



# Adaptive Array Technology for Navigation in Challenging Signal Environments

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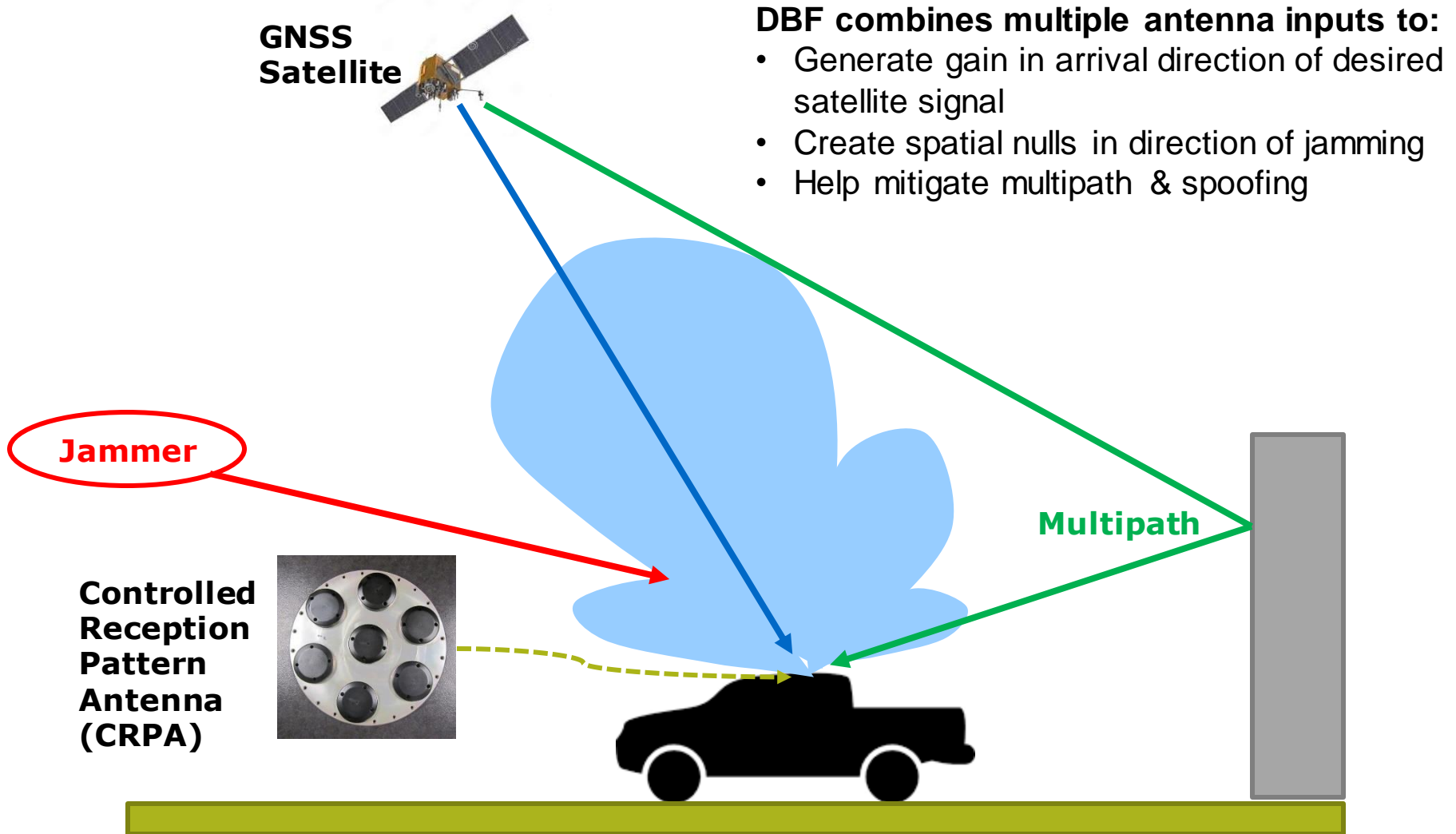
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## Introduction & Outline

