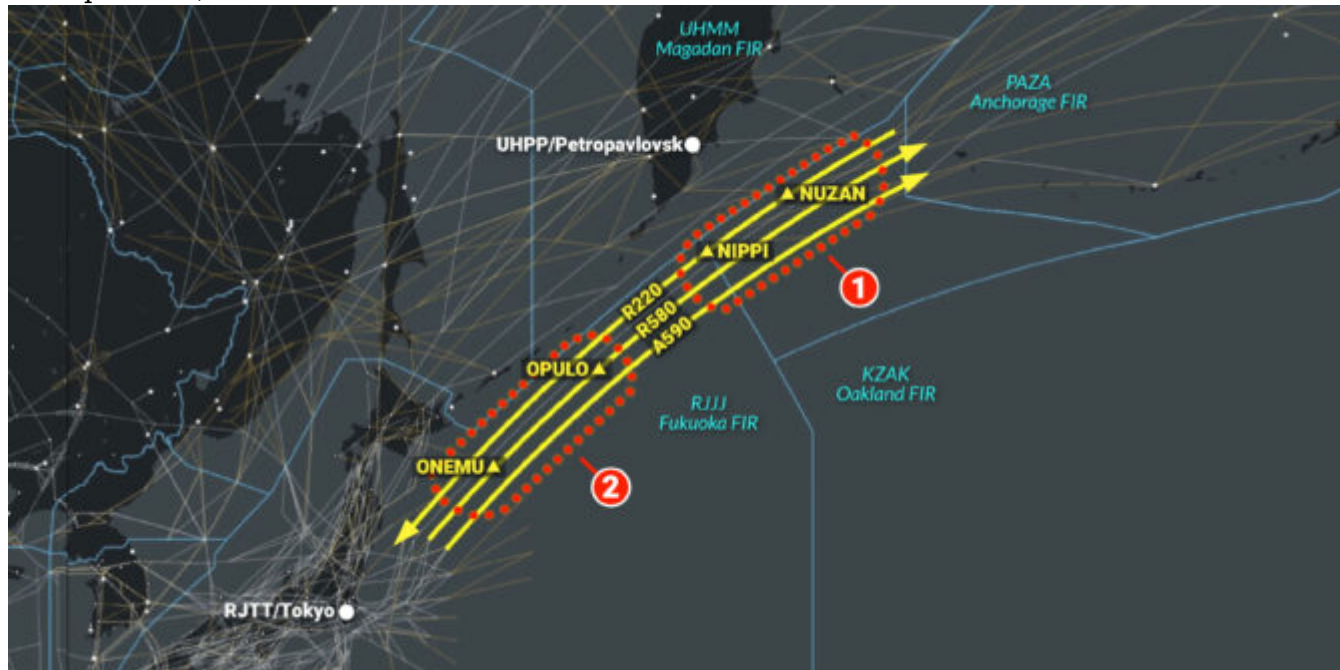


# GPS trouble on the North Pacific routes

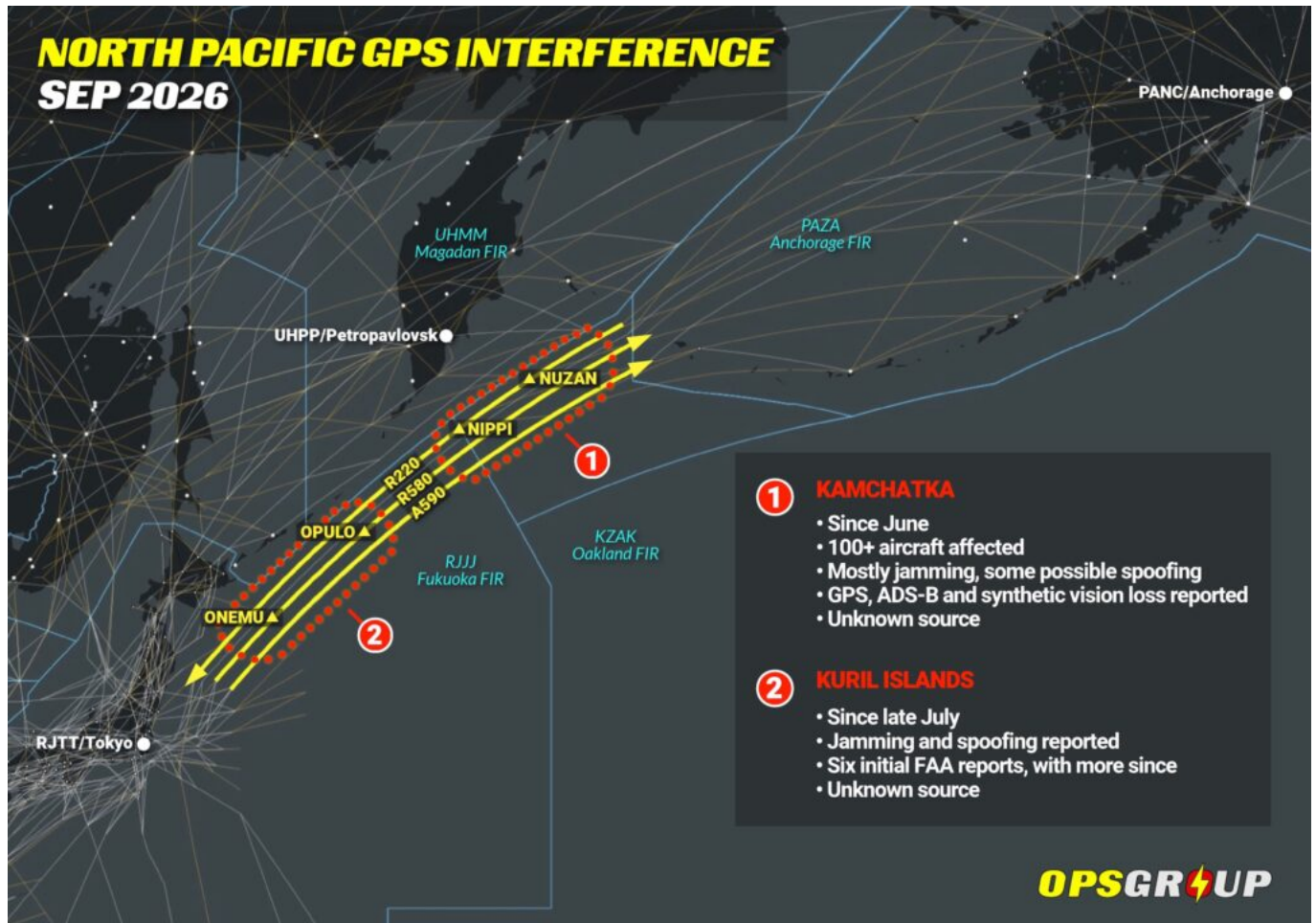
Andy Spencer

16 September, 2026



**GPS interference is becoming more of a regular problem on the North Pacific routes between Asia and North America.** We've had several member reports over the past few months, and last week I flew through the affected areas myself.

Here's a map of what's going on:



Click for PDF.

## The first area - Kamchatka

The first reports started around Kamchatka in June. The FAA reckons an unknown jammer has affected more than 100 civil aircraft around NUZAN since then. **The affected area stretches across the Anchorage Oceanic and Magadan West FIRs.**

Most crews reported **GPS jamming** – at least four reported **possible spoofing**. One of our members was westbound on R220 in a G650 when they lost GPS completely between NUZAN and NIPPI. ADS-B and synthetic vision disappeared with it. When the GPS returned, it appeared to be spoofed, with incorrect altitude and time. The whole event lasted almost 50 minutes.

## The second area - Kuril Islands

In late July, reports started appearing further south around the Kuril Islands, in the **northeastern part of the RJJJ/Fukuoka FIR.**

Between July 22 and Aug 3, the FAA received six reports here – four jamming and two spoofing. Four aircraft were eastbound towards Anchorage, while two were westbound towards Tokyo and Seoul. The FAA called it an “emergent area” for GPS interference.



