

Figure 7-14. FAA Form 8020-21, Preliminary Near Midair Collision Report

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Figure 7-14. FAA Form 8020-21, Preliminary Near Midair Collision Report (Continued)

 PRELIMINARY NEAR MIDAIR COLLISION REPORT		Incident Report Number N <table border="1" style="border-collapse: collapse;"> <tr> <td style="width: 20px; height: 20px;"></td> <td style="width: 20px; height: 20px;"></td> <td style="width: 20px; height: 20px;"></td> <td style="width: 20px; height: 20px;"></td> <td style="width: 20px; height: 20px;"></td> <td style="width: 20px; height: 20px;"></td> <td style="width: 20px; height: 20px;"></td> <td style="width: 20px; height: 20px;"></td> <td style="width: 20px; height: 20px;"></td> <td style="width: 20px; height: 20px;"></td> <td style="width: 20px; height: 20px;"></td> </tr> </table>																				
11. Type of Operation During NMAC <i>(mark one per aircraft):</i> Rptg Other A. ☐ ☐ US Air Carrier (14 CFR 121 or 125) B. ☐ ☐ Foreign Air Carrier (14 CFR 129) C. ☐ ☐ Commuter (14 CFR 135) D. ☐ ☐ Air Taxi (14 CFR 135) E. ☐ ☐ General Aviation (14 CFR 91) F. ☐ ☐ Public (governmental) G. ☐ ☐ U.S. Military, Specify Service _____ H. ☐ ☐ Unknown ☐ ☐ Other, Specify _____ Rptg Other A. ☐ ☐ Takeoff B. ☐ ☐ Climb C. ☐ ☐ Level Flight or Cruise D. ☐ ☐ Turning or Maneuvering E. ☐ ☐ Descent F. ☐ ☐ Approach G. ☐ ☐ Landing II. ☐ ☐ Unknown I. ☐ ☐ Other, Specify _____		13. Location in Traffic Pattern During NMAC <i>(mark one per aircraft):</i> Rptg Other A. ☐ ☐ Upwind Leg B. ☐ ☐ Crosswind Leg C. ☐ ☐ Entry or Downwind Leg D. ☐ ☐ Base Leg E. ☐ ☐ Final Approach F. ☐ ☐ Departure Leg or Exit G. ☐ ☐ Not in Traffic Pattern II. ☐ ☐ Unknown I. ☐ ☐ Other, Specify _____ Rptg Other A. ☐ ☐ Operating, With Altitude Reporting B. ☐ ☐ Operating, Without Altitude Reporting C. ☐ ☐ Not Functioning (broken or off) D. ☐ ☐ No Transponder E. ☐ ☐ Unknown																				
14. Transponder <i>(mark one per aircraft):</i> Rptg Other A. ☐ ☐ Operating, With Altitude Reporting B. ☐ ☐ Operating, Without Altitude Reporting C. ☐ ☐ Not Functioning (broken or off) D. ☐ ☐ No Transponder E. ☐ ☐ Unknown Rptg Other G. ☐ ☐ Accelerate H. ☐ ☐ None I. ☐ ☐ Unknown J. ☐ ☐ Other, Specify _____		15. TCAS Status: A. Was the Aircraft Equipped With TCAS? ☐ B. If Yes, Was TCAS Operating During NMAC? ☐ C. If Yes, Was TCAS Involved in NMAC? ☐ D. If Yes, Describe Involvement _____ Rptg Other Yes No Unk Yes No Unk																				
16. Evasive Action(s) Taken <i>(mark appropriate boxes):</i> Rptg Other A. ☐ ☐ Right Turn B. ☐ ☐ Left Turn C. ☐ ☐ Climb D. ☐ ☐ Descend E. ☐ ☐ Level Off ☐ ☐ Decelerate Rptg Other G. ☐ ☐ Accelerate H. ☐ ☐ None I. ☐ ☐ Unknown J. ☐ ☐ Other, Specify _____		17. Time Aircraft in Sight Before Closest Separation: A. Rptg _____ Seconds B. Other _____ Seconds Unknown or ☐ or ☐																				
18. Operational Control Area of Reporting Aircraft During NMAC <i>(mark a maximum of three):</i> A. ☐ Class A Airspace B. ☐ Class B Airspace C. ☐ Class C Airspace D. ☐ Class D Airspace E. ☐ Class E Airspace F. ☐ Class G Airspace G. ☐ Special Use Airspace, Specify _____ II. ☐ Within Terminal Radar Service Areas I. ☐ Towered Airport J. ☐ Nontowered Airport K. ☐ Unknown L. ☐ Other, Specify _____		19. Location ID of Facility(ies) Providing Air Traffic Service during NMAC <i>(complete appropriate boxes):</i> A. _____ ARTCC B. _____ TRACON C. _____ RAPCON, RATCF, or ARAC D. _____ ATCT E. _____ AFSS or FSS F. ☐ ☐ None G. ☐ ☐ Unknown II. ☐ ☐ Other, Specify _____																				
