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.**

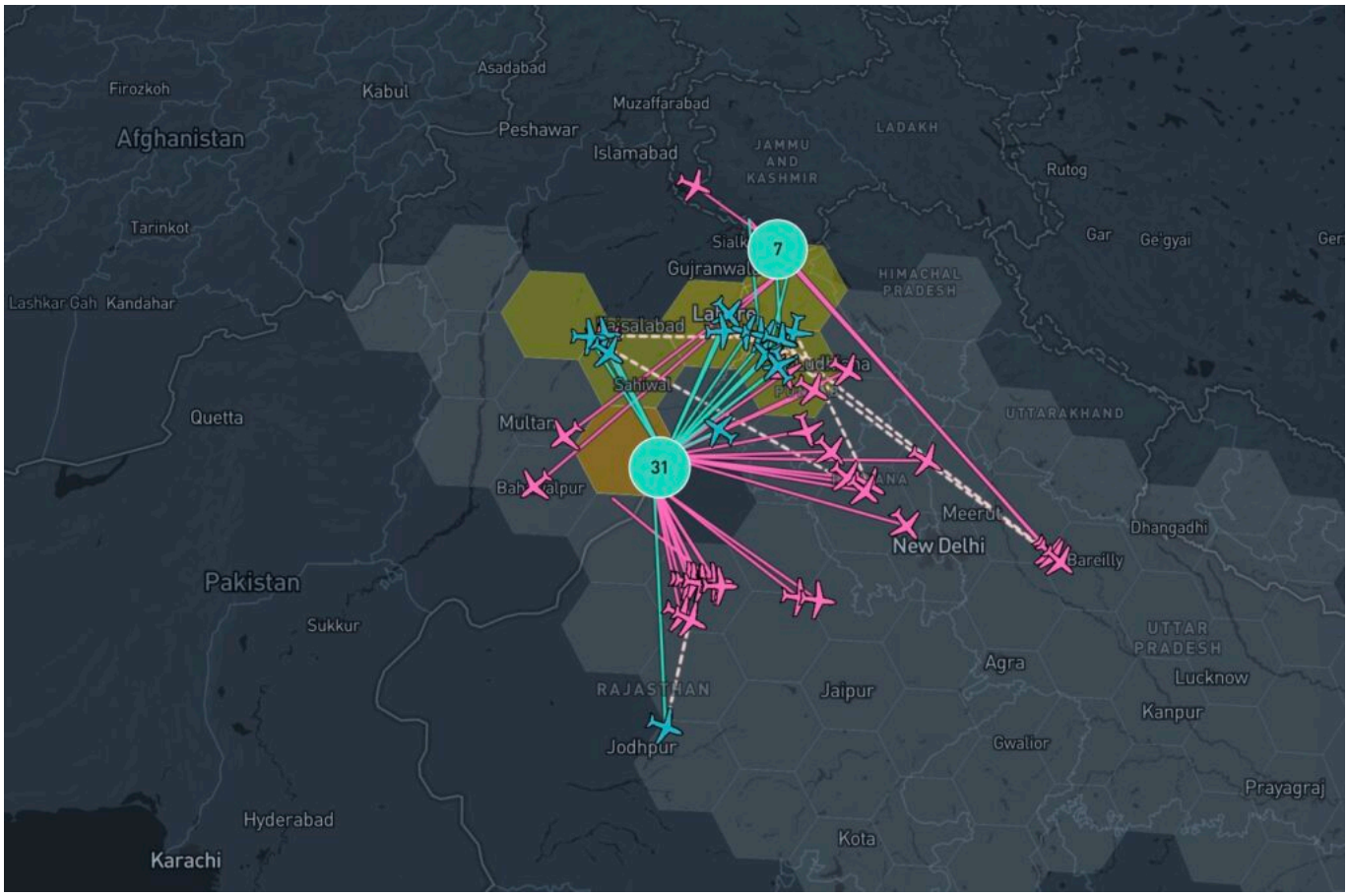


Image the work of GPSwise and SkAI Data Services.

