

101E  
HQ-650

AC NO: AC 00-23B

DATE: 12/4/69



# ADVISORY CIRCULAR

## DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION

**SUBJECT:** NEAR MIDAIR COLLISION REPORTING

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1. **PURPOSE.** This circular advises that the FAA will continue through 31 December 1971, to handle reports of near midair collisions in accordance with the policy established 1 January 1968. Pilots, controllers, or other persons involved in near midair collisions are invited to report all such encounters to the FAA. To encourage reporting, the Administrator issued the attached policy statement which grants immunity from FAA enforcement or other adverse action to pilots, controllers, and other persons involved in reported near midair collisions. This circular also provides procedures for reporting such incidents.
  2. **CANCELLATION.** Advisory Circular AC 00-23A, "Near Midair Collision Study," effective 1 January 1969, is canceled.
  3. **EFFECTIVE DATE.** 1 January 1970, through 31 December 1971.
  4. **BACKGROUND.**
    - a. Prior to 1968, information received by the FAA indicated that many incidents were not reported because persons involved feared possible FAA enforcement action where violations of regulations occurred. As a result, in order to eliminate such fear and encourage voluntary reporting, the FAA implemented a special one-year study during 1968, under the same policy as set forth in this circular. The report on the 1968 Near Midair Collision Study has been completed. Subsequent to completion of the report and upon review, determinations have been made as to possible future changes in the system. In order to measure the effectiveness of these possible changes, it has been decided to continue the near midair collision reporting procedures as established for 1968.
    - b. The FAA will continue to seek uninhibited reporting of complete frank and specific information on every near midair collision. In addition to granting immunity from FAA enforcement or other adverse
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Initiated by: NMAC Group

action to any person involved in the reported incident, the Administrator, upon written request of the person making the report, will withhold from public disclosure the identity of the persons involved and the information contained in the report, as authorized under Section 1104 of the Federal Aviation Act of 1958.

- c. The FAA will continue to monitor reported information for use in measuring the effectiveness of procedure, regulation, and technique changes which may be initiated as a result of the 1968 Near Midair Collision Report Recommendations.

#### 5. GENERAL INFORMATION.

- a. Persons involved in a near midair collision are requested to report the incident to air traffic facilities by radio as soon as possible clearly stating that they wish to report a "NEAR MIDAIR COLLISION." This will permit immediate action to obtain the identity and necessary data concerning the other aircraft. FAA air traffic control will not ask "DO YOU INTEND TO FILE AN OFFICIAL NEAR MIDAIR COLLISION REPORT?" where pilots are not specific in their remarks. Therefore, pilots must specifically declare that they are reporting a near midair collision.
- b. To reduce radio congestion and pilot preoccupation during flight, the report should only identify the incident and other aircraft involved. A written followup report should then give the details.

#### 6. REPORTING PROCEDURES.

- a. Initial Report. Each person who wishes to report an occurrence as a near midair collision should notify an air traffic facility (controlling if appropriate) via radio; "I wish to report a 'NEAR MIDAIR COLLISION'" and then give:
  - (1) Time of incident.
  - (2) Location and altitude.
  - (3) Reporting aircraft's identification, type, and destination.
  - (4) Available information on the other aircraft.
  - (5) Weather conditions.
  - (6) Approximate courses and flight attitude of both aircraft.
  - (7) Closest proximity horizontally and vertically between aircraft.

NOTE: It is desirable to have the initial report by radio when time and frequency congestion permit in order to initiate action to identify the other aircraft involved.

b. In the event a person does not file a report by radio, he should make the initial report either by telephone or in person to the most convenient FAA air traffic facility or Flight Standards District Office either at next point of landing or at destination. FAA representatives will not routinely interview pilots on landing; therefore, if a person desires to be met by an FAA representative, he should advise the facility at the time of his initial radio report.

c. Written Report. In addition to the initial report, each pilot involved should submit a complete written report of the near midair collision. The attached reporting form is designed to facilitate this report; it may be supplemented by any additional narrative information which the pilot feels would assist in pinpointing the basic causal factors and identifying appropriate corrective measures. This report may be submitted to an FAA Air Traffic or Flight Standards representative or mailed directly to the Washington address on the postage-free reporting form.

NOTE: Although FAA Form 8020-1 refers to Advisory Circular AC 00-23, it will be equally applicable for use in reporting near midair collisions occurring after 31 December 1969, and in accordance with this Advisory Circular.

NOTE: Only a report from one crewmember of each aircraft involved is needed.

NOTE: If a person reporting a near midair collision desires that the identity of the persons involved and the information contained in his report be withheld from public disclosure, the Federal Aviation Act of 1958, Section 1104, requires a written objection to such disclosure. Item 26 on the attached reporting form serves this purpose.