20. Immediately Before NMAC, Air Traffic Control <i>(mark appropriate boxes):</i> Rptg Other A. ☐ ☐ Experienced Radar Outage or Other Problems B. ☐ ☐ Experienced Communication Outage or Other Problems C. ☐ ☐ Observed Traffic in Vicinity of Aircraft D. ☐ ☐ Issued a Traffic Advisory E. ☐ ☐ Issued a Safety Alert F. ☐ ☐ Not in Contact With Aircraft G. ☐ ☐ Unknown H. ☐ ☐ None of the Above		21. Other Report(s) or To Be Filed by Air Traffic <i>(mark appropriate boxes and complete: list HATR's, etc., under Item 22):</i> A. ☐ Incident Report (FAA Form 8020-11), Specify No(s). B. ☐ Preliminary Pilot Deviation Report (FAA Form 8020-17), Specify No(s). C. ☐ Preliminary Operational Error/Deviation Report (FAA Form 7210-2), Specify No(s). D. ☐ Other (including TCAS), Specify _____ E. ☐ None																				

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22. Attachments (specify, e.g., pilot statement or flight progress strip, or mark box): ☐ No Attachments																																													
23. Reporting Office: A. <u> A </u> FAA Region B. <u> </u> Location ID C. <u> </u> - <u> </u> - <u> </u> Telephone No.				24. Name of Individual Completing Form: <u> </u> Type or Print																																									
25. Facility Manager Approving Form: A. Signature <u> </u> B. Name <u> </u> Type or Print C. Date <u> </u> <u> </u> <u> </u> <u> </u> <u> </u> <u> </u> M M D D Y Y				26. Report Distributed to: A. <u> A </u> FAA Region Flight Standards ID <u> </u> B. Others, Specify <u> </u> <u> </u> <u> </u>																																									
INSTRUCTIONS																																													
I. General The incident report number and Items 1, 2, 3, 4E and/or F, 4G, 5E and/or F, 5G, and 6 to 10 of FAA Form 8020-21 must be completed and the information transmitted or arrangements made to transmit it in numerical order within 3 hours of the NMAC notification by: (1) telephone, facsimile, or in accordance with a regional agreement to the FSDO with jurisdiction over the area in which the NMAC occurred; and (2) by facsimile or National Airspace Data Interchange Network (NADIN) message using immediate (DD) precedence to FAA headquarters and others. If the NMAC is significant, the above information should be communicated immediately by telephone to FAA headquarters. The remainder of the form must be completed and mailed by first class mail within 10 calendar days of the notification of a NMAC. The definition of a NMAC and instructions on distribution of FAA Form 8020-21 are in FAA Order 8020.16, "Air Traffic Organization Aircraft Accident and Incident Notification, Investigation, and Reporting." If both aircraft involved in the NMAC report the event, designate the first reporting aircraft as "Rptg" and the second as "Other." If more than two aircraft are involved (except for formations when one form should be completed for the entire formation), complete an additional form(s) and assign the form(s) the same incident report number as the primary form. Report the number of forms and which form is the primary form in Item 10. Complete all items. If the categories given are inadequate, complete "Other, Specify." If data for both the reporting and other aircraft appear under "Other, Specify," provide the reporting aircraft data first, followed by the other aircraft data. Provide comments in Item 10, not the margins. Sign and date the form (Item 25) before distribution. II. Incident Report Number Each facility completing