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Ь	nternational Committee on Global Navigation Satellite Systems (ICG)
с	onsidering
	<ul> <li>the international value of having many GNSS operational with a composite contribution of several tens of satellites,</li> <li>the desirability of using all systems interchangeably,</li> <li>the use by GPS of references very close to UTC and ITRF,</li> <li>the GLONASS efforts to approach UTC and ITRF,</li> <li>the Galileo design referring to UTC and ITRF,</li> <li>that other important satellite navigation systems are now being designed and developed*),</li> </ul>
re	ecommends
	<ul> <li>that the reference times (modulo 1 s) of satellite navigation systems be synchronized as closely as possible to UTC,</li> <li>that the reference frames for these systems be in conformity with the ITRF,</li> <li>that these systems broadcast, in addition to their own System Time (ST):</li> <li>the time difference between ST and a real-time realization of UTC,</li> <li>a prediction of the time differences between ST and UTC.</li> </ul>
*	) Compass, IRNSS, QZSS, various SBAS,











Uncertainty budget		
	Real-time	Real-time
Source of	(broadcast	(ultra-rapid
uncertainty	orbits)	predicted)
	smoothing	smoothing
	24h back	24h back
Smoothed GPS P3	3.0 ns	2.0 ns
Smoothed Galileo P3	3.0 ns	2.0 ns
GPS rec. calib.	2.5 ns	2.5 ns
Galileo rec. calib.	2.5 ns	2.5 ns
Total uncert.	5.5 ns	4.5 ns



2011	GPS time	UTC(USNO)	GLONASS	UTC(SU)
	+15 s	by GPS	time	by GLONASS
	/ns	/ns	/ns	/ns
APR 1	-3.5	-3.4	-153.8	-307.8
APR 2	-3.0	-3.8	-156.1	-312.8
APR 3	-2.3	-2.2	-154.8	-313.4
APR 4	-4.3	-5.0	-152.0	-311.9
APR 5	-2.6	-3.8	-152.4	-313.5
APR 6	1.1	0.8	-153.9	-316.4
APR 7	0.3	-0.7	-155.2	-319.4
APR 8	-2.2	-3.5	-156.0	-322.0
APR 9	-3.3	-3.4	-154.7	-322.5
APR 10	-8.0	-8.5	-153.2	-322.7
APR 11	-10.2	-10.4	-151.6	-323.1
APR 12	-7.9	-5.9	-146.9	-320.5
APR 13	-3.7	-2.2	-146.5	-321.3
APR 14	-3.0	-2.0	-147.6	-323.8
APR 15	-2.4	-2.0	-148.4	-325.7
Stand. dev.	1.5	1.6	6.8	6.8
Uncert. uB	10.0	10.0	500.0	500.0

















## Louis Essen :

"..... In 1960s there was a suggestion that astronomical time should be used for sea navigation and domestic purposes, and atomic time for air navigation and scientific work. My experiences with time signals and standard frequency transmissions convinced me that this would cause endless confusion as well as involving duplication of equipment and I argued strongly that a method of combining all the information in one set of transmission must be found....."

Bureau International des Poids et Mesures