7. AVAILABILITY OF FORMS. Individual copies of the attached reporting form (FAA Form 8020-1) may be obtained free of charge from any FAA Air Traffic Facility, Flight Standards Air Carrier or General Aviation District Office, Area Office or Regional Office. Military commands and organized industry groups may obtain forms in quantity by submitting request to the Department of Transportation, Federal Aviation Administration, Aeronautical Center, Distribution Section, AC-45.3, P. O. Box 25082, Oklahoma City, Oklahoma 73125.



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DEPARTMENT OF TRANSPORTATION  
 FEDERAL AVIATION ADMINISTRATION  
 Official Business  
 Washington, D.C. 20590  
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Form Approved: Budget Bureau No. 04-R0170

DEPARTMENT OF TRANSPORTATION  
 FEDERAL AVIATION ADMINISTRATION

**NEAR MIDAIR COLLISION REPORT**

This reporting form is for use in conjunction with the FAA's Near Midair Collision Study. The Administrator will take no enforcement or other adverse action, remedial or disciplinary, against any person involved in a near midair collision that is reported to the FAA during the period of this program even though a violation of the Federal Aviation Regulations is disclosed.

Refer to FAA Advisory Circular 00-23 for further details.

One report from a crew member of each aircraft involved will be sufficient for the purposes of this study.

1A. DATE OCCURRED		9. TIME OCCURRED		<input type="checkbox"/> LOCAL
				<input type="checkbox"/> GMT
2. INITIALLY REPORTED BY RADIO				
<input type="checkbox"/> NO				
<input type="checkbox"/> YES → TO:				
3. YOUR AIRCRAFT (Identify and make and model)				
4. TYPE OPERATION				
AIR TAXI		BUSINESS		TRAINING
AIR CARRIER		PRIVATE		MILITARY
MISSION				
5. YOUR ALTITUDE		ALTIMETER SET		SOURCE (STATION)
MSL		HG.		
YOUR HEADING		TRUE AIRSPEED (Knots)		
YOU:		OTHER:		
6. OTHER A/C (Best possible identification)				
7. LOCATION OF OCCURRENCE (Nearest City, State)				
8. NEAREST NAVIGATION, FIX, FACILITY, OR AIRPORT				
DISTANCE FROM DIRECTION				
9. YOUR AIRCRAFT WAS				
ON AIRWAYS		OUTBOUND FROM AIRPORT		
OFF AIRWAYS		INBOUND TO AIRPORT		
EN ROUTE		POSITIVE CONTROL AIRSPACE		
TERMINAL		OTHER (Specify)		
IN CONTROL ZONE				
AIRPORT TRAFFIC PATTERN				
10. YOUR AIRCRAFT OPERATING CONDITIONS				
VFR		IFR/VFR ON TOP		
VFR WITH IFR CLEARANCE		DVFR/ADIZ FLIGHT LIMITS		
IFR WITH CLEARANCE		OTHER (Specify)		
IFR WITH NO CLEARANCE				
11. RADAR BEACON AVAILABLE . . . . . <input type="checkbox"/> YES <input type="checkbox"/> NO				
IN USE . . . . . <input type="checkbox"/> YES <input type="checkbox"/> NO		MODE/CODE:		
12. AIRCRAFT NAVIGATED BY				
VOR		ILS		TACAN
LFR		PAR/GCA		RADAR/VECTOR
ADF		DME		PILOTAGE
OTHER (Specify)				

Fold on dotted line with return address on outside

13. COMMUNICATING WITH					
TOWER	APPROACH CONTROL	GCA/PAR CONTROL			
ATC CENTER	RADAR ADV. SERVICE	FLIGHT SER. STA.			
DEPT. CONTROL	ADC/GCI CONTROL	NONE			
OTHER (Specify)					
14. PHASE OF FLIGHT					
YOU	PHASE	OTHER	YOU	PHASE	OTHER
	TAKE OFF			TURNING	
	CLIMB			REFUELING	
	LEVEL FLIGHT			ACROBATICS	
	DESCENDING			OTHER (Specify)	
	LANDING				
	HOLDING PATTERN				
15. FLIGHT ATMOSPHERIC CONDITIONS					
OVERCAST	CLEAR	BROKEN CLOUDS			
SCATTERED	VISIBILITY MILES:				
16. CLOUD PROXIMITY					
ABOVE	IN/OUT CLOUDS				
BELOW	DISTANCE TO CLOUDS				
BETWEEN LAYERS	HORIZONTAL	VERTICAL			
IN CLOUDS					
17. FLIGHT CONDITIONS					
BRIGHT DAY	DAWN	HAZE			
GLARING SUN	THUNDERSTORM	ICING			
BRIGHT NIGHT	PRECIPITATION	FOG			
DUSK	TURBULENCE				
18. OTHER AIRCRAFT OBSERVED AT _____ O'CLOCK					
19. FIRST SIGHTING OTHER AIRCRAFT					
ABOVE YOU	DIVERGING	YOUR RIGHT			
BELOW YOU	CONVERGING	YOUR LEFT			
SAME ALTITUDE	YOU OVERTOOK	OTHER OVERTOOK			
20. WHAT FIRST DIRECTED ATTENTION TO THE OTHER AIRCRAFT					
21. DISTANCE BETWEEN AIRCRAFT					
FIRST SIGHTING	CLOSEST PROXIMITY	HORIZONTAL	VERTICAL		
22. EVASIVE ACTION					
YOU	ACTION	OTHER	YOU	ACTION	OTHER
	PULL UP			ABRUPT	
	DESCENT			LEVELED OFF	
	RIGHT TURN			OTHER (Specify)	
	LEFT TURN				

