

TELEGRAPHIC MESSAGE

NAME OF AGENCY Federal Aviation Administration System Operations Litigation AJR-8 Washington, D.C.	PRECEDENCE ACTION: _____ Priority: <u>Routine</u> INFO:	SECURITY CLASSIFICATION Unclassified
ACCOUNTING CLASSIFICATION	DATE PREPARED 01/10/08	FILE
FOR INFORMATION		CALL
NAME Carol A. Might, Acting Director, System Operations Litigation	PHONE NUMBER (202) 267-8025	TYPE OF MESSAGE _ SINGLE _ BOOK _ MULTI ADDRESS
THIS SPACE FOR USE OF COMMUNICATION UNIT		

MESSAGE TO BE TRANSMITTED (Use double spacing and all capital letters)

<p>To:</p> <p>KRWA NOUS2 <u>11 0500Z</u></p> <p>GENOT RWA <u>8/01</u> SVC B</p> <p>GG ALRGNS 1/500 AMC/1 ACT/1 ALATFO/1</p> <p>NOTICE N8020. <u>176</u> SUBJECT/FAA ORDER</p> <p>8020.16, AIR TRAFFIC ORGANIZATION,</p> <p>AIRCRAFT ACCIDENT AND INCIDENT</p> <p>NOTIFICATION, INVESTIGATION, AND</p> <p>REPORTING.</p> <p>EFFECTIVE 01/10/08</p> <p>CANCEL 12/31/08</p> <p>THIS GENOT REPLACES THE FOLLOWING EXPIRED GENOTS:</p> <p>06-35, 06-40, 07-03, AND 07-18.</p> <p>CHANGE, THROUGHOUT THE ORDER, ALL REFERENCES TO</p> <p>"SAFETY INVESTIGATIONS" TO "SAFETY INVESTIGATIONS AND</p> <p>EVALUATIONS."</p> <p>CHANGE, THROUGHOUT THE ORDER, REFERENCES TO "SERVICE</p> <p>AREA" TO "SERVICE CENTER."</p>	<p>11 JAN 2008 0900</p>
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CHANGE, THROUGHOUT THE ORDER, REFERENCES TO "SERVICE AREA MANAGER" TO "SERVICE CENTER DIRECTOR."

CHANGE PARAGRAPH 94, TRANSCRIPTION OF VOICE RECORDINGS, TO READ AS FOLLOWS: SUBPARAGRAPHS 94A THROUGH 94D(1)(A), NO CHANGE. CHANGE SUBPARAGRAPH 94D(1)(B) AS FOLLOWS: 94D(1)(B). FOR "TO," TYPE "AIRCRAFT ACCIDENT FILE (FACILITY FILE NUMBER)." 94D(1)(C) FOR "FROM," TYPE NAME OF THE FACILITY PREPARING THE TRANSCRIPTION, NOT THE FACILITY MANAGER OR ACTING MANAGER'S NAME. NO CHANGE TO REST OF PARAGRAPH. CHANGE APPENDIX 2, PAGE 62, PARAGRAPH M, AIRPORT DIAGRAM. CHANGE THE LAST SENTENCE TO READ AS FOLLOWS: A GOOD CLEAN COPY OF AN AIRPORT DIAGRAM CAN BE OBTAINED AT THE FOLLOWING WEB SITE:

* [HTTP://WWW.NACO.FAA.GOV/INDEX.ASP?XML=NACO/ONLINE/D
_TPP](http://www.naco.faa.gov/index.asp?xml=naco/online/d_tpp)

NO CHANGE TO REST OF PAGE.

CHANGE APPENDIX 2, PAGE 96, PARAGRAPH S, WEATHER PRODUCTS. CHANGE PARAGRAPH TITLE REFERENCE TO READ AS FOLLOWS: S. WEATHER PRODUCTS (PARAGRAPH 82C(14)). NO CHANGE TO REST OF PAGE.

CHANGE THE MEMORANDUM FORMAT ON THE FOLLOWING PAGES TO CONFORM TO FAA BRANDING: APPENDIX 2, PAGES

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11, 13, 29, 33, 37, 71, AND 77.

