



Jammertest 2024 Test Catalogue

Jammertest Consortium

2024-07-12
11:16:28



Statens vegvesen

Norwegian Public Roads
Administration

Contents

Introduction	6
Specifications of tests	6
0 Supplemental periods	9
0.0: Mandatory briefings	9
0.0.1 Mandatory morning briefing	9
0.0.2 Mandatory afternoon (de)briefing	9
0.1: Grace period	10
0.1.1 Grace period	10
1 Jamming	11
1.1: Continuous stationary low power jamming with commercially available jammers	11
1.1.1 Jammer S1.1	11
1.1.2 Jammer S1.2	12
1.1.3 Jammer S1.3	12
1.1.4 Jammer S2.1	12
1.1.5 Jammer S2.2	12
1.1.6 Jammer S2.3	13
1.1.7 Jammer S2.4	13
1.1.8 Jammer U1.1	13
1.1.9 Jammer U1.2	14
1.1.10 Jammer U1.3	14
1.1.11 Jammer U1.4	14
1.1.12 Jammer H1.1	15
1.1.13 Jammer H1.2	15
1.1.14 Jammer H3.1	15
1.1.15 Jammer H3.2	16
1.1.16 Jammer H3.3	16
1.1.17 Jammer H4.1	16
1.1.18 Jammer H6.1	16
1.1.19 Jammer H6.2	17
1.1.20 Jammer H6.3	17
1.1.21 Jammer H6.4	17
1.1.22 Jammer H6.5	18
1.1.23 Jammer H6.6	18
1.1.24 Jammer H8.1	18
1.1.25 Jammer F6.1	19
1.1.26 Jammer H1.3	19
1.1.27 Jammer H2.1	19
1.1.28 Jammer H2.2	20
1.2: Continuous stationary high-power jamming with CW	20
1.2.1 20 W CW: L1	20

1.2.2 20 W CW: L1, G1	21
1.2.3 20 W CW: L1, G1, L2	21
1.2.4 20 W CW: L1, G1, L2, L5	21
1.3: Continuous stationary high-power jamming with sweep/chirp	22
1.3.1 20 W chirp: L1	22
1.3.2 20 W chirp: L1, G1	22
1.3.3 20 W chirp: L1, G1, L2	23
1.3.4 20 W chirp: L1, G1, L2, L5	23
1.4: Continuous stationary high-power jamming with PRN	23
1.4.1 20 W PRN: L1	24
1.4.2 20 W PRN: L1, G1	24
1.4.3 20 W PRN: L1, G1, L2	24
1.4.4 20 W PRN: L1, G1, L2, L5	25
1.5: Continuous stationary high-power jamming with "real world" PRN	25
1.5.1 20 W: L1 PRN (Mbaud of 3)	25
1.5.2 20 W: G1, PRN (Mbaud of 10.23)	26
1.6: Stationary high-power jamming, ramp power with PRN	26
1.6.1 0.1 μ W to 20 W at 2 dB increments PRN: L1	26
1.6.2 0.1 μ W to 20 W at 2 dB increments PRN: L1, G1	27
1.6.3 0.1 μ W to 20 W at 2 dB increments PRN: L1, G1, L2	27
1.6.4 0.1 μ W to 20 W at 2 dB increments PRN: L1, G1, L2, L5	27
1.7: Stationary high-power jamming, ramp power with CW	28
1.7.1 0.1 μ W to 20 W at 2 dB increments CW: L1	28
1.7.2 0.1 μ W to 20 W at 2 dB increments CW: L1, G1	28
1.7.3 0.1 μ W to 20 W at 2 dB increments CW: L1, G1, L2	29
1.7.4 0.1 μ W to 20 W at 2 dB increments CW: L1, G1, L2, L5	29
1.8: Stationary pyramid jamming with PRN for all GNSS bands sequentially	29
1.8.1 20 W PRN pyramid: E6, E5b, L5, G2, L2, B1l, G1, L1	30
1.9: Stationary inverted pyramid jamming with PRN for all GNSS bands sequentially	30
1.9.1 20 W PRN inverted pyramid: E6, E5b, L5, G2, L2, B1l, G1, L1	31
1.10: Motorcade with low-power commercially available jammers (placed on stationary vehicle)	31
1.10.1 Driving while passing a parked car with dual-band jammer	32
1.10.2 Driving while passing a parked car with multi-band jammer	32
1.10.3 Vehicle starting in dual-band denied environment	32
1.10.4 Vehicle starting in multi-band denied environment	33
1.11: Motorcade with low-power commercially available jammers (placed inside mobile vehicle)	33
1.11.1 Driving with dual-band jammer in test vehicle	33
1.11.2 Driving with dual-band jammer in vehicle in front of the test vehicle	34
1.11.3 Driving with dual-band jammer in vehicle behind the test vehicle	34
1.11.4 Driving with dual-band jammer in vehicle overtaking the test vehicle	34
1.11.5 Driving with dual-band jammer in vehicle being overtaken by the test vehicle	34
1.11.6 Driving with multi-band jammer in test vehicle	35
1.11.7 Driving with multi-band jammer in vehicle in front of the test vehicle	35
1.11.8 Driving with multi-band jammer in vehicle behind the test vehicle	35
1.11.9 Driving with multi-band jammer in vehicle overtaking the test vehicle	36
1.11.10 Driving with multi-band jammer in vehicle being overtaken by the test vehicle	36
1.12: Low power jamming with commercially available multi-band jammers in different place- ments in the terrain	36
1.12.1 All jammers stationary; activate Jammer F6.1, H6.5 and H3.3 sequentially	37
1.12.2 All jammers stationary in new placements; activate Jammer F6.1, H6.5 and H3.3 sequentially	37
1.12.3 Jammers F6.1 and H6.5 stationary, Jammer H3.3 mobile; all jammers activated simultaneously	37
1.13: Jamming attacks with jammers on board a ship	38
1.13.1 Single-band jammer on the car deck outside car	38
1.13.2 Single-band jammer on the car deck inside car	38
1.13.3 Dual-band jammer on the car deck outside car	39
1.13.4 Dual-band jammer on the car deck inside car	39

1.13.5 Multi-band jammer on the car deck outside car	39
1.13.6 Multi-band jammer on the car deck inside car	40
1.13.7 Multi-band jammer on deck close to the ship's antennas (by the bridge)	40
1.13.8 Multi-band jammer inside public areas of boat (under the bridge)	40
1.14: Stationary very high-power jamming, ramp power with PRN	41
1.14.1 0.1 μ W to 200 W, 2 dB increments PRN: L1	41
1.14.2 0.1 μ W to 200 W, 2 dB increments PRN: L1, G1	41
1.14.3 0.1 μ W to 200 W, 2 dB increments PRN: L1, G1, L2	42
1.14.4 0.1 μ W to 200 W, 2 dB increments PRN: L1, G1, L2, L5	42
1.15: Stationary low-power jamming of L1 and G1	42
1.15.1 WB jamming: L1	43
1.15.2 WB jamming: G1	43
1.15.3 WB jamming: G1 then L1	43
1.15.4 WB jamming: L1 then G1	44
1.16: Continuous stationary very high-power jamming with PRN	44
1.16.1 200 W PRN: L1	44
1.16.2 200 W PRN: L1, G1	45
1.16.3 200 W PRN: L1, G1, L2	45
1.16.4 200 W PRN: L1, G1, L2, L5	45
1.17: Continuous stationary jamming with PRN at airport	46
1.17.1 10 W PRN: L1	46
1.17.2 10 W PRN: L5	46
1.17.3 10 W CW: L1, L5	47
1.17.4 10 W chirp: L1, L5	47
1.17.5 10 W PNR: L1, L5	47
1.17.6 1 W PNR: L1, L5	48
1.17.7 0.1 W PNR: L1, L5	48
1.18: Stationary unintentional RFI	48
1.18.1 20 W CW: L1	49
1.18.2 20 W CW: L2	49
1.18.3 20 W CW: L5	49
1.18.4 20 W drift: 1545 to 1620 MHz, with BW of 10 kHz and sweep time of 1 minute	50
1.18.5 20 W drift: 1545 to 1620 MHz, with BW of 10 kHz and sweep time of 5 minutes	50
1.18.6 20 W drift: 1620 to 1545 MHz, with BW of 10 kHz and sweep time of 1 minute	50
1.18.7 20 W drift: 1620 to 1545 MHz, with BW of 10 kHz and sweep time of 5 minutes	51
1.18.8 20 W drift: 1545 to 1620 MHz, with BW of 500 kHz and sweep time of 1 minute	51
1.18.9 20 W drift: 1545 to 1620 MHz, with BW of 500 kHz and sweep time of 5 minutes	51
1.18.10 20 W drift: 1620 to 1545 MHz, with BW of 500 kHz and sweep time of 1 minute	52
1.18.11 20 W drift: 1620 to 1545 MHz, with BW of 500 kHz and sweep time of 5 minutes	52
1.18.12 20 W drift: 1150 to 1300 MHz, with BW of 10 kHz and sweep time of 1 minute	52
1.18.13 20 W drift: 1150 to 1300 MHz, with BW of 10 kHz and sweep time of 5 minutes	53
1.18.14 20 W drift: 1300 to 1150 MHz, with BW of 10 kHz and sweep time of 1 minute	53
1.18.15 20 W drift: 1300 to 1150 MHz, with BW of 10 kHz and sweep time of 5 minutes	53
1.18.16 20 W drift: 1150 to 1300 MHz, with BW of 500 kHz and sweep time of 1 minute	54
1.18.17 20 W drift: 1150 to 1300 MHz, with BW of 500 kHz and sweep time of 5 minutes	54
1.18.18 20 W drift: 1300 to 1150 MHz, with BW of 500 kHz and sweep time of 1 minute	54
1.18.19 20 W drift: 1300 to 1150 MHz, with BW of 500 kHz and sweep time of 5 minutes	55
2 Spoofing	57
2.1: Incoherent position spoofing from stationary spoofer using synthetic ephemerides	57
2.1.1 Large position and time jump, with power ramp	57
2.1.2 Large position and time jump. GPS L1 and Galileo E1	58
2.1.3 Large position and time jump. GPS L1 and Galileo E1, with initial and continuous jamming	58
2.1.4 Simulated driving (route 1), with initial jamming	58
2.1.5 Simulated driving, true reference time (route 1), with initial jamming	59
2.2: Incoherent position spoofing from stationary spoofer using broadcast(true) ephemerides	59
2.2.1 Large position jump	60

2.2.2	Small position jump, large time jump, with initial and continuous jamming . . .	60
2.2.3	Small position jump	61
2.2.4	Fixed position	61
2.2.5	Large position jump #2	61
2.3:	Coherent position spoofing from stationary spoofer using broadcast(true) ephemerides	62
2.3.1	Simulated driving (route 1). GPS only, with initial jamming.	62
2.3.2	Simulated driving (route 1). Galileo only, with initial jamming.	63
2.3.3	Simulated driving (route 1) with initial jamming.	63
2.3.4	Simulated driving (route 1). GPS only	63
2.3.5	Simulated driving (route 1). GPS L1 and Galileo E1	64
2.3.6	Simulated driving (route 1)	64
2.3.7	Flying (route 4) - "drone scenario"	65
2.3.8	Sailing (route 5) - "ship scenario"	65
2.3.9	Flying (route 2) - "helicopter scenario"	65
2.4:	Incoherent time spoofing from stationary spoofer using synthetic ephemerides	66
2.4.1	Time offset 15 minutes from real time. GPS L1 and Galileo E1, with power ramp	66
2.4.2	Time offset 15 minutes from real time, with power ramp	67
2.4.3	Time offset -3 minutes from real time, with power jump	67
2.4.4	Static + Frequency step. GPS L1	67
2.4.5	Static + Frequency step. GPS L1 and Galileo E1, with initial jamming	68
2.5:	Coherent time spoofing from stationary spoofer using broadcast(true) ephemerides	68
2.5.1	Static + Frequency step. GPS L1 and Galileo E1	69
2.5.2	Static + Frequency step. GPS L1 and Galileo E1, with initial and continuous jamming	69
2.5.3	Static + Nav data manipulation (clock/frequency related). GPS L1 and Galileo E1	70
2.5.4	Static + Nav data manipulation (clock/frequency related). GPS L1 and Galileo E1, with initial and continuous jamming, with power ramp.	70
2.5.5	Static + UTC-parameter nav. data manipulation. GPS L1 and Galileo E1, with initial jamming	70
2.5.6	Time offset 15 minutes from real time - harbour	71
2.6:	Incoherent GPS position and time spoofing from mobile spoofer	71
2.6.1	Spoofing (inside vehicle) stationary with dynamic spoofed position.	72
2.6.2	Spoofing (inside vehicle) stationary and then moving with fixed spoofed position.	72
2.6.3	Spoofing (inside vehicle) moving with fixed spoofed position.	72
2.6.4	Spoofing (inside vehicle) stationary and then moving with first fixed and then dynamic spoofed position.	73
2.7:	Stationary incoherent spoofing with extreme timeshifts (+/- years)	73
2.7.1	Static + Time manipulation (2 years backwards). GPS L1 and Galileo E1, with initial and continuous jamming	73
2.7.2	Static + Time manipulation (2 years forwards). GPS L1 and Galileo E1, with initial and continuous jamming	74
3	Meaconing	75
3.1:	Stationary meaconing from single receiver	75
3.1.1	RX1 at 1 W	75
3.1.2	RX1 at 1 W with initial jamming	76
3.1.3	RX1 at 10 W	76
3.1.4	RX1 at 10 W with initial jamming	76
3.1.5	RX2 at 10 W	77
3.2:	Stationary meaconing from two receivers	77
3.2.1	RX1+RX2 at 10 W	77
3.2.2	RX1+RX2 at 10 W with initial jamming	78
3.2.3	RX1+RX2 at 10 W at different times	78
3.2.4	RX1+RX2 at 10 W alternating	78
3.2.5	RX1+RX2 at 10 W alternating with breaks	79
3.3:	Stationary meaconing from a single or two receivers with pyramid ramping power	79
3.3.1	RX1 at 10 W with pyramid ramping power	79
3.3.2	RX1+RX2 at 10 W with pyramid ramping power	80

Introduction

Jammertest is a Norwegian government initiative to create a testbed for industry, academia and other authorities to ensure robust and intelligent use of Global Navigation Satellite Systems (GNSS). A testbed is a controlled environment where activities that are not allowed under normal conditions can be carried out safely under control of the authorities. Jammertest is a specific type of testbed where six Norwegian authorities have come together to create an environment where GNSS jamming, spoofing and meaconing is present under controlled conditions in a real world outdoor environment.

