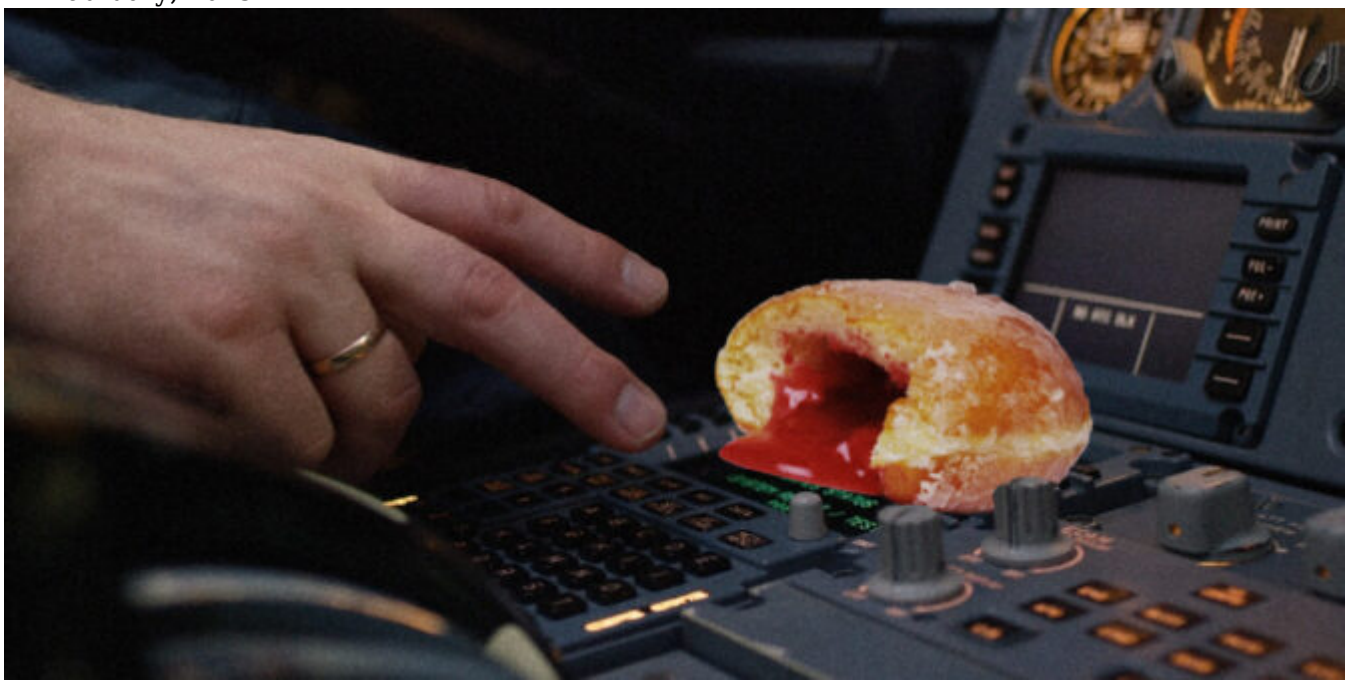
GPS Jamming (again)

OPSGROUP Team
21 February, 2023



This whole GPS jamming thing is really starting to G-PS us off! Unfortunately, it isn't something that can be resolved at the source anytime soon.

While they can't fix it, EASA have come along with a nice new SIB to help us deal with it though.

What's the (new) story?

There isn't really anything new, but there is a slightly updated list of places where you can most expect to 'get jammed'.

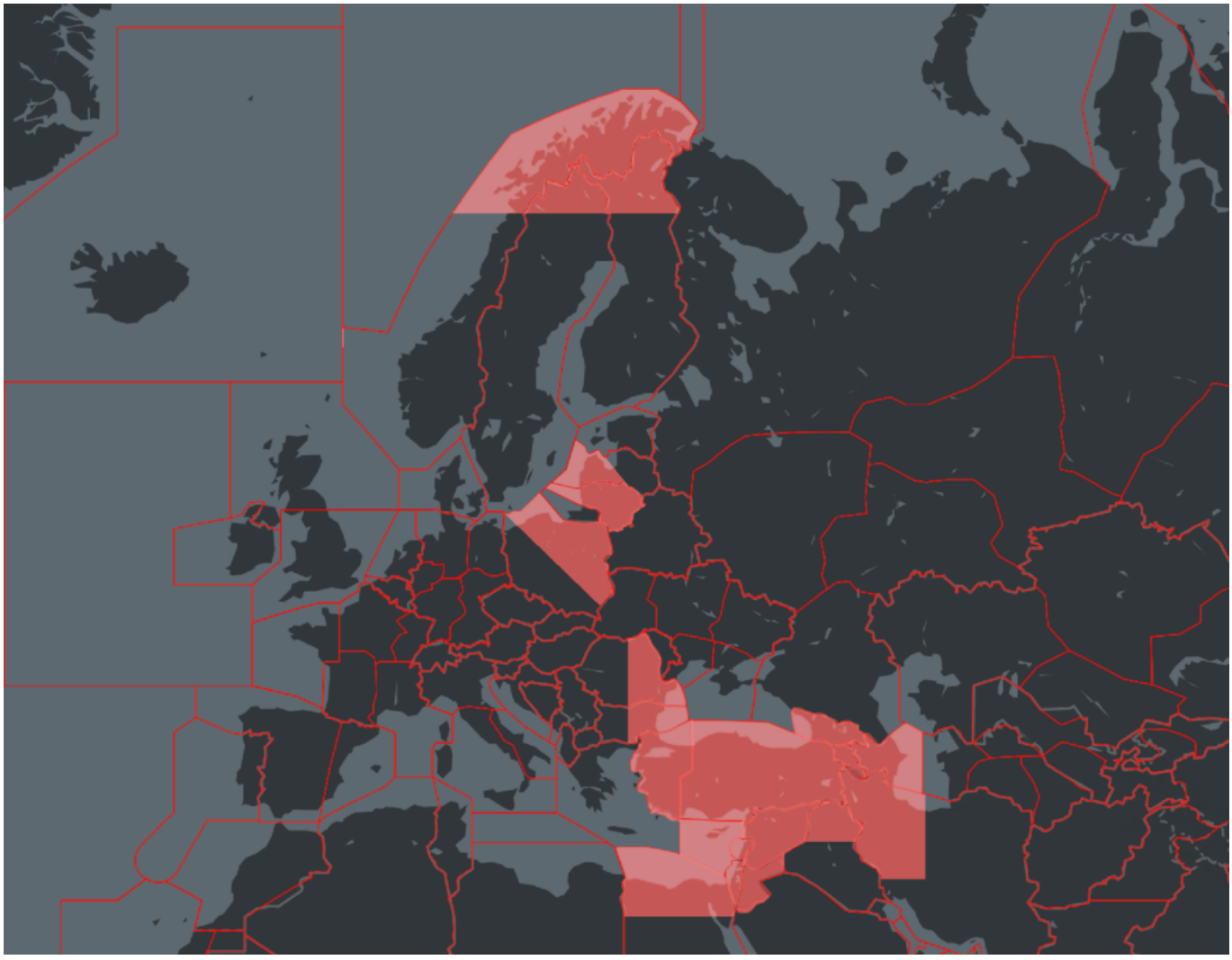
SIB 2022-02R1 was issued on Feb 17, and you can read it here.

