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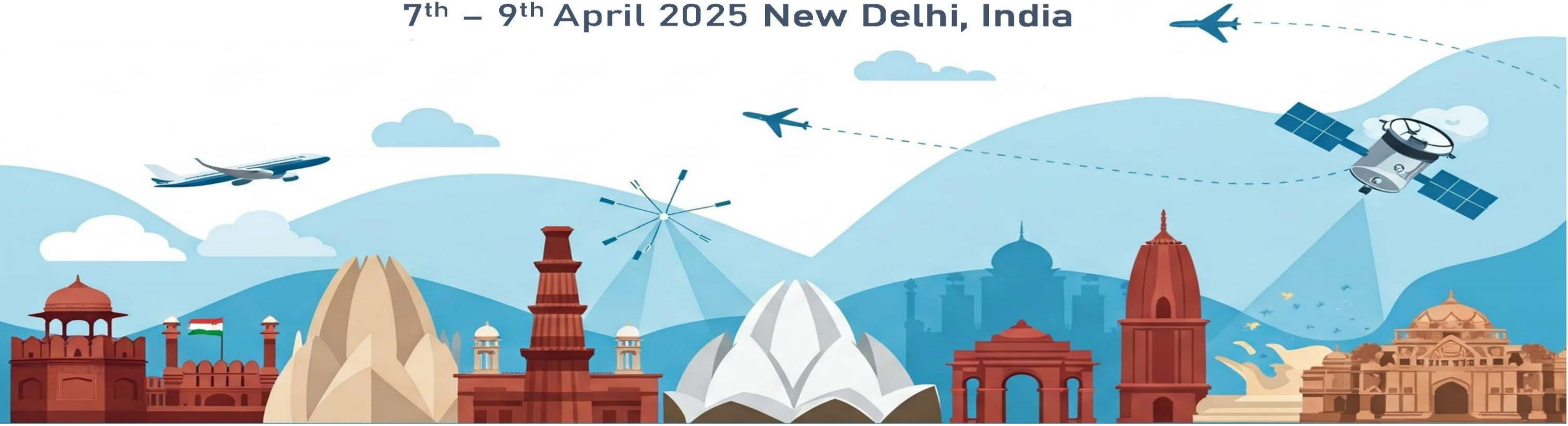
# ICAO APAC RADIO NAVIGATION SYMPOSIUM

GNSS RFI: Collectively Bridging Gaps and Shaping the Path Forward

7th – 9th April 2025 New Delhi, India



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Head of the Space Strategic & Sustainability Issues Division (SSSI), ITU
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Ciccorossi
With over 25 years of experience in satellite communications and regulations at international level, Mr. Ciccorossi is the Head of the Space Strategy and Sustainability Division at the ITU Radiocommunications Bureau. Mr. Ciccorossi advises ITU Member States, Sectors Members and ITU intersectoral groups on technical regulatory matters of space services, including those related to space sustainability activities in the context of ITU and the Radiocommunication Bureau. Mr. Ciccorossi advises ITU Member States, Sectors Members and ITU intersectoral groups on technical regulatory matters of space services, including those related to space sustainability activities in the context of ITU and the Radiocommunication Bureau. He holds the degree of engineer in electronics from the National University of Technology (UTN) in Buenos Aires, an Executive Certificate in Management and Leadership from the Massachusetts Institute of Technology in the US, and has