FAA Form 8020-21 is responsible for assigning a unique 12-character number to each reported NMAC. The first character is N, for NMAC. The second and third characters are the abbreviation of the FAA region in which the incident occurred: <table style="width: 100%; border: none;"> <tr> <td style="width: 50%; vertical-align: top;"> AL- Alaskan CE- Central EA- Eastern GL- Great Lakes WP- Western Pacific </td> <td style="width: 50%; vertical-align: top;"> NE- New England NM- Northwest Mountain SO- Southern SW- Southwest </td> </tr> </table> The fourth character identifies the type of facility completing the form: <table style="width: 100%; border: none;"> <tr> <td style="width: 50%; vertical-align: top;"> C - ARTCC F - AFSS or FSS Z - FSDO or Other </td> <td style="width: 50%; vertical-align: top;"> R - TRACON T - ATCT </td> </tr> </table> For combined TRACON and ATCT operations, use the character for the TRACON or ATCT reporting the NMAC. The fifth through seventh characters are the facility location identifier (see FAA Order 7350.6), e.g., ZNY; or FSDO ID, e.g., 025. The eighth and ninth characters are the calendar year in which the incident occurred, e.g., 03 for 2003. The last three characters are the sequential incident report number for the year, by reporting facility and type of incident (e.g., NMAC's would be numbered 001 to 999 in 2003 at a given facility). III. Abbreviations The following abbreviations are used: <table style="width: 100%; border: none;"> <tr><td style="width: 50%;">AFSS</td><td style="width: 50%;">- Automated Flight Service Station</td></tr> <tr><td>ARAC</td><td>- Army Radar Approach Control</td></tr> <tr><td>ARTCC</td><td>- Air Route Traffic Control Center</td></tr> <tr><td>ATCT</td><td>- Airport Traffic Control Tower</td></tr> <tr><td>CFR</td><td>- Code of Federal Regulations</td></tr> <tr><td>FSDO</td><td>- Flight Standards District Office</td></tr> <tr><td>FSS</td><td>- Flight Service Station</td></tr> <tr><td>GPS</td><td>- Global Positioning System</td></tr> <tr><td>HATR</td><td>- Hazardous Air Traffic Report</td></tr> <tr><td>MSL</td><td>- Mean Sea Level</td></tr> <tr><td>NDB</td><td>- Nondirectional Beacon</td></tr> <tr><td>RAPCON</td><td>- Radar Approach Control</td></tr> <tr><td>RATCF</td><td>- Radar Air Traffic Control Facility</td></tr> <tr><td>TACAN</td><td>- Tactical Air Navigation</td></tr> <tr><td>TCAS</td><td>- Traffic Alert and Collision Avoidance System</td></tr> <tr><td>TRACON</td><td>- Terminal Radar Approach Control</td></tr> <tr><td>VOR</td><td>- Very High Frequency Omni directional Range Station</td></tr> </table>								AL - Alaskan CE - Central EA - Eastern GL - Great Lakes WP - Western Pacific	NE - New England NM - Northwest Mountain SO - Southern SW - Southwest	C - ARTCC F - AFSS or FSS Z - FSDO or Other	R - TRACON T - ATCT	AFSS	- Automated Flight Service Station	ARAC	- Army Radar Approach Control	ARTCC	- Air Route Traffic Control Center	ATCT	- Airport Traffic Control Tower	CFR	- Code of Federal Regulations	FSDO	- Flight Standards District Office	FSS	- Flight Service Station	GPS	- Global Positioning System	HATR	- Hazardous Air Traffic Report	MSL	- Mean Sea Level	NDB	- Nondirectional Beacon	RAPCON	- Radar Approach Control	RATCF	- Radar Air Traffic Control Facility	TACAN	- Tactical Air Navigation	TCAS	- Traffic Alert and Collision Avoidance System	TRACON	- Terminal Radar Approach Control	VOR	- Very High Frequency Omni directional Range Station
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