

CHANGE

**U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION**

**ORDER
JO 7210.632A
CHG 3**

Air Traffic Organization Policy

Effective Date:
06/26/2026

SUBJ: Air Traffic Organization (ATO) Occurrence Reporting

1. Purpose of This Change. This change adds the administrative option to report a GPS / Global Navigation Satellite Systems (GNSS) Anomaly Mandatory Occurrence Report (MOR) type. This change will consist of two MOR sub-types: Planned GPS/GNSS Testing and Unplanned GPS/GNSS Interference. This change will provide a more clear and effective option for Air Traffic Control (ATC) facilities to document issues experienced as a result of GPS/GNSS Testing or Unplanned GPS/GNSS Interference, as well as enable improved capability for monitoring GPS/GNSS-related issues. Currently, ATC facilities are reporting these issues under various MOR types, primarily Emergency and Public Inquiry, which not only demonstrates the ambiguity on their end, but the likelihood of the report not being assessed in connection with the escalating concerns over this problem and being missed in monitoring efforts. There are no policy changes involved.

2. Audience. This change affects anyone using FAA Order JO 7210.632A, *Air Traffic Organization (ATO) Occurrence Reporting*.

3. Explanation of Policy Changes. While no policies are being changed, this change modifies Appendix A-4 as follows:

a. Change from 12 to 13: 13. Technical Operations Services MORs – RESERVED.

b. Replace current 12 with the following: 12. GPS / Global Navigation Satellite Systems (GNSS) Anomaly. An instance where an aircraft reports or is observed to be experiencing effects from one or more of the following GPS/GNSS issues, as caused by jamming, spoofing, or other types of interference:

- Signal interruption/degradation,
- Misleading and/or erroneous information, or
- Complete loss of signal.

a. The sub-types are:

- (1) Scheduled or Known GPS/GNSS Testing.
- (2) Unscheduled or Unknown GPS/GNSS Interference.

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4. Disposition of Transmittal Paragraph. Please retain this transmittal until FAA Order JO 7210.632A is revised or canceled.

PAGE CHANGE CONTROL CHART

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Hope Kubala
Acting Vice President
Safety

- g. Laser light illumination
- h. Hijack
- i. Bomb threat
- j. Bird strike
- k. Other

11. Inquiry. Any expression of concern or inquiry by any external entity, to include a flight crew, to a management official/CIC or to ATC on the radio concerning:

- a. The proximity or operation of an aircraft, either airborne or on the surface, including NMAC notifications from a flight crew.
- b. An upset, pitch, or roll attributed to wake turbulence from another aircraft.

NOTE – The AIM instructs pilots, when notifying ATC of a wake event, to be as descriptive as possible (e.g., bank angle, altitude deviations, intensity, duration of event).

REFERENCE – Aeronautical Information Manual (AIM), Section 7-3, Wake Turbulence, paragraph 7-3-8g, Pilot Responsibility

12. GPS / Global Navigation Satellite Systems (GNSS) Anomaly. An instance where an aircraft reports or is observed to be experiencing effects from one or more of the following GPS/GNSS issues, as caused by jamming, spoofing, or other types of interference:

- Signal interruption/degradation,
- Misleading and/or erroneous information, or
- Complete loss of signal.

a. The sub-types are:

- (1) Scheduled or Known GPS/GNSS Testing.
- (2) Unscheduled or Unknown GPS/GNSS Interference.

13. Technical Operations Services MORs – RESERVED.