

TAD-494.6

AC NO: 00-23C

DATE: 20 Jan 72



# ADVISORY CIRCULAR

**DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION**

**SUBJECT: NEAR MIDAIR COLLISION REPORTING**

1. PURPOSE. This circular advises that the FAA policy on the reporting of near midair collisions, made effective in 1968 (32 FR 16539) and continued in effect since that time, terminated on 31 December 1971. It also advises how near midair collision reports will be handled after 31 December 1971.
2. CANCELLATION. Advisory Circular AC 00-23B, "Near Midair Collision Reporting," effective 1 January 1971, expired 31 December 1971. FAA Form 8020-1 is cancelled as of 31 December 1971.
3. EFFECTIVE DATE. 1 January 1972.
4. GENERAL INFORMATION. The FAA has discontinued its policy of granting immunity from enforcement actions to persons reporting near midair collisions. However, the agency will continue to encourage the submission of near midair collision reports and will serve to take corrective action on these reports that is of a positive rather than disciplinary nature.
5. REPORTING PROCEDURE.
  - a. In order to ensure expeditious handling, all pilots are urged to report each incident to:
    - (1) The nearest FAA Air Traffic Facility or Flight Service Station by radio; or
    - (2) The nearest FAA Air Traffic Facility or Flight Service Station at the next point of landing, by telephone; or
    - (3) In lieu of either (1) or (2), the nearest FAA Air Carrier, General Aviation or Flight Standards District Office.

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b. The following information should be reported, if available:

- (1) Date and time (GMT) of incident.
- (2) Location and altitude of incident.
- (3) Identification and type of reporting aircraft; air crew destination; name and domicile of pilot.
- (4) Identification and type of other aircraft; air crew destination, name and domicile of pilot.
- (5) Type of flight plan; station altimeter used.
- (6) Detailed weather conditions at flight level/altitude.
- (7) Approximate course of both aircraft; indicate if one or both aircraft were climbing or descending.
- (8) Separation in distance at first sighting; proximity at the closest point, horizontal and vertical; length of time in sight prior to evasive action.
- (9) Degree of evasive action taken, if any; (by both aircraft if possible); injuries.



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