Prepared by the Security & Hazardous Material Safety Organization (ASH)

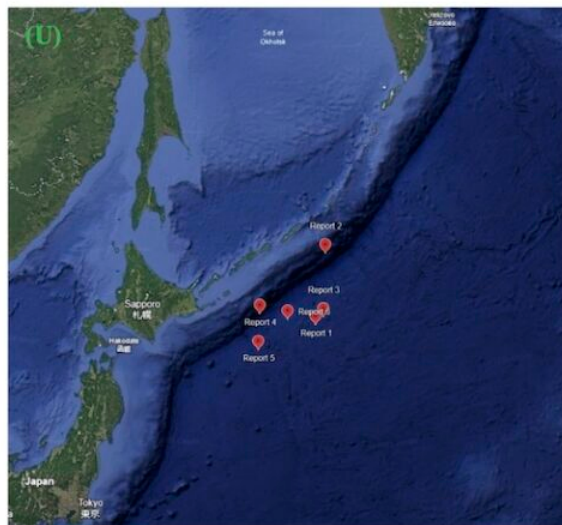
**(U) Fukuoka FIR: GPS Interference Report | 22 July to 3 August 2026**

(U) This report is generated with information received by the FAA on a voluntary basis via pilot reports (PIREPS) and other reporting resources. This is not a complete or final list of all affected aircraft within the region or during the reporting time.

**(U) SUMMARY OF EVENTS**

**(U//FOUO)** Since 22 July 2026, an unknown Global Positioning System (GPS) jammer system very likely affected at least six civil aircraft flying within Fukuoka Flight Information Region (RJJJ) (FIR) near the Kuril Island chain. The reports indicate an emergent area for GPS interference.

- **(U)** From 22 July 2026 to 3 August 2026, the FAA received six reports of interference in RJJJ near the Kuril Islands. Prior to 22 July, the FAA did not receive any reports of interference in RJJJ.
- **(U)** Four of the pilots reported that the loss or disruption of GPS signals was consistent with jamming. Two of the reports indicated GPS spoofing.
- **(U)** Civil air carriers flying between Asia and North America pass through the area of GPS interference. Four of the six reports were from carriers flying eastbound into Anchorage Air Route Traffic Control Center (ARTCC ZAN), while two were from carriers flying westbound into Tokyo and Seoul.



**(U)** Location of interference according to six pilot reports, 22 July – 3 August.

[Click for PDF.](#)

**We've had more reports since then.** R580 has been affected from around 100nm north of ONEMU through OPULO, with aircraft on R220 reporting problems too.