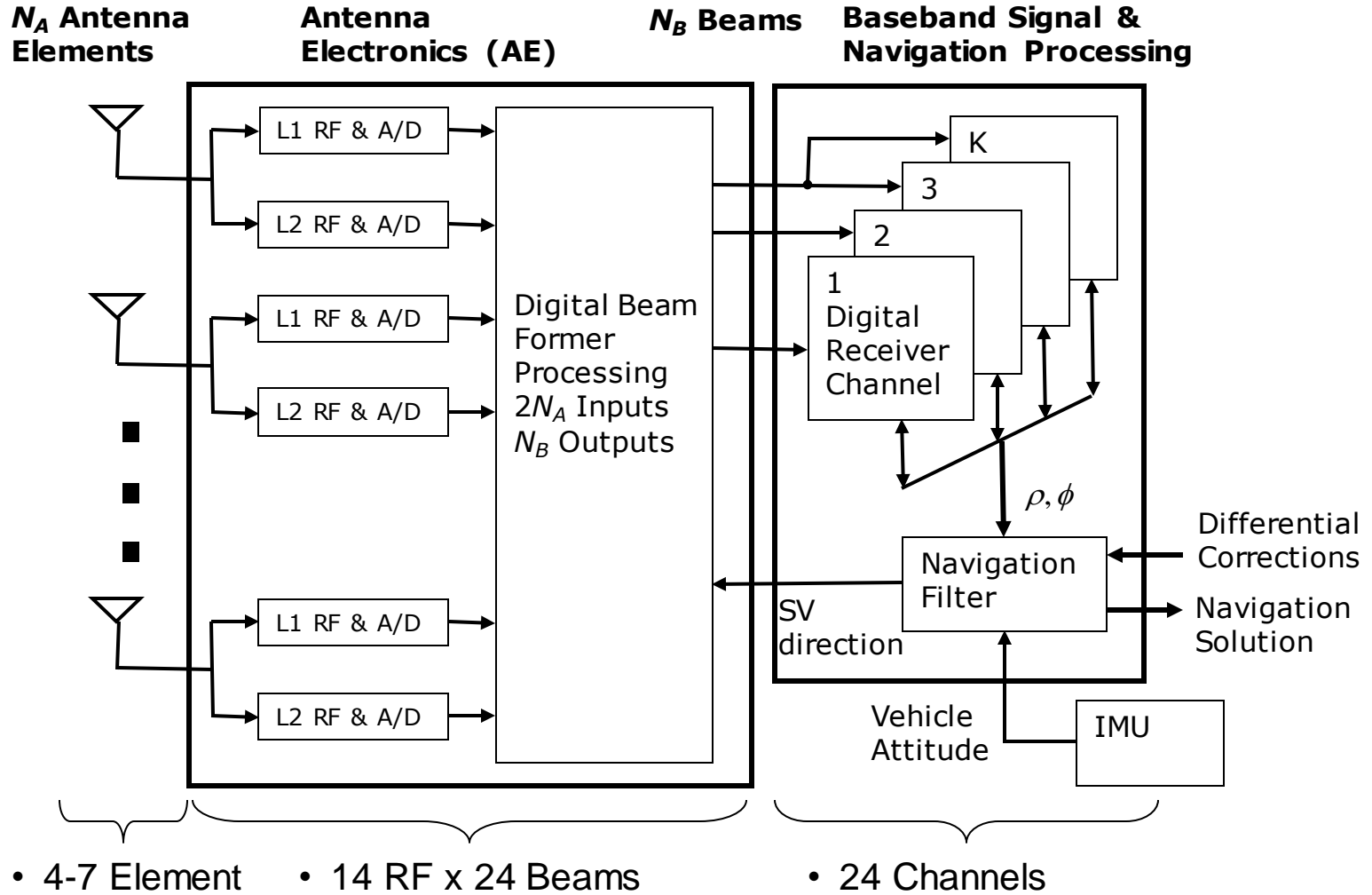
- Adaptive antenna array technologies are becoming increasingly important for Positioning, Navigation and Timing (PNT) in challenging signal environments
- Current application: GNSS
  - Digital Beam Forming (DBF) processing overview
  - DBF compared to simple adaptive nulling
  - DBF limitations
  - Future R&D trends in GNSS adaptive array technology
- Emerging application: 5G “Picocells”
  - 5G cellular architectures will use adaptive array technology to achieve high data rates, spectrum reuse and communications robustness
  - PNT implications:
    - 5G system architectures will require improved (relative) PNT to operate effectively
    - 5G Picocells will be a source of PNT information in constrained environments

