

# GNSS interference - Operator's perspective

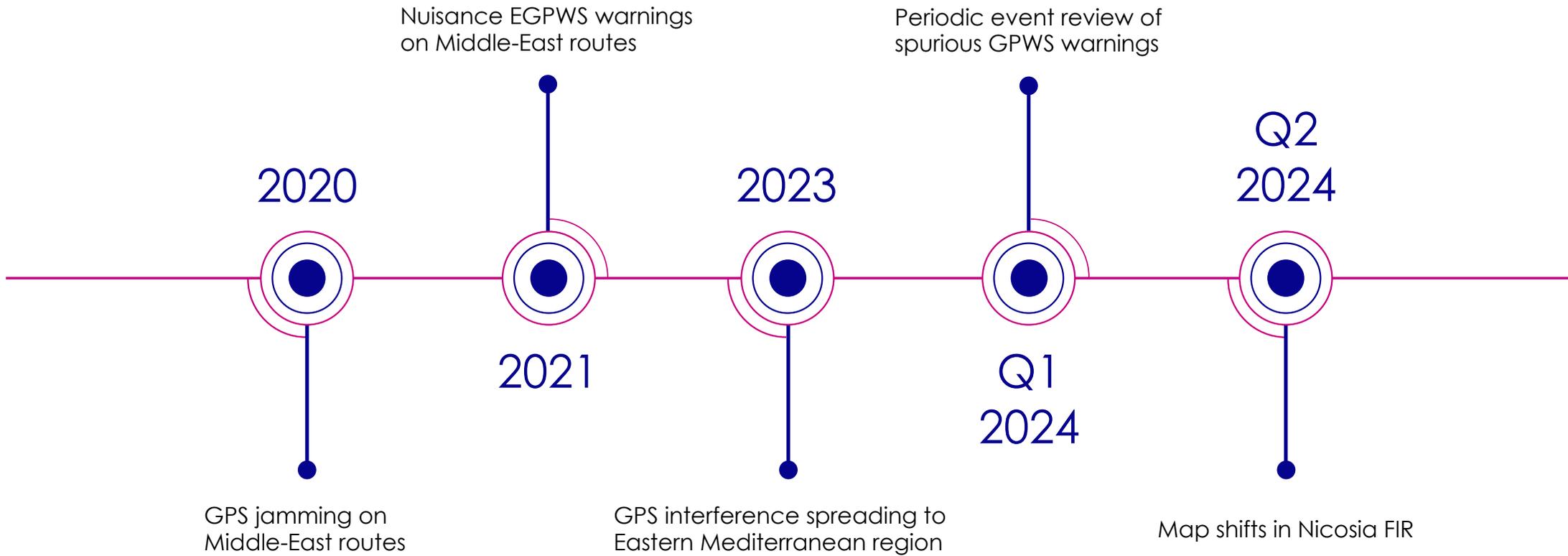
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Akos Steigervald  
Budapest, 30 October 2024