This test catalogue describes all centrally planned test cases that can be executed at the Jammertest event at Andøya. For Jammertest, a selected number of tests from this plan will be included in a transmission plan. The transmission plan, which becomes available just before the Jammertest event starts, describes what tests will take place where and at what time. After the Jammertest event the organizers will publish an after the fact transmission log that contains all tests that were run and at what time they were run. The time schedule during the live event will be given in local time, UTC time + 2 (CEST).

A machine readable test catalogue is available in a JSON format, and this (PDF) document is built based on the machine readable test catalogue. The numbering of the tests are (as good as possible) persistent, and will over the years indicate the same tests. New varieties of the tests will be given new numbers.

Tests are stacked together in larger test groups and test and varieties of tests are linked to test groups via a numbering system, in such a way that they fulfill this format: TestGroup.Test.TestVariety. Some tests have two numbers, test group and the specific test. Others may have three numbers due to the fact that a specific variety has been added. For example, if power is reduced, a new test variety is created and hence a variation number is added.

Naming of the jammers are linked to the jammer specifications document, that list all jammers with relevant information about the them. See the annexes for this.

This document is auto updated based on changes to the machine readable file, there is no version code apart from the time and date when the document is produced. In the Github repository all produced versions are stored in the history of this file.

Specifications of tests

Tests are grouped into test groups. Within a test group there is a logical connection between the tests that related to the use case. Hence each test group has a *Rationale* why this test group is created, that also gives a hint about what to expect when subjected to the specific test. As many tests are on the bleeding edge of GNSS disturbances, the *Rationale* section may be updated between Jammertests based on new knowledge and experiences.

Technical details are stored in the *Test setup* section of the document. The *Areas* section of the document refer to where the test can be run. Here participants need to keep track of in which area they where and this also gives an indication of which areas where the organizers are capable of running the tests. There is also a location out at sea (not numbered) that can be used for maritime related test groups, and a location at the airport in Andenes, for aviation related test groups (only for air planes).



For each test group a set of tests and test varieties are listed with their unique identification number, a name and a text that describes the test and the rationale. An approximate power number is also included. If the test is an automated ramp test then the power range is given. A time estimate of how long the test takes to conclude is given in minutes. Between tests there are also grace periods to allow systems to regain normal operation. Grace times are not given exact as they are dependent on equipment and needs to be discussed with participants beforehand. They also depend on operational concerns. The actual grace time will be calculated from the transmission log after the fact. The location of the transmitter equipment is also given in the test, this is a coarse human readable description of where the transmitting antenna is located. All participants are encouraged to make their own notes on the location of the transmitting antenna if detailed information is needed. There is also a comment field that can be used to document any other relevant information related to the specific test.

For those wanting more information or have feedback about the test group a technical contact is provided for each test group.

0 Supplemental periods

0.0: Mandatory briefings

Rationale

In order for everyone to have a good time and ensure a safe event, there will be mandatory briefings.

Test description

These are the mandatory safety briefings. These briefings will also be used to go through the plan for the day and the afternoon brief will contain important observations from the day and a safety debrief.

Additional information

Mandatory!

Tests within this test group

0.0.1 Mandatory morning briefing

No RF interference expected.

Power or power range

Min: 0 W

Max: 0 W

Test bands/constellation

'N/A'

Transmitter equipment

'N/A'

0.0.2 Mandatory afternoon (de)briefing

No RF interference expected.

Power or power range

Min: 0 W

Max: 0 W

Test bands/constellation

'N/A'

Transmitter equipment

'N/A'

0.1: Grace period

Rationale

In order for equipment to return to normal operation after interference, a grace period is provided between tests.

Test description

This period can be used to make sure that equipment is ready for upcoming tests.

Tests within this test group

0.1.1 Grace period

No RF interference expected in this test.

Power or power range

Min: 0 W

Max: 0 W

Test bands/constellation

'N/A'

Transmitter equipment

'N/A'

1 Jamming

1.1: Continuous stationary low power jamming with commercially available jammers

Rationale

The main objective is to observe how the J/S signal affect the availability of PNT, and/or how it produces inaccurate PNT data, when the jamming signal (J) is generated by low-power jammers commercially available online. Additionally, as these types of jammers are the ones one is most likely to meet in the real world, capturing and storing the signals from these jammers for later use in labs could be useful.

Test description

All tests will be performed with the jammers place 1 to 1.5 meters above ground (like on top of a vehicle) and be turned on and kept active for two minutes before being turned off. A two minute break is included between tests. Unless otherwise stated, jammers will be in "maximum" position, meaning all relevant antennas are switched on and power is set to as high as possible.

Additional information

Spesification of jammers can be found in appendix A. Jammer power levels are based on 2023 measurements. Test bands/constellations refer to potentially afflicted frequency bands from the jammer in question.

Tests within this test group

1.1.1 Jammer S1.1

Test with jammer S1.1

Power or power range

Min: 0.01 W

Max: 0.0316 W

Test bands/constellation

'L1', 'E1', 'B1I', 'B1C'

Transmitter equipment

'S1.1'

1.1.2 Jammer S1.2

Test with jammer S1.2

Power or power range

Min: 0.01 W

Max: 0.0316 W

Test bands/constellation

'L1', 'E1', 'B1l', 'B1C'

Transmitter equipment

'S1.2'

1.1.3 Jammer S1.3

Test with jammer S1.3

Power or power range

Min: 0.01 W

Max: 0.0316 W

Test bands/constellation

'L1', 'E1', 'B1l', 'B1C'

Transmitter equipment

'S1.3'

1.1.4 Jammer S2.1

Test with jammer S2.1

Power or power range

Min: 0.0316 W

Max: 0.1 W

Test bands/constellation

'L1', 'E1', 'B1l', 'B1C', 'L5', 'E5a/b', 'B2a/b', 'G3'

Transmitter equipment

'S2.1'

1.1.5 Jammer S2.2

Test with jammer S2.2

Power or power range

Min: 0.0316 W

Max: 0.1 W

Test bands/constellation

'L1', 'E1', 'B1l', 'B1C', 'L5', 'E5a/b', 'B2a/b', 'G3'

Transmitter equipment

'S2.2'

1.1.6 Jammer S2.3

Test with jammer S2.3

Power or power range

Min: 0.0316 W

Max: 0.1 W

Test bands/constellation

'L1', 'E1', 'B1l', 'B1C', 'L5', 'E5a/b', 'B2a/b', 'G3'

Transmitter equipment

'S2.3'

1.1.7 Jammer S2.4

Test with jammer S2.4

Power or power range

Min: 0.0316 W

Max: 0.1 W

Test bands/constellation

'L1', 'E1', 'B1l', 'B1C', 'L5', 'E5a/b', 'B2a/b', 'G3'

Transmitter equipment

'S2.4'

1.1.8 Jammer U1.1

Test with jammer U1.1

Power or power range

Min: 0 W

Max: 0 W

Test bands/constellation

'L1', 'E1', 'B1l', 'B1C', 'G1'

Transmitter equipment

'U1.1'

1.1.9 Jammer U1.2

Test with jammer U1.2

Power or power range

Min: 0 W

Max: 0 W

Test bands/constellation

'L1', 'E1', 'B1l', 'B1C', 'G1'

Transmitter equipment

'U1.2'

1.1.10 Jammer U1.3

Test with jammer U1.3

Power or power range

Min: 0 W

Max: 0 W

Test bands/constellation

'L1', 'E1', 'B1l', 'B1C', 'G1'

Transmitter equipment

'U1.3'

1.1.11 Jammer U1.4

Test with jammer U1.4

Power or power range

Min: 0 W

Max: 0 W

Test bands/constellation

'L1', 'E1', 'B1l', 'B1C', 'G1'

Transmitter equipment

'U1.4'

1.1.12 Jammer H1.1

Test with jammer H1.1 with function settings set at high power and GPS L1+L2 wideband modulation.

Power or power range

Min: 0.0003 W

Max: 0.1 W

Test bands/constellation

'L1', 'L2'

Transmitter equipment

'H1.1'

1.1.13 Jammer H1.2

Test with jammer H1.2

Power or power range

Min: 0.0631 W

Max: 0.0631 W

Test bands/constellation

'L1', 'E1', 'B1C'

Transmitter equipment

'H1.2'

1.1.14 Jammer H3.1

Test with jammer H3.1

Power or power range

Min: 0.1 W

Max: 0.1 W

Test bands/constellation

'L1', 'E1', 'B1C', 'B1I'

Transmitter equipment

'H3.1'

1.1.15 Jammer H3.2

Test with jammer H3.2

Power or power range

Min: 0.1 W

Max: 0.1 W

Test bands/constellation

'L1', 'E1', 'B1C', 'B1I'

Transmitter equipment

'H3.2'

1.1.16 Jammer H3.3

Test with jammer H3.3

Power or power range

Min: 1 W

Max: 1 W

Test bands/constellation

'L1', 'E1', 'B1C', 'L2', 'L5', 'E5a', 'B2a'

Transmitter equipment

'H3.3'

1.1.17 Jammer H4.1

Test with jammer H4.1

Power or power range

Min: 0.3981 W

Max: 0.631 W

Test bands/constellation

'L1', 'E1', 'B1C', 'B1I', 'E6', 'G2', 'B3I', 'L2', 'G2', 'B2b', 'E5b', 'L5', 'G3', 'B2a', 'E5a/b'

Transmitter equipment

'H4.1'

1.1.18 Jammer H6.1

Test with jammer H6.1

Power or power range

Min: 0.631 W
Max: 0.631 W

Test bands/constellation

'L1', 'E1', 'B1C'

Transmitter equipment

'H6.1'

1.1.19 Jammer H6.2

TEst with jammer H6.2

Power or power range

Min: 0.3981 W
Max: 1 W

Test bands/constellation

'L1', 'E1', 'B1C', 'L5', 'G3', 'B2a/b', 'E5a/b', 'L2', 'G2', 'G3', 'B2b', 'B3l', 'E5b', 'E6'

Transmitter equipment

'H6.2'

1.1.20 Jammer H6.3

Test with jammer H6.3

Power or power range

Min: 0.3981 W
Max: 1 W

Test bands/constellation

'L1', 'E1', 'B1C', 'L5', 'G3', 'B2a/b', 'E5a/b', 'L2', 'G2', 'G3', 'B2b', 'B3l', 'E5b', 'E6'

Transmitter equipment

'H6.3'

1.1.21 Jammer H6.4

Test with jammer H6.4

Power or power range

Min: 1 W
Max: 1.58 W

Test bands/constellation

'L5', ' B2a', ' E5a', ' L2', ' G2', ' B3l', ' E6', ' L1', ' E1', ' B1C', ' B1l', ' G1'

Transmitter equipment

'H6.4'

1.1.22 Jammer H6.5

Test with jammer H6.5

Power or power range

Min: 1 W

Max: 1.58 W

Test bands/constellation

'L5', ' B2a', ' E5a', ' L2', ' G2', ' B3l', ' E6', ' L1', ' E1', ' B1C', ' B1l', ' G1'

Transmitter equipment

'H6.5'

1.1.23 Jammer H6.6

Test with jammer H6.6

Power or power range

Min: 1 W

Max: 1.58 W

Test bands/constellation

'L5', ' B2a', ' E5a', ' L2', ' G2', ' B3l', ' E6', ' L1', ' E1', ' B1C', ' B1l', ' G1'

Transmitter equipment

'H6.6'

1.1.24 Jammer H8.1

Test with jammer H8.1

Power or power range

Min: 0.631 W

Max: 0.631 W

Test bands/constellation

'L1', ' E1', ' B1C', ' B1l', ' G1'

Transmitter equipment

'H8.1'

1.1.25 Jammer F6.1

Test with jammer F6.1 (with function settings set at full power and antennas F2 to F6).