TO AVOID A COMPLETE REPRINT OF THE ORDER, THE
AFOREMENTIONED CHANGES MAY BE NOTED OR OTHERWISE
PENCILED IN. A COPY OF FAA ORDER 8020.16, COMPLETE WITH
THESE CHANGES, IS AVAILABLE ON THE FOLLOWING INTRANET
SITE: FTP://ATS.AWA.FAA.GOV/AJR-8.

CHANGE PARAGRAPH 114, PILOT DEVIATIONS, TO READ AS
FOLLOWS: SUBPARAGRAPHS 114 THROUGH 114H, NO CHANGE.
CHANGE SUBPARAGRAPH 114I AS FOLLOWS: FOR PILOT
DEVIATIONS INVOLVING U.S. ARMY AND NAVY PILOTS, SEND
ONE COPY OF FAA FORM 8020-17 TO THE APPROPRIATE SERVICE
CENTER MILITARY REPRESENTATIVE AND TWO COPIES TO THE
APPLICABLE MILITARY SERVICE AS FOLLOWS: (1) ARMY: US
ARMY AERONAUTICAL SERVICES AGENCY, ATTN: DIRECTOR OF
POLICY, PLANS AND PROGRAMS, 9325 GUNSTON ROAD, BLDG
1466 SUITE N319, FT. BELVOIR, VA 22060-5582. (2) NAVY:
CHIEF OF NAVY OPERATIONS (OP-885), DEPARTMENT OF THE
NAVY, WASHINGTON, D.C. 20350-2000. NO CHANGE TO REST
OF PARAGRAPH.

THE FOLLOWING PARAGRAPHS, FIGURES, AND APPENDIXES ARE
WITHDRAWN FROM FAA ORDER 8020.11B, AIRCRAFT ACCIDENT
AND INCIDENT NOTIFICATION, INVESTIGATION, AND
REPORTING: PARAGRAPH 9, PARAGRAPH 32, PARAGRAPHS 34

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THROUGH 36, PARAGRAPH 38, PARAGRAPHS 60 THROUGH 90, PARAGRAPHS 111 AND 112, PARAGRAPH 123, PARAGRAPHS 144 THROUGH 159, FIGURES 4-1 THROUGH 4-4, AND APPENDIX 2. THESE PARAGRAPHS HAVE BEEN UPDATED REFLECTING THE AIR TRAFFIC ORGANIZATION AND CAN BE FOUND IN FAA ORDER 8020.16. THESE CHANGES WILL BE REFLECTED IN THE NEXT CHANGE TO FAA ORDER 8020.11.

CHANGE PARAGRAPH 90, FAA FORM 8020-6, REPORT OF AIRCRAFT ACCIDENT, TO READ AS FOLLOWS: SUBPARAGRAPHS 90A THROUGH 90B(1), NO CHANGE. CHANGE SUBPARAGRAPH 90B(2) TO READ AS FOLLOWS: 90B(2). ITEM 1. AIRCRAFT IDENTIFICATION AND TYPE; ITEM 2. DATE/TIME OF ACCIDENT (COORDINATED UNIVERSAL TIME OR UTC); AND ITEM 3. LOCATION OF ACCIDENT. CITY, STATE, AND SPECIFY THE LOCATION OF ACCIDENT (I.E., LOCATION ON AIRPORT, DISTANCE FROM RUNWAY, DISTANCE FROM PROMINENT LANDMARKS, STREET ADDRESS, ETC.). BE AS SPECIFIC AS POSSIBLE, DO NOT USE LATITUDE/LONGITUDE. SELF-EXPLANATORY. SUBPARAGRAPHS 90B(3) THROUGH 90B(9), NO CHANGE. CHANGE SUBPARAGRAPH 90B(9)A TO READ AS FOLLOWS: 90B(9)A. LIST THE FULL NAMES OF PERSONNEL

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INVOLVED (I.E., FIRST, MIDDLE INITIAL, LAST) (DESCRIBED IN PARAGRAPH 91A). PERSONNEL AT FACILITIES PROVIDING NORMAL SERVICE STATEMENTS ARE NOT LISTED IN THIS SECTION. NO CHANGE TO REST OF PARAGRAPH.