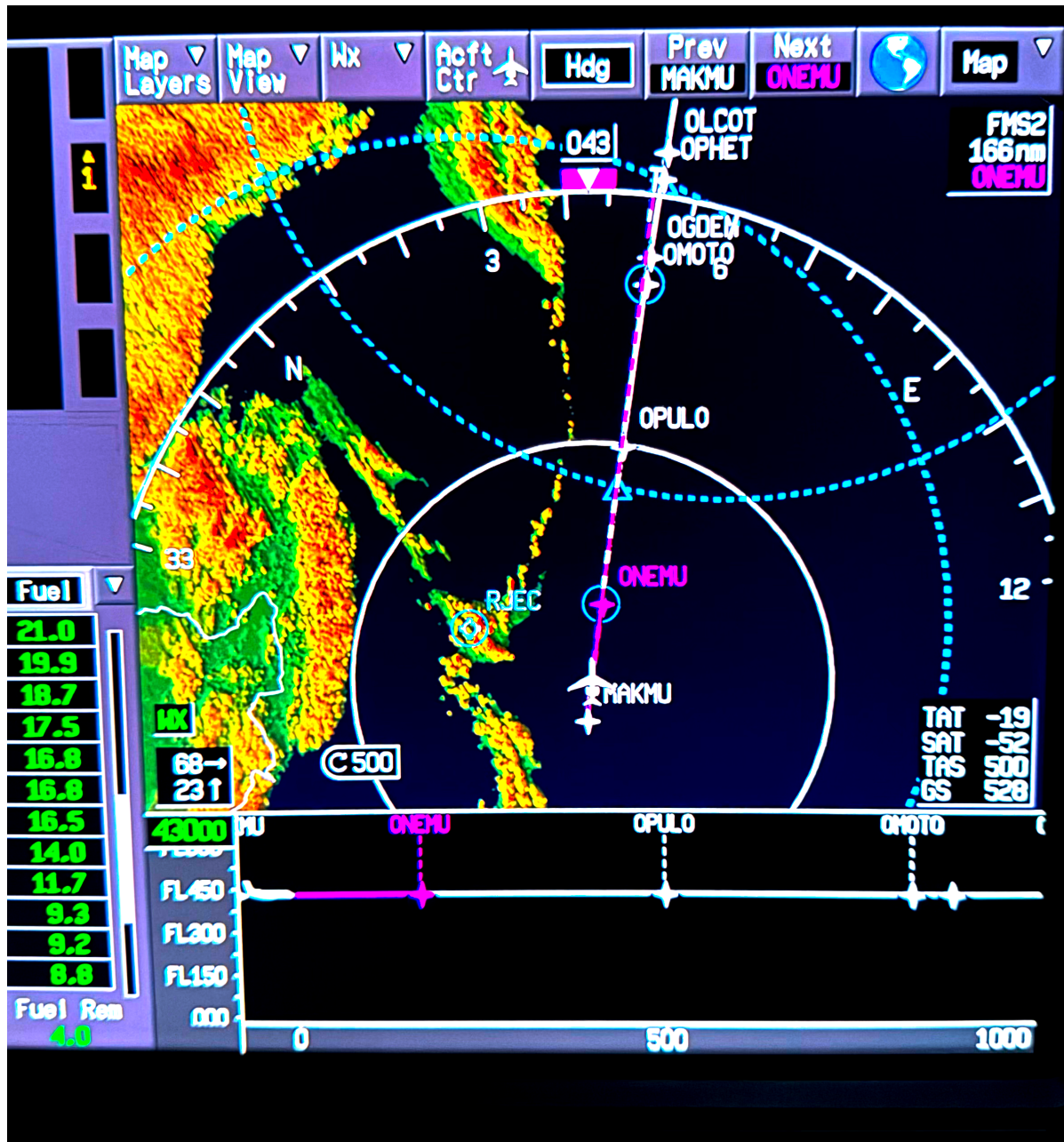
On Sep 10, one of our members was flying to Japan on R220 when they got intermittent GPS interference between NUZAN and NIPPI. They were at FL400 at the time.

So whatever is going on up here, it hasn't gone away.

**We flew through it last week**

I flew R580 through the area last week in a G700. Knowing about the previous reports, **we briefed the expected interference area** on the ground and marked it on our flight plan package.

I also put fix rings around the expected entry and exit points in the FMS.



As we passed through, we monitored the GPS status page closely for any degradation or loss of satellites – but we saw... nothing! **We had no problems in either direction.** I'll be back through there again next week, and we'll do exactly the same thing.

### Not much warning

Up til the other day, Anchorage Oceanic had this single Notam about GPS interference – **not actually saying it was happening**, but asking crews to report it if they were affected by it:

A1136/25 NOTAMN

Q) PAZA/QXXXXX/////000/999/

A) PAZA

B) 2509121800

C) 2609112359

E) ATTENTION ALL FLIGHT OPERATORS. FLIGHTS THAT EXPERIENCE OR SUSPECT GNSS INTERFERENCE ENROUTE TO THE ANCHORAGE OCEANIC ENTRY POINT MUST NOTIFY ANCHORAGE ATC. NOTIFICATION SHOULD BE VIA CPDLC, SFO RADIO, OR SATCOM, CONFIRMING DEGRADATION OF NAVIGATION STATUS AND DETAILS

OF ONGOING LOSS/IMPACTS TO THE AIRCRAFT SYSTEMS AND CAPABILITIES.

EXAMPLES OF NOTIFICATION:  
GNSS INTERFERENCE RNP10 ONLY  
NO DATA LINK  
DEGRADED NAVIGATION NO GNSS

IN ADDITION, AIRLINE DISPATCHERS CAN DIRECTLY INFORM THE ANCHORAGE OCEANIC SUPERVISOR TO MAKE THEM AWARE WHEN ONE OF THEIR FLIGHTS HAS BEEN IMPACTED BY GNSS INTERFERENCE BY CONTACTING 907-269-1930.