Power or power range

Min: 0.5012 W

Max: 6.31 W

Test bands/constellation

'L1', 'E1', 'B1C', 'B1I', 'G1', 'L2', 'G2', 'B3I', 'B2b', 'E6', 'L5', 'E5a', 'B2a'

Transmitter equipment

'F6.1'

1.1.26 Jammer H1.3

Test with jammer H1.3

Power or power range

Min: 0 W

Max: 0 W

Test bands/constellation

'L1', 'E1', 'B1C'

Transmitter equipment

'H1.3'

1.1.27 Jammer H2.1

Test with jammer H2.1

Power or power range

Min: 0 W

Max: 0 W

Test bands/constellation

'L1', 'E1', 'B1C', 'L2'

Transmitter equipment

'H2.1'

1.1.28 Jammer H2.2

Test with jammer H2.2

Power or power range

Min: 0 W

Max: 0 W

Test bands/constellation

'L1', 'E1', 'B1C', 'L2'

Transmitter equipment

'H2.2'

1.2: Continuous stationary high-power jamming with CW

Rationale

The main objective is to observe how the Jammer signal to GNSS signal (J/S) ratio affect the availability of PNT, and/or how it produces inaccurate PNT data. Phase transitions, going from not being jammed to being jammed and vice versa, are especially interesting, as earlier tests have shown that errors can accumulate to a large extent in these phases (before availability disappears entirely).

Test description

The use of continuous high-power jamming will block GNSS signals in a large area at the event. The attendees may therefore test their equipment at different ranges to such a high-power jammer. There will be transmitted with a continuous wave (CW) modulation (single frequency component) using Right Hand Circular Polarized (RHCP) antennas. The CW signals will be placed at the centre frequencies of the relevant test bands. The use of a 20 W jammer will result in among the highest J/S ratios during the event. The attendees can change distance to the transmitter and observe the changes and try to identify the protection ratio for their GNSS receiving system.

Additional information

The jammer employed will be F8.1 "Porcus Major", see appendix A.

Tests within this test group

1.2.1 20 W CW: L1

20 W CW: L1

Power or power range

Min: 20 W

Max: 20 W

Test bands/constellation

'L1'

Transmitter equipment

'F8.1'

1.2.2 20 W CW: L1, G1

20 W CW: L1, G1

Power or power range

Min: 20 W

Max: 20 W

Test bands/constellation

'L1', 'G1'

Transmitter equipment

'F8.1'

1.2.3 20 W CW: L1, G1, L2

20 W CW: L1, G1, L2

Power or power range

Min: 20 W

Max: 20 W

Test bands/constellation

'L1', 'G1', 'L2'

Transmitter equipment

'F8.1'

1.2.4 20 W CW: L1, G1, L2, L5

20 W CW: L1, G1, L2, L5

Power or power range

Min: 20 W

Max: 20 W

Test bands/constellation

'L1', 'G1', 'L2', 'L5'

Transmitter equipment

'F8.1'

1.3: Continuous stationary high-power jamming with sweep/chirp

Rationale

The main objective is to observe how the Jammer signal to GNSS signal (J/S) ratio affect the availability of PNT, and/or how it produces inaccurate PNT data. Phase transitions, going from not being jammed to being jammed and vice versa, are especially interesting, as earlier tests have shown that errors can accumulate to a large extent in these phases (before availability disappears entirely).

Test description

The use of continuous high-power jamming will block GNSS signals in a large area at the event. The attendees may therefore test their equipment at different ranges to such a high-power jammer. There will be transmitted with a sweep/chirp modulation using Right Hand Circular Polarized (RHCP) antennas. Sweep/chirp modulation means that the frequency component will sweep back and forth inside the specific frequency band with a given sweep rate. The chirp signal will have a sweep rate of 100 kHz and a bandwidth of 3 MHz, centred at the centre frequency of the relevant test band. The attendees can change distance to the transmitter and observe the changes and try to identify the protection ratio for their GNSS receiving system.

Additional information

The jammer employed will be F8.1 "Porcus Major", see appendix A.

Tests within this test group

1.3.1 20 W chirp: L1

20 W chirp: L1

Power or power range

Min: 20 W
Max: 20 W

Test bands/constellation

'L1'

Transmitter equipment

'F8.1'

1.3.2 20 W chirp: L1, G1

20 W chirp: L1, G1

Power or power range

Min: 20 W
Max: 20 W

Test bands/constellation

'L1', 'G1'

Transmitter equipment

'F8.1'

1.3.3 20 W chirp: L1, G1, L2

20 W chirp: L1, G1, L2

Power or power range

Min: 20 W

Max: 20 W

Test bands/constellation

'L1', 'G1', 'L2'

Transmitter equipment

'F8.1'

1.3.4 20 W chirp: L1, G1, L2, L5

20 W chirp: L1, G1, L2, L5

Power or power range

Min: 20 W

Max: 20 W

Test bands/constellation

'L1', 'G1', 'L2', 'L5'

Transmitter equipment

'F8.1'

1.4: Continuous stationary high-power jamming with PRN

Rationale

The main objective is to observe how the Jammer signal to GNSS signal (J/S) ratio affect the availability of PNT, and/or how it produces inaccurate PNT data. Phase transitions, going from not being jammed to being jammed and vice versa, are especially interesting, as earlier tests have shown that errors can accumulate to a large extent in these phases (before availability disappears entirely).

Test description

The use of continuous high-power jamming will block out a large area at the event. The attendees may therefore test the range of such a high-power jammer. There will be transmitted with a Pseudo Random Noise (PRN) modulation using Right Hand Circular Polarized (RHCP) antennas. PRN signals have the same spectral form as the true signals sent from the GNSS satellites but with different spreading codes. The spreading codes are Binary Phase Shift Keying (BPSK) modulated onto the centre frequency of the relevant test bands. For Mbaud rates, see the annex. The attendees can

change distance to the transmitter and observe the changes and try to identify the protection ratio for their GNSS receiving system.

Additional information

The jammer employed will be F8.1 "Porcus Major", see appendix A.

Tests within this test group

1.4.1 20 W PRN: L1

20 W PRN: L1
Power or power range
Min: 20 W
Max: 20 W
Test bands/constellation
'L1'
Transmitter equipment
'F8.1'

1.4.2 20 W PRN: L1, G1

20 W PRN: L1, G1
Power or power range
Min: 20 W
Max: 20 W
Test bands/constellation
'L1', ' G1'
Transmitter equipment
'F8.1'

1.4.3 20 W PRN: L1, G1, L2

20 W PRN: L1, G1, L2
Power or power range
Min: 20 W
Max: 20 W
Test bands/constellation
'L1', ' G1', ' L2'

Transmitter equipment

'F8.1'

1.4.4 20 W PRN: L1, G1, L2, L5

20 W PRN: L1, G1, L2, L5

Power or power range

Min: 20 W

Max: 20 W

Test bands/constellation

'L1', 'G1', 'L2', 'L5'

Transmitter equipment

'F8.1'

1.5: Continuous stationary high-power jamming with "real world" PRN

Rationale

The type of jamming employed in this test is the same as real world signals observed in Europe, where the jammer parameters were found after demodulating a captured baseband stream.

Test description

The tests will be performed with BPSK modulation with a pseudo random symbol rate of 3 Mbaud at GPS L1 and 10.23 Mbaud at Glonass G1. The test cases refer to which centre frequency of the relevant test bands the signal will be centred at.

Additional information

The jammer employed will be F8.1 "Porcus Major", see appendix A.

Tests within this test group

1.5.1 20 W: L1 PRN (Mbaud of 3)

20 W: L1 PRN (BPSK-modulated with Mbaud symbolrate of 3)

Power or power range

Min: 20 W

Max: 20 W

Test bands/constellation

'L1'

Transmitter equipment

'F8.1'

1.5.2 20 W: G1, PRN (Mbaud of 10.23)

20 W: G1 PRN (BPSK-modulated with Mbaud symbolrate of 10.23)

Power or power range

Min: 20 W

Max: 20 W

Test bands/constellation

'G1'

Transmitter equipment

'F8.1'

1.6: Stationary high-power jamming, ramp power with PRN

Rationale

The main objective is to observe how the J/S signal affect the loss of PNT, and/or how it produces inaccurate PNT data, and at which power level. This will allow for evaluation of the sensitivity thresholds for various systems and algorithms.

Test description

The transmitted power will be ramped up and down from a lower to a higher EIRP for each test, with 10 seconds hold time for each power level, with ramping steps of a certain amount of dB. If the last step doesn't add up to a whole dB step (e.g. from [...] 38, 40, 42 dBm to 43.0103 dBm (20 W)), it will be the exact amount of dB to realise the max power (e.g. a 1.0103 dB increment, not a 2 dB increment). The modulation will be PRN. The attendees should be at a stationary location with a known distance to the jammer, so they can observe how different levels will affect the PNT.

Additional information

The jammer employed will be F8.1 "Porcus Major", see appendix A.

Tests within this test group

1.6.1 0.1 μ W to 20 W at 2 dB increments PRN: L1

PRN jamming with a power ramp from 0.1 μ W to a maximum of 20 W at 2 dB increments, at the test band L1.

Power or power range

Min: 1e-07 W

Max: 20 W

Test bands/constellation

'L1'

Transmitter equipment

'F8.1'

1.6.2 0.1 μ W to 20 W at 2 dB increments PRN: L1, G1

PRN jamming with a power ramp from 0.1 μ W to a maximum of 20 W at 2 dB increments, at the test bands L1, G1.

Power or power range

Min: 1e-07 W

Max: 20 W

Test bands/constellation

'L1', 'G1'

Transmitter equipment

'F8.1'

1.6.3 0.1 μ W to 20 W at 2 dB increments PRN: L1, G1, L2

PRN jamming with a power ramp from 0.1 μ W to a maximum of 20 W at 2 dB increments, at the test bands L1, G1, L2.

Power or power range

Min: 1e-07 W

Max: 20 W

Test bands/constellation

'L1', 'G1', 'L2'

Transmitter equipment

'F8.1'

1.6.4 0.1 μ W to 20 W at 2 dB increments PRN: L1, G1, L2, L5

PRN jamming with a power ramp from 0.1 μ W to a maximum of 20 W at 2 dB increments, at the test bands L1, G1, L2, L5.

Power or power range

Min: 1e-07 W

Max: 20 W

Test bands/constellation

'L1', 'G1', 'L2', 'L5'

Transmitter equipment

'F8.1'

1.7: Stationary high-power jamming, ramp power with CW

Rationale

The main objective is to observe how the J/S signal affect the loss of PNT, and/or how it produces inaccurate PNT data, and at which power level. This will allow for evaluation of the sensitivity thresholds for various systems and algorithms.

Test description

The transmitted power will be ramped up and down from a lower to a higher EIRP for each test, with 10 seconds hold time for each power level, with ramping steps of a certain amount of dB. If the last step doesn't add up to a whole dB step (e.g. from [...] 38, 40, 42 dBm to 43.0103 dBm (20 W)), it will be the exact amount of dB to realise the max power (e.g. a 1.0103 dB increment, not a 2 dB increment). The modulation will be CW. The attendees should be at a stationary location with a known distance to the jammer, so they can observe how different levels will affect the PNT.

Additional information

The jammer employed will be F8.1 "Porcus Major", see appendix A.

Tests within this test group

1.7.1 0.1 μ W to 20 W at 2 dB increments CW: L1

CW jamming with a power ramp from 0.1 μ W to a maximum of 20 W at 2 dB increments, at the test bands L1.

Power or power range

Min: 1e-07 W

Max: 20 W

Test bands/constellation

'L1'

Transmitter equipment

'F8.1'

1.7.2 0.1 μ W to 20 W at 2 dB increments CW: L1, G1

CW jamming with a power ramp from 0.1 μ W to a maximum of 20 W at 2 dB increments, at the test bands L1, G1.

Power or power range

Min: 1e-07 W

Max: 20 W

Test bands/constellation

'L1', 'G1'

Transmitter equipment

'F8.1'

1.7.3 0.1 μ W to 20 W at 2 dB increments CW: L1, G1, L2

CW jamming with a power ramp from 0.1 μ W to a maximum of 20 W at 2 dB increments, at the test bands L1, G1, L2.

Power or power range

Min: 1e-07 W

Max: 20 W

Test bands/constellation

'L1', 'G1', 'L2'

Transmitter equipment

'F8.1'

1.7.4 0.1 μ W to 20 W at 2 dB increments CW: L1, G1, L2, L5

CW jamming with a power ramp from 0.1 μ W to a maximum of 20 W at 2 dB increments, at the test bands L1, G1, L2, L5.

Power or power range

Min: 1e-07 W

Max: 20 W

Test bands/constellation

'L1', 'G1', 'L2', 'L5'

Transmitter equipment

'F8.1'

1.8: Stationary pyramid jamming with PRN for all GNSS bands sequentially**Rationale**

This "pyramid" is intended to test the potential fallback behaviour of modern multi-constellation, multi-frequency receivers.

Test description

A jamming pyramid test of GNSS bands. The jamming is performed with PRN modulation and a constant power level. The pyramid steps will last for three minutes each, with a grace period of two minutes after each step. The test will jam most GNSS bands, incrementally adding bands ("pyramid steps") to the list of jammed signals, then removing them in the reverse order.

Additional information

The jammer employed will be F8.1 "Porcus Major", see appendix A.