CHANGE PARAGRAPH 91, FAA FORM 8020-26, PERSONNEL STATEMENTS, TO READ AS FOLLOWS: SUBPARAGRAPHS 91A THROUGH 91D(3), NO CHANGE. CHANGE SUBPARAGRAPH 91D(4) TO READ AS FOLLOWS: 91D(4). ITEM 4. LOCATION OF ACCIDENT/INCIDENT. CITY AND STATE. SUBPARAGRAPHS 91D(5) AND 91D(6), NO CHANGE. CHANGE SUBPARAGRAPH 91D(7) TO READ AS FOLLOWS: 91D(7). ITEM 7. NAME. WITNESS' FULL NAME (I.E., FIRST, MIDDLE INITIAL, LAST) (SEE PARAGRAPH 90B(A)) AND, IN PARENTHESES, HIS OR HER OPERATING INITIALS USED ON PERSONNEL LOGS AND/OR POSITION LOGS.

CHANGE SUBPARAGRAPH 91D(8) TO READ AS FOLLOWS: 91D(8). ITEM 8. TITLE. TITLE OF THE WITNESS (I.E., OM, FLM, ATCS, ETC.). NO CHANGE TO REST OF PARAGRAPH.

CHANGE PARAGRAPH 94, TRANSCRIPTION OF VOICE RECORDINGS, TO READ AS FOLLOWS: SUBPARAGRAPHS 94A THROUGH 94D(1)(A), NO CHANGE. CHANGE SUBPARAGRAPH 94D(1)(B) TO READ AS FOLLOWS: 94D(1)(B). FOR "TO," TYPE "AIRCRAFT ACCIDENT FILE (FACILITY FILE NUMBER)." CHANGE

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SUBPARAGRAPH 94D(1)(C) TO READ AS FOLLOWS: 94D(1)(C).

FOR "FROM," TYPE NAME OF THE FACILITY PREPARING THE
TRANSCRIPTION, NOT THE FACILITY MANAGER OR ACTING
MANAGER'S NAME. NO CHANGE TO REST OF PARAGRAPH.

CHANGE PARAGRAPH 114, PILOT DEVIATIONS, TO READ AS

FOLLOWS: CHANGE SUBPARAGRAPH 114A TO READ AS

FOLLOWS: 114A. NOTIFY THE PILOT: 114A(1). WORKLOAD
PERMITTING, USING THE FOLLOWING PHRASEOLOGY:

"(AIRCRAFT IDENTIFICATION) POSSIBLE PILOT DEVIATION
ADVISE YOU CONTACT (FACILITY) AT (TELEPHONE NUMBER)."

114A(2). WHEN WORKLOAD DOES NOT PERMIT FOR THE
IMMEDIATE NOTIFICATION OF THE PILOT, ALTERNATIVE
ACTIONS SHOULD BE ATTEMPTED TO MAKE SURE THE PILOT IS
MADE AWARE OF THE POSSIBLE DEVIATION. SUGGESTIONS
INCLUDE MAKING THE NOTIFICATION ON THE NEXT FREQUENCY
THE PILOT IS ASSIGNED OR POSSIBLY CONTACTING THE OWNER
OF THE AIRCRAFT AS SOON AS POSSIBLE. WHATEVER
ALTERNATIVES ARE DECIDED UPON, THE INDIVIDUALS
INVOLVED WILL USE THEIR BEST JUDGMENT. SUBPARAGRAPHS
114B THROUGH 114E, NO CHANGE. CHANGE SUBPARAGRAPH
114ENOTE TO READ AS FOLLOWS: 114ENOTE. ITEM 7. BRIEF
DESCRIPTION OF DEVIATION AND COMMENTS. PROVIDE THE
METHOD THAT NOTIFICATION OF THE POSSIBLE DEVIATION TO

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THE PILOT (SEE PARAGRAPH 114A) WAS MADE. IF THE NOTIFICATION TO THE PILOT WAS NOT PROVIDED OVER THE FREQUENCY BY AIR TRAFFIC CONTROL, IT WILL BE NECESSARY TO EXPLAIN WHY. THE DESCRIPTION OF THE PILOT DEVIATION MUST INCLUDE, HOWEVER NOT BE LIMITED TO, PERTINENT ACTIONS OF THE PILOT(S) INVOLVED AND AIR TRAFFIC CONTROL, AND PILOT'S OR FLIGHT CREWMEMBER'S COMMENTS AND/OR CONCERNS AS REPORTED. SUBPARAGRAPHS 114F THROUGH 114I, NO CHANGE. CHANGE SUBPARAGRAPH 114I(1) TO READ AS FOLLOWS: 114I(1). ARMY: US ARMY AERONAUTICAL SERVICES AGENCY, ATTN: DIRECTOR OF POLICY, PLANS AND PROGRAMS, 9325 GUNSTON ROAD, BLDG 1466 SUITE N319, FT. BELVOIR, VA 22060-5582. NO CHANGE TO REST OF PARAGRAPH.

