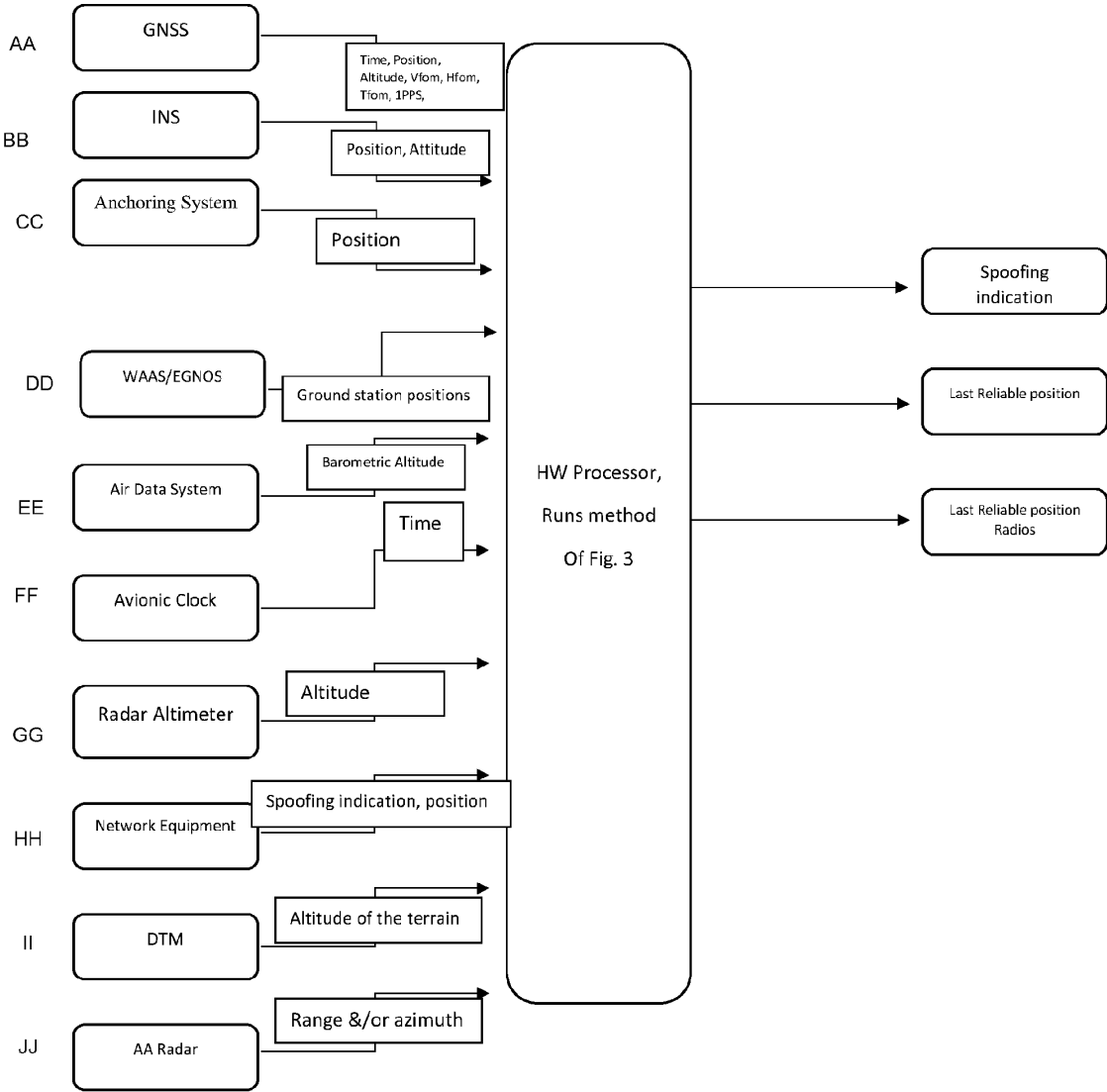


FIG. 1



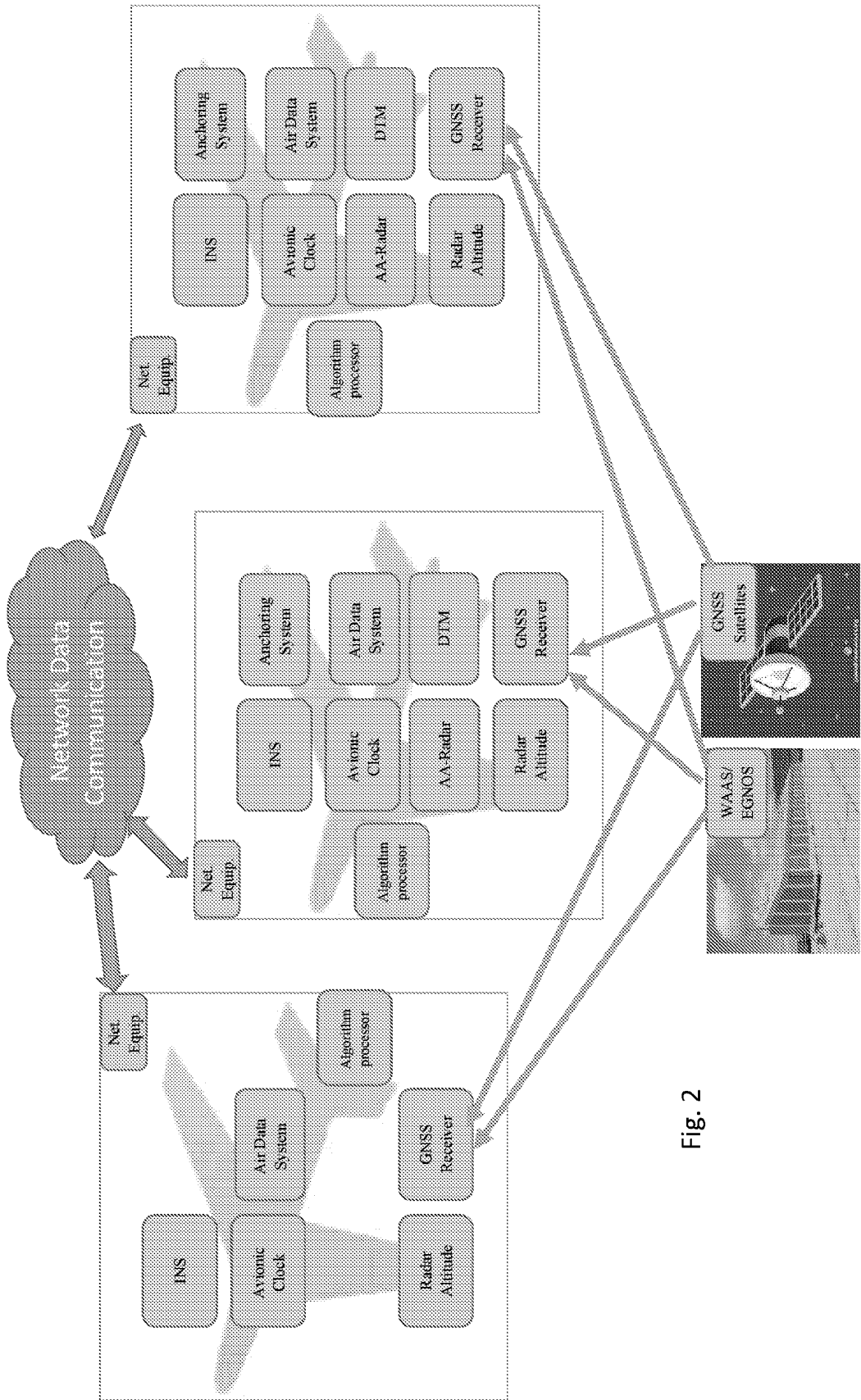


Fig. 2

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Fig. 3a

Operation 10: sampling all or any subset of GNSS indications values e.g., T1 and/or T2 and/or P1 and/or P3 and/or P4, periodically, e.g., once per second yielding (e.g.) a 1PPS signal. Values sampled may include general data and/or platform attitude information and/or platform position information.



Operation 20: proceed to compute possible (drift-indication specific) spoof alerts, via all or subset of operations 30 – 90, but typically if current GNSS input of the vehicle is reliable, discard current GNSS input, and return to operation 10.



Operation 30: Identify a GNSS time drift and use to compute a possible (drift-indication specific) spoof alert



Operation 40: Identify a GNSS barometric altitude drift and use to compute a possible (drift-indication specific) spoof alert



Operation 50: Identify a GNSS computed altitude drift and use to compute a possible (drift-indication specific) spoof alert



Operation 60: Identify a GNSS position drift relative to INS and use to compute a possible (drift-indication specific) spoof alert



Operation 70: Identify a GNSS position drift relative to an anchoring system and use to compute a possible (drift-indication specific) spoof alert



To Fig. 3b, operation 80

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Fig. 3b