

# Delhi GPS Interference: New Pilot Reporting Procedure

Chris Shieff

19 November, 2025



India's DGCA has issued **new pilot reporting rules** after a week of **GPS interference in the Delhi area**.

In early November, crews approaching VIDP/Delhi saw navigation anomalies including false EGPWS warnings, incorrect position data and altitude errors – **consistent with GPS spoofing**.

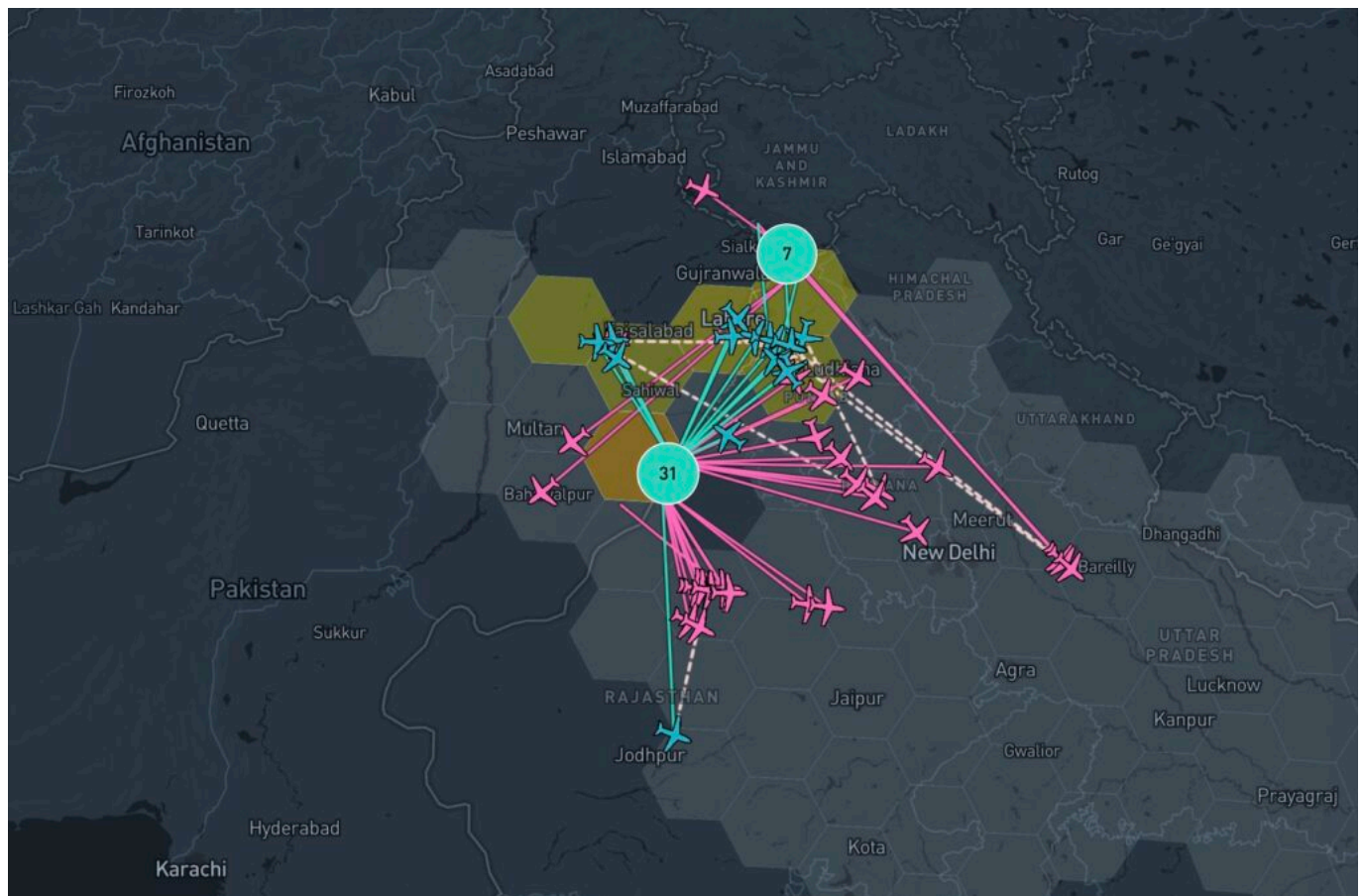


Image the work of GPSwise and SkAI Data Services.