REPLACE APPENDIX 1F, FIGURE 6 (PAGES 9-12), FAA FORM 8020-17, PRELIMINARY PILOT DEVIATION REPORT (DATED 10/05), WITH FAA FORM 8020-17, PRELIMINARY PILOT DEVIATION REPORT (DATED 01/07).

CHANGE APPENDIX 2E (PAGE 16), FAA FORM 8020-6, REPORT OF AIRCRAFT ACCIDENT (PARAGRAPH 82C(3) AND PARAGRAPH 90), TO READ AS FOLLOWS: LOCATION OF ACCIDENT. CITY, STATE, AND SPECIFY THE LOCATION OF ACCIDENT (I.E., LOCATION ON AIRPORT, DISTANCE FROM RUNWAY, DISTANCE FROM

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PROMINENT LANDMARKS, STREET ADDRESS, ETC.). BE AS SPECIFIC AS POSSIBLE, DO NOT USE LATITUDE/LONGITUDE. AIR TRAFFIC PERSONNEL INVOLVED. LIST THE FULL (I.E. FIRST, MIDDLE INITIAL, LAST) NAMES OF PERSONNEL INVOLVED (DESCRIBED IN PARAGRAPH 91A). PERSONNEL AT FACILITIES PROVIDING NORMAL SERVICE STATEMENTS ARE NOT LISTED IN THIS SECTION. ALL PERSONNEL LISTED IN THIS SECTION MUST ALSO HAVE A PERSONNEL STATEMENT IN THE ACCIDENT PACKAGE. INDICATE THE POSITION OF OPERATION OCCUPIED BY EACH PERSON LISTED. LIST THE FACILITIES INVOLVED AND IF ANY OF THE PERSONS LISTED WERE ACCIDENT WITNESSES. IF ADDITIONAL SPACE IS NEEDED TO LIST PERSONNEL, ENTER THEM IN ITEM 14, FAA FORM 8020-6-1. THE OPERATING INITIALS FOR EACH CONTROLLER MUST BE TYPED TO THE RIGHT OF THEIR NAME AND ENCLOSED IN PARENTHESIS. NO CHANGE TO REST OF PAGE.

CHANGE APPENDIX 2M (PAGE 62), AIRPORT DIAGRAM. CHANGE THE LAST SENTENCE TO READ AS FOLLOWS: A GOOD CLEAN COPY OF AN AIRPORT DIAGRAM CAN BE OBTAINED AT THE FOLLOWING WEB SITE:

[HTTP://WWW.NACO.FAA.GOV/INDEX.ASP?XML=NACO/ONLINE/D
_TPP](http://www.naco.faa.gov/index.asp?xml=naco/online/d_tpp)

NO CHANGE TO REST OF PAGE.

CHANGE APPENDIX 2N (PAGE 66), FLIGHT PROGRESS STRIPS

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(STATE FORM NUMBERS AND NAMES OF EACH) AND/OR IN-FLIGHT CONTACT RECORD (PARAGRAPH 82C(10)), TO READ AS FOLLOWS: 2N. FLIGHT PROGRESS STRIPS AND/OR IN-FLIGHT CONTACT RECORD (PARAGRAPH 82C(10)). ATTACH FLIGHT PROGRESS STRIPS TO PLAIN PAPER FOR REPRODUCING. ARRANGE PAGES IN CHRONOLOGICAL ORDER BEGINNING WITH THE FIRST FACILITY HAVING CONTACT WITH THE AIRCRAFT AND THEN IN ORDER OF INVOLVEMENT. IF AN IN-FLIGHT CONTACT RECORD WAS USED, ENSURE THAT THE FACILITY NAME AND DATE ARE COMPLETED AT THE TOP OF THE FORM. MAKE SURE THE NAME OF THE FACILITY PROVIDING THE FLIGHT PROGRESS AND/OR IN-FLIGHT CONTACT RECORD STRIP IS INDICATED. CHANGE APPENDIX 2P (PAGE 82), FAA FORM 8020-3, FACILITY ACCIDENT/INCIDENT NOTIFICATION RECORD (PARAGRAPH 65B AND PARAGRAPH 84C(12)), TO READ AS FOLLOWS: APPENDIX 2P, FAA FORM 8020-3, FACILITY ACCIDENT/INCIDENT NOTIFICATION RECORD (PARAGRAPH 65B AND PARAGRAPH 82C(12)). NO CHANGE TO REST OF PAGE. CHANGE APPENDIX 2R (PAGE 88), FAA FORM 8020-26, PERSONNEL STATEMENTS (PARAGRAPH 91), TO READ AS FOLLOWS: LOCATION OF ACCIDENT/INCIDENT. CITY, STATE. NAME. WITNESSES' FULL NAME (I.E., FIRST, MIDDLE INITIAL, LAST) AND, IN PARENTHESES, HIS OR HER OPERATING INITIALS.

