**GNSS interference reporting**

**form**

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| --- |
| **About the data collection center**  |
| Organization |  |
| Department |  |
| E-Mail |  |
| Date and time of report |  |

|  |  |
| --- | --- |
| A/C Call sign |  |
| Flight Attribute  | A/C Type  |   |
| Airway/route flown |   |
| Flight level |   |
| phase of flight |   |
|   | [YES/NO] |
| Affected GNSS Element | GPS  |   [ ] |
| GLONASS |   [ ] |
| GALILEO |   [ ] |
|  | [YES/NO] |
| Degradation of GNSSperformance | Large position errors |   [ ] |
| Loss of integrity (RAIM warning/alert) |   [ ] |
| Complete outage  |   [ ] |
| Low Signal-to-Noise (Density) ratio |   [ ] |
| Loss of satellites in view |   [ ] |
| Others (Please State) |   [ ] |
|  |
| Problem duration (State YES or NO) | continuous (Specify period of problem) |   |
| Intermittent |   |
|   | [YES/NO] |
| impacts from GNSS interference (Loss of GNSS based Navigation) -Answer YES or NO | Aircraft with Inertial Reference Unit (IRU) or Distance Measuring Equipment (DME)/DME Experienced Degraded RNP/RNAV |   [ ] |
| Aircraft Deviated from the nominal track |   [ ] |
| Increase workload on aircrew and ATC |   [ ] |
| Resulted in missed approach or diverting to other runway in case the aerodrome operating minima cannot be met through conventional precision or visual approaches. |   [ ] |
| Conventional ATS routes, SIDs and STARs were be used. |   [ ] |
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|  | 0thers |  |