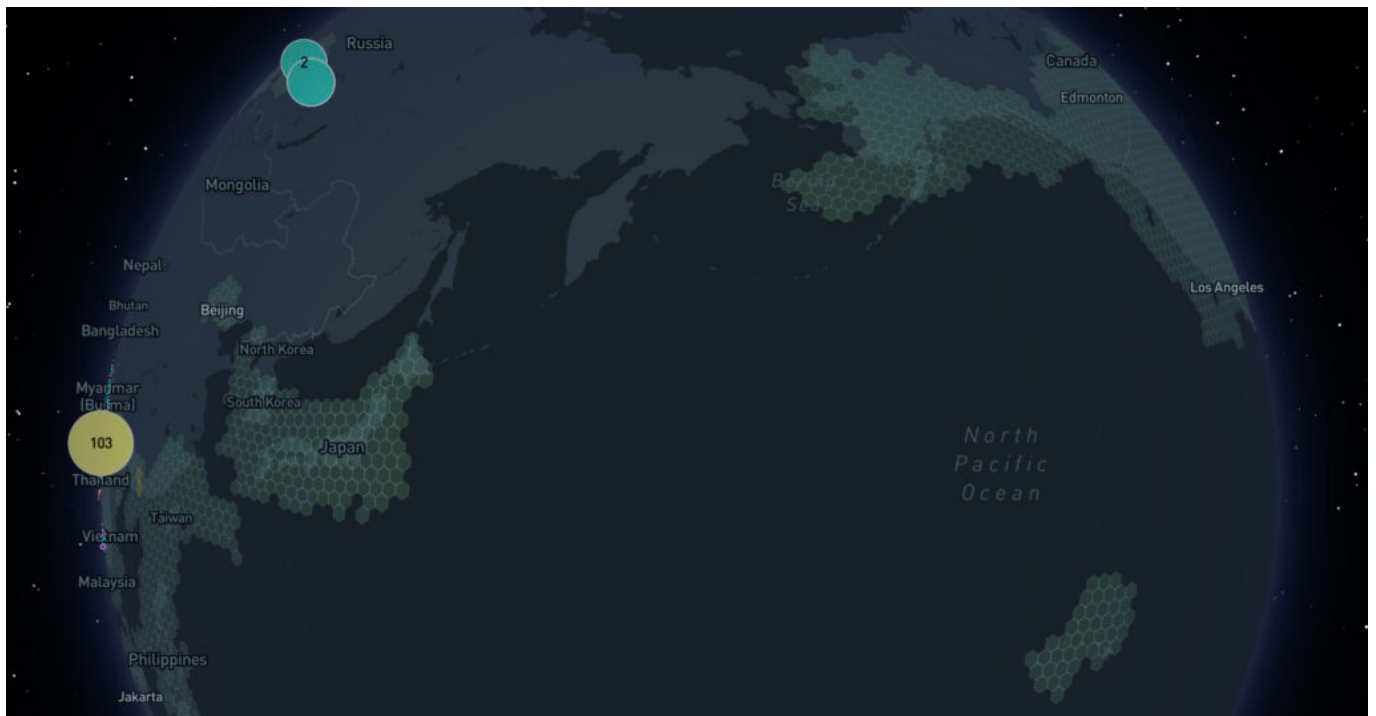
F) SFC

G) UNL

That Notam has now expired, and there's currently no replacement yet in the Anchorage Notams.

And when the FAA published its report in August, there were no GPS interference Notams for RJJJ/Fukuoka or any nearby Russian airspace either.

We also spoke to the team at GPSwise. They don't have any reliable data from this area either, so for now it's a bit of a **black spot**.



Live interference map from GPSwise.

**So if you're flying the NOPAC routes, particularly R220 or R580 around Kamchatka and the Kurils, it's worth briefing the known areas before departure.** And if you get hit, please do send us a report!