Fold No. 1  
Fold on dotted line with return address on outside

23A. AIRCRAFT DAMAGE		B. PERSONAL INJURY	
<input type="checkbox"/> YES	<input type="checkbox"/> NO	<input type="checkbox"/> YES	<input type="checkbox"/> NO
24. MARKINGS OR LIGHTS			
OBSERVED ON OTHER AIRCRAFT			
IN USE ON YOUR AIRCRAFT (Be specific)			
25. COMMENTS/REMARKS/PROBABLE CAUSE OF NMAC AND RECOMMENDATIONS FOR PREVENTION (Use continuation sheet, if necessary, and securely fasten.)			
26. IDENTIFICATION OF REPORTING PERSON			
FLIGHT CREWMEMBER		RATINGS	
<input type="checkbox"/> YES <input type="checkbox"/> NO		STUDENT	INSTRUMENT
PILOT FLIGHT TIME		PRIVATE	ATR
TOTAL	IN TYPE AIRCRAFT INVOLVED	COMMERCIAL	MILITARY
OTHER (Specify)			
MEDICAL CERTIFICATE	CLASS	LIMITATIONS	
NAME (First, Middle, Last)			
ADDRESS (Number and Street)			
CITY AND STATE			ZIP CODE
SIGNATURE			DATE
Do you object to public disclosure of this information? <input type="checkbox"/> Yes <input type="checkbox"/> No			
THANK YOU. Please fold with return address out, fasten, and mail. Drop in any U.S. Mail box, no postage is required.			

FEDERAL AVIATION ADMINISTRATION  
DEPARTMENT OF TRANSPORTATION

DOCKET NO. 8555

EXTENSION OF POLICY REGARDING REPORTS OF NEAR MIDAIR COLLISIONS

The Federal Aviation Administration is extending to December 31, 1971, inclusive, its 1968 policy that established (32 F.R. 16539) the reporting of near midair collisions. This extension of the 1968 policy is considered appropriate since the final FAA report based upon the 1968 study has been completed and certain actions initiated to reduce the midair collision potential. In order to measure these actions as to their effectiveness, it is deemed appropriate to extend this policy.

Accordingly, the Administrator will take no enforcement or other adverse action, remedial or disciplinary, against any person involved in a near midair collision that is reported to the FAA during the extension of this policy. This action is taken under his statutory mandate to promote safety in flight. Furthermore, the Administrator will, upon written request of the person making the report, withhold that report, and the identity of those persons involved, from public disclosure in accordance with Section 1104 of the Federal Aviation Act of 1958.

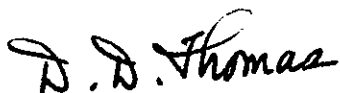
Therefore, it is the policy of the Federal Aviation Administration that if any pilot of an aircraft, Air Traffic Controller, or other person involved in a near midair collision reports the facts, conditions, and circumstances thereof to the FAA -

(a) The Administrator will not subject any person involved in the near midair collision to enforcement or other adverse action, remedial or disciplinary, even though a violation of the Federal Aviation Regulations is disclosed by the report or subsequent investigation; and

(b) Upon written request of the person submitting the report, the Administrator will, to the extent authorized by Section 1104 of the Federal Aviation Act of 1958, withhold the identity of the persons involved in the near midair collision and the information contained in that report from public disclosure.

This policy applies to near midair collisions which occur from January 1, 1970, to December 31, 1971, inclusive.

Issued under the authority of sections 305, 307(c), 312(c), 313(a), 601(a), 701(a), and 1104 of the Federal Aviation Act of 1958 (49 U.S.C. 1346, 1348(c), 1353(c), 1354(a), 1321(a), 1441(a), and 1504.



D. D. Thomas  
Deputy Administrator

**DEPARTMENT OF TRANSPORTATION  
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**Official Business**



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