

incur a higher workload. In the aircraft, the pilot may need to change to a position determining method that does not require GPS-derived signals (for example, DME/DME/IRU or VOR). If transitioning to VOR navigation, the pilot should refer to the current Chart Supplement U.S. to identify airports with available conventional approaches associated with the VOR Minimum Operational Network (MON) program. If the pilot's aircraft is under ATC radar or multilateration surveillance, ATC may be able to provide radar vectors out of the interference affected area or to an alternate destination upon pilot request. An ADS-B Out aircraft's broadcast information may be incorrect and should not be relied upon for surveillance when interference or spoofing is suspected unless its accuracy can be verified by independent means. During the approach phase, a pilot might elect to continue in visual conditions or may need to execute

the published missed approach. If the published missed approach procedure is GPS-based, the pilot will need alternate instructions. If the pilot were to choose to continue in visual conditions, the pilot could aid the controller by cancelling his/her IFR flight plan and proceeding visually to the airport to land. ATC would cancel the pilot's IFR clearance and issue a VFR squawk; freeing up the controller to handle other aircraft.

d. The FAA requests that pilots notify ATC if they experience interruptions to their GPS navigation or surveillance. GPS interference or outages associated with a known testing NOTAM should not be reported to ATC unless the interference/outage affects the pilot's ability to navigate his/her aircraft.

REFERENCE-

AIM Paragraph 1-1-13, User Reports Requested on NAVAID or Global Navigation Satellite System (GNSS) Performance or Interference.