

**CHANGE**

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

**ORDER  
7210.632A  
CHG 1**

Air Traffic Organization Policy

Effective Date:  
September 1, 2021

**SUBJ:** Air Traffic Organization (ATO) Occurrence Reporting

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- 1. Purpose.** This change updates the definition for Aviation Risk Identification and Assessment (ARIA) to better address the Air Traffic Organization's (ATO's) expanding use of ARIA. It also adds FAA Order 7050.1, *Runway Safety Program*, to the list of references.
- 2. Who the Change Affects.** This change affects anyone using FAA Order JO 7210.632A, *Air Traffic Organization Occurrence Reporting*.
- 3. Disposition of Transmittal.** Retain this transmittal until superseded by a new basic order.

**PAGE CHANGE CONTROL CHART**

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- 4. Explanation of Policy Changes.** Adds FAA Order 7050.1, *Runway Safety Program*, to paragraph 8, Related Publications, and redefines the Chapter 1, paragraph 7d definition for Aviation Risk Identification and Assessment (ARIA) to be more inclusive, as follows:

**d. Aviation Risk Identification and Assessment (ARIA).** An automated system that helps employ risk-based, data-driven decision-making facilitating better insight into potential risk in the National Airspace System (NAS).

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Vice President, Safety and Technical Training  
Air Traffic Organization

**c. Air Traffic Incident** – An air traffic incident encompasses all problems not affecting the aircraft directly; for example, near-midair collisions (NMACs); pilot, vehicle, or pedestrian deviations; and Traffic Alert and Collision Avoidance System (TCAS) resolution advisory (RA) occurrences. An air traffic incident differs from an aircraft incident.

**d. Aviation Risk Identification and Assessment (ARIA)** – An automated system that helps employ risk-based, data-driven decision-making facilitating better insight into potential risk in the National Airspace System (NAS).

**e. Comprehensive Electronic Data Analysis and Reporting (CEDAR)** – A web-based, comprehensive data reporting, collection, and analysis tool used by both Quality Control and Quality Assurance to record data associated with their respective organizational responsibilities.

**f. Mandatory Occurrence Report (MOR)** – An occurrence involving air traffic services or technical operations services for which the collection of associated safety-related data and conditions is mandatory. See Appendix A, Mandatory Occurrence Report Criteria, for a full listing of MORs.

**g. Near Mid-Air Collision (NMAC)** – As defined in FAA Order 8020.11, an incident associated with the operation of an aircraft in which a possibility of collision occurs as a result of proximity of less than 500 feet to another aircraft, or where a report is received from a pilot or other flight crewmember stating that a collision hazard existed between two or more aircraft.

**h. Occurrence** – Any observed or suspected event that meets the definition of an MOR.

**i. Preliminary ARIA Report (PAR)** – An initial report of an air traffic operation identified by ARIA for further review by QA personnel.

**j. Quality Assurance Group (QAG)** – The office in each service area responsible for conducting occurrence classification, identifying and categorizing air traffic incidents, identifying reports for barrier analysis, and conducting barrier analysis reviews in support of the ATO Top 5 and other safety processes. The mission of the QAGs may encompass other duties, including but not limited to, identifying significant safety risk trends, and identifying potential significant events.

**k. Surface Event** – An occurrence at an airport involving a pedestrian, vehicle, or aircraft on the defined airport movement area that involves either a runway excursion, or an incorrect presence, unauthorized movement, or occurrence that affects or could affect the safety of flight of an aircraft.

**l. Voluntary Safety Reporting Program (VSRP)** – A voluntary program that provides a confidential, non-punitive mechanism for employees to report safety events and problems. VSRPs use employee input to identify leading indicators and significant safety concerns and issues, operational deficiencies, non-compliance with regulations, deviations from policies and procedures, and potential risk in the system. Qualitative data received through this program help identify indicators of potential hazards and areas of risk in the National Airspace System (NAS).

**8. Related Publications.**

- a. FAA Order JO 7110.65, *Air Traffic Control*
- b. FAA Order JO 7210.633, *Air Traffic Organization Quality Assurance Program (QAP)*
- c. FAA Order JO 7210.634, *Air Traffic Organization Quality Control (QC)*
- d. FAA Order JO 7200.20, *Voluntary Safety Reporting Programs*
- e. FAA Order JO 1030.3, *Initial Event Response*
- f. FAA Order JO 8020.16, *Air Traffic Organization Aircraft Accident and Aircraft Incident Notification, Investigation, and Reporting*
- g. FAA Order JO 8020.11, *Aircraft Accident and Incident Notification, Investigation, and Reporting*
- h. FAA Order JO 1350.14, *Records and Information Management (RIM)*
- i. FAA Order JO 7200.25, *Joint Air Traffic Operations Command (JATOC)*
- j. FAA Order JO 3120.4, *Air Traffic Technical Training*
- k. FAA Order JO 7350.9, *Location Identifiers*
- l. FAA Order JO 6000.15, *General Maintenance Handbook for NAS Facilities*
- m. FAA Order JO 6000.5, *Facility Service and Equipment Profile (FSEP)*
- n. FAA Order JO 1000.37, *Air Traffic Organization Safety Management System*
- o. FAA Order 7050.1B, *Runway Safety Program*

**9. How to Suggest Recommendations to Change this Order.** Submit recommendations to change this order through email to the QAG via [9-AJI-HQ-QualityAssurance@faa.gov](mailto:9-AJI-HQ-QualityAssurance@faa.gov). ATO Safety and Technical Training (AJI) must review suggestions periodically.