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TITLE. TITLE OF THE WITNESS (I.E., FM, ATCS, ETC.). NO
CHANGE TO REST OF PAGE.

CHANGE APPENDIX 2S (PAGE 96), WEATHER PRODUCTS
(PARAGRAPH 82C(14)), TO READ AS FOLLOWS: MAKE NO
CHANGE TO THE FIRST FOUR PARAGRAPHS. CHANGE THE FIFTH
PARAGRAPH TO READ: "I CERTIFY THAT THIS IS TRUE COPY OF
THE ORIGINAL WHICH WAS AVAILABLE TO THE CONTROLLER."

NO CHANGE TO THE REST OF THE PAGE.

CHANGE, THROUGHOUT THE ORDER, ALL REFERENCES TO
"SAFETY INVESTIGATIONS" TO "SAFETY INVESTIGATIONS AND
EVALUATIONS."

CHANGE, THROUGHOUT THE ORDER, REFERENCES TO "SERVICE
AREA" TO "SERVICE CENTER."

CHANGE, THROUGHOUT THE ORDER, REFERENCES TO "SERVICE
AREA MANAGER" TO "SERVICE CENTER DIRECTOR."

CHANGE, THROUGHOUT PARAGRAPHS 153, 154, 156, 157, AND
158, REFERENCES TO "SERVICE CENTER" TO "SERVICE AREA."

CHANGE, THROUGHOUT PARAGRAPHS 153 AND 158,
REFERENCES TO "OFFICE" TO "GROUP."

CHANGE THE MEMORANDUM FORMAT ON THE FOLLOWING
PAGES TO CONFORM TO FAA BRANDING: APPENDIX 2, PAGES
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CHANGE PARAGRAPH 66, COMPLETING AND TRANSMITTING FAA

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FORM 8020-9, AIRCRAFT ACCIDENT/INCIDENT PRELIMINARY NOTICE, TO READ AS FOLLOWS: PARAGRAPH 66 THROUGH 66B(1)(C), NO CHANGE. CHANGE SUBPARAGRAPH 66B(1)(D) TO READ AS FOLLOWS: 66B(1)(D). THE CONTINENTAL UNITED STATES OF AMERICA (CONUS) FLIGHT SERVICE INFORMATION AREA GROUP (FSIAG) OR ALASKA FSIAG, AS APPROPRIATE. CHANGE SUBPARAGRAPH 66B(1)(E) TO READ AS FOLLOWS: 66B(1)(E). AEROSPACE MEDICAL RESEARCH DIVISION, AAM-600, MIKE MONRONEY AERONAUTICAL CENTER. CHANGE SUBPARAGRAPH 66B(1)(F) TO READ AS FOLLOWS: 66B(1)(F). U.S. AIR FORCE RESCUE COORDINATION CENTER, LANGLEY AIR FORCE BASE, VIRGINIA. CHANGE SUBPARAGRAPH 66B(1)(G) TO READ AS FOLLOWS: 66B(1)(G). EL PASO, TEXAS, INTELLIGENCE CENTER (EPIC). ADD SUBPARAGRAPH 66B(1)(H) TO READ AS FOLLOWS: 66B(1)(H). THE APPROPRIATE CIVIL AERONAUTICAL AUTHORITY FOR ACCIDENTS INVOLVING AIRCRAFT OF CANADIAN OR MEXICAN REGISTRY IN ACCORDANCE WITH INTERNATIONAL CIVIL AVIATION ORGANIZATION (ICAO) ANNEX 13. NO CHANGE TO REST OF PARAGRAPH.

