

- (b) Aircraft clock changes (e.g., incorrect time).
  - (c) Incorrect Flight Management System (FMS) position.
  - (d) Large shift in displayed GPS position.
  - (e) Primary Flight Display (PFD)/Navigation Display (ND) warnings about position error.
  - (f) Other aircraft reporting clock issues, position errors, or requesting vectors.
2. Assess operational risks and limitations linked to the loss of GPS capability, including any on-board systems requiring inputs from a GPS signal.
    3. Ensure NAVAIDs critical to the operation for the intended route/approach are available.
    4. Remain prepared to revert to conventional instrument flight procedures.
    5. Promptly notify ATC if they experience GPS anomalies. Pilots should not inform ATC of GPS jamming and/or spoofing when flying through known NOTAMed testing areas unless they require ATC assistance. (See paragraph 1-1-13)
- g. Post flight, the FAA recommends operators to:
    1. Document any GPS jamming and/or spoofing in the maintenance log to ensure all faults are cleared.
    2. File a detailed report at the reporting site: *Report a GPS Anomaly Federal Aviation Administration*, [www.faa.gov/air\\_traffic/nas/gps\\_reports](http://www.faa.gov/air_traffic/nas/gps_reports).