**There will be an adaptive array in your PNT future**

# Digital Beam Forming for GNSS



# DBF/GPS Block Diagram – Precorrelation Processing



# DBF Processing Block Diagram for Single Beam

## Weight Vector (Complex):

$$\mathbf{w} = [w_1, w_2, \dots, w_n]^T$$

## Weights Chosen to:

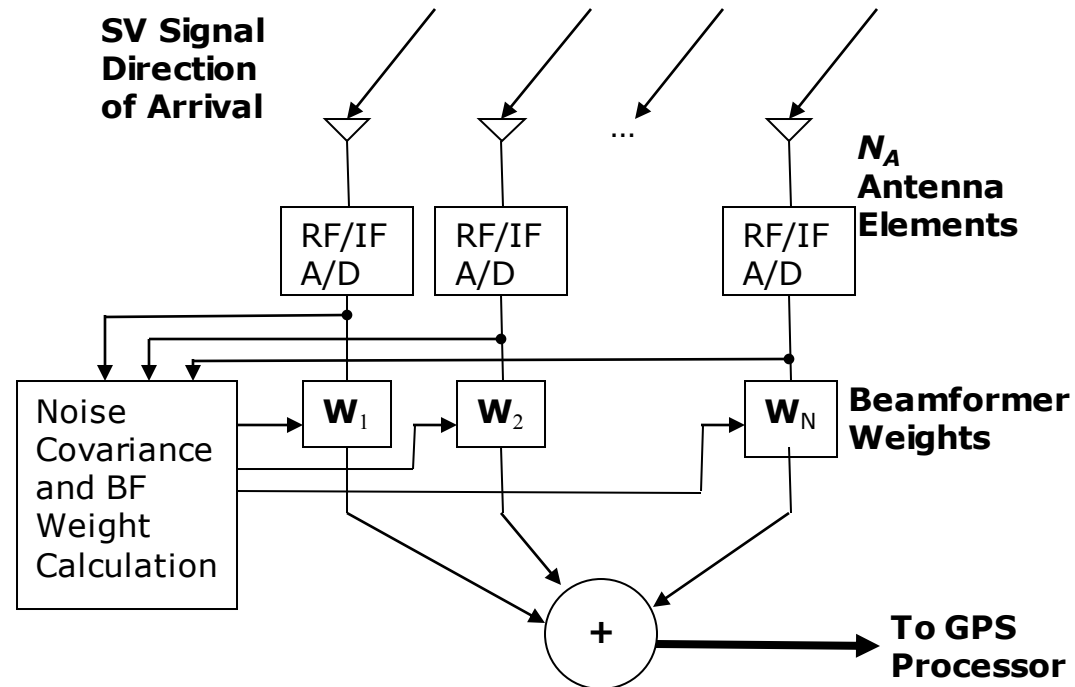
- Constrain output pattern in arrival direction of desired SV signal
- Minimize output power (noise+jamming)

## Single SV Constraint:

$$\left. \begin{array}{l} \text{Minimize: } \mathbf{w}^* \mathbf{R}_v \mathbf{w}, \\ \text{Subject to: } \hat{\mathbf{a}}^* \mathbf{w} = 1 \end{array} \right\} \Rightarrow \mathbf{w} = \frac{\mathbf{R}_v^{-1} \hat{\mathbf{a}}}{\hat{\mathbf{a}}^* \mathbf{R}_v^{-1} \hat{\mathbf{a}}}$$

$\mathbf{R}_v$  = Noise Covariance

$\hat{\mathbf{a}}$  = Estimated CRPA manifold



- CRPA manifold is the gain & phase of each antenna element as a function of AZ/EL in antenna coordinates
- Requires platform orientation– which may be a problem for some applications

