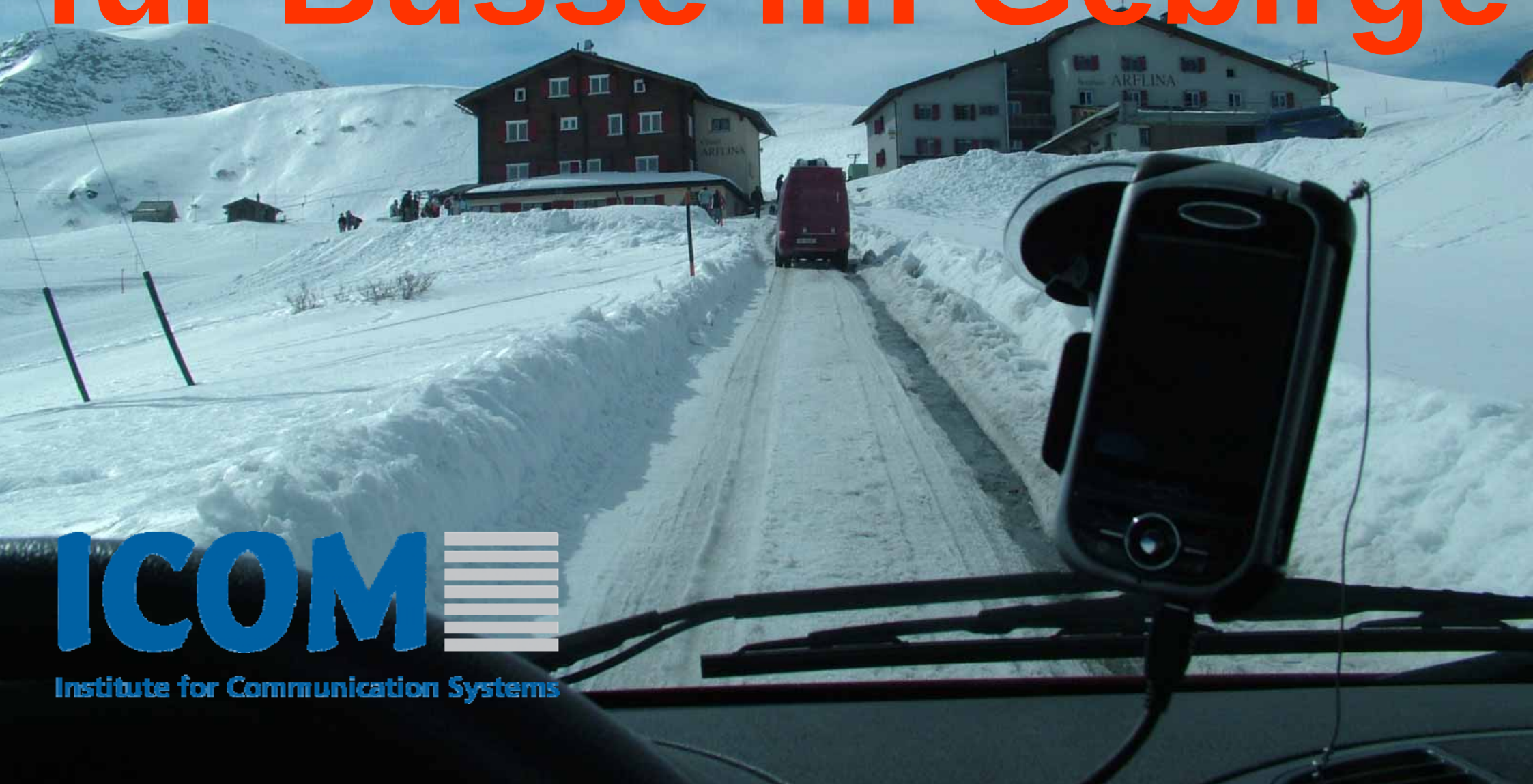
Icon	Name	km/h	min/km	Steigung	Höhe (m.ü.M.)
	Markus Lenker	45.4	1'19	-5%	621.6
	Adrian Lenker	36.5	1'39	-6%	623.7
	Adrian Lenker	35.0	1'43	-8%	628.8

GPS Tracking - Einsatz

- SOLA Stafette
- Ironman 70.3 Rapperswil
- Ironman Zürich
- Linienbus Rapperswil (Schneider Busse)
- Ingenieurtram



