

1/5

Fig. 1a

Operation 10: sampling all or any subset of the GNSS jamming indications values (e.g. all or any subset of g , G , p , P , r , R , y , Y , gap_c , $drift_C$), periodically at a suitable rate such as once a second (1 HZ rate).



Operation 20: If ($g > G$ or $gap_c > drift_C$) and ($p < P$ and $r < R$ and $y < Y$) then add the current position of the vehicle to a table of jammed positions at index i and go to operation 30, otherwise discard the current position of the vehicle go to operation 10.



Operation 30: compute the CIntensity (Current intensity, which indicates the level or intensity of jamming encountered at the vehicle's current position). This may be computed using the following formula: $CIntensity = (W_{gap_c} * gap_c + W_g * g)$ of the current position.

Add CIntensity to the table of jammed positions at index i .



Operation 40: compute the average, ACIntensity, of the most recent N CIntensity values.

Add ACIntensity to the table of jammed positions at index i . Classify the Current vehicle position jamming classification according to the ACIntensity e.g. as a HARD or MED or LOW jamming point - based on expert knowledge to define those levels. Add the classification (e.g. HARD/MED/LOW) to the table of jammed positions at index i .



Operation 50: Compute the position of the vehicle. If the vehicle is jammed:

- New position =
= last reliable vehicle position + ((velocity in X, Y and Z axis) * delta time)
- Last reliable vehicle position = New position

Else, last reliable vehicle position is the vehicle position according to the blended solution

Operation 60: read the direction of the jamming from the vehicle's CRPA antenna. If no CRPA antenna is available, long term memory, which stores data from the past e.g. data collected when a CRPA antenna was available, may be used, and/or using jammer position from other vehicles. Compute the direction vector

Operation 70: Build a "jammed areas map" which maps jammed areas.