Tests within this test group

1.8.1 20 W PRN pyramid: E6, E5b, L5, G2, L2, B1I, G1, L1

20 W PRN pyramid jamming, starting with only E6 and adding bands all the way up to E6, E5b, L5, G2, L2, B1I, G1, L1. The test then continues by removing bands one by one in reverse order, until ending up with only E6. In total, it will look this:

E6
E6, E5b
E6, E5b, L5
E6, E5b, L5, G2
E6, E5b, L5, G2, L2
E6, E5b, L5, G2, L2, B1I
E6, E5b, L5, G2, L2, B1I, G1
E6, E5b, L5, G2, L2, B1I, G1, L1
E6, E5b, L5, G2, L2, B1I, G1
E6, E5b, L5, G2, L2, B1I
E6, E5b, L5, G2, L2
E6, E5b, L5, G2
E6, E5b, L5
E6, E5b
E6

Power or power range

Min: 20 W

Max: 20 W

Test bands/constellation

'E6', 'E5b', 'L5', 'G2', 'L2', 'B1I', 'G1', 'L1'

Transmitter equipment

'F8.1'

1.9: Stationary inverted pyramid jamming with PRN for all GNSS bands sequentially

Rationale

This 'inverted pyramid' is intended to test the potential fallback behaviour of modern multi-constellation, multi-frequency receivers, in an opposite way than a normal pyramid test.

Test description

An inverted jamming pyramid test of GNSS bands. The jamming is performed with PRN modulation and a constant power level. The pyramid steps will last for three minutes each, with a grace period of two minutes after each step. The tests will jam most GNSS bands, incrementally removing bands ("pyramid steps") from the list of jammed signals, then adding them in the reverse order.

Additional information

The jammer employed will be F8.1 "Porcus Major", see appendix A.

Tests within this test group

1.9.1 20 W PRN inverted pyramid: E6, E5b, L5, G2, L2, B1l, G1, L1

20 W PRN inverted pyramid jamming, starting with E6, E5b, L5, G2, L2, B1l, G1, L1 and removing bands all the way down to only E6. The test then continues by adding bands one by one in reverse order, until ending back at the starting frequency bands. In total, it will look like this:

E6, E5b, L5, G2, L2, B1l, G1, L1

E6, E5b, L5, G2, L2, B1l, G1

E6, E5b, L5, G2, L2, B1l

E6, E5b, L5, G2, L2

E6, E5b, L5, G2

E6, E5b, L5

E6, E5b

E6

E6, E5b

E6, E5b, L5

E6, E5b, L5, G2

E6, E5b, L5, G2, L2

E6, E5b, L5, G2, L2, B1l

E6, E5b, L5, G2, L2, B1l, G1

E6, E5b, L5, G2, L2, B1l, G1, L1

Power or power range

Min: 20 W

Max: 20 W

Test bands/constellation

'E6', 'E5b', 'L5', 'G2', 'L2', 'B1l', 'G1', 'L1'

Transmitter equipment

'F8.1'

1.10: Motorcade with low-power commercially available jammers (placed on stationary vehicle)

Rationale

These tests explore the impact on systems in DUT vehicles caused by a jammer placed on a parked car.

Test description

Jammers used in these tests are commercially available jammers. The jammers are to be placed on the roof of a vehicle, and DUT vehicles can then do driving tests based around this stationary jammer.

Tests within this test group

1.10.1 Driving while passing a parked car with dual-band jammer

Test performed with jammer S2.1. DUT vehicles will start at driving from a point where they are only marginally or not at all affected by the jammer.

Power or power range

Min: 0.0316 W

Max: 0.1 W

Test bands/constellation

'L1', 'E1', 'B1l', 'B1C', 'L5', 'E5a/b', 'B2a/b', 'G3'

Transmitter equipment

'S2.1'

1.10.2 Driving while passing a parked car with multi-band jammer

Test performed with jammer H6.4. DUT vehicles will start at driving from a point where they are only marginally or not at all affected by the jammer.

Power or power range

Min: 1 W

Max: 1.58 W

Test bands/constellation

'L5', 'B2a', 'E5a', 'L2', 'G2', 'B3l', 'E6', 'L1', 'E1', 'B1C', 'B1l', 'G1'

Transmitter equipment

'H6.4'

1.10.3 Vehicle starting in dual-band denied environment

Test performed with jammer S2.1. DUT vehicles will start up close to the parked car with the jammer, and then drive away.

Power or power range

Min: 0.0316 W

Max: 0.1 W

Test bands/constellation

'L1', 'E1', 'B1l', 'B1C', 'L5', 'E5a/b', 'B2a/b', 'G3'

Transmitter equipment

'S2.1'

1.10.4 Vehicle starting in multi-band denied environment

Test performed jammer H6.4. DUT vehicles will start up close to the parked car with the jammer, and then drive away.

Power or power range

Min: 1 W

Max: 1.58 W

Test bands/constellation

'L5', 'B2a', 'E5a', 'L2', 'G2', 'B3l', 'E6', 'L1', 'E1', 'B1C', 'B1l', 'G1'

Transmitter equipment

'H6.4'

1.11: Motorcade with low-power commercially available jammers (placed inside mobile vehicle)

Rationale

These tests simulate meeting a vehicle on the road with a jammer inside of it, to explore the impact on systems in DUT vehicles.

Test description

Jammers used in these tests are commercially available jammers and will be placed inside the jammer-carrying vehicle. DUT vehicles will act in motorcades during the tests and move as one unit relative to the jammer-carrying vehicle. In some specific tests, the jammer can be placed inside of a DUT vehicle, testing that one specific vehicle.

Tests within this test group

1.11.1 Driving with dual-band jammer in test vehicle

Test performed with jammer S2.1, where the jammer is placed inside the mobile DUT vehicle.

Power or power range

Min: 0.0316 W

Max: 0.1 W

Test bands/constellation

'L1', 'E1', 'B1l', 'B1C', 'L5', 'E5a/b', 'B2a/b', 'G3'

Transmitter equipment

'S2.1'

1.11.2 Driving with dual-band jammer in vehicle in front of the test vehicle

Test performed with jammer S2.1

Power or power range

Min: 0.0316 W

Max: 0.1 W

Test bands/constellation

'L1', 'E1', 'B1l', 'B1C', 'L5', 'E5a/b', 'B2a/b', 'G3'

Transmitter equipment

'S2.1'

1.11.3 Driving with dual-band jammer in vehicle behind the test vehicle

Test performed with jammer S2.1

Power or power range

Min: 0.0316 W

Max: 0.1 W

Test bands/constellation

'L1', 'E1', 'B1l', 'B1C', 'L5', 'E5a/b', 'B2a/b', 'G3'

Transmitter equipment

'S2.1'

1.11.4 Driving with dual-band jammer in vehicle overtaking the test vehicle

Test performed with jammer S2.1

Power or power range

Min: 0.0316 W

Max: 0.1 W

Test bands/constellation

'L1', 'E1', 'B1l', 'B1C', 'L5', 'E5a/b', 'B2a/b', 'G3'

Transmitter equipment

'S2.1'

1.11.5 Driving with dual-band jammer in vehicle being overtaken by the test vehicle

Test performed with jammer S2.1

Power or power range

Min: 0.0316 W

Max: 0.1 W

Test bands/constellation

'L1', 'E1', 'B1l', 'B1C', 'L5', 'E5a/b', 'B2a/b', 'G3'

Transmitter equipment

'S2.1'

1.11.6 Driving with multi-band jammer in test vehicle

Test performed with jammer H6.4, where the jammer is placed inside the mobile DUT vehicle.

Power or power range

Min: 1 W

Max: 1.58 W

Test bands/constellation

'L5', 'B2a', 'E5a', 'L2', 'G2', 'B3l', 'E6', 'L1', 'E1', 'B1C', 'B1l', 'G1'

Transmitter equipment

'H6.4'

1.11.7 Driving with multi-band jammer in vehicle in front of the test vehicle

Test performed with jammer H6.4

Power or power range

Min: 1 W

Max: 1.58 W

Test bands/constellation

'L5', 'B2a', 'E5a', 'L2', 'G2', 'B3l', 'E6', 'L1', 'E1', 'B1C', 'B1l', 'G1'

Transmitter equipment

'H6.4'

1.11.8 Driving with multi-band jammer in vehicle behind the test vehicle

Test performed with jammer H6.4

Power or power range

Min: 1 W

Max: 1.58 W

Test bands/constellation

'L5', 'B2a', 'E5a', 'L2', 'G2', 'B3l', 'E6', 'L1', 'E1', 'B1C', 'B1l', 'G1'

Transmitter equipment

'H6.4'

1.11.9 Driving with multi-band jammer in vehicle overtaking the test vehicle

Test performed with jammer H6.4

Power or power range

Min: 1 W

Max: 1.58 W

Test bands/constellation

'L5', 'B2a', 'E5a', 'L2', 'G2', 'B3l', 'E6', 'L1', 'E1', 'B1C', 'B1l', 'G1'

Transmitter equipment

'H6.4'

1.11.10 Driving with multi-band jammer in vehicle being overtaken by the test vehicle

Test performed with jammer H6.4

Power or power range

Min: 1 W

Max: 1.58 W

Test bands/constellation

'L5', 'B2a', 'E5a', 'L2', 'G2', 'B3l', 'E6', 'L1', 'E1', 'B1C', 'B1l', 'G1'

Transmitter equipment

'H6.4'

1.12: Low power jamming with commercially available multi-band jammers in different placements in the terrain

Rationale

The main objective is to simulate meeting several "more dangerous" jammers, multi-band jammers.

Test description

The test will use three multiband jammers, spaced out in the terrain in different places. Attendees can move around or station themselves so that they can experience the different constellation and observe how their equipment and systems behave in a complicated GNSS RFI environment.

Additional information

The precise positions for each jammer will have to be decided in field, to best accommodate participants wishes and practical concerns (like terrain). The coordinates for each position, X, Y and Z, will have to be written down in field to help later analysis of the test results.

Tests within this test group

1.12.1 All jammers stationary; activate Jammer F6.1, H6.5 and H3.3 sequentially

Sequential activation of jammers. Max/min power does not account for multiple jammers being active at once.

Power or power range

Min: 0.5012 W
Max: 6.31 W

Test bands/constellation

'L5', 'B2a', 'E5a', 'L2', 'G2', 'B3l', 'E6', 'L1', 'E1', 'B1C', 'B1l', 'G1'

Transmitter equipment

'F6.1', 'H6.5', 'H3.3'

1.12.2 All jammers stationary in new placements; activate Jammer F6.1, H6.5 and H3.3 sequentially

Sequential activation of jammers. Max/min power does not account for multiple jammers being active at once.

Power or power range

Min: 0.5012 W
Max: 6.31 W

Test bands/constellation

'L5', 'B2a', 'E5a', 'L2', 'G2', 'B3l', 'E6', 'L1', 'E1', 'B1C', 'B1l', 'G1'

Transmitter equipment

'F6.1', 'H6.5', 'H3.3'

1.12.3 Jammers F6.1 and H6.5 stationary, Jammer H3.3 mobile; all jammers activated simultaneously

Max/min power does not account for multiple jammers being active at once.

Power or power range

Min: 0.5012 W
Max: 6.31 W

Test bands/constellation

'L5', 'B2a', 'E5a', 'L2', 'G2', 'B3l', 'E6', 'L1', 'E1', 'B1C', 'B1l', 'G1'

Transmitter equipment

'F6.1', 'H6.5', 'H3.3'

1.13: Jamming attacks with jammers on board a ship

Rationale

The objective is to simulate the conditions of which a jammer can appear on ships like ferries, to explore the impact on the ship's systems when the jammer is on board.

Test description

In general, some tests will be done with jammers on top of the car and some with the jammers inside the car, with variations of single-, dual-, or multi-band commercially available jammers. Other tests are with jammers held by people on other parts of the ship. More specific locations and test setups will have to be chosen on site according to layout of ship and available time schedule.

Tests within this test group

1.13.1 Single-band jammer on the car deck outside car

Test performed with jammer H8.1

Power or power range

Min: 0.631 W

Max: 0.631 W

Test bands/constellation

'L1', 'E1', 'B1C', 'B1l', 'G1'

Transmitter equipment

'H8.1'

1.13.2 Single-band jammer on the car deck inside car

Test performed with jammer H8.1

Power or power range

Min: 0.631 W

Max: 0.631 W

Test bands/constellation

'L1', 'E1', 'B1C', 'B1l', 'G1'

Transmitter equipment

'H8.1'

1.13.3 Dual-band jammer on the car deck outside car

Test performed with jammer H6.6 (antennas 3 and 5 activated).

Power or power range

Min: 1 W

Max: 1.58 W

Test bands/constellation

'L1', 'E1', 'B1C', 'B1I', 'G1', 'L2', 'G2', 'B3I', 'E6'

Transmitter equipment

'H6.6'

1.13.4 Dual-band jammer on the car deck inside car

Test performed with jammer H6.6 (antennas 3 and 5 activated).

Power or power range

Min: 1 W

Max: 1.58 W

Test bands/constellation

'L1', 'E1', 'B1C', 'B1I', 'G1', 'L2', 'G2', 'B3I', 'E6'

Transmitter equipment

'H6.6'

1.13.5 Multi-band jammer on the car deck outside car

Test performed with jammer H6.6 (all relevant antennas activated).