CHANGE PARAGRAPH 71, FORMAL ACCIDENT FILE/PACKAGE DATA COLLECTION, TO READ AS FOLLOWS: PARAGRAPH 71 THROUGH 71E(1), NO CHANGE. CHANGE SUBPARAGRAPH 71E(2)

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TO READ AS FOLLOWS: 71E(2). DETERMINED TO BE A
NONOCCURRENCE, THE RESPONSIBLE AIR TRAFFIC FACILITY
(SEE PARAGRAPH 70) WILL COORDINATE WITH THE
APPROPRIATE SERVICE CENTER AND/OR FSIAG, AND RETAIN ALL
DOCUMENTATION AS DESCRIBED IN THE LATEST EDITION OF
FAA ORDER 1350.15 OR 45 DAYS, WHICHEVER IS LONGER.
CHANGE PARAGRAPH 82, CONTENT, ASSEMBLY, AND
DISTRIBUTION OF FORMAL ACCIDENT PACKAGE, TO READ AS
FOLLOWS. PARAGRAPH 82 THROUGH 82B(1), NO CHANGE.
CHANGE SUBPARAGRAPH 82B(2) TO READ AS FOLLOWS:
82B(2). FCF'S MUST PREPARE ONE COPY AND RETAIN THE
ORIGINAL. THE COPY MUST BE FORWARDED AS DESCRIBED IN
PARAGRAPHS 82D(2) AND 82D(3). THE COPY MUST NOT HAVE
AN ORIGINAL SIGNATURE. SUBPARAGRAPHS 82B(3) THROUGH
82D(1), NO CHANGE. CHANGE SUBPARAGRAPH 82D(1)(A) TO
READ AS FOLLOWS: 82D(1)(A). FAA TERMINAL, TRACON, AND
EN ROUTE FACILITIES. ADD SUBPARAGRAPH 82D(1)(A)(I) TO
READ AS FOLLOWS: 82D(1)(A)(I). TWO COMPLETE PACKAGES
TO THE APPROPRIATE SERVICE CENTER. AFTER REVIEW, THE
SERVICE CENTER WILL FORWARD ONE COPY OF THE PACKAGE
TO SYSTEM OPERATIONS LITIGATION WITHIN 45 CALENDAR
DAYS OF THE ACCIDENT. ADD SUBPARAGRAPH 82D(1)(A)(II) TO
READ AS FOLLOWS: 82D(1)(A)(II). AFTER THE SERVICE

CENTER AND SYSTEM OPERATIONS LITIGATION OFFICE HAS REVIEWED AND RELEASES THE PACKAGE, SEND TWO COMPLETE PACKAGES TO THE FAA IIC (AAI-100 OR FSDO, AS APPROPRIATE). THE FAA IIC MUST FORWARD ONE COPY TO THE NTSB WITHIN 60 CALENDAR DAYS OF THE ACCIDENT. CHANGE SUBPARAGRAPH 82D(1)(B) TO READ AS FOLLOWS: 82D(1)(B). FAA AFSS AND FSS FACILITIES. ADD SUBPARAGRAPH 82D(1)(B)(I) TO READ AS FOLLOWS: 82D(1)(B)(I). TWO COMPLETE PACKAGES TO THE APPROPRIATE FSIAG. AFTER REVIEW, THE FSIAG WILL FORWARD ONE COPY OF THE PACKAGE TO SYSTEM OPERATIONS LITIGATION WITHIN 45 CALENDAR DAYS OF THE ACCIDENT. ADD SUBPARAGRAPH 82D(1)(B)(II) TO READ AS FOLLOWS: 82D(1)(B)(II). AFTER THE FSIAG AND SYSTEM OPERATIONS LITIGATION OFFICE HAS REVIEWED AND RELEASES THE PACKAGE, SEND TWO COMPLETE PACKAGES TO THE FAA IIC (AAI-100 OR FSDO, AS APPROPRIATE). THE FAA IIC MUST FORWARD ONE COPY TO THE NTSB WITHIN 60 CALENDAR DAYS OF THE ACCIDENT. CHANGE SUBPARAGRAPH 82D(1)(C) TO READ AS FOLLOWS: 82D(1)(C). SHOULD CORRECTIONS TO THE FAA ACCIDENT PACKAGE BECOME NECESSARY, ALL CHANGES MUST BE DISTRIBUTED IN THE SAME MANNER AS OUTLINED IN PARAGRAPHS 82D(1)(A) AND 82D(1)(B). A MEMORANDUM FROM THE FACILITY MANAGER OR ACTING