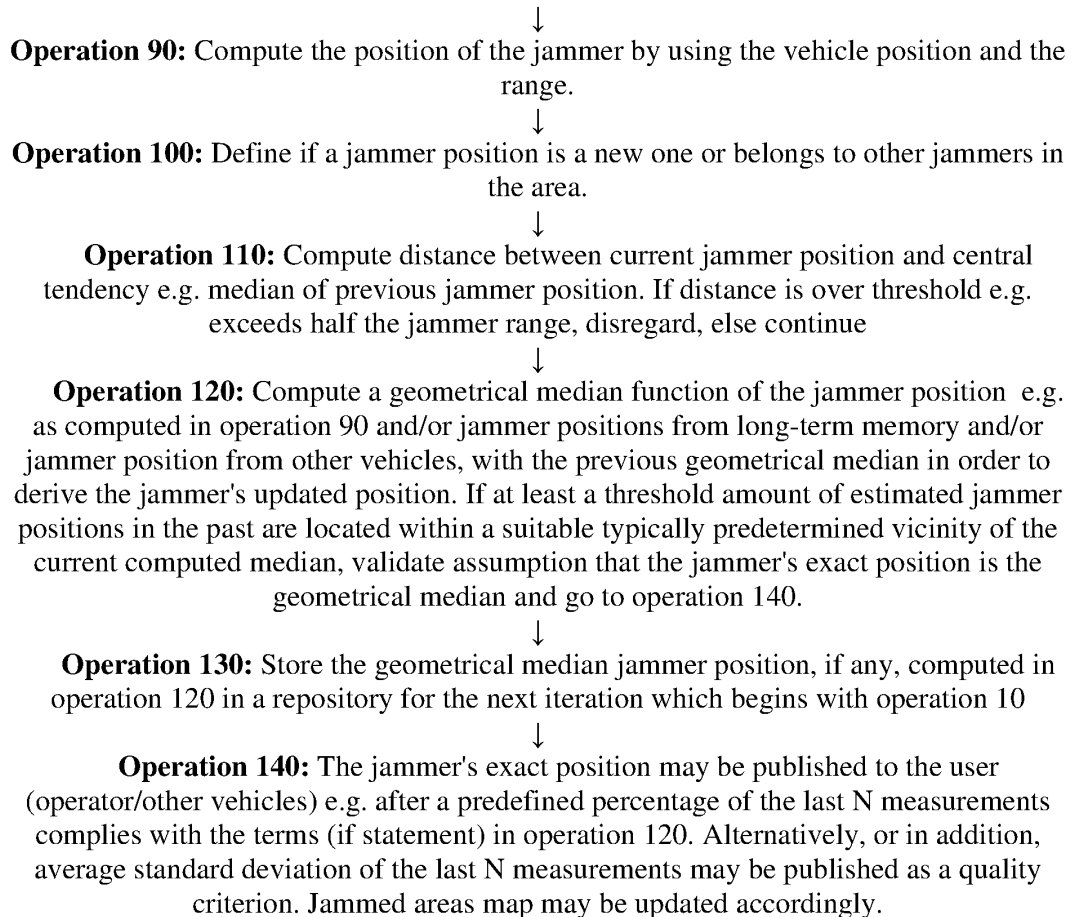


Operation 80: Compute the range (distance) of the vehicle from the jammer