Power or power range

Min: 1 W

Max: 1.58 W

Test bands/constellation

'L5', 'B2a', 'E5a', 'L2', 'G2', 'B3I', 'E6', 'L1', 'E1', 'B1C', 'B1I', 'G1'

Transmitter equipment

'H6.6'

1.13.6 Multi-band jammer on the car deck inside car

Test performed with jammer H6.6 (all relevant antennas activated).

Power or power range

Min: 1 W

Max: 1.58 W

Test bands/constellation

'L5', 'B2a', 'E5a', 'L2', 'G2', 'B3l', 'E6', 'L1', 'E1', 'B1C', 'B1l', 'G1'

Transmitter equipment

'H6.6'

1.13.7 Multi-band jammer on deck close to the ship's antennas (by the bridge)

Test performed with jammer H6.6 (all relevant antennas activated).

Power or power range

Min: 1 W

Max: 1.58 W

Test bands/constellation

'L5', 'B2a', 'E5a', 'L2', 'G2', 'B3l', 'E6', 'L1', 'E1', 'B1C', 'B1l', 'G1'

Transmitter equipment

'H6.6'

1.13.8 Multi-band jammer inside public areas of boat (under the bridge)

Test performed with jammer H6.6 (all relevant antennas activated).

Power or power range

Min: 1 W

Max: 1.58 W

Test bands/constellation

'L5', 'B2a', 'E5a', 'L2', 'G2', 'B3l', 'E6', 'L1', 'E1', 'B1C', 'B1l', 'G1'

Transmitter equipment

'H6.6'

1.14: Stationary very high-power jamming, ramp power with PRN

Rationale

The main objective is to observe how the J/S signal affect the loss of PNT, and/or how it produces inaccurate PNT data, and at which power level up to a very high power. This will allow for evaluation of the sensitivity thresholds for various systems and algorithms.

Test description

The transmitted power will be ramped up and down from a lower to a higher EIRP for each test, where the max power is the highest power that will be experience during the Jammertest event. Each power level holds for 10 seconds, with ramping steps of a certain amount of dB. If the last step doesn't add up to a whole dB step (e.g. from [...] 48, 50, 52 dBm to 53.0103 dBm (200 W)), it will be the exact amount of dB to realise the max power (e.g. a 1.0103 dB increment, not a 2 dB increment). The modulation will be PRN. The attendees should be at a stationary location with a known distance to the jammer, so they can observe how different levels will affect the PNT.

Additional information

The jammer employed will be "Porcus Major" F8.1, see appendix A.

Tests within this test group

1.14.1 0.1 μ W to 200 W, 2 dB increments PRN: L1

PRN jamming with a power ramp from 0.1 μ W to a maximum of 200 W at 2 dB increments, at the test band L1.

Power or power range

Min: 1e-07 W

Max: 200 W

Test bands/constellation

'L1'

Transmitter equipment

'F8.1'

1.14.2 0.1 μ W to 200 W, 2 dB increments PRN: L1, G1

PRN jamming with a power ramp from 0.1 μ W to a maximum of 200 W at 2 dB increments, at the test bands L1, G1.

Power or power range

Min: 1e-07 W

Max: 200 W

Test bands/constellation

'L1', 'G1'

Transmitter equipment

'F8.1'

1.14.3 0.1 μ W to 200 W, 2 dB increments PRN: L1, G1, L2

PRN jamming with a power ramp from 0.1 μ W to a maximum of 200 W at 2 dB increments, at the test bands L1, G1, L2.

Power or power range

Min: 1e-07 W

Max: 200 W

Test bands/constellation

'L1', 'G1', 'L2'

Transmitter equipment

'F8.1'

1.14.4 0.1 μ W to 200 W, 2 dB increments PRN: L1, G1, L2, L5

PRN jamming with a power ramp from 0.1 μ W to a maximum of 200 W at 2 dB increments, at the test bands L1, G1, L5.

Power or power range

Min: 1e-07 W

Max: 200 W

Test bands/constellation

'L1', 'G1', 'L2', 'L5'

Transmitter equipment

'F8.1'

1.15: Stationary low-power jamming of L1 and G1

Rationale

The main objective is to test receivers' ability to change between using GPS and Glonass when one or the other is denied.

Test description

A 20 MHz wideband (WB) white noise signal will be active on either L1 or G1. Signal power will be ramped up (in 10 dB steps) during the first test, and then kept at the achieved maximum power for the remainder of the tests.

Additional information

Each test will have a short break after it is completed. When L1-only and G1-only is combined in a test, the transmission will change from the first to the second instantly.

Tests within this test group

1.15.1 WB jamming: L1

Low-power WB jamming on only the L1 band,

Power or power range

Min: 0.1 W
Max: 1 W

Test bands/constellation

'L1'

Transmitter equipment

'N/A'

1.15.2 WB jamming: G1

Low-power WB jamming on only the G1 band,

Power or power range

Min: 1 W
Max: 1 W

Test bands/constellation

'G1'

Transmitter equipment

'N/A'

1.15.3 WB jamming: G1 then L1

Low-power jamming of first only the G1 band and after half of the test duration, the signal is without a break switched to L1-only.

Power or power range

Min: 1 W
Max: 1 W

Test bands/constellation

'G1', 'L1'

Transmitter equipment

'N/A'

1.15.4 WB jamming: L1 then G1

Low-power jamming of first only the L1 band and after half of the test duration, the signal is without a break switched to G1-only.

Power or power range

Min: 1 W

Max: 1 W

Test bands/constellation

'G1', 'L1'

Transmitter equipment

'N/A'

1.16: Continuous stationary very high-power jamming with PRN

Rationale

The main objective is to observe how the J/S signal affect the loss of PNT, and/or how it produces inaccurate PNT data, at very high power levels or at very long ranges. This will allow for evaluation of both system under extreme duress and allow for the use of a very large testing area, especially suited for ships and airplanes.

Test description

The use of continuous very high-power jamming will block out a very large area at the event. There will be transmitted with a PseudoRandom Noise (PRN) modulation using Right Hand Circular Polarized (RHCP) antennas. PRN signals have the same spectral form as the true signals sent from the GNSS satellites but with different spreading codes. The spreading codes are Binary Phase Shift Keying (BPSK) modulated onto the centre frequency of the relevant test bands. For Mbaud rates, see the annex.

These tests will have the highest transmission power experienced during the Jammertest event.

Additional information

The jammer employed will be "Porcus Major" F8.1, see appendix A.

Tests within this test group

1.16.1 200 W PRN: L1

200 W PRN: L1

Power or power range

Min: 200 W

Max: 200 W

Test bands/constellation

'L1'

Transmitter equipment

'F8.1'

1.16.2 200 W PRN: L1, G1

200 W PRN: L1, G1

Power or power range

Min: 200 W

Max: 200 W

Test bands/constellation

'L1', 'G1'

Transmitter equipment

'F8.1'

1.16.3 200 W PRN: L1, G1, L2

200 W PRN: L1, G1, L2

Power or power range

Min: 200 W

Max: 200 W

Test bands/constellation

'L1', 'G1', 'L2'

Transmitter equipment

'F8.1'

1.16.4 200 W PRN: L1, G1, L2, L5

200 W PRN: L1, G1, L2, L5

Power or power range

Min: 200 W

Max: 200 W

Test bands/constellation

'L1', 'G1', 'L2', 'L5'

Transmitter equipment

'F8.1'

1.17: Continuous stationary jamming with PRN at airport

Rationale

For airplanes, it is often hard to test reactions to GNSS jamming in controlled environment, and especially hard to do so at during approach and departure at an airport. The main objective of these tests is to facilitate just that, so that airplanes can test their systems in full approach and departure modes, at with procedures for a real airport activated.

Test description

The transmissions will be done at aviation relevant frequencies with varying degrees of transmission power and jamming modulations. The jammer will be placed and directed (with a RHCP directional antenna) along the runway of the airport. There will be transmitted with a Pseudo Random Noise (PRN) modulation using a BPSK spreading codes modulated onto the centre frequency of the relevant test bands. For Mbaud rates, see the annex.

Additional information

The jammer employed will be APJ, see appendix YY.

Tests within this test group

1.17.1 10 W PRN: L1

10 W PRN: L1

Power or power range

Min: 10 W

Max: 10 W

Test bands/constellation

'L1'

Transmitter equipment

'APJ'

1.17.2 10 W PRN: L5

10 W PRN: L5

Power or power range

Min: 10 W

Max: 10 W

Test bands/constellation

'L5'

Transmitter equipment

'APJ'

1.17.3 10 W CW: L1, L5

10 W CW: L1, L5

Power or power range

Min: 10 W

Max: 10 W

Test bands/constellation

'L1', 'L5'

Transmitter equipment

'APJ'

1.17.4 10 W chirp: L1, L5

10 W chirp: L1, L5

Power or power range

Min: 10 W

Max: 10 W

Test bands/constellation

'L1', 'L5'

Transmitter equipment

'APJ'

1.17.5 10 W PNR: L1, L5

10 W PRN: L1, L5

Power or power range

Min: 10 W

Max: 10 W

Test bands/constellation

'L1', 'L5'

Transmitter equipment

'APJ'

1.17.6 1 W PNR: L1, L5

1 W PNR: L1, L5

Power or power range

Min: 1 W

Max: 1 W

Test bands/constellation

'L1', 'L5'

Transmitter equipment

'APJ'

1.17.7 0.1 W PNR: L1, L5

0.1 W PNR: L1, L5

Power or power range

Min: 0.1 W

Max: 0.1 W

Test bands/constellation

'L1', 'L5'

Transmitter equipment

'APJ'

1.18: Stationary unintentional RFI

Rationale

Although intentional GNSS interference (jamming, spoofing and meaconing) is the most known and written about type of GNSS interference, it is not the only one. Actually, it is not even the most common one, that is actually unintentional interference (caused either by equipment error or by frequency use not intended to disrupt GNSS). These tests try to simulate such interference (specifically CWs, self-oscillation events and frequency drifts), to give participants the ability to see how it affects their equipment and systems, as well as to compare and contrast with different types of intentional interference.

Test description

The tests will simulate different very common types of unintentional GNSS interference. The transmission power is probably higher than is commonly encountered in the wild, but this can be taken into effect by changing the distances to the interference source. Some of the frequency will be outside of the normal GNSS-bands, this is to create out-of-band interference.

Additional information

The jammer employed will be "Porcus Major" F8.1, see appendix A.

Tests within this test group

1.18.1 20 W CW: L1

20 W CW: L1

Power or power range

Min: 20 W

Max: 20 W

Test bands/constellation

'L1'

Transmitter equipment

'F8.1'

1.18.2 20 W CW: L2

20 W CW: L2

Power or power range

Min: 20 W

Max: 20 W

Test bands/constellation

'L2'

Transmitter equipment

'F8.1'

1.18.3 20 W CW: L5

20 W CW: L5

Power or power range

Min: 20 W

Max: 20 W

Test bands/constellation

'L5'

Transmitter equipment

'F8.1'

1.18.4 20 W drift: 1545 to 1620 MHz, with BW of 10 kHz and sweep time of 1 minute

20 W frequency drift from 1545 to 1620 MHz, with a signal bandwidth (BW) of 10 kHz and a sweep duration of 1 minute.

Power or power range

Min: 20 W

Max: 20 W

Test bands/constellation

'L1', 'E1', 'B1l', 'B1C', 'G1'

Transmitter equipment

'F8.1'

1.18.5 20 W drift: 1545 to 1620 MHz, with BW of 10 kHz and sweep time of 5 minutes

20 W frequency drift from 1545 to 1620 MHz, with a signal bandwidth (BW) of 10 kHz and a sweep duration of 5 minutes.

Power or power range

Min: 20 W

Max: 20 W

Test bands/constellation

'L1', 'E1', 'B1l', 'B1C', 'G1'

Transmitter equipment

'F8.1'

1.18.6 20 W drift: 1620 to 1545 MHz, with BW of 10 kHz and sweep time of 1 minute

20 W frequency drift from 1620 to 1545 MHz, with a signal bandwidth (BW) of 10 kHz and a sweep duration of 1 minute.

Power or power range

Min: 20 W

Max: 20 W

Test bands/constellation

'L1', 'E1', 'B1l', 'B1C', 'G1'

Transmitter equipment

'F8.1'

1.18.7 20 W drift: 1620 to 1545 MHz, with BW of 10 kHz and sweep time of 5 minutes

20 W frequency drift from 1620 to 1545 MHz, with a signal bandwidth (BW) of 10 kHz and a sweep duration of 5 minutes.

Power or power range

Min: 20 W

Max: 20 W

Test bands/constellation

'L1', 'E1', 'B1I', 'B1C', 'G1'

Transmitter equipment

'F8.1'

1.18.8 20 W drift: 1545 to 1620 MHz, with BW of 500 kHz and sweep time of 1 minute

20 W frequency drift from 1545 to 1620 MHz, with a signal bandwidth (BW) of 500 kHz and a sweep duration of 1 minute.

Power or power range

Min: 20 W

Max: 20 W

Test bands/constellation

'L1', 'E1', 'B1I', 'B1C', 'G1'

Transmitter equipment

'F8.1'

1.18.9 20 W drift: 1545 to 1620 MHz, with BW of 500 kHz and sweep time of 5 minutes

20 W frequency drift from 1545 to 1620 MHz, with a signal bandwidth (BW) of 500 kHz and a sweep duration of 5 minutes.

Power or power range

Min: 20 W

Max: 20 W

Test bands/constellation

'L1', 'E1', 'B1I', 'B1C', 'G1'