MANAGER MUST ACCOMPANY ANY CHANGE(S) WITH A COMPLETE EXPLANATION OF THE CHANGE. CHANGE SUBPARAGRAPH 82D(2) TO READ AS FOLLOWS: 82D(2). TERMINAL FCF. THE TERMINAL FCF PREPARING THE ACCIDENT PACKAGE MUST RETAIN THE PACKAGE WITH ORIGINAL DOCUMENTATION IN THE FACILITY FILES. DISTRIBUTE THE COPY OF THE PACKAGE AS FOLLOWS: SUBPARAGRAPHS 82D(2)(A) THROUGH 82D(2)(C), NO CHANGE. ADD SUBPARAGRAPH 82D(3) TO READ AS FOLLOWS: 82D(3). AFSS FCF. THE AFSS FCF PREPARING THE ACCIDENT PACKAGE MUST RETAIN THE PACKAGE WITH ORIGINAL DOCUMENTATION IN THE FACILITY FILES. DISTRIBUTE ONE COPY OF THE PACKAGE AS FOLLOWS: ADD SUBPARAGRAPH 82D(3)(A) TO READ AS FOLLOWS: 82D(3)(A). TO THE APPROPRIATE FSIAG. AFTER REVIEW FOR COMPLIANCE WITH APPLICABLE FAA ORDERS AND DIRECTIVES, THE FSIAG MUST FORWARD THE ONE AND ONLY COPY OF THE PACKAGE TO SYSTEM OPERATIONS LITIGATION WITHIN 45 CALENDAR DAYS OF THE ACCIDENT. AFTER REVIEW FOR COMPLIANCE WITH APPLICABLE FAA ORDERS AND DIRECTIVES, SYSTEM OPERATIONS LITIGATION MUST RETURN THE ONE AND ONLY COPY TO THE ORIGINATING FCF. ADD SUBPARAGRAPH 82D(3)(B) TO READ AS FOLLOWS: 82D(3)(B). AFTER SYSTEM OPERATIONS LITIGATION AND THE FSIAG REVIEW, THE FCF

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MUST FORWARD ONE COPY TO THE NTSB WITHIN 60 CALENDAR DAYS OF THE ACCIDENT. ADD SUBPARAGRAPH 82D(3)(C) TO READ AS FOLLOWS: 82D(3)(C). SHOULD CORRECTIONS TO THE ACCIDENT PACKAGE BECOME NECESSARY AFTER THE FCF FORWARDS THE COPY OF THE ACCIDENT PACKAGE TO THE NTSB, ALL CHANGES MUST BE DISTRIBUTED IN THE SAME MANNER AS OUTLINED IN PARAGRAPHS 82D(3)(A) AND 82D(3)(B). A MEMORANDUM FROM THE FCF MANAGER OR ACTING MANAGER MUST ACCOMPANY ANY CHANGE(S) WITH A COMPLETE EXPLANATION OF THE CHANGE. ADD SUBPARAGRAPH 82D(4) TO READ AS FOLLOWS: 82D(4). FACILITIES THAT PREPARE A FORMAL ACCIDENT PACKAGE AS A RESULT OF AN ACCIDENT INVOLVING MILITARY AIRCRAFT MUST DISTRIBUTE THE PACKAGE IN ACCORDANCE WITH PARAGRAPH 82D. CHANGE PARAGRAPH 83, CERTIFICATION OF THE AIR TRAFFIC AIRCRAFT ACCIDENT PACKAGE, TO READ AS FOLLOWS. CHANGE SUBPARAGRAPH 83A TO READ AS FOLLOWS: 83A. CERTIFICATION BY AFSS AND FSS FACILITIES. ADD SUBPARAGRAPH 83A(1) TO READ AS FOLLOWS: 83A(1). AN INFORMATION MEMORANDUM ADDRESSED TO THE FSIAG MANAGER FROM THE AIR TRAFFIC MANAGER OR ACTING AIR TRAFFIC MANAGER, OF THE DATA COLLECTION FACILITY MUST BE PREPARED. THE CERTIFICATION SIGNATURE MUST BE THE

