



## **JOINT STATEMENT**

**by**

**The Secretary General of the International Telecommunication  
Union,**

**The Secretary General of the International Civil Aviation  
Organization,**

**The Secretary General of the International Maritime  
Organization**

**regarding**

**PROTECTION OF THE RADIO NAVIGATION SATELLITE  
SERVICE FROM HARMFUL INTERFERENCE**

The Joint Statement (“Statement”) is made by the International Telecommunication Union (“ITU”), with its Headquarters at Place des Nations, 1211 Geneva 20, Switzerland, represented by its Secretary-General; the International Civil Aviation Organization (“ICAO”) , with its headquarters at 999 Boulevard Robert-Bourassa Boulevard, Montreal, Canada, represented by its Secretary-General; the International Maritime Organization (“IMO”), with its headquarters at 4 Albert Embankment, London, United Kingdom, represented by its Secretary-General (referred to collectively as the “Signatories”, and each, a “Signatory”).

**WHEREAS**, ITU is the United Nations specialized agency for information and communications technologies, responsible for, *inter alia*, coordinating efforts to eliminate harmful interference between radio stations of different countries and to improve the use made of the radio-frequency spectrum for radiocommunication services and of satellite orbits;

**WHEREAS**, ICAO, a specialized agency of the United Nations, was created to promote the safe and orderly development of international civil aviation throughout the world, and to establish Standards and Recommended Practices (SARPs) necessary for the safety, efficiency and regularity of international civil aviation.

**WHEREAS**, IMO is the United Nations specialized agency responsible for the safety and security of shipping and the prevention of marine and atmospheric pollution by ships. As an international regulatory body for the safety of maritime navigation, IMO recognizes radionavigation systems capable, in accordance with IMO’s requirements, of providing adequate position, velocity and timing information to ships.

**WHEREAS** Article 45.1 of the ITU Constitution states: “*All stations, whatever their purpose, must be established and operated in such a manner as not to cause harmful interference to the radio services or communications of other Member States...*”

**WHEREAS** Article 47 of the ITU Constitution states: “*Member States agree to take the steps required to prevent the transmission or circulation of false or deceptive distress, urgency, safety or identification signals, and to collaborate in locating and identifying stations under their jurisdiction transmitting such signals.*”

**WHEREAS** Article 4.10 of the ITU Radio Regulations states: “*Member States recognize that the safety aspects of radionavigation and other safety services require special measures to ensure their freedom from harmful interference; it is necessary therefore to take this factor into account in the assignment and use of frequencies.*”

**WHEREAS** Article 15.1 of the ITU Radio Regulations states: “*All stations are forbidden to carry out unnecessary transmissions, or the transmission of superfluous signals, or the transmission of false or misleading signals, or the transmission of signals without identification...*”

**WHEREAS** Article 15.28 of the ITU Radio Regulations recognizes that “*frequencies used for the safety and regularity of flight...require absolute international protection and that the elimination of harmful interference to such transmissions is imperative, administrations undertake to act immediately when their attention is drawn to any such harmful interference.*”

**WHEREAS** ICAO Assembly Resolution A41-8/C “*urges States to ensure close collaboration between aviation authorities, military authorities, service providers, radio regulatory and spectrum enforcement authorities to put in place any special measures required to ensure that spectrum used*

*by all CNS (Communication and Navigation Systems), and GNSS (Global Navigation Satellite System) in particular, is free from harmful interference.”*

**WHEREAS** ICAO Assembly Resolution A41-8/C *“urges States to refrain from any form of jamming, or spoofing affecting civil aviation”; and “to coordinate and notify to the maximum extent possible in advance with the air navigation services provider (ANSP) responsible for the affected airspace in case of military or other State authorized security or defence-related operations or training, potentially causing any form of jamming, or spoofing affecting civil aviation.”*

**WHEREAS** ICAO Assembly Resolution A41-8/C *“urges States and operators, when assessing the interference risks associated with conflict zones, to consider that the use of satellite-based CNS systems can potentially be impacted beyond those zones.”*

**WHEREAS** regulation V/19.2.1.6 of the International Convention for the Safety of Life at Sea (SOLAS), 1974, requires that *“all ships, irrespective of size, shall have a receiver for a global navigation satellite system or a terrestrial radionavigation system, or other means, suitable for use at all times throughout the intended voyage to establish and update the ship’s position by automatic means.”*

**WHEREAS** ships and ports have come to rely on GNSS for a wide array of applications relating to position, velocity and precise universal and local time which are used for navigation purposes and, most importantly, on systems that are part of the Global Maritime Distress and Safety System (GMDSS).

**WHEREAS** the IMO’s Maritime Safety Committee, through MSC.1/Circ.1644, *“urged Member States to take actions necessary to minimize interference coming from their territory, as required under the ITU Radio Regulations; consider issuing warning notices or advisories to mariners specifying the time periods and areas impacted by any known interferences to minimize negative effects upon maritime operations; and consider enacting measures that prevent unauthorized transmissions on recognized satellite navigation system frequencies.”*

**CONSIDERING** ITU-R Resolution 676 (WRC-23) on *“Prevention and mitigation of harmful interference to the radionavigation-satellite service in the frequency bands 1 164 - 1 215 MHz and 1 559 - 1 610 MHz”.*

**CONSIDERING** Recommendation 2.2/2 of the 14<sup>th</sup> ICAO Air Navigation Conference (AN-Conf/14) on *“Addressing global navigation satellite system interference and contingency planning”.*

**RECOGNIZING** that the ITU Radio Regulations Board encouraged Administrations to implement the Recommendations issued by the ITU Radiocommunications Bureau to Members States in its Circular Letter CR/488 dated 8 July 2022 on *“Prevention of harmful interference to radionavigation-satellite service receivers”.*

**NOTING** with grave concern the increasing number of cases of harmful interference in the form of jamming and spoofing affecting the Radio Navigation Satellite Service (RNSS), which is critical for navigation of civil aircraft, maritime vessels, humanitarian assistance vehicles, as well as for time synchronization of telecommunication networks.

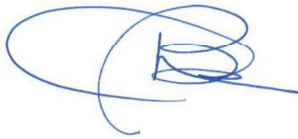
**THEREFORE**, ITU, ICAO, and IMO jointly and urgently call on their respective Member States to:

- a) protect the RNSS from transmissions that can adversely cause harmful interference degrading, interrupting or misleading signals used for civilian and humanitarian purposes;

- b) reinforce resilience of the systems which rely on RNSS for navigation, positioning and timing in relation to this type of interference;
- c) retain sufficient conventional navigation infrastructure for contingency support in case of RNSS outages and misleading signals, and develop mitigation techniques for loss of services;
- d) increase collaboration between radio regulatory, civil aviation, maritime, defense and enforcement authorities; and
- e) report cases of harmful interference affecting RNSS to the appropriate telecommunication, aeronautical and maritime authorities, and to the ITU Radiocommunications Bureau, to enable the monitoring of the situation.

**For the International Telecommunication Union**

**Ms. Doreen Bogdan Martin**

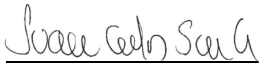


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Place: Geneva  
Date: 17.03.2024

**For the International Civil Aviation Organization**

**Mr. Juan Carlos Salazar**



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Place: Montreal  
Date: 18/03/2025

**For the International Maritime Organization**

**Mr. Arsenio Dominguez**



A handwritten signature in black ink, consisting of a large, stylized 'A' followed by several vertical strokes and a final flourish.

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Place: London  
Date: 18/03/2025