Transmitter equipment

'F8.1'

1.18.10 20 W drift: 1620 to 1545 MHz, with BW of 500 kHz and sweep time of 1 minute

20 W frequency drift from 1620 to 1545 MHz, with a signal bandwidth (BW) of 500 kHz and a sweep duration of 1 minute.

Power or power range

Min: 20 W

Max: 20 W

Test bands/constellation

'L1', 'E1', 'B1l', 'B1C', 'G1'

Transmitter equipment

'F8.1'

1.18.11 20 W drift: 1620 to 1545 MHz, with BW of 500 kHz and sweep time of 5 minutes

20 W frequency drift from 1620 to 1545 MHz, with a signal bandwidth (BW) of 500 kHz and a sweep duration of 5 minutes.

Power or power range

Min: 20 W

Max: 20 W

Test bands/constellation

'L1', 'E1', 'B1l', 'B1C', 'G1'

Transmitter equipment

'F8.1'

1.18.12 20 W drift: 1150 to 1300 MHz, with BW of 10 kHz and sweep time of 1 minute

20 W frequency drift from 1150 to 1300 MHz, with a signal bandwidth (BW) of 10 kHz and a sweep duration of 1 minute.

Power or power range

Min: 20 W

Max: 20 W

Test bands/constellation

'L1', 'E1', 'B1l', 'B1C', 'G1'

Transmitter equipment

'F8.1'

1.18.13 20 W drift: 1150 to 1300 MHz, with BW of 10 kHz and sweep time of 5 minutes

20 W frequency drift from 1150 to 1300 MHz, with a signal bandwidth (BW) of 10 kHz and a sweep duration of 5 minutes.

Power or power range

Min: 20 W

Max: 20 W

Test bands/constellation

'L1', 'E1', 'B1l', 'B1C', 'G1'

Transmitter equipment

'F8.1'

1.18.14 20 W drift: 1300 to 1150 MHz, with BW of 10 kHz and sweep time of 1 minute

20 W frequency drift from 1300 to 1150 MHz, with a signal bandwidth (BW) of 10 kHz and a sweep duration of 1 minute.

Power or power range

Min: 20 W

Max: 20 W

Test bands/constellation

'L1', 'E1', 'B1l', 'B1C', 'G1'

Transmitter equipment

'F8.1'

1.18.15 20 W drift: 1300 to 1150 MHz, with BW of 10 kHz and sweep time of 5 minutes

20 W frequency drift from 1300 to 1150 MHz, with a signal bandwidth (BW) of 10 kHz and a sweep duration of 5 minutes.

Power or power range

Min: 20 W

Max: 20 W

Test bands/constellation

'L1', 'E1', 'B1l', 'B1C', 'G1'

Transmitter equipment

'F8.1'

1.18.16 20 W drift: 1150 to 1300 MHz, with BW of 500 kHz and sweep time of 1 minute

20 W frequency drift from 1150 to 1300 MHz, with a signal bandwidth (BW) of 500 kHz and a sweep duration of 1 minute.

Power or power range

Min: 20 W

Max: 20 W

Test bands/constellation

'L1', 'E1', 'B1l', 'B1C', 'G1'

Transmitter equipment

'F8.1'

1.18.17 20 W drift: 1150 to 1300 MHz, with BW of 500 kHz and sweep time of 5 minutes

20 W frequency drift from 1150 to 1300 MHz, with a signal bandwidth (BW) of 500 kHz and a sweep duration of 5 minutes.

Power or power range

Min: 20 W

Max: 20 W

Test bands/constellation

'L1', 'E1', 'B1l', 'B1C', 'G1'

Transmitter equipment

'F8.1'

1.18.18 20 W drift: 1300 to 1150 MHz, with BW of 500 kHz and sweep time of 1 minute

20 W frequency drift from 1300 to 1150 MHz, with a signal bandwidth (BW) of 500 kHz and a sweep duration of 1 minute.

Power or power range

Min: 20 W

Max: 20 W

Test bands/constellation

'L1', 'E1', 'B1l', 'B1C', 'G1'

Transmitter equipment

'F8.1'

1.18.19 20 W drift: 1300 to 1150 MHz, with BW of 500 kHz and sweep time of 5 minutes

20 W frequency drift from 1300 to 1150 MHz, with a signal bandwidth (BW) of 500 kHz and a sweep duration of 5 minutes.

Power or power range

Min: 20 W

Max: 20 W

Test bands/constellation

'L1', 'E1', 'B1l', 'B1C', 'G1'

Transmitter equipment

'F8.1'

2 Spoofing

2.1: Incoherent position spoofing from stationary spoofer using synthetic ephemerides

Rationale

The idea is to test equipment and systems when exposed to false and misleading GNSS-PNT information, with a focus on position. These are very basic attacks that can be performed with easily available software and hardware. These attacks can give an indication to the receivers' resiliency to spoofing attacks. Most receivers will probably see these attacks as noise initially, effectively working as a jamming signal.

Test description

Simulated signals will be transmitted from a stationary antenna. Generated spoofing scenarios will use satellite ephemerides different from live sky satellites. Simulated signals may use one or more constellations and one or more signal bands.

Initial positions are either False (e.g. 70 N, 10 E) or True (target location, normally close to the transmitter antenna location). Initial time is either False (e.g. a jump in time) or True (less than 100 ns timing error for a receiver at target location). Some test scenarios may be started with jamming (lasting for 5 min, one or several test bands, before the spoofing transmission is activated). Some spoofing scenarios may be accompanied by continuous jamming (one or several test bands).

Static scenarios are a fixed position, while dynamic scenarios are a drive around the area. For each dynamic test, the motion is first spoofed to a fixed start position for 5 minutes before the dynamic motion starts.

There will be a break between each test to allow receivers to reacquire fix onto real satellite signals. When max and min powers are indicated, this refers to spoofing power.

Additional information

Expected (least) range/power of spoofing signals: A radius of approximately 1.5 kilometre from the transmitter, depending on terrain and building signal shielding.

Tests within this test group

2.1.1 Large position and time jump, with power ramp

Signals: GPS L1 C/A, L2C, L5. Galileo E1, E5

No jamming.

Simulated position: 70 N, 10 E. Simulated start time: 01.10.2024 12:00.

Power will be ramp up from -35 dBm to 25 dBm in 5 dB steps, with each step lasting 3 minutes.

Power or power range

Min: 3.16e-07 W

Max: 0.316 W

Test bands/constellation

'L1', 'L2', 'L5', 'E1', 'E5a', 'E5b'

Transmitter equipment

'S'

2.1.2 Large position and time jump. GPS L1 and Galileo E1

Signals: GPS L1 C/A. Galileo E1.

No jamming.

Simulated position: 70 N, 10 E. Simulated start time: 01.10.2024 12:00.

Power or power range

Min: 0.316 W

Max: 0.316 W

Test bands/constellation

'L1', 'E1'

Transmitter equipment

'S'

2.1.3 Large position and time jump. GPS L1 and Galileo E1, with initial and continuous jamming

Signals: GPS L1 C/A. Galileo E1.

5 minutes of initial jamming (L1, G1, B1l, E6, L2, E5b, L5 with 2 W) prior to spoofing transmission, then continuous on other bands than the ones spoofed.

Simulated position: 70 N, 10 E. Simulated start time: 01.10.2024 12:00.

Power or power range

Min: 0.316 W

Max: 0.316 W

Test bands/constellation

'L1', 'E1'

Transmitter equipment

'S'

2.1.4 Simulated driving (route 1), with initial jamming

Signals: GPS L1 C/A, L2C, L5. Galileo E1, E5.

5 minutes of initial jamming (L1, G1, B1l, E6, L2, E5b, L5 with 2 W) prior to spoofing transmission.

Simulated start position: Bleik community house parking lot. Simulated start time: 01.10.2024 12:00.

Power or power range

Min: 0.316 W
Max: 0.316 W

Test bands/constellation

'L1', 'L2', 'L5', 'E1', 'E5a', 'E5b'

Transmitter equipment

'S'

2.1.5 Simulated driving, true reference time (route 1), with initial jamming

Signals: GPS L1 C/A, L2C, L5. Galileo E1, E5.
5 minutes of initial jamming (L1, G1, B1l, E6, L2, E5b, L5 with 2 W) prior to spoofing transmission.
Simulated start position: Bleik community house parking lot. Simulated start time: Referenced to live GPS-signals.

Power or power range

Min: 0.316 W
Max: 0.316 W

Test bands/constellation

'L1', 'L2', 'L5', 'E1', 'E5a', 'E5b'

Transmitter equipment

'S'

2.2: Incoherent position spoofing from stationary spoofer using broadcast(true) ephemerides

Rationale

The idea is to test equipment and systems when exposed to false and misleading GNSS-PNT information, with a focus on position. These spoofing tests use ephemerides (navigation data) identical to those broadcasted by the actual satellites, but the transmitted spoofing signals do not align with those received from actual satellites (incoherent). Receivers using the spoofed signals will (most likely) generate jumps in the navigation solution, either in position, time and/or velocity.

Test description

Simulated signals will be transmitted from a stationary antenna. Generated spoofing scenarios will use broadcast satellite ephemeris data. Simulated signals may use one or more constellations and one or more test bands.

Initial positions are either False (e.g. 70 N, 10 E) or True (target location, normally close to the transmitter antenna location). Initial time is either False (e.g. a jump in time/date) or True (less than 100 ns timing error for a receiver at target location). Some test scenarios may be started with jamming (lasting for 5 min, one or several test bands, before the spoofing transmission is activated). Some spoofing scenarios may be accompanied by continuous jamming (one or several test bands). The indicated "Test bands / constellation" refers to which signals are spoofed.

Static scenarios are a fixed position, while dynamic scenarios are a simulated drive around the area. For each dynamic test, the motion is first spoofed to a fixed start position for 5 minutes before the dynamic motion starts.

There will be a break between each test to allow receivers to reacquire fix onto real satellite signals. When max and min powers are indicated, this refers to spoofing power.

Additional information

Expected (least) range/power of spoofing signals: A radius of approximately 1.5 kilometre from the transmitter, depending on terrain and building signal shielding.

Tests within this test group

2.2.1 Large position jump

Signals: GPS L1 C/A, L2C, L5. Galileo E1, E5.

No jamming.

Simulated position: 70 N, 10 E. Simulated start time: Referenced to live GPS-signals.

Power or power range

Min: 0.316 W

Max: 0.316 W

Test bands/constellation

'L1', 'L2', 'L5', 'E1', 'E5a', 'E5b'

Transmitter equipment

'S'

2.2.2 Small position jump, large time jump, with initial and continuous jamming

Signals: GPS L1 C/A, L2C, L5. Galileo E1, E5.

5 minutes of initial jamming (L1, G1, B1l, E6, L2, E5b, L5 with 2 W) prior to spoofing transmission, then continuous on other bands than the ones spoofed.

Simulated position: North end of the football field - 69.27701401, 15.969328354, 45 m hae (Height Above Ellipsoid). Simulated start time: 01.10.2024 12:00.

Power or power range

Min: 0.316 W

Max: 0.316 W

Test bands/constellation

'L1', 'L2', 'L5', 'E1', 'E5a', 'E5b'

Transmitter equipment

'S'

2.2.3 Small position jump

Signals: GPS L1 C/A, L2C, L5. Galileo E1, E5.

No jamming.

Simulated position: North end of the football field - 69.27701401, 15.96932835, 45 m hae. Simulated start time: Referenced to live GPS-signals.

Power or power range

Min: 0.316 W

Max: 0.316 W

Test bands/constellation

'L1', 'L2', 'L5', 'E1', 'E5a', 'E5b'

Transmitter equipment

'S'

2.2.4 Fixed position

Signals: GPS L1 C/A, L2C, L5. Galileo E1, E5.

No jamming.

Simulated position: Cemetery - 69.2824699, 15.9906568, 48 m hae. Simulated start time: Referenced to live GPS-signals.

Power or power range

Min: 0.316 W

Max: 0.316 W

Test bands/constellation

'L1', 'L2', 'L5', 'E1', 'E5a', 'E5b'

Transmitter equipment

'S'

2.2.5 Large position jump #2

Signals: GPS L1 C/A, L2C, L5. Galileo E1, E5.

No jamming.

Simulated position: 69.25 N, 14.9 E. Simulated start time: Referenced to live GPS-signals.

Power or power range

Min: 0.316 W

Max: 0.316 W

Test bands/constellation

'L1', 'L2', 'L5', 'E1', 'E5a', 'E5b'

Transmitter equipment

'S'

2.3: Coherent position spoofing from stationary spoofer using broadcast(true) ephemerides

Rationale

The idea is to test equipment and systems when exposed to false and misleading GNSS-PNT information, with a focus on position. These spoofing tests use ephemerides (navigation data) identical to those broadcasted by the actual satellites. The transmitted spoofing signals are intended to align (to within a few 100 ns) with those received from actual satellites at the target location (coherent). Receivers using the spoofed signals at rest at the target location will initially generate no major changes in the navigation solution, either in position, time and/or velocity, compared to the solution estimated from actual satellite signals.

Test description

Simulated signals will be transmitted from a stationary antenna. Generated spoofing scenarios will use broadcast satellite ephemeris data. Simulated signals may use one or more constellations and one or more signal bands.