To operation 90 in Fig. 1b

2/5

Fig. 1b**From operation 80 in Fig. 1a**

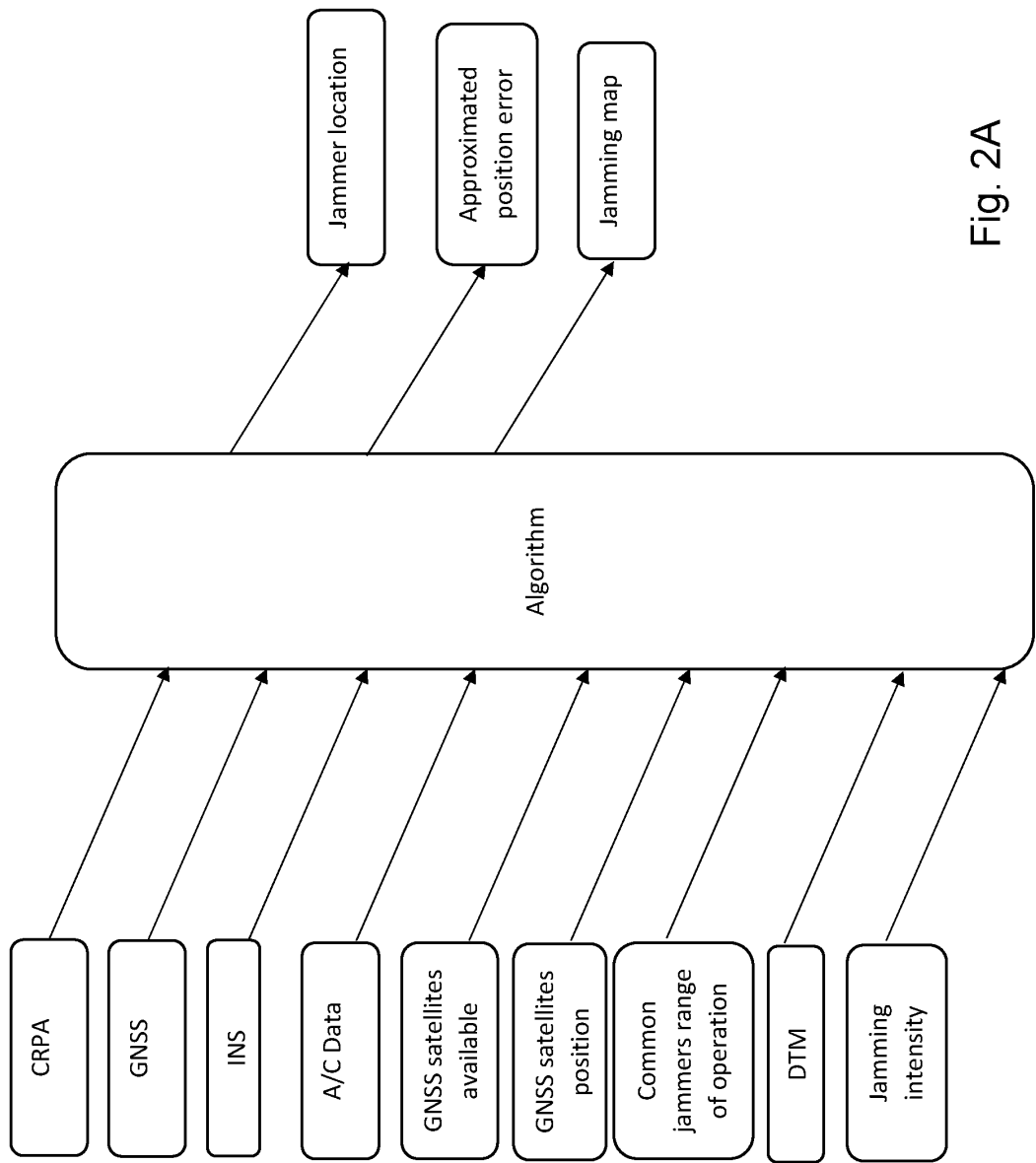