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

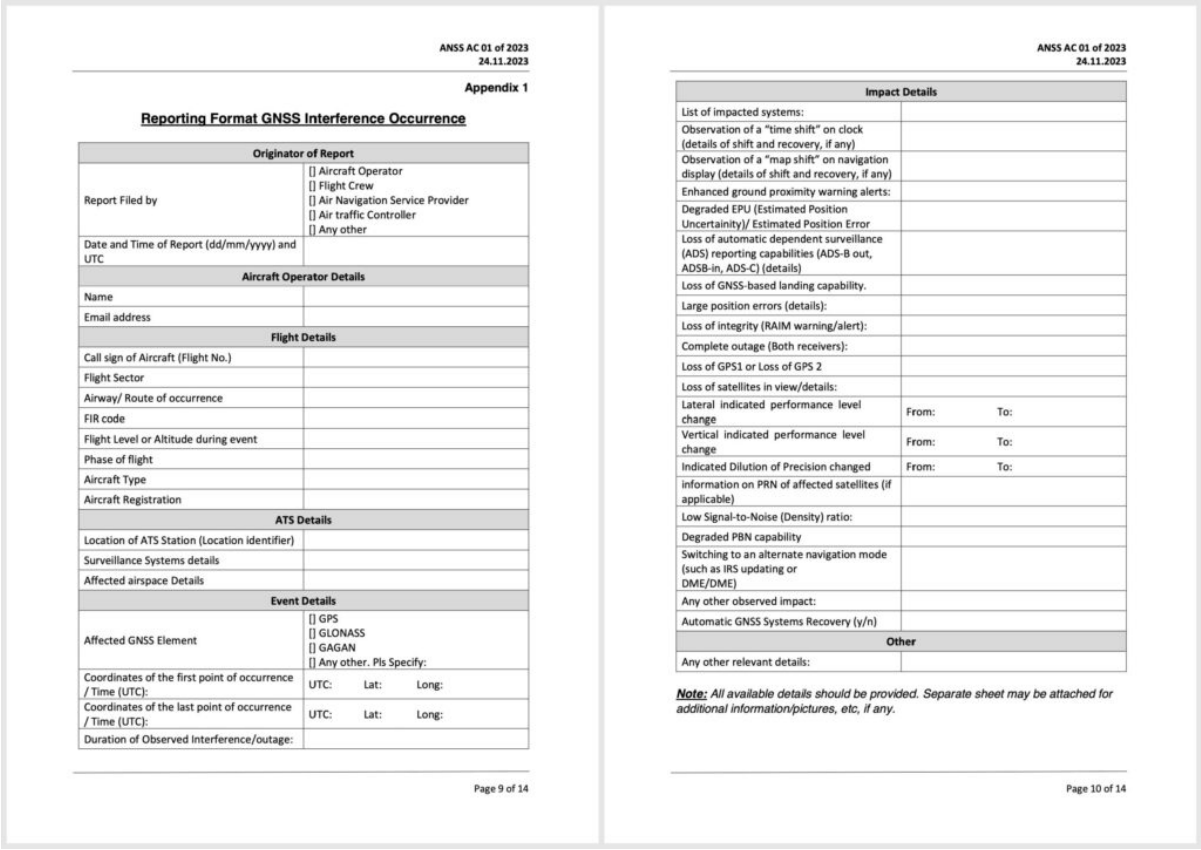
If interference is detected <u>before</u> top of descent:

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 <u>after</u> top of descent, or only discovered <u>after</u> 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

Originator of Report	
Report Filed by	[] Aircraft Operator [] Flight Crew [] Air Navigation Service Provider [] Air traffic Controller [] Any other
Date and Time of Report (dd/mm/yyyy) and UTC	
Aircraft Operator Details	
Name	
Email address	
Flight Details	
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	
ATS Details	
Location of ATS Station (Location identifier)	
Surveillance Systems details	
Affected airspace Details	
Event Details	
Affected GNSS Element	[] GPS [] GLONASS [] GAGAN [] 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:	

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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 Uncertainity)/ 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)	
Other	
Any other relevant details:	

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

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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.