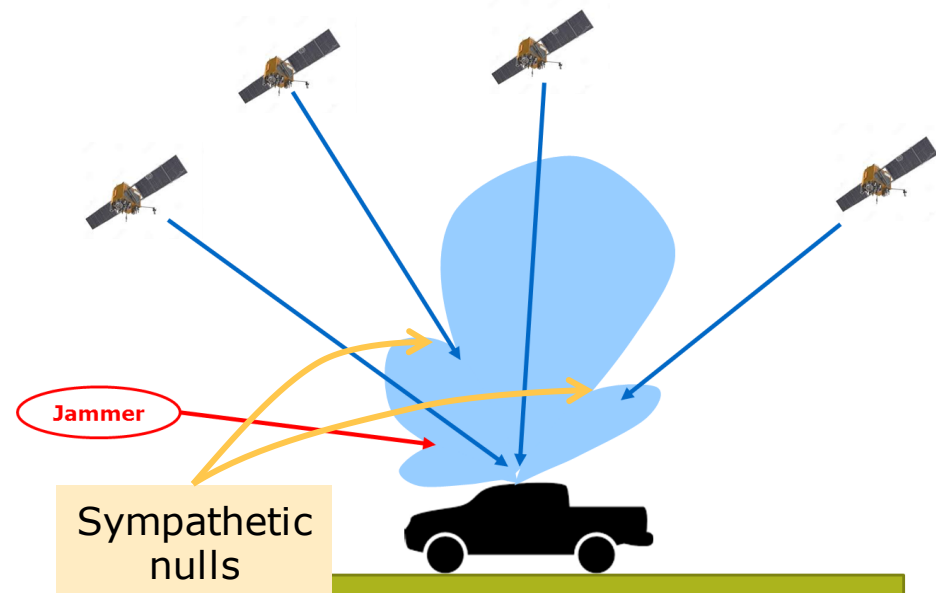
## DBF vs. Nulling-Only Algorithms

- Spatial nulling does not require antenna manifold information or platform attitude, as they minimize power without the SV gain constraint
- Resulting SNR is usually poorer than DBF, resulting in less measurement availability
- Sympathetic nulls can result in unintentional degradation in SV availability
- May suffer from measurement distortion—potentially large PR and CP errors induced by nulling action

### Nulling Constraint:

$$\left. \begin{array}{l} \text{Minimize: } \mathbf{w}^* \mathbf{R}_v \mathbf{w} \\ \text{Subject to: } \mathbf{u}^T \mathbf{w} = 1 \end{array} \right\} \Rightarrow \mathbf{w} = \frac{\mathbf{R}_v^{-1} \mathbf{u}}{\mathbf{u} \mathbf{R}_v^{-1} \mathbf{u}}$$

$$\mathbf{u} = [1, 0, \dots, 0]^T \quad (\text{Reference element constraint})$$



## DBF Limitations

- SV gain constraint helps to minimize CP measurement distortions (subject to accuracy of CRPA manifold data)
- PR measurement distortions can be present due to CRPA group delay variation over AZ/EL
  - Same is true for all antennas, but compensation is more complex due to adaptive nature of the processing
- Null depth for spatial-only DBF is best at center frequency and degrades with frequency
  - Spatial-only DBF is less effective for wider-band signals (e.g. BOC)
  - Space-Time or Space-Frequency Adaptive Processing (STAP/SFAP) are effective for use with wider band signals and jamming

## GNSS Adaptive Array Technology Directions

- “Distortion-less” algorithms that reduce nulling-induced PR and CP measurement errors
  - SFAP/STAP algorithms can be constructed to theoretically induce zero errors-- dependent on quality of the array manifold data
  - Computational complexity can increase significantly
- Post-correlation techniques
  - Basic approach using Prompt correlator tap is theoretically similar to pre-correlation– but with a redistribution of computation that may be more complex
  - Can do beam-steering without full manifold data (e.g., “blind beamforming”), but measurement distortions are still an issue
  - Permitting adaptation for correlator taps enables spatial discrimination of multipath and spoofers
- Techniques for in-situ determination of array manifold
  - Array manifold knowledge is a limitation for high-accuracy applications