It lists the most common spots that pilots are reporting jamming occurring:

- **The Black Sea area:**
  - FIR Istanbul LTBB, FIR Ankara LTAA
  - Eastern part of FIR Bucuresti LRBB, FIR Sofia LBSR
  - FIR Tbilisi UGGG, FIR Yerevan UDDD, FIR Baku UBBA
- **The southeastern Mediterranean area, Middle East:**
  - FIR Nicosia LCCC, FIR Beirut OLBB, FIR Damascus OSTT, FIR Telaviv LLLL, FIR Amman OJAC northeastern part of FIR Cairo HECC
  - Northern part of FIR Baghdad ORBB, northwestern part of FIR Tehran OIIX
  - Northern part of FIR Tripoli HLLL

- **The Baltic Sea area (FIRs surrounding FIR Kaliningrad UMKK):**
    - Western part of FIR Vilnius EYVL, northeastern part of FIR Warszawa EPWW, southwestern part of FIR Riga EVRR
- **Arctic area:**
    - Northern part of FIR Helsinki EFIN, northern part of FIR Polaris ENOR

We made a map:



Areas of most reported GPS Jamming occurrences

This map is quite possibly not ‘anatomically’ correct. It is just a ‘sort of around there’ map. Also, I definitely think that bit of land between Poland and Lithuania gets its fair share of jamming.

Anyway, the SIB also contains some really handy information on what to look out for **(signs you’ve been a-jammed)**, and what to do about it if you think you have. We aren’t going to list all of that though, you’re better off checking out the SIB.

There is also a new poster

Here is it:

DON'T GET JAMMED

REPORT, RISK ASSESS, TAKE ACTION

Reporting

- Report any observed interruption or degraded performance of GNSS equipment or related avionics via a special air report (AIREP) to air traffic control (ATC).
- Once you land, report full details of what happened through your organisation's occurrence reporting system.

Risk Assess

- Depending on your route and level of reliance on GNSS based systems, asses the risk jamming might pose to your flight.
- Consider the availability of alternative, conventional arrival and approach procedures.
- Think about the impact that any operational limitations caused by dispatch the aircraft with inoperative radio navigation systems in accordance with the Minimum Equipment List.

Take Action

- Be aware of possible GNSS jamming and/or spoofing.
- Verify the aircraft position by means of conventional navigation aids when flights are operated in proximity to the affected areas.
- Check that the navigation aids critical to the operation for the intended route and approach are available and;
- Be ready to revert to a conventional arrival procedure where appropriate and inform air traffic controllers if such a situation arises.

EASA
European Union Aviation Safety Agency

together 4safety

We like it a lot. Of the man who made it, you might say that 'EASA' great sense of humour

We liked it so much, we wanted to make our own one too…

So here it is:

Yes, we did take it way too far and realise that now.

We have mentioned GPS jamming before.

That we have. You can find the previous posts here:

- GPS Jamming: All the wrong signals
- GPS Outages: The hotspots

Filled with lots of juicy, jammy information so help you become a ‘Jammin Dodger’:

Jammin
DODGERS
NO JAM
FLAVOUR
NO NASTY STUFF! WE'RE JAMMIE ENOUGH!
x8 BISCUITS
Each 18g serving (1 biscuit) contains:
Energy 329kJ 78kcal 4%
Fat 2.5g 4%
Saturates 1.2g 6%
Sugars 5.3g 6%
Salt 0.11g 2%
Per 100g 1829 kJ 435 kcal
% Reference intake of an average adult (8400 kJ/2000 kcal)