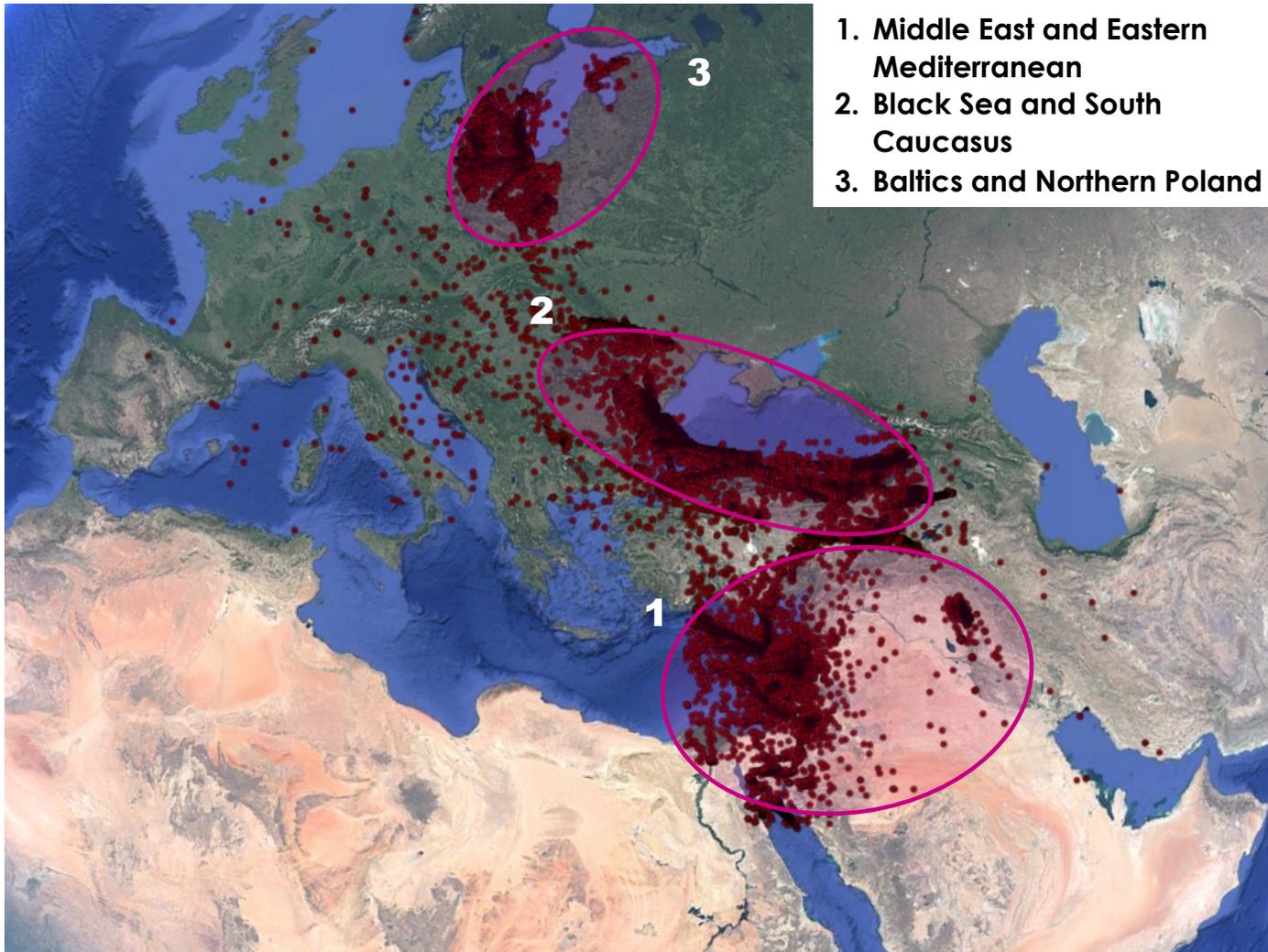
# MILESTONES

## How did it evolve?



# **GNSS INTERFERENCE**

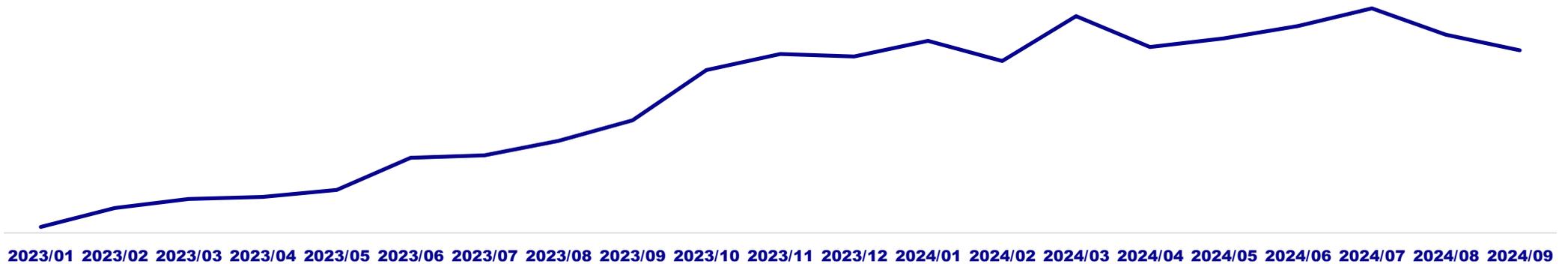
## **Most affected areas on Wizz Air network**