Initial positions are True (target location, normally close to the transmitter antenna location). Initial time is True (less than 100 ns timing error for a receiver at target location). Some test scenarios may be started with jamming (lasting for 5 min, one or several test bands, before the spoofing transmission is activated). Some spoofing scenarios may be accompanied by continuous jamming (one or several test bands). The indicated "Test bands / constellation" refers to which signals are spoofed.

Static scenarios are a fixed position, while dynamic scenarios are a simulated drive around the area. For each dynamic test, the motion is first spoofed to a fixed start position for 5 minutes before the dynamic motion starts.

There will be a break between each test to allow receivers to reacquire fix onto real satellite signals.

For all tests in this group, spoofing transmission will be corrected for signal delay to simulated start position.

When max and min powers are indicated, this refers to spoofing power.

Additional information

Expected (least) range/power of spoofing signals: A radius of approximately 1.5 kilometre from the transmitter, depending on terrain and building signal shielding.

Tests within this test group

2.3.1 Simulated driving (route 1). GPS only, with initial jamming.

Signals: GPS L1 C/A, L2C, L5.

5 minutes of initial jamming (L1, G1, B1l, E6, L2, E5b, L5 with 2 W) prior to spoofing transmission. Simulated start position: Bleik community house parking lot. Simulated start time: Referenced to live GPS-signals.

Power or power range

Min: 0.316 W

Max: 0.316 W

Test bands/constellation

'L1', 'L2', 'L5'

Transmitter equipment

'S'

2.3.2 Simulated driving (route 1). Galileo only, with initial jamming.

Signals: Galileo E1, E5
5 minutes of initial jamming (L1, G1, B1l, E6, L2, E5b, L5 with 2 W) prior to spoofing transmission.
Simulated start position: Bleik community house parking lot. Simulated start time: Referenced to live GPS-signals.

Power or power range

Min: 0.316 W
Max: 0.316 W

Test bands/constellation

'E1', 'E5a', 'E5b'

Transmitter equipment

'S'

2.3.3 Simulated driving (route 1) with initial jamming.

Signals: GPS L1 C/A, L2C, L5. Galileo E1, E5.
5 minutes of initial jamming (L1, G1, B1l, E6, L2, E5b, L5 with 2 W) prior to spoofing transmission.
Simulated start position: Bleik community house parking lot. Simulated start time: Referenced to live GPS-signals.

Power or power range

Min: 0.316 W
Max: 0.316 W

Test bands/constellation

'L1', 'L2', 'L5', 'E1', 'E5a', 'E5b'

Transmitter equipment

'S'

2.3.4 Simulated driving (route 1). GPS only

Signals: GPS L1 C/A, L2C, L5.
No jamming.
Simulated start position: Bleik community house parking lot. Simulated start time: Referenced to live GPS-signals.

Power or power range

Min: 316 W
Max: 0.316 W

Test bands/constellation

'L1', 'L2', 'L5'

Transmitter equipment

'S'

2.3.5 Simulated driving (route 1). GPS L1 and Galileo E1

Signals: GPS L1 C/A. Galileo E1.

No jamming.

Simulated start position: Bleik community house parking lot. Simulated start time: Referenced to live GPS-signals.

Power or power range

Min: 0.316 W
Max: 0.316 W

Test bands/constellation

'L1', 'E1'

Transmitter equipment

'S'

2.3.6 Simulated driving (route 1)

Signals: GPS L1 C/A, L2C, L5. Galileo E1, E5.

No jamming.

Simulated start position: Bleik community house parking lot. Simulated start time: Referenced to live GPS-signals.

Power or power range

Min: 0.316 W
Max: 0.316 W

Test bands/constellation

'L1', 'L2', 'L5', 'E1', 'E5a', 'E5b'

Transmitter equipment

'S'

2.3.7 Flying (route 4) - "drone scenario"

Signals: GPS L1 C/A, L2C, L5. Galileo E1, E5.

No jamming.

Simulated start position: 69.277014014, 15.969328354, 40 m hae. Simulated start time: Referenced to live GPS-signals.

Spoofing transmission will be corrected for signal delay to simulated start position. Drones at start position (victim position) should see coherent signals.

Power or power range

Min: 0.316 W

Max: 0.316 W

Test bands/constellation

'L1', 'L2', 'L5', 'E1', 'E5a', 'E5b'

Transmitter equipment

'S'

2.3.8 Sailing (route 5) - "ship scenario"

Signals: GPS L1 C/A, L2C, L5. Galileo E1, E5.

No jamming.

Simulated start position: Bleik harbour. Simulated start time: Referenced to live GPS-signals.

Spoofing transmission will be corrected for signal delay to simulated start position. Ships at start position (victim position) should see coherent signals.

Power or power range

Min: 0.316 W

Max: 0.316 W

Test bands/constellation

'L1', 'L2', 'L5', 'E1', 'E5a', 'E5b'

Transmitter equipment

'S'

2.3.9 Flying (route 2) - "helicopter scenario"

Signals: GPS L1 C/A, L2C, L5, Galileo E1, E5.

No jamming.

Simulated start position: Over the sea 1 km N (Midnattskjæran) at 200 m hae. Simulated start time: Referenced to live GPS-signals.

Spoofing transmission will be corrected for signal delay to simulated start position. Helicopter at start position (victim position) should see coherent signals.

Power or power range

Min: 0.316 W

Max: 0.316 W

Test bands/constellation

'L1', 'L2', 'L5', 'E1', 'E5a', 'E5b'

Transmitter equipment

'S'

2.4: Incoherent time spoofing from stationary spoofer using synthetic ephemerides

Rationale

The idea is to test equipment and systems when exposed to false and misleading GNSS-PNT information, with a focus on timing. These are synchronized spoofing scenarios in the sense that the navigation solution (position, velocity and clock bias) should not initially change significantly for a receiver at the target location. The scenarios are incoherent in the sense that spoofing signals are different from (not aligned with) those received from the actual satellites.

Test description

Simulated signals will be transmitted from a stationary antenna. Generated spoofing scenarios will use satellite ephemerides different from live sky satellites. Simulated signals may use one or more constellations and one or more signal bands.

Initial positions are True (target location, normally close to the transmitter antenna location). Some test scenarios may be started with jamming (lasting for 5 min, one or several test bands). Some spoofing scenarios may be accompanied by continuous jamming (one or several test bands). The indicated "Test bands / constellation" refers to which signals are spoofed.

There will be a small break between each test and a larger break after the test group is over to allow receivers to reacquire fix onto real satellite signals.

When max and min powers are indicated, this refers to spoofing power.

Additional information

Expected (least) range/power of spoofing signals: A radius of approximately a few hundred metres from the transmitter, depending on terrain and building signal shielding.

Tests within this test group

2.4.1 Time offset 15 minutes from real time. GPS L1 and Galileo E1, with power ramp

Signals: GPS L1 C/A. Galileo E1.

No jamming.

Fixed spoofed position: 69.27547832, 15.96832496, 35 m hae. Time offset is + 15 minutes (900 seconds), so "into the future".

The spoofing power will be ramped from -35 dBm to +15 dBm in steps of 5 dB every two minutes.

Power or power range

Min: 3.16e-07 W

Max: 0.0316 W

Test bands/constellation

'L1', 'E1'

Transmitter equipment

'S'

2.4.2 Time offset 15 minutes from real time, with power ramp

Signals: GPS L1 C/A, L2C, L5. Galileo E1, E5.

No jamming.

Fixed spoofed position: 69.27547832, 15.96832496, 35 m hae. Time offset is + 15 minutes (900 seconds), so "into the future".

Spoofing power ramp -35 dBm to +15 dBm in steps of 5 dB every two minutes.

Power or power range

Min: 3.16e-07 W

Max: 0.0316 W

Test bands/constellation

'L1', 'L2', 'L5', 'E1', 'E5a', 'E5b'

Transmitter equipment

'S'

2.4.3 Time offset -3 minutes from real time, with power jump

Signals:GPS L1 C/A, L2C, L5. Galileo E1, E5.

No jamming.

Fixed spoofed position: 69.27547832, 15.96832496, 35 m hae. Time offset is - 3 minutes (180 seconds), so "back into the past".

Spoofing power will start at -20 dBm and be stepped up to 15 dBm in one step after 10 minutes.

Power or power range

Min: 1e-05 W

Max: 0.0316 W

Test bands/constellation

'L1', 'L2', 'L5', 'E1', 'E5a', 'E5b'

Transmitter equipment

'S'

2.4.4 Static + Frequency step. GPS L1

Signals: GPS L1 C/A.

No jamming.

Fixed spoofed position: 69.27547832, 15.96832496, 35 m hae.

Frequency steps means here spoofing signal transmission rate change. Frequency steps are added (10 ns/s) and starts five minutes after the spoofing starts.

Power or power range

Min: 0.001 W
Max: 0.001 W

Test bands/constellation

'L1'

Transmitter equipment

'S'

2.4.5 Static + Frequency step. GPS L1 and Galileo E1, with initial jamming

Signals: GPS L1 C/A. Galileo E1.

5 minutes of initial jamming (L1, G1, B1l, L2, E5b, L5 with 2 W) prior to spoofing transmission.

Fixed spoofed position: 69.27547832, 15.96832496, 35 m hae.

Frequency steps means here spoofing signal transmission rate change. Frequency steps are added (10 ns/s) and starts five minutes after the spoofing starts.

Power or power range

Min: 0.001 W
Max: 0.001 W

Test bands/constellation

'L1', 'E1'

Transmitter equipment

'S'

2.5: Coherent time spoofing from stationary spoofer using broadcast(true) ephemerides

Rationale

The idea is to test equipment and systems when exposed to false and misleading GNSS-PNT information, with a focus on timing. These are synchronized spoofing scenarios in the sense that the navigation solution (position, velocity and clock bias) should not initially change significantly for a receiver at the target location. The scenarios are coherent in the sense that spoofing signals are similar (aligned with) those received from the actual satellites. Scenarios in these tests are intended to not alter the navigation solution at all for receivers at the target position for position and velocity estimates. Clock bias estimates should be affected by the frequency step in test 1 - 3, but not in 4 - 7.

Test description

Simulated signals will be transmitted from a stationary antenna. Generated spoofing scenarios will use broadcast satellite ephemeris data. Simulated signals may use one or more constellations and one or more signal bands.

Initial positions are True (target location, normally close to the transmitter antenna location). Initial time is True (less than 100 ns timing error for a receiver at target location). Some test scenarios may be started with jamming (lasting for 5 min, one or several test bands). Some spoofing scenarios may be accompanied by continuous jamming (one or several test bands). The indicated "Test bands / constellation" refers to which signals are spoofed.

There will be a short break between each test and a larger break after the test group is over to allow receivers to reacquire fix onto real satellite signals.

When max and min powers are indicated, this refers to spoofing power.

Additional information

Expected (least) range/power of spoofing signals: A radius of approximately a few hundred metres from the transmitter, depending on terrain and building signal shielding.

Tests within this test group

2.5.1 Static + Frequency step. GPS L1 and Galileo E1

Signals: GPS L1 C/A. Galileo E1.

No jamming.

Fixed spoofed position: 69.27547832, 15.96832496, 35 m hae.

Frequency steps means here spoofing signal transmission rate change. Frequency steps are added (10 ns/s) and starts five minutes after the spoofing starts.

Power or power range

Min: 1e-05 W

Max: 1e-05 W

Test bands/constellation

'L1', 'E1'

Transmitter equipment

'S'

2.5.2 Static + Frequency step. GPS L1 and Galileo E1, with initial and continuous jamming

Signals: GPS L1 C/A. Galileo E1.

5 minutes of initial jamming (L1, G1, B1l, L2, E5b, L5 with 2 W) prior to spoofing transmission, then continuous on other bands than the ones spoofed.

Fixed spoofed position: 69.27547832, 15.96832496, 35 m hae.

Frequency steps means here spoofing signal transmission rate change. Frequency steps are added (10 ns/s) and starts five minutes after the spoofing starts.

Power or power range

Min: 0.001 W

Max: 0.001 W

Test bands/constellation

'L1', 'E1'

Transmitter equipment

'S'

2.5.3 Static + Nav data manipulation (clock/frequency related). GPS L1 and Galileo E1

Signals: GPS L1 C/A. Galileo E1.

No jamming.

Fixed spoofed position: 69.27547832, 15.96832496, 35 m hae.

The navigation data manipulation starts five minutes after the spoofing starts.

Power or power range

Min: 1e-05 W

Max: 1e-05 W

Test bands/constellation

'L1', 'E1'

Transmitter equipment

'S'

2.5.4 Static + Nav data manipulation (clock/frequency related). GPS L1 and Galileo E1, with initial and continuous jamming, with power ramp.

Signals: GPS L1 C/A. Galileo E1.

5 minutes of initial jamming (L1, G1, B1l, L2, E5b, L5 with 2 W) prior to spoofing transmission, then continuous on other bands than the ones spoofed.

Fixed spoofed position: 69.27547832, 15.96832496, 35 m hae.

Spoofing power will be ramped -35 dBm to +15 dBm in steps of 5 dB every two minutes.

The navigation data manipulation starts five minutes after the spoofing starts.