Fig. 2A

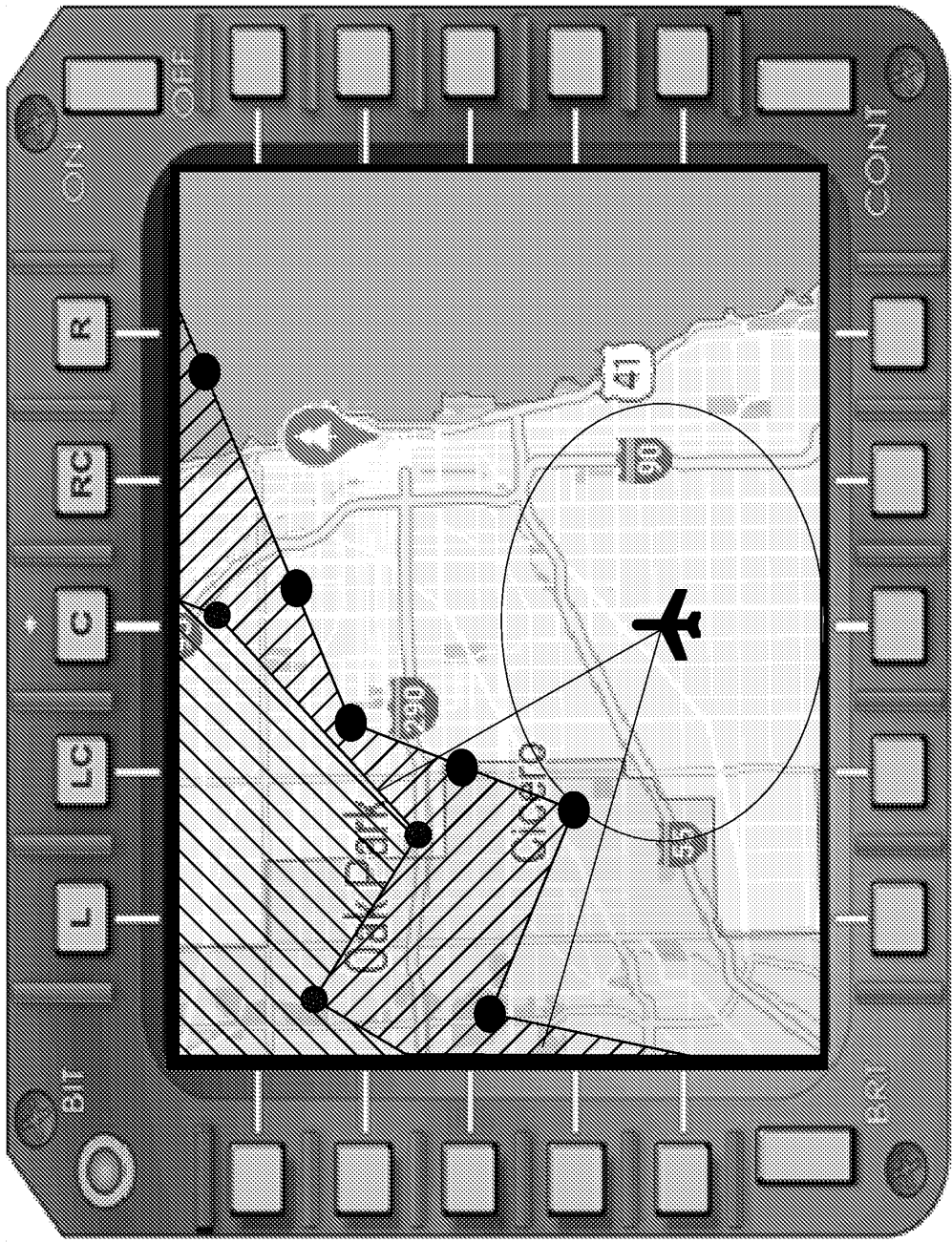


Fig. 2B

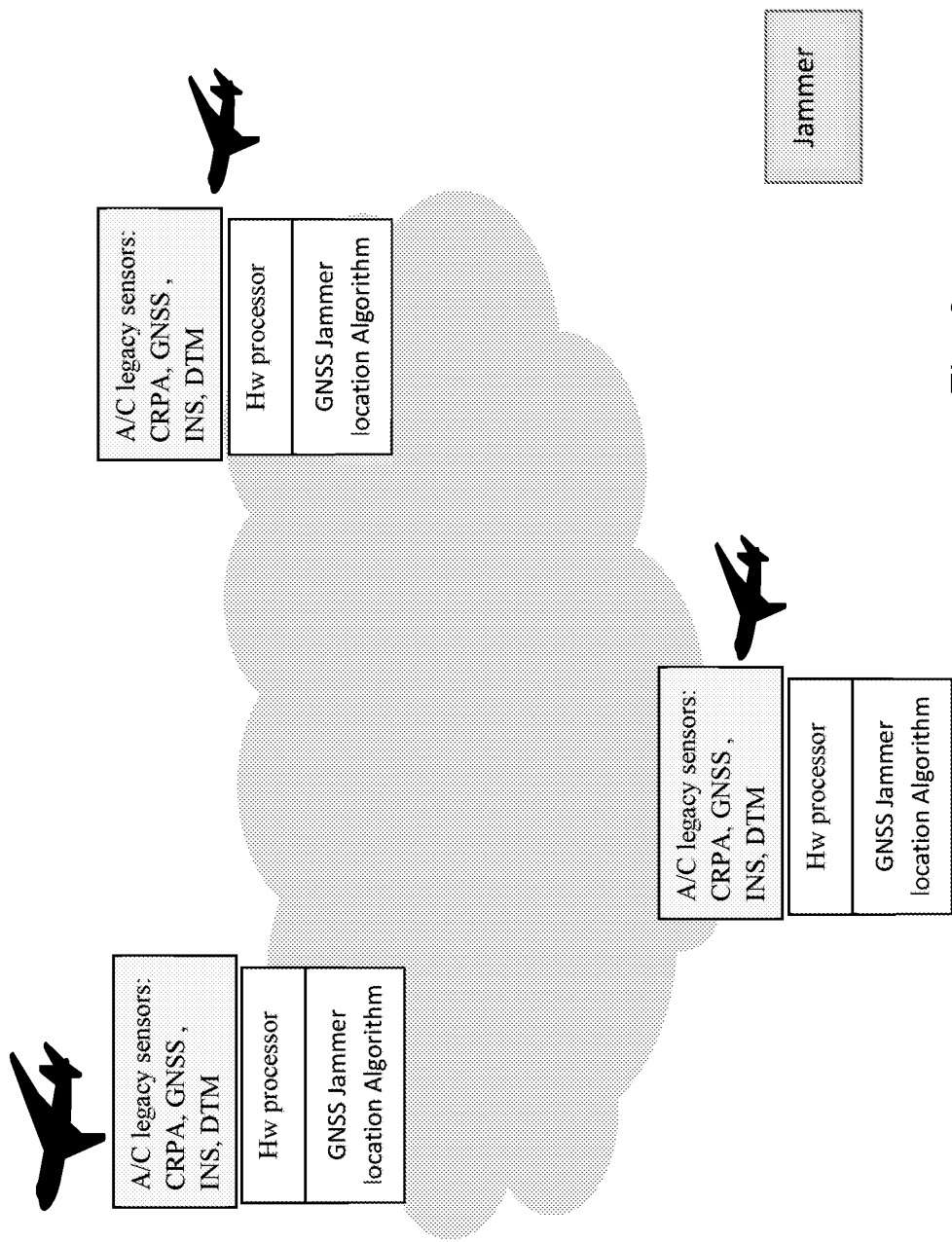


Fig. 3