GPS Civil Users Need A Means For:

- Receiving system information (system status, health and modernization plans).
- Providing civil input/feedback (feedback on adequacy of signals for user needs, new applications).
- Global participation.
- Reporting interference/outages (process for interference detection and mitigation).
- Having an advocate (a means by which system users can be represented in all parts of the system planning and operation).
U.S. Space-Based PNT Organization Structure

WHITE HOUSE

NATIONAL EXECUTIVE COMMITTEE FOR SPACE-BASED PNT

Executive Steering Group
Co-Chairs: Defense, Transportation

NATIONAL COORDINATION OFFICE
Host: Commerce

ADVISORY BOARD
Sponsor: NASA

Defense
Transportation
State
Interior
Agriculture
Commerce
Homeland Security
Joint Chiefs of Staff
NASA

Civil GPS Service Interface Committee
Chair: Transportation
Deputy Chair: Coast Guard

GPS International Working Group
Chair: State

Engineering Forum
Co-Chairs: Defense, Transportation

Ad Hoc Working Groups
CGSIC is the World-Wide Forum Between Civil GPS Users and U.S. Government Service Providers
56th Meeting of the Civil GPS Service Interface Committee

At the Institute of Navigation GNSS+ 2016 Conference
Oregon Convention Center
Portland, Oregon
September 12-13, 2016

Agenda
(Updated September 13, 2016)
Cooperation between Global Service Centers

- Work on interoperability, compatibility and transparency in our systems through the International Committee on GNSS.

- Work country-to-country through bi-lateral GNSS talks to improve communications between centers to benefit user communities of the world.

- Improve processes for Information sharing to respond to the needs of equipment manufacturers and user communities.
## Cooperation and Information Sharing Between Provider Service Centers

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<tr>
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<tbody>
<tr>
<td>European GNSS Service Centre</td>
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<td>IGS portal</td>
<td>IGS</td>
<td><a href="http://igs.org/">http://igs.org/</a></td>
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No!

We don’t have this!
“My Grandmother’s address is wrong in GPS and I am worried about emergency services getting to her. You need to fix it.”

“My customers cannot find my business location in GPS, please fix it.”

“GPS is sending trucks down our road that cannot fit. You have to stop them.”

“GPS is directing customers to a competitor’s location instead of mine. The address is wrong and needs to be corrected.”
“If you send one more car down my driveway in the middle of the night, I don’t care, I’m putting out a spike strip.”
Why do we follow digital maps into these places?

Bridge demolished and closed in 2009

By Peter Holley

MickeyBPhotography

Facebook • Twitter • Google+ • Email

Heard on Morning Edition

Krissy Clark

From

Facebook • Twitter • Google+ • Email

Heard on Morning Edition

Krissy Clark

From
It is not enough anymore to just input data into GIS databases. We need to find a way to attribute the data.

Need data to activate voice over software.

Warn users when the vehicle they are using is not appropriate for the path they are turning on to.
Reported Incidents of Interference

- Jammers overwhelm anti-theft devices on cars and trucks enabling undetected movement
- Have been used in vicinity of airports disrupting air traffic
- Illegally establishing quiet zones and text-free zones in Churches and Schools
- Used to defeat the fleet tracking devices in company cars and trucks
- Interfering with port operations
- Facilitating criminal activity
- Used to defeat attempts to document road use for taxes

These uses of jammers are all illegal in the U.S.
Interference Reporting

U.S. process starts with problem report to NAVCEN, FAA or FCC

• Different than ITU form
  • Problem Rpt vs After Action Rpt

• Service Center triage to confirm problem

• Initial interagency conference call to provide for a coordinated government response, discussion on way ahead

• Priority assigned will determine level of response and agencies involved

Interference Report Form:
[https://www.navcen.uscg.gov/?pageName=gpsUserInput]
Resiliency

- GPS is widely used across all sectors/transportation modes
- GPS enabled technology is increasingly yielding benefits
- Need to anticipate, accommodate, and accelerate innovation
- Need to understand and mitigate the risks associated with new technologies
- Work with private, public and international partners to increase resilience
Civil GPS Service Interface Committee (CGSIC)
Contact Information

U.S. Coast Guard Navigation Information Service

http://www.navcen.uscg.gov
E-mail: nisws@navcen.uscg.mil
Phone:  +1 703 313 5900
Fax:      +1 703 313 5920

Executive Secretariat
E-mail: rick.hamilton@uscg.mil