

**GOVERNMENT OF INDIA  
MINISTRY OF CIVIL AVIATION  
Lok Sabha**

**UNSTARRED QUESTION NO. : 3374  
( TO BE ANSWERED ON THE 20th March 2025 )**

**GPS INTERFERENCE AND LOW NAVIGATION ACCURACY**

**3374. SHRI S JAGATHRATCHAKAN**

**Will the Minister of CIVIL AVIATION**

**be pleased to state:-**

**(a) whether the Government is aware of reports by OPSGROUP and GPSjam portal/website highlighting India's borders with Pakistan and Myanmar as among the top five global regions for GPS interference, including spoofing and low navigation accuracy and if so, the details thereof;**

**(b) the number of incidents of GPS interference affecting passenger aircraft in Indian airspace, particularly near border regions, reported during the last three years;**

**(c) the measures being taken to address the security risks posed by such interference, including the implementation of advanced anti-jamming and anti-spoofing technologies;**

**(d) whether the Government is coordinating with international aviation safety agencies to address GPS interference and ensure flight safety and if so, the details thereof; and**

**(e) the corrective steps being taken by the Government to protect passenger and cargo aircraft operating near sensitive border regions from navigation disruptions?**

**ANSWER**

**Minister of State in the Ministry of CIVIL AVIATION  
(Shri Murlidhar Mohol)**

**(a) to (e): Several airlines have reported that aircraft operating in and around Amritsar have experienced GPS/GNSS interference. ;**

**;**

**In accordance with DGCA circular ANSS AC 01 of 2023 dated 24.11.2023 on "GNSS interference in Airspace", the GPS interference/spoofing incidents are reported w.e.f. Nov 2023. Around 465 incidents in the border region between November 2023 and February 2025 have been reported, mostly in Amritsar/Jammu region.**

**;**

**In places where there are consistent reports of GPS interference, Notice to Airman (NOTAM) is issued to the aviators.;**

**;**

**Further, Various SOPs are issued by respective airlines to deal with incidents of GPS/Spoofing interference. ;**

**;**

**The best practices of International Civil Aviation Organisation (ICAO) and European Union Safety Agency (EASA) are being promulgated as DGCA circular/guidelines to the industry. ;**

**;**

**Additionally, in accordance with the global best practices, the ground-based navigation infrastructure is retained so that the aviators can resume normal navigation, in case of experiencing GPS interference.**

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