

US Maritime Alerts
2018-014-GPS Interference-Eastern Mediterranean and Red Seas

This revised advisory cancels US Maritime Advisory 2018-007

Reference: US Maritime Alerts 2018-004A, 2018-004B, 2018-008A
<https://www.marad.dot.gov/msci/advisory/2018/30688/>

Multiple instances of significant GPS interference continue to be reported by vessels and aircraft operating in the Eastern Mediterranean Sea.

These reports have been concentrated near Port Said, Egypt, the Suez Canal, and in the vicinity of the Republic of Cyprus.

Additional instances of similar interference were reported in October 2018 near Jeddah Port, Saudi Arabia.

This interference is resulting in lost or otherwise altered GPS signals affecting bridge navigation, GPS-based timing and communications equipment.

Guidance

Navigators have been advised to exercise caution when transiting these areas.

The US Coast Guard Navigation Center (NAVCEN) and NATO Shipping Center websites contain information regarding effective navigation practices for vessels experiencing GPS interference. This information reaffirms safe navigation practices when experiencing possible GPS disruption, provides useful details on reporting possible GPS disruption, and is intended to generate further discussions within the maritime community about other disruption mitigation practices and procedures.

Further, this guidance also recommends taking note of critical information such as the location (latitude/longitude), date/time, and duration of the outage/disruption, and providing photographs or screen shots of equipment failures during a disruption to facilitate analysis.

The USCG NAVCEN information is available at: <https://go.usa.gov/xQBau>

Contact Information

USCG NAVCEN

GPS disruptions or anomalies should be immediately reported to the NAVCEN at <https://go.usa.gov/xQBaw>

Or via phone at + 1 703 313 5900 (Line manned 24 hours a day).

NATO

The NATO Shipping Center has requested that instances of GPS interference also be reported to them using the format on their Cyber Interference link*: <https://shipping.nato.int/nsc/page10303037.aspx>

*Such reporting is requested by NATO Maritime Command in order to construct a comprehensive picture of this activity and thereby assess the impact in the maritime domain. The NATO Shipping Centre remains the primary point of contact for merchant vessels and shipping companies.

Navigators may use the link above or alternatively the forms can be sent either via e-mail to: info@shipping.nato.int or by fax: +44 (0) 1923 956 575.

Picture caption

1.

In NE Black Sea waters, the equipment shows the ship's position is on land, instead of the actual position 25 nautical miles offshore.

Chart taken from: <http://mariners.coastguard.dodlive.mil/2017/09/21/9212017-good-navigation-practices-how-one-vessel-master-managed-safe-navigation-during-a-gps-outage/> ©

2.

Shipping, Suez Canal. Here GPS interference has been reported.

Photo: Suez Canal Authority. www.suezcanal.gov.eg ©.

3.

The Suez Canal is extensively used by modern ships, as it is the fastest crossing from the Atlantic Ocean to the Indian Ocean . Tolls paid by the vessels represent an important source of income for the Egyptian Government.

Photo: Suez Canal Authority. www.suezcanal.gov.eg ©.