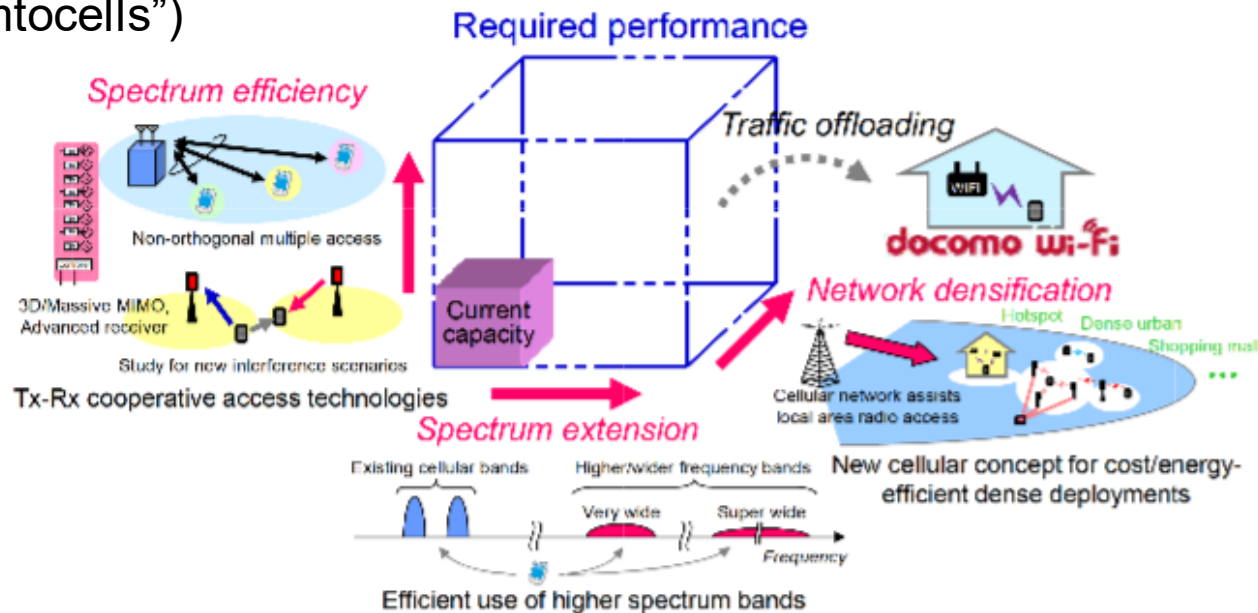


## 5G Cellular PNT

- 5G technology trends
- 5G architectures
- Directional communications with massive MIMO (Multiple Input Multiple Output)
- Potential PNT implications of 5G

# Elements of 5G Developments

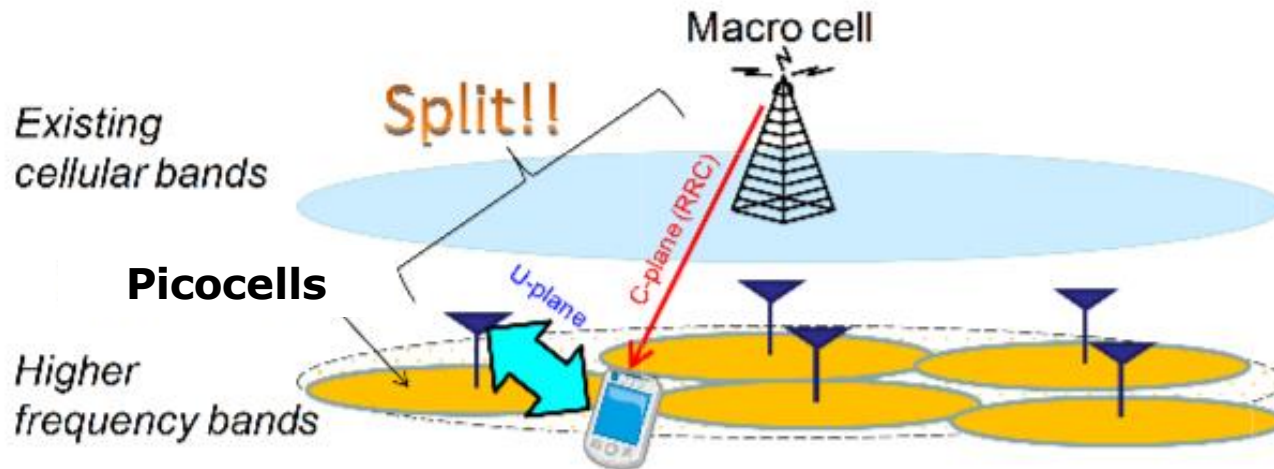
- Move to higher frequencies (>10 GHz, including mm-wave and maybe THz and light) for higher data bandwidth
- Move to directional links to support spectral reuse, high data rates and indoor and urban operation
- Both of the these point toward dense networks of smaller cells (“picocells” or “femtocells”)



From: DOCOMO 5G White Paper, “5G Radio Access: Requirements, Concept and Technologies”, NTT DOCOMO Inc., July 2014, [https://www.nttdocomo.co.jp/english/binary/pdf/corporate/technology/whitepaper\\_5g/...](https://www.nttdocomo.co.jp/english/binary/pdf/corporate/technology/whitepaper_5g/...)  
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## Future High-Level 5G Architecture

