

**CHANGE****U.S. DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION****ORDER 7210.632A  
CHG 2****Air Traffic Organization Policy**Effective:  
April 1, 2022**SUBJ:** Air Traffic Organization (ATO) Occurrence Reporting

---

**1. Purpose of This Change.** This change adds the administrative option to report an emergency as a type of oceanic mandatory occurrence report (MOR), similar to the emergency option currently available for domestic MORs. This change will lessen the administrative workload at oceanic facilities. 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 to add subparagraph 8.d as follows:

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

- a. Losing separation.
- b. Operating at a time, altitude, routing, or reporting point other than what was expected/cleared.
- c. Not maintaining communication (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.
- d. Experiencing an Emergency or In-Flight Hazard—as addressed in Appendix A, paragraph 10.

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

**PAGE CHANGE CONTROL CHART**

<b>Remove Pages</b>	<b>Dated</b>	<b>Insert Pages</b>	<b>Dated</b>
APPENDIX A A-3	10/1/20	APPENDIX A A-3	4/1/22
APPENDIX A A-4	10/1/20	APPENDIX A A-4	4/1/22

04/01/2022

JO 7210.632A CHG 2

**Franklin J. McIntosh**  
**Acting Vice President,**  
**Safety and Technical Training**

- e. Any instance in which any part of the aircraft has crossed over the runway hold-short line and the controller cancels the takeoff or the flight crew aborts the takeoff.
- f. Any instance in which an aircraft unintentionally maneuvers off the runway/taxiway.
- g. Any improper/unexpected presence of a vehicle or aircraft inside the instrument landing system (ILS) critical area.

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

- a. Losing separation.
- b. Operating at a time, altitude, routing, or reporting point other than what was expected/cleared.
- c. Not maintaining communication (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.
- d. Experiencing an Emergency or In-Flight Hazard—as addressed in Appendix A, paragraph 10.

**9. Communication.** Except for occurrences in oceanic airspace (which are reported in Appendix A, paragraph 8), any instance in which communication with an aircraft was not established or not maintained as expected/intended and results in alternative control actions or additional notifications by ATC or a flight crew or in a landing without a clearance.

***NOTE** – Examples of “additional notifications” would include notifications required according to FAA Order JO 1030.3 or to the Domestic Events Network for NORDO aircraft.*

**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 crew, facility personnel, or officials responsible for the operation of the aircraft.*

- a. Medical emergency
- b. Inflight equipment malfunction requiring special handling
- c. Passenger/flight crew injury due to turbulence other than wake
- d. Fuel quantity
- e. Pilot disorientation
- f. VFR pilot in or trapped on top of clouds

- 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. **Technical Operations Services MORs – RESERVED.**