Power or power range

Min: 3.16e-07 W

Max: 0.0316 W

Test bands/constellation

'L1', 'E1'

Transmitter equipment

'S'

2.5.5 Static + UTC-parameter nav. data manipulation. GPS L1 and Galileo E1, with initial jamming

Signals: GPS L1 C/A. Galileo E1.

5 minutes of initial jamming (L1, G1, B1l, L2, E5b, L5 with 2 W) prior to spoofing transmission.

Fixed spoofed position: 69.27547832, 15.96832496, 35 m hae.

The UTC-parameter nav. data manipulation consists of the spoofing signal saying that back in 2016, there was 19 leap seconds instead of 18. The data manipulation starts five minutes after the spoofing starts.

Power or power range

Min: 1e-05 W

Max: 1e-05 W

Test bands/constellation

'L1', 'E1'

Transmitter equipment

'S'

2.5.6 Time offset 15 minutes from real time - harbour

Signals: GPS L1 C/A, L2C, L5. Galileo E1, E5.

No jamming.

Fixed spoofed position: Bleik harbour. Time offset is + 15 minutes (900 seconds), so "into the future".

Power or power range

Min: 0.316 W

Max: 0.316 W

Test bands/constellation

'L1', 'L2', 'L5', 'E1', 'E5a', 'E5b'

Transmitter equipment

'S'

2.6: Incoherent GPS position and time spoofing from mobile spoofer**Rationale**

The objective is to simulate a vehicle-borne spoofing device "out in the wild", so that attendees can experience how a mobile spoofing source affects their (stationary or mobile) equipment and systems.

Test description

A SDR spoofer will be employed in different ways in and around vehicles. The spoofed signals will be on GPS L1 only. All spoofing tests will be combined with jamming on Glonass G1. Both jamming and spoofing will be done with 10 dBm. The indicated "Test bands / constellation" refers to which signals are spoofed.

There will be a break between each test to allow receivers to reacquire fix onto real satellite signals.

Additional information

Starting position will be approximately 69.194875 N, 15.837719 E in all scenarios (might change due to operational requests).

Tests within this test group

2.6.1 Spoofer (inside vehicle) stationary with dynamic spoofed position.

Spoofers placed inside of a vehicle that stands stationary. Spoofed position starts static (at starting position) and approximately true (incoherently). After 10 minutes, the spoofed position starts to move south with constant speed (15 m/s), while spoofer stays stationary.

Power or power range

Min: 0.01 W

Max: 0.01 W

Test bands/constellation

'L1'

Transmitter equipment

'SDR'

2.6.2 Spoofer (inside vehicle) stationary and then moving with fixed spoofed position.

Spoofers placed inside of a vehicle that starts out stationary for 10 minutes, before the vehicle begins to drive south along Stavedalsveien (FV7702) at 50 km/h. The spoofed position remains fixed and approximately as the true position from starting point throughout the test.

Power or power range

Min: 0.01 W

Max: 0.01 W

Test bands/constellation

'L1'

Transmitter equipment

'SDR'

2.6.3 Spoofer (inside vehicle) moving with fixed spoofed position.

Spoofers placed inside of a vehicle that moves south along Stavedalsveien (FV7702) at 50 km/h from the starting point. 10 seconds after the vehicle began to move, the spoofing is activated, spoofing to a fixed position at 70 N, 10 E.

Power or power range

Min: 0.01 W

Max: 0.01 W

Test bands/constellation

'L1'

Transmitter equipment

'SDR'

2.6.4 Spoofer (inside vehicle) stationary and then moving with first fixed and then dynamic spoofed position.

Spoofers placed inside of a vehicle that starts out stationary for 10 minutes, then the vehicle begins to drive south along Stavedalsveien (FV7702) at 50 km/h. Spoofed position is approximately true for the first 10 minutes, then starts to move directly south with constant speed (15 m/s) (which in effect is a slightly different direction than that the vehicle is moving in).

Power or power range

Min: 0.01 W

Max: 0.01 W

Test bands/constellation

'L1'

Transmitter equipment

'SDR'

2.7: Stationary incoherent spoofing with extreme timeshifts (+/- years)

Rationale

Some equipment will use GNSS to provide time or to synchronize time dependent systems. The equipment and subsystems being fed this timing information can use this time for for example checking validity of licences, certificates, etc. This test can be used to check for unintended effects of large time shifts on equipment and subsystems.

Test description

Providing a date 2 years back in time or 2 years ahead can cause denial of service for some downstream services. The test will move the date 2 years back or forth from the day that the test is being executed at.

Additional information

The effect on subsystems is not known and hence care should be taken to limit the range of the transmission to include (as best as possible) only DUT equipment and systems.

Tests within this test group

2.7.1 Static + Time manipulation (2 years backwards). GPS L1 and Galileo E1, with initial and continuous jamming

Signals: GPS L1 C/A. Galileo E1.

5 minutes of initial jamming (L1, G1, B1l, L2, E5b, L5 with 2 W) prior to spoofing transmission, then continuous on other bands than the ones spoofed.

Fixed spoofed position: 69.27547832, 15.96832496, 35 m hae.

The data manipulation starts five minutes after the spoofing starts, which will cause time to be shifted by 2 years into the past.

Power or power range

Min: 0.001 W

Max: 0.001 W

Test bands/constellation

'L1', 'E1'

Transmitter equipment

'S'

2.7.2 Static + Time manipulation (2 years forwards). GPS L1 and Galileo E1, with initial and continuous jamming

Signals: GPS L1 C/A. Galileo E1.

5 minutes of initial jamming (L1, G1, B1l, L2, E5b, L5 with 2 W) prior to spoofing transmission, then continuous on other bands than the ones spoofed.

Fixed spoofed position: 69.27547832, 15.96832496, 35 m hae.

The data manipulation starts five minutes after the spoofing starts, which will cause time to be shifted by 2 years into the future.

Power or power range

Min: 0.001 W

Max: 0.001 W

Test bands/constellation

'L1', 'E1'

Transmitter equipment

'S'

3 Meaconing

3.1: Stationary meaconing from single receiver

Rationale

The objective is to observe how equipment and systems behave under meaconing from a single receiver, with and without initial jamming. Attendees should try to observe PNT changes and/or loss of PNT, and monitor the changes when their equipment and systems are exposed to two different power levels. Maybe especially interesting is to see how the effects of movement and speed, coupled with other sensor data, will result the total output. Some tests might be repeated, so that it is possible to try to detect differences between for example stationary and mobile test objects, or to allow for configuration of other participants setups to test different variables in the same RFI environment.

Test description

GNSS re-transmission of real live sky signals from one receiver, where the GNSS environment will have wrong position with real satellite data, only slightly time delayed. The test will re-transmit on the L1 and L2 bands, where the employed antennas for receivers RX1 and RX2 have cut-off frequencies at 1562 – 1588 MHz (L1) & 1216 – 1240 MHz (L2) and 1564 – 1586 MHz (L1) & 1218 – 1238 MHz (L2), respectively. This means that GPS L1 and L2, Galileo E1, and Beidou B1 should be visible, that the Glonass G1 satellites shouldn't be visible, and that some Beidou B1I satellites might be, especially on RX1. The tests are performed with constant transmission power, some with initial jamming and some without. There is planned a 10-minute break between each test. The meaconed position is for RX1: (TBD1) and for RX2: (TBD2).

Additional information

The jammer employed will be F8.1 "Porcus Major", see appendix A. The meaconing setup employed, "M", is explained in Appendix XX.

Tests within this test group

3.1.1 RX1 at 1 W

1 W meaconing from receiver RX1
Power or power range
Min: 1 W
Max: 1 W
Test bands/constellation
'L1', 'L2'

Transmitter equipment

'M and F8.1'

3.1.2 RX1 at 1 W with initial jamming

1 W meaoning from receiver RX1 preceded by 5 min. jamming (PRN L1, L2, L5 and G1 at 20 W)

Power or power range

Min: 1 W

Max: 1 W

Test bands/constellation

'L1', 'L2'

Transmitter equipment

'M and F8.1'

3.1.3 RX1 at 10 W

10 W meaoning from receiver RX1

Power or power range

Min: 10 W

Max: 10 W

Test bands/constellation

'L1', 'L2'

Transmitter equipment

'M and F8.1'

3.1.4 RX1 at 10 W with initial jamming

10 W meaoning from receiver RX1 preceded by 5 min. jamming (PRN L1, L2, L5 and G1 at 20 W)

Power or power range

Min: 10 W

Max: 10 W

Test bands/constellation

'L1', 'L2'

Transmitter equipment

'M and F8.1'

3.1.5 RX2 at 10 W

10 W meaoning from receiver RX2

Power or power range

Min: 10 W

Max: 10 W

Test bands/constellation

'L1', 'L2'

Transmitter equipment

'M and F8.1'

3.2: Stationary meaoning from two receivers

Rationale

The objective is to observe how equipment and systems behave under meaoning from two receivers, with and without initital jammming. Attendees should try to observe PNT changes and/or loss of PNT, and monitor the changes when their equipment and systems are exposed to two different meaoned signals. Maybe especially interesting is to see if positions jump between the two meaoned posistions, stay stable or if two meaoned signals aid in GNSS RFI detection somewhat.

Test description

GNSS re-transmission of real live sky signals from two receivers (RX1 and RX2), with the same receivers specifications as listed in "Meaoning testgroup 1". The tests are performed with constant power outputs, some with initial jamming and some without. There is planned a 10-minute break between each test.

Additional information

The jammer employed will be F8.1 "Porcus Major", see appendix A. The meaoning setup employed, "M", is explained in Appendix XX.

Tests within this test group

3.2.1 RX1+RX2 at 10 W

10 W meaoning from receivers RX1+RX2, activated at the same time.

Power or power range

Min: 10 W

Max: 10 W

Test bands/constellation

'L1', 'L2'

Transmitter equipment

'M and F8.1'

3.2.2 RX1+RX2 at 10 W with initial jamming

10 W meaoning from receivers RX1+RX2, activated at the same time, preceded by 5 min. jamming (PRN L1, L2, L5 and G1 at 20 W)

Power or power range

Min: 10 W

Max: 10 W

Test bands/constellation

'L1', 'L2'

Transmitter equipment

'M and F8.1'

3.2.3 RX1+RX2 at 10 W at different times

10 W meaoning from receivers RX1+RX2, activated at different times. RX2 is turned on 5 minutes after RX1 is activated.

Power or power range

Min: 10 W

Max: 10 W

Test bands/constellation

'L1', 'L2'

Transmitter equipment

'M and F8.1'

3.2.4 RX1+RX2 at 10 W alternating

10 W meaoning from receivers RX1+RX2, alternating continuously. RX1 is activated first, then turned off after 1 minute while RX2 is being turned on. RX2 is then turned off after 1 more minute and RX1 is turned on. The cycle is repeated for as long as the test is set up (for example 5 cycles).

Power or power range

Min: 10 W

Max: 10 W

Test bands/constellation

'L1', 'L2'

Transmitter equipment

'M and F8.1'

3.2.5 RX1+RX2 at 10 W alternating with breaks

10 W meaoning from receivers RX1+RX2, alternating with breaks. RX1 is activated first and left on for 1 minute, before being turned off. Nothing is then transmitted for 1 minute (transmission break). After the minute, RX2 is turned on and left on for 1 minute before being turned off. After another transmission break of 1 minute, repeat the cycle. The cycle is repeated for as long as the test is set up (for example 3 cycles).

Power or power range

Min: 10 W

Max: 10 W

Test bands/constellation

'L1', 'L2'

Transmitter equipment

'M and F8.1'

3.3: Stationary meaoning from a single or two receivers with pyramid ramping power

Rationale

The objective is to observe how equipment and systems behave under varying meaoning transmission powers. Maybe especially interesting is to try to observe when the meaoning signal(s) is(are) strong enough to deceive the DUT receiver, and if the DUT receiver resumes to use the real GNSS signals at the same power levels on the way down of the power pyramid. It could also be of interest to see if the behaviour changes if two meaoning receivers are used instead of only a single one.

Test description

GNSS re-transmission of real live sky signals from two receiver (RX1 and RX2), with the same receivers specifications as listed in "Meaoning testgroup 1". The tests are performed with a pyramid ramping in transmission power, from 0.01 W to 10 W and back down to 0.01 W, in 5 dB steps. Each step is kept for 2 minutes before the power is increased or decreased. There is planned a 10-minute break between each test.

Additional information

The jammer employed will be F8.1 "Porcus Major", see appendix A. The meaoning setup employed, "M", is explained in Appendix XX.

Tests within this test group

3.3.1 RX1 at 10 W with pyramid ramping power

10 W meaoning from receiver RX1, with pyramid ramping power. Power is ramped up from 0.01 W to 10 W and then back down again to 0.01 W in 5 dB steps, with each step lasting for 2 minutes.

Power or power range

Min: 0.01 W

Max: 10 W

Test bands/constellation

'L1', 'L2'

Transmitter equipment

'M and F8.1'

3.3.2 RX1+RX2 at 10 W with pyramid ramping power

10 W meaconing from receivers RX1+RX2, with pyramid ramping power. Power is ramped up from 0.01 W to 10 W and then back down again to 0.01 W in 5 dB steps, with each step lasting for 2 minutes.

Power or power range

Min: 0.01 W

Max: 10 W

Test bands/constellation

'L1', 'L2'

Transmitter equipment

'M and F8.1'