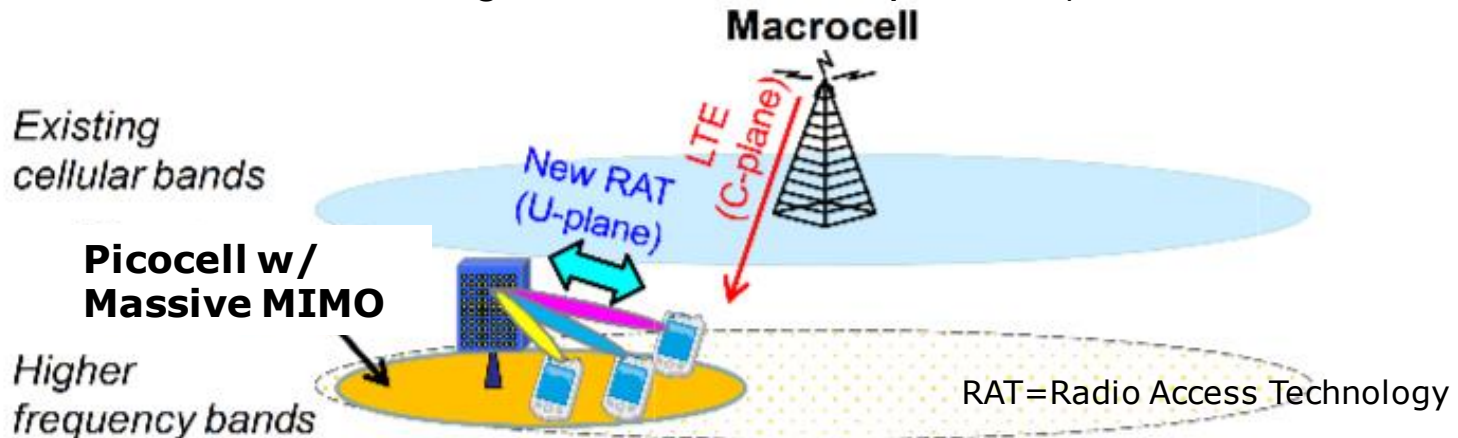
- Control Plane (based on 4G/LTE) will be separate from User Plane
- Control Plane provides lower data rate services and enables backbone network management function to have “global” view of who is in the network
- User Plane provides shorter range, high bandwidth connectivity using directional antennas arrays with tens (or even hundreds) of elements



From: DOCOMO 5G White Paper, “5G Radio Access: Requirements, Concept and Technologies”, NTT DOCOMO Inc., July 2014, [https://www.nttdocomo.co.jp/english/binary/pdf/corporate/technology/whitepaper\\_5g/...](https://www.nttdocomo.co.jp/english/binary/pdf/corporate/technology/whitepaper_5g/...)  
DOCOMO\_5G\_White\_Paper.pdf

## Directional Comms with Massive MIMO

- MIMO (Multiple Input Multiple Output) enables high bandwidth comms in fading (multipath) channels by using multiple antenna inputs to adapt to channel – can do this without knowledge of user location, but this adds to processing complexity
- Directional capability will enable multiple users to be serviced in a picocell (at different frequencies)
- Spectrum reuse by nearby picocells enabled by directional links (narrow beamwidth and limited range of mm-wave frequencies)



From: DOCOMO 5G White Paper, "5G Radio Access: Requirements, Concept and Technologies", NTT DOCOMO Inc., July 2014, [https://www.nttdocomo.co.jp/english/binary/pdf/corporate/technology/whitepaper\\_5g/...](https://www.nttdocomo.co.jp/english/binary/pdf/corporate/technology/whitepaper_5g/...)  
[DOCOMO\\_5G\\_White\\_Paper.pdf](#)

## PNT Implications of 5G Architectures

- Efficient operation of directional links will require some level of knowledge of user location wrt picocells
  - Information from the Control Plane may not be available and/or sufficient – particular for faster moving vehicles or indoors
  - Handover of a user from one picocell to another may need to happen faster than the omnidirectional Control Plane can respond
- Picocells will have ability to do direction of arrival and ranging in order to maintain connectivity with user nodes
  - This can be exploited by the user node for positioning and location based services– particularly for indoor and dense urban environments
  - Network management will need decentralized tracking of user locations to maintain different resolution of position information
- Proliferation of adaptive array technology will drive down costs for other applications
  - Millimeter-wave transmit/receive (T/R) modules will become commodity items, analogous to what cell phones have done for GPS chips

## Summary

- Adaptive array technologies have many advantages for PNT
  - Multipath mitigation
  - Jamming and spoofing mitigation
- 5G picocells will be synergistic with PNT in challenged environments
  - Indoor, urban
  - Will necessitate development of distributed networked PNT processing and infrastructure
- Availability of adaptive array technology will increase with deployment of 5G – costs can be expected to drop dramatically
- In addition to GNSS, adaptive array technologies can be employed to support short range, relative PNT applications
  - E.g., vehicle-to-vehicle communications and relative positioning