Antikollisionssystem für Busse im Gebirge



ICOM 

Institute for Communication Systems

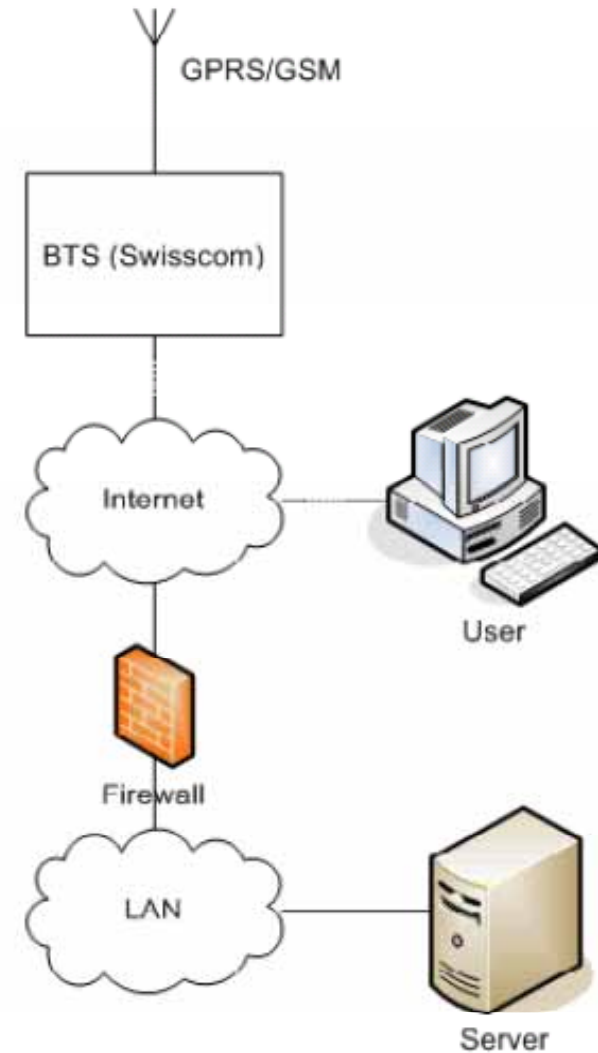
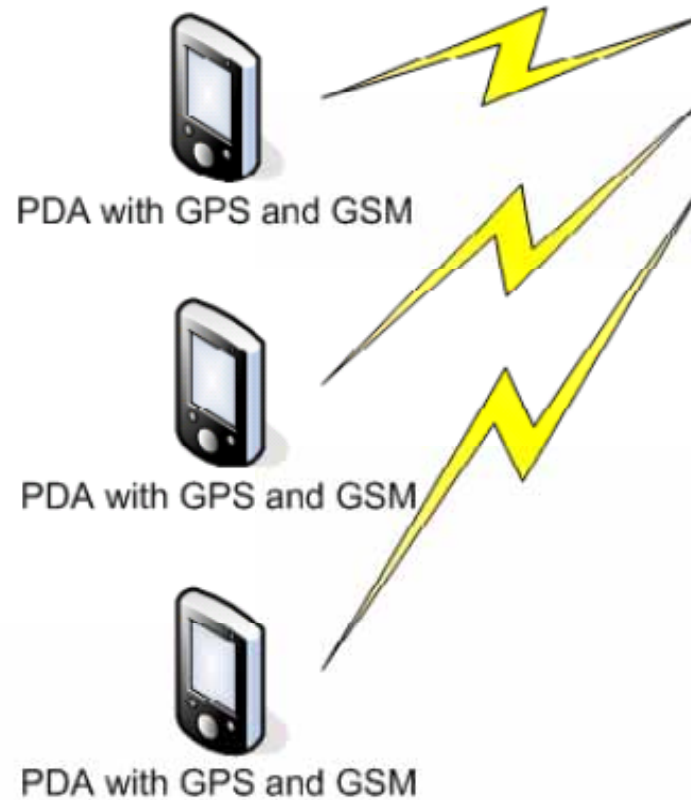


Was ist das Problem?



- Kleine Busflotte (10-12 Busse) mit Exklusiv-Strassenzugang
- draussen: Schwierigkeit zu kreuzen (schmale Strasse, unübersichtliche Kurven, Furchen)
- drinnen: schwierige visuelle und akustische Umgebung, Vibrationen

System-Design











Danke fürs Zuhören!

Fragen?

