



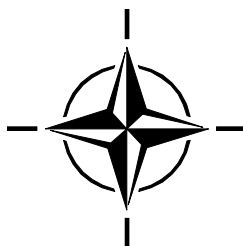
RTO EDUCATIONAL NOTES

EN-SET-116(2008)

Low-Cost Navigation Sensors and Integration Technology

(Les capteurs de navigation à bas coût et la technologie d'intégration)

The material in this publication was assembled to support a Lecture Series under the sponsorship of the Sensors and Electronics Technology Panel (SET) presented on 27-28 October 2008 in Madrid, Spain, on 30-31 October 2008 in Delft, The Netherlands, and on 3-4 November 2008 in Farnborough, United Kingdom.



Published November 2008

Low-Cost Navigation Sensors and Integration Technology

(RTO-EN-SET-116(2008))

Executive Summary

The objective of this two-day Lecture Series was to present the current state-of-the-art in navigation sensors and system integration technology through the improved use of advanced, low-cost navigation sensor technologies. Lecturers presented material that provided an understanding of the issues faced by today's system designers. Through this Lecture Series, the technical community was updated on sensors and current integration techniques as practiced by leading experts in the field. The Lecture Series included tutorial information to bring the audience up-to-date with current practices, as well as, information on sensors and applications. Technology trends were described for navigating in difficult urban, indoor, and underground environments where typical GPS receivers do not function.

The first day began with an overview paper that focuses on accuracy and other technology trends for inertial sensors, Global Positioning Systems (GPS), and integrated Inertial Navigation System (INS/GPS) systems that will lead to better than 1-m accuracy navigation systems of the future. The paper provides the rationale for the remaining papers. The second paper starts with a brief overview of inertial sensing and the technology trends underway. Discussions are presented on gyro and accelerometer technology development, with specific emphasis on designs and performance of Ring Laser Gyros, Fiber Optic Gyros, and MEMS sensors. The third paper provides an overview of the major computational elements associated with strapdown inertial systems. The fourth paper provides an overview of assorted analysis techniques associated with strapdown inertial systems and computational elements. The fifth paper focuses on INS/GPS integration architectures including "loosely coupled", "tightly coupled", and "deeply integrated" configurations. The advantages and disadvantages of each level of integration are discussed. In the sixth and final paper of the first day, the three major INS/GPS systems architectures discussed in the previous paper had their performance compared for various mission scenarios.

The second day of the Lecture Series focused on sensors and applications. The first paper discusses MEMS. The specific advantage of MEMS in ruggedness and size is demonstrated with reference to specific applications, such as guided munitions. The second paper focuses on the latest technology trends for navigating in difficult urban, indoor, and underground environments where typical GPS receivers do not function. Alternative navigation technologies based on electro-optical techniques were described. These included optically aided and ladar-aided INS. The last paper focuses on additional novel technology trends for navigating in difficult environments. These novel technologies are based on RF Signals of Opportunity and biologically inspired navigation.

Les capteurs de navigation à bas coût et la technologie d'intégration

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Synthèse

L'objectif de cette Suite de Conférences de deux jours était de présenter l'état de l'art en matière de capteurs de navigation et de technologie d'intégration des systèmes avec une meilleure utilisation de technologies évoluées et à bas coût de capteurs de navigation. Les conférenciers ont présenté le matériel qui permettait de comprendre les problèmes auxquels sont confrontés les concepteurs actuels des systèmes. A travers cette suite de conférences, la communauté technique a reçu une mise à jour sur les capteurs et les techniques d'intégration actuelles telles qu'elles sont pratiquées par les meilleurs experts du domaine. La Suite de Conférences comprenait des travaux dirigés afin que les auditeurs soient informés sur les pratiques actuelles mais aussi sur les capteurs et leurs applications. Des orientations technologiques ont été décrites pour la navigation souterraine, pratiquée en intérieur ou en milieu urbain difficile, là où les récepteurs GPS classiques ne fonctionnent pas.

Le premier jour a commencé par une vue d'ensemble mettant l'accent sur la précision et les autres orientations technologiques pour les capteurs inertiels, le *Global Positioning Systems* (GPS) et les Systèmes de Navigation Inertiels intégrés (INS/GPS) qui porteront la précision des systèmes de navigation futurs à moins d'un mètre. Le document donnait son point de vue sur les documents suivants. Le second document commençait par une vue d'ensemble courte sur le sensing inertiel et les orientations technologiques en cours. Les débats sur le développement technologique des accéléromètres et des gyroscopes ont été présentés, l'accent étant particulièrement mis sur la conception et les performances des Gyroscopes à laser Périphériques, des gyroscopes à Fibres Optiques et des capteurs MEMS. Le troisième document fournit une vue d'ensemble des principaux éléments de calcul associés aux centrales inertielles liées. Le quatrième document fournit une vue d'ensemble sur un choix de techniques d'analyse associées aux systèmes inertiels liés et aux éléments de calcul. Le cinquième document s'intéresse aux architectures d'intégration INS/GPS comprenant les configurations « légèrement couplé », « fortement couplé » et « profondément intégré ». Les avantages et les désavantages de chaque niveau d'intégration sont examinés. Dans le sixième et dernier document du premier jour, les trois principales architectures des systèmes INS/GPS examinées dans le document précédent ont été comparées suivant leurs performances dans divers scénarios de missions.

Le second jour de cette Suite de Conférences a été consacré aux capteurs et à leurs applications. Le premier document a traité des MEMS. Les avantages spécifiques des MEMS du point de vue de la robustesse et de la taille ont été démontrés en faisant référence à des applications spécifiques comme les munitions guidées. Le second document s'est intéressé aux dernières orientations technologiques sur la navigation souterraine, pratiquée en intérieur ou en milieu urbain difficile, là où les récepteurs GPS classiques ne fonctionnent pas. Des technologies de navigations alternatives basées sur les techniques électro-optiques ont été examinées. Celles-ci comprennent les INS assistés optiquement et assistés lidar. Le dernier document est consacré aux orientations technologiques nouvelles sur la navigation en environnement difficile. Ces technologies nouvelles sont basées sur les Signaux d'opportunité RF et sur la navigation inspirée de la biologie.

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The total spectrum of R&T activities is covered by the following 7 bodies:

- AVT Applied Vehicle Technology Panel
- HFM Human Factors and Medicine Panel
- IST Information Systems Technology Panel
- NMSG NATO Modelling and Simulation Group
- SAS System Analysis and Studies Panel
- SCI Systems Concepts and Integration Panel
- SET Sensors and Electronics Technology Panel

These bodies are made up of national representatives as well as generally recognised 'world class' scientists. They also provide a communication link to military users and other NATO bodies. RTO's scientific and technological work is carried out by Technical Teams, created for specific activities and with a specific duration. Such Technical Teams can organise workshops, symposia, field trials, lecture series and training courses. An important function of these Technical Teams is to ensure the continuity of the expert networks.

RTO builds upon earlier co-operation in defence research and technology as set-up under the Advisory Group for Aerospace Research and Development (AGARD) and the Defence Research Group (DRG). AGARD and the DRG share common roots in that they were both established at the initiative of Dr Theodore von Kármán, a leading aerospace scientist, who early on recognised the importance of scientific support for the Allied Armed Forces. RTO is capitalising on these common roots in order to provide the Alliance and the NATO nations with a strong scientific and technological basis that will guarantee a solid base for the future.

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