Head of the Space Strategic & Sustainability Issues Division (SSSI), ITU
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GNSS RFI situation awareness and cooperation- ROK
GNSS interference and response of ATC & Pilots
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DGCA/59 Conference
Cebu, Philippines, 14 to 18 October 2024
Agenda Item 4: Air Navigation
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pics:
Space Sector and The Current Situation of harmful interference to RNSS
Procedure to follow in case of harmful interference
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ATSEP's Role in
Detecting, Diagnosing, and Mitigating GNSS RFI for a
Human-Centric ATM System
Dr. Chilaka Mahesh
IFATSEA
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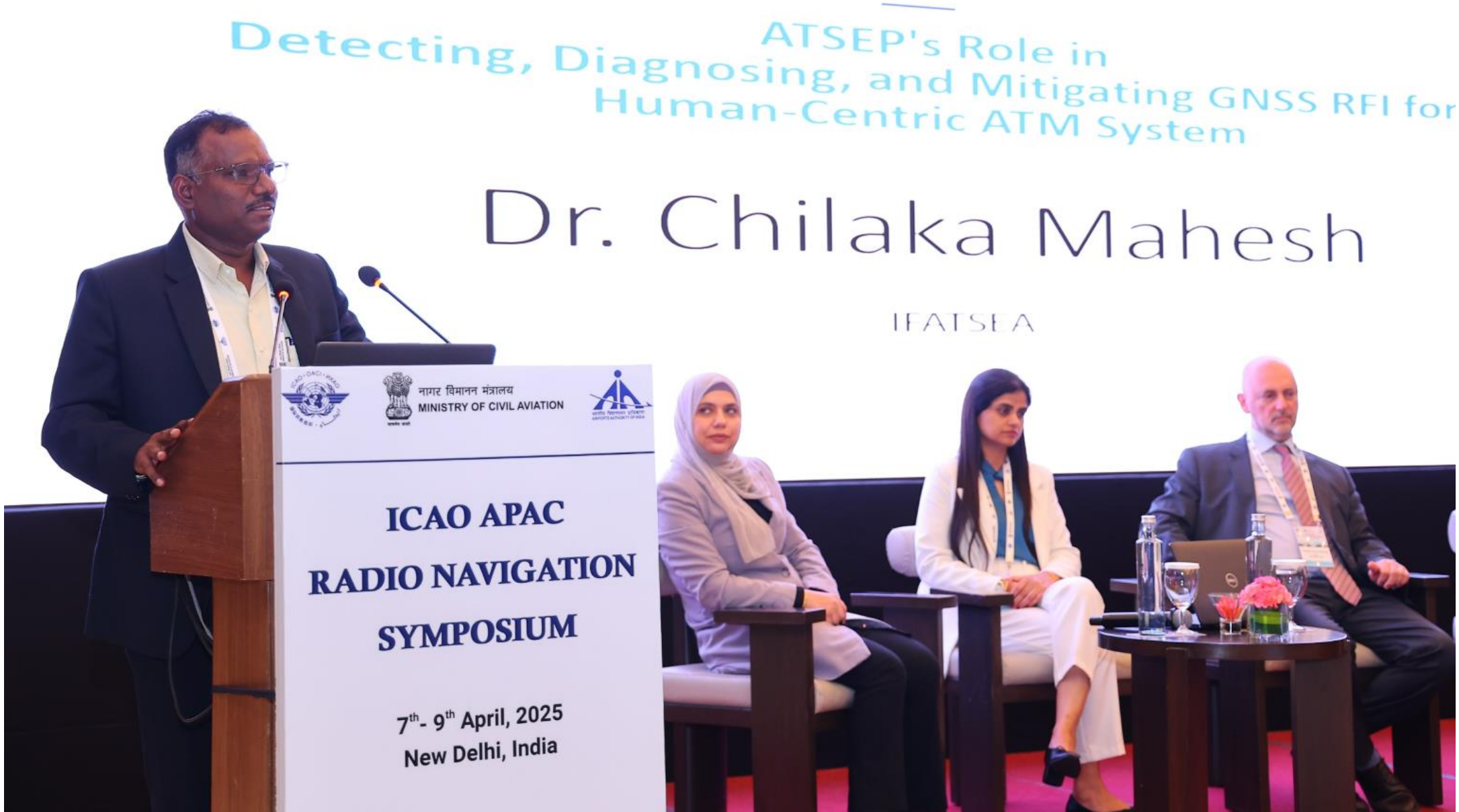
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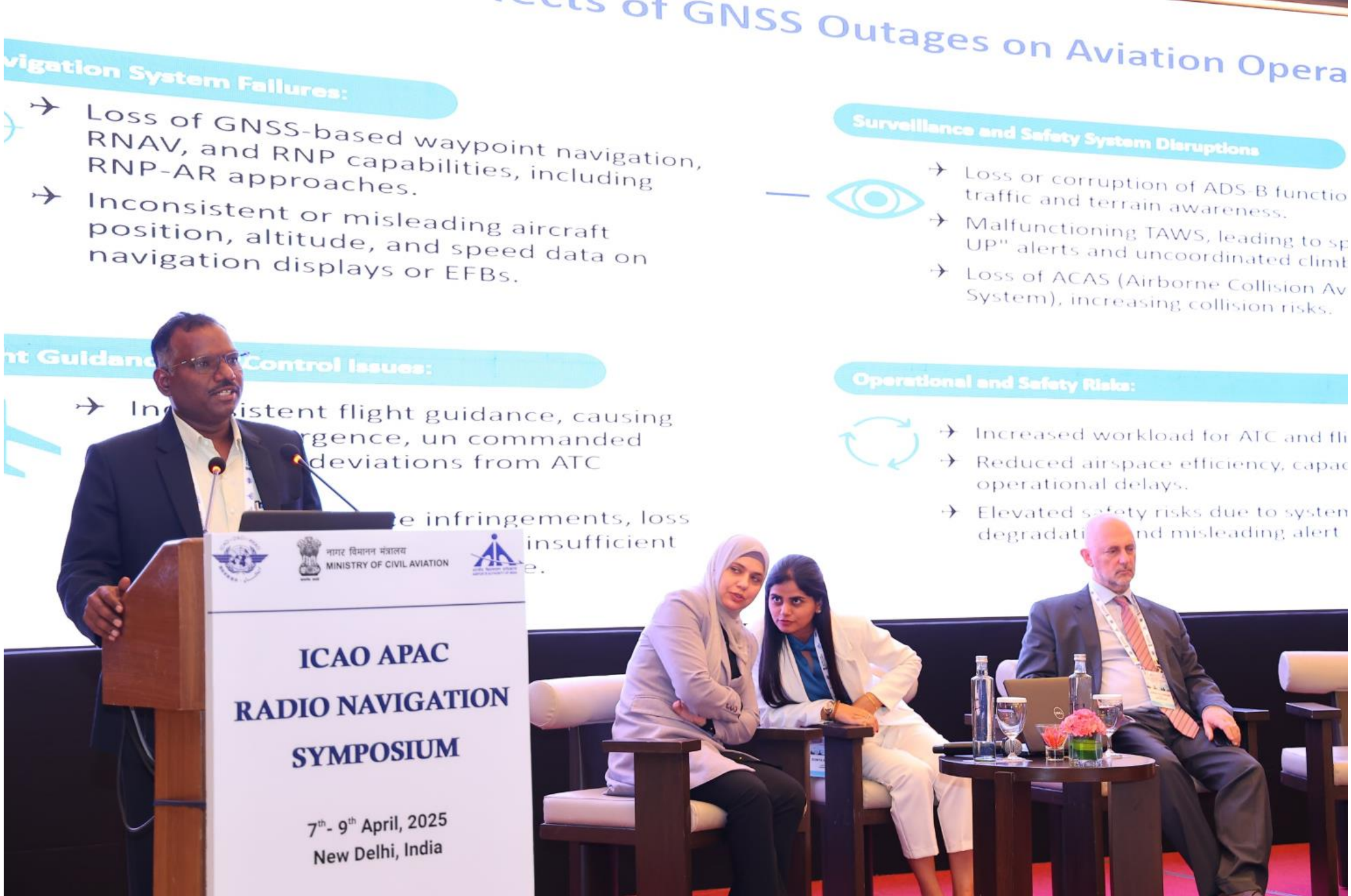
ects of GNSS Outages on Aviation Opera
vigation System Failures:
Loss of GNSS-based waypoint navigation, RNAV, and RNP capabilities, including RNP-AR approaches.
Inconsistent or misleading aircraft position, altitude, and speed data on navigation displays or EFBs.
Surveillance and Safety System Disruptions
Loss or corruption of ADS-B functio traffic and terrain awareness.
Malfunctioning TAWS, leading to sp UP" alerts and uncoordinated climb
Loss of ACAS (Airborne Collision Av System), increasing collision risks.
Operational and Safety Risks:
Increased workload for ATC and fli
Reduced airspace efficiency, capac operational delays.
Elevated safety risks due to system degradati nd misleading alert
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Mr. Ho Wee Sin
Dy. Director (ATM)
Dy. Director (Standards & Capability Development), CAAS, Singapore
Mr. Ho Wee Sin is a telecommunication engineer in the Civil Aviation Authority of Singapore since 2004. He has deep knowledge in surveillance technology, including ADS-B. He has been active in various ADS-B forum since 2007 and one of the key personnel to operationalize ADS-B in Singapore. He is currently a member of the ICAO Surveillance Panel and one of the co-chairs for the ICAO Asia Pacific Surveillance ICG.
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