

**FAA Order JO 7210.632, *ATO Occurrence Reporting*  
Change 1 Briefing Guide**

This Briefing Guide provides information about how to apply changes to **ATO occurrence reporting procedures**, also implemented in the Comprehensive Event Data and Analysis Reporting (CEDAR) tool that involve the following additions/changes to Appendix A:

**A-3. Unmanned Aircraft System (UAS).** Any instance where a pilot reports or ATC becomes aware of unauthorized UAS activity or authorized UAS activity that is conducted in an unsafe or hazardous manner. For authorized UAS activities conducted in an unsafe manner, please note the Certificate of Authorization (COA) number, when available, and violation that occurred in the MOR.

A-3 Discussion: FAA Orders JO 7210.3, para 2-1-3, *Unauthorized, Hazardous, or Suspicious UAS Activities*, and JO 7200.23, para 2-4, *UAS Reporting*, address current requirements to report certain UAS operations. To support these reporting requirements, a mandatory occurrence report (MOR) for UAS operations was included in the CEDAR tool.

CHG 1 adds an A-3, *UAS MOR* to document current UAS reporting policies in this order.

**A-8. Oceanic Environment.** Any instance where aircraft operating in oceanic airspace are suspected of:

- a. Losing separation.
- b. Operating at an altitude, routing, or reporting point other than expected/cleared.
- c. Not maintaining communications (to include timely position or other reports) as required or expected/intended resulting in additional notifications/queries, or alternative actions by ATC or a flight crew.

**NOTE-**

*Until oceanic reporting is enabled in CEDAR, facilities will continue reporting oceanic occurrences in keeping with current processes, while Oakland, Anchorage, and New York ARTCCs will mark the MOR 'Yes' in response to 'Did the event occur in oceanic airspace?'*

**A-8 Discussion:** Improved collection of oceanic occurrence data will help assess and monitor safety risk in oceanic/international airspace—and support sharing of relevant safety data at international safety scrutiny/assessment/monitoring meetings/activities. Until new oceanic reporting and processing procedures are fully developed and implemented, CHG 1 adds an A-8 *Oceanic Environment MOR* as a placeholder. CHG 1 directs ATC to continue oceanic reporting in keeping with current practices while Oakland, Anchorage, and New York ARTCCs will mark 'yes' in response to 'Did the event occur in oceanic airspace?'

**A-10. Emergency or In-Flight Hazard.** The following are provided as examples and are not intended to be all inclusive:

**NOTE-**

*Emergency or in-flight hazards may be declared by ATC, flight crews, or other than flight crew members.*

- c. Passenger/flight crew injury due to turbulence other than wake

**\*\*A-10c Discussion.** Atmospheric turbulence continues to be a top aviation safety concern. If a pilot reports turbulence other than wake (e.g., Clear-Air Turbulence (CAT), mountain wave) that

results in passenger or flight crew injury, report it as an A-10c occurrence—and include the pilot-reported details in that A10c *turbulence other than wake* MOR. Process other atmospheric turbulence pilot reports as PIREPs with no need for additional MORs.

**A-11. Inquiry.** Any expression of concern or inquiry by any external entity, to include a flight crew, to a management official/controller-in-charge (CIC) or to ATC on the radio concerning:

**a.** The proximity or operation of an aircraft, either airborne or on the surface, including near midair collision (NMAC) notifications from a flight crew.

**b.** An upset, pitch, or roll attributed to wake turbulence from another aircraft.

**NOTE—**

*When notifying ATC of a wake event, pilots are requested to be as descriptive as possible (e.g., bank angle, altitude deviations, intensity, duration of event).*

**\*\*A-11b Discussion.** In 2019, the Aeronautical Information Manual (AIM, para 7-3-8g) was changed to encourage pilots to notify ATC when wake is encountered and be as descriptive as possible. It is important ATC report wake encounters in the A-11b category, and ensure the MOR includes details the pilot provides—such as bank angle, altitude deviations, intensity, and duration of event, etc.

*AIM, para 7-3-8g: Pilots should notify ATC when a wake event is encountered. Be as descriptive as possible (i.e., bank angle, altitude deviations, intensity, and duration of event, etc.) when reporting the event. ATC will record the event through their reporting system.*

**\*\*Additional guidance for reporting turbulence events.** Though a turbulence encounter may result in change in altitude, medical emergency, etc.—report occurrences involving turbulence as A10c *turbulence other than wake*, or A11b *wake turbulence*. These specific MORs help better track incidents for safety risk assessment/follow-up. The following guidance may be useful:

- if a pilot reports atmospheric or other *turbulence other than wake* (e.g., CAT, mountain wave) that results in passenger or flight crew injury, report it as an A-10c occurrence—and include the pilot-reported details in that A10c *turbulence other than wake* MOR
- if a pilot report refers to *turbulence other than wake* that does not result in passenger or flight crew injury, there is no requirement to report it as an MOR since it can be tracked as a PIREP; but if you do report it as an MOR, also report it as A10c *turbulence other than wake*
- if a pilot reports an occurrence involving wake turbulence—report it as an A-11b *wake turbulence* occurrence; in addition to providing lead aircraft info/distance, include any resulting injury, damage to ac, altitude change, separation loss, etc.—in the A-11b *wake turbulence* MOR
- if a pilot reports some other crew or passenger injury (not related to wake or atmospheric turbulence) that is a medical emergency, report that as an A-10a *Medical Emergency* occurrence
- if a pilot reports some other sort of crew or passenger injury (not related to wake or other turbulence) that is not a medical emergency, report that as an A-10k *Other* occurrence
- if a pilot reports a change in altitude or pitch that is not related to wake or atmospheric turbulence, report that as an A-6 *Airborne Anomaly* occurrence, as appropriate