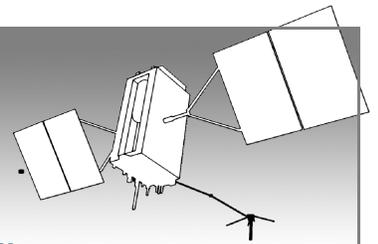


GPS

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Information for Policymakers from the National Coordination Office
for Space-Based Positioning, Navigation, and Timing (PNT)

July 2009

Civil GPS Funding Line Heading for Markup

The Transportation/HUD Subcommittee of the House Appropriations Committee is scheduled to mark up its bill on Wednesday, July 15. The President's request for the Transportation Department includes \$43.4 million for the addition of new, civil-unique capabilities to the GPS program, via FAA account 2D11, "Global Positioning System (GPS) Civil Requirements."

The National Coordination Office for Space-Based PNT has recently updated its website to include a page indicating the status of all known FY 2010 authorization and appropriations bills related to GPS and other U.S. space-based PNT programs. To view the page, visit <http://pnt.gov/policy/legislation/funding/2010.shtml>.

House Approves Spending for National GPS Backup System

The House of Representatives passed a homeland security spending bill (H.R. 2892) that contains language calling for the continued funding (\$36 million) and operation of the Coast Guard's LORAN-C navigation system. This is in direct opposition to the President's budget, which calls for the termination of LORAN-C. House appropriators also called for a plan to upgrade the system to become eLORAN, which would serve as a national backup to GPS in case of satellite outages or interference.

The Senate version of the bill (S. 1298) conflicts with the House and instead includes \$18 million to shut down LORAN-C after January 2010, but only if the Commandant of the Coast Guard certifies that the system is not needed and its termination will not impact maritime safety. The language in both reports can be found at <http://pnt.gov/policy/legislation/bills.shtml#loran>.

Newest GPS Satellite Undergoing Tests

The Air Force has released its test plan for the newest GPS satellite, launched March 24. The satellite features an experimental payload to demonstrate the new "L5" signal, which is vital to the future of transport safety, including the NextGen air traffic system. The test signal is working successfully, but it is causing errors in the other GPS signals on that satellite. Although these errors are within the guaranteed performance of GPS, the Air Force is reaching out to industry to assess and test various technical solutions to solve the problem prior to declaring the satellite fully usable. The full version of the L5 signal will not have this problem. Learn more about the importance of L5 and GPS modernization at <http://pnt.gov/public/docs/2006/modernization.pdf>.

Application Spotlight: NextGen

The Next Generation Air Transportation System (NextGen) is the transformation of the National Airspace System from a ground-based system of air traffic control to a satellite-based system of air traffic management. By utilizing 21st century technology, NextGen will ensure that future safety, capacity, and environmental needs are met.



GPS will play an integral role in NextGen, providing air traffic controllers and pilots with precise information that will help keep aircraft safely separated in the sky and on runways. Both pilots and controllers will, for the first time, see the same real-time displays of air traffic, substantially improving safety.



SPACE-BASED POSITIONING
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