

Proposal from USA regarding deliberate jamming of GNSS receivers

Summary

The delegate from USA proposes to amend paragraph 4.6.2 (f) (iii) of Sporting Code Section 3 by adding a condition that will credit the pilot with entering an Observation Zone when loss of position evidence can be attributed to deliberate interference (jamming) of GNSS signals.

Paragraphs affected

SC3 4.6.2 (f) (iii)
SC3C 4.7
SC3C 13.8

Background

The US Department of Defense occasionally conducts GPS jamming tests in areas where gliders are flown. Such tests are scheduled and announced to the aviation public a few days in advance. Flight logs have been affected, and there is a real possibility that a jamming event will occur while the glider is in an Observation Zone on a badge or record attempt.

Proposal

The delegate from USA proposes that SC3 4.6.2 (f) (iii) be relaxed to allow a pilot to be credited with entering an Observation Zone when no fixes are in the Zone and connecting consecutive valid fixes does not cross the Observation Zone, if the following conditions are met:

1. Documentation of deliberate jamming at the time and place in question is provided; and
2. Extrapolation of inbound and outbound tracks indicate that the glider passed through the Observation Zone during the period when deliberate jamming was in effect.

The delegate further proposes that language be added to Annex C to guide Official Observers in the evaluation of flight log anomalies due to deliberate jamming.

Justification

Although language exists in the Sporting Code to deal with breaks in the flight log outside of Observation Zones, there is no allowance for discontinuities across Observation Zones. This is too strict in the case of deliberate jamming which can be documented. It is easy to tell the difference between a jammed signal and falsified data. We should not penalize the pilot who is unlucky enough to be approaching an Observation Zone at the onset of deliberate jamming.