Hundreds of flights were affected. ADS-B integrity in the Delhi TMA briefly dropped to zero, **leaving ATC unable to rely on GPS-based surveillance**.

The timing coincided with the **temporary withdrawal of ILS for runway 10/28**, which increased reliance on RNAV procedures.

## The paperwork trail

DGCA first outlined its GNSS-interference reporting process in a 2023 Advisory Circular.

On 10 Nov 2025, they followed up with a new SOP on GNSS Spoofing – which included the **“report within**

## 10 minutes” requirement.

Crews flagged parts of it as unclear, so on Nov 17, DGCA issued an Addendum to clarify exactly what pilots and operators must do!

## What pilots need to do

### If interference is detected before top of descent:

1. Tell ATC as soon as possible.
2. Notify your operator’s post holder (responsible manager) by any available means.
3. The post holder must then notify DGCA immediately using the form below.

### If interference is detected after top of descent, or only discovered after landing:

1. Report it to the post holder as part of normal post-flight duties.
2. The post holder must then notify DGCA using the same form.

DGCA emphasises that the goal is timely reporting, not enforcement!

ANSS AC 01 of 2023 24.11.2023	
Appendix 1	
Reporting Format GNSS Interference Occurrence	
<b>Originator of Report</b>	
Report Filed by	<input type="checkbox"/> Aircraft Operator <input type="checkbox"/> Flight Crew <input type="checkbox"/> Air Navigation Service Provider <input type="checkbox"/> Air traffic Controller <input type="checkbox"/> Any other
Date and Time of Report (dd/mm/yyyy) and UTC	
<b>Aircraft Operator Details</b>	
Name	
Email address	
<b>Flight Details</b>	
Call sign of Aircraft (Flight No.)	
Flight Sector	
Airway/ Route of occurrence	
FIR code	
Flight Level or Altitude during event	
Phase of flight	
Aircraft Type	
Aircraft Registration	
<b>ATS Details</b>	
Location of ATS Station (Location identifier)	
Surveillance Systems details	
Affected airspace Details	
<b>Event Details</b>	
Affected GNSS Element	<input type="checkbox"/> GPS <input type="checkbox"/> GLONASS <input type="checkbox"/> GAGAN <input type="checkbox"/> Any other. Pls Specify:
Coordinates of the first point of occurrence / Time (UTC):	UTC: Lat: Long:
Coordinates of the last point of occurrence / Time (UTC):	UTC: Lat: Long:
Duration of Observed Interference/outage:	

Page 9 of 14

ANSS AC 01 of 2023 24.11.2023	
Impact Details	
List of impacted systems:	
Observation of a "time shift" on clock (details of shift and recovery, if any)	
Observation of a "map shift" on navigation display (details of shift and recovery, if any)	
Enhanced ground proximity warning alerts:	
Degraded EPU (Estimated Position Uncertainty)/ Estimated Position Error	
Loss of automatic dependent surveillance (ADS) reporting capabilities (ADS-B out, ADSB-in, ADS-C) (details)	
Loss of GNSS-based landing capability.	
Large position errors (details):	
Loss of integrity (RAIM warning/alert):	
Complete outage (Both receivers):	
Loss of GPS1 or Loss of GPS 2	
Loss of satellites in view/details:	
Lateral indicated performance level change	From: To:
Vertical indicated performance level change	From: To:
Indicated Dilution of Precision changed	From: To:
Information on PRN of affected satellites (if applicable)	
Low Signal-to-Noise (Density) ratio:	
Degraded PBN capability	
Switching to an alternate navigation mode (such as IRS updating or DME/DME)	
Any other observed impact:	
Automatic GNSS Systems Recovery (y/n)	
<b>Other</b>	
Any other relevant details:	

**Note:** All available details should be provided. Separate sheet may be attached for additional information/pictures, etc, if any.

Page 10 of 14

Click for PDF.

## What to expect

A reminder that GPSwise (powered by the experts at SkAI Data Services) provides a **real time GPS**

**Spoofing and Jamming map** spanning the globe. You can access it [here](#).

Their current data shows a steady interference patch northwest of Delhi. It isn't constant, but it's there often enough that **crews should expect occasional GNSS issues** when routing through that area and be ready to cross-check and revert to conventional procedures.