# AFFECTED AIRCRAFT SYSTEMS

## Experienced by Wizz Air

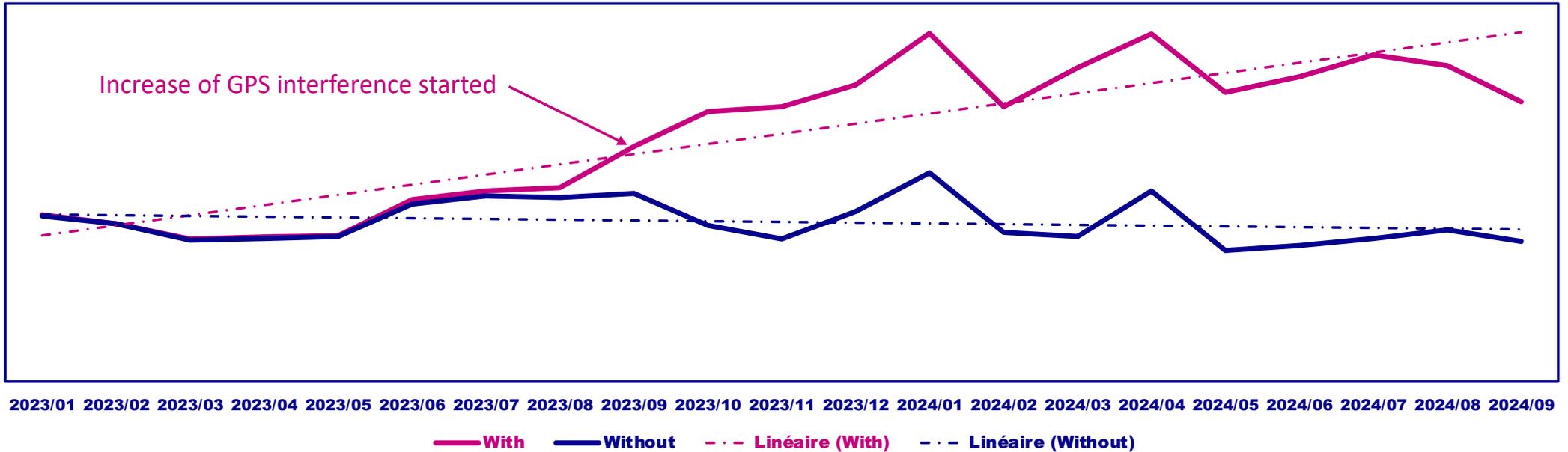
### Rate of GPS interference



- **EGPWS**: nuisance “PULL UP” warnings → CFIT
- **Map shifts** → CFIT
- **Wind direction and speed indication**: Inconsistent information about wind speed and direction → CFIT
- **ROW/ROP**: nuisance “RWY too short (if wet)” alerts → RE

# FDM STATISTICS

## Event rate with and without GNSS interference



**Trend with GPS interference:** increasing

**Trend without GPS interference:** decreasing

# TAKEAWAYS AND ACTIONS

## Key of clarity

Rate of GPWS terrain warning



- Implementing OEM procedures and recommendations

- FCOM
- ISI

- Creating own procedures
  - EGPWS TERR OFF
  - Mandatory navigation accuracy checks
- Communication
  - Airbus
  - Pilot community
  - Consulting other sources

### Key takeaways

- Constantly changing effects – reactive approach
- Potential loss of trust in ‘PULL UP’ warnings
- Information for flight crew community must be centralized and simplified

### Further actions

- Monitor the situation to identify new areas or consequences
- Mitigate the risk of losing trust in the aircraft systems



**THANK YOU FOR THE ATTENTION!**