SAME AS THE TYPED NAME. DO NOT USE "FOR" TO SIGN AS THE CERTIFIER. THIS MEMORANDUM WILL CERTIFY THAT THE AIR TRAFFIC MANAGER OR ACTING AIR TRAFFIC MANAGER IS ATTESTING TO THE COMPLETENESS AND ACCURACY OF THE ENTIRE AIR TRAFFIC AIRCRAFT ACCIDENT PACKAGE. THE MEMORANDUM WILL PROVIDE THE FOLLOWING CERTIFICATION:

"I HEREBY CERTIFY THAT AIR TRAFFIC AIRCRAFT ACCIDENT PACKAGE, (INSERT AIR TRAFFIC AIRCRAFT ACCIDENT PACKAGE NUMBER), HAS BEEN REVIEWED, AND IT IS COMPLETE AND ACCURATE." ADD SUBPARAGRAPH 83A(2) TO READ AS FOLLOWS: 83A(2). CERTIFICATION BY FSIAG MANAGER (FAA AFSS AND FSS FACILITIES ONLY). AN INFORMATION MEMORANDUM ADDRESSED TO THE DIRECTOR, SYSTEM OPERATIONS LITIGATION, FROM THE FSIAG MANAGER OR THE FSIAG MANAGER'S DESIGNEE, MUST BE PREPARED. THIS MEMORANDUM WILL CERTIFY THAT THE FSIAG MANAGER OR THE FSIAG MANAGER'S DESIGNEE IS ATTESTING TO THE COMPLETENESS AND ACCURACY OF THE ENTIRE FAA AIR TRAFFIC AIRCRAFT ACCIDENT PACKAGE. THE MEMORANDUM WILL PROVIDE THE FOLLOWING CERTIFICATION: "I HEREBY CERTIFY THAT AIR TRAFFIC AIRCRAFT ACCIDENT PACKAGE, (INSERT AIR TRAFFIC AIRCRAFT ACCIDENT PACKAGE NUMBER), HAS BEEN REVIEWED, AND IT IS COMPLETE AND ACCURATE."

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ADD SUBPARAGRAPH 83A(2) NOTE TO READ AS FOLLOWS:

83A(2) NOTE. NOTE: AIR TRAFFIC AIRCRAFT ACCIDENT
PACKAGES PREPARED BY FCF'S ARE NOT CERTIFIED AT THE
FSIAG LEVEL. HOWEVER, THIS DOES NOT RELIEVE THE FSIAG
OF THE RESPONSIBILITY TO REVIEW THE FCF ACCIDENT
PACKAGE FOR COMPLETENESS AND COMPLIANCE WITH
APPROPRIATE FAA ORDERS AND GUIDELINES. ADD
SUBPARAGRAPH 83A(3) TO READ AS FOLLOWS: 83A(3). THE
CERTIFICATION MEMORANDUMS WILL BE PLACED IN SECTION 2
OF THE ORIGINAL AND ALL COPIES OF THE AIR TRAFFIC
AIRCRAFT ACCIDENT PACKAGE (SEE APPENDIX 2). CHANGE
SUBPARAGRAPH 83B TO READ AS FOLLOWS: 83B.

CERTIFICATION BY ALL OTHER FACILITIES. ADD
SUBPARAGRAPH 83B(1) TO READ AS FOLLOWS: 83B(1). AN
INFORMATION MEMORANDUM ADDRESSED TO THE SERVICE
CENTER DIRECTOR FROM THE AIR TRAFFIC MANAGER OR
ACTING AIR TRAFFIC MANAGER, OF THE DATA COLLECTION
FACILITY MUST BE PREPARED. THE CERTIFICATION SIGNATURE
MUST BE THE SAME AS THE TYPED NAME. DO NOT USE "FOR"
TO SIGN AS THE CERTIFIER. THIS MEMORANDUM WILL CERTIFY
THAT THE AIR TRAFFIC MANAGER OR ACTING AIR TRAFFIC
MANAGER IS ATTESTING TO THE COMPLETENESS AND
ACCURACY OF THE ENTIRE AIR TRAFFIC AIRCRAFT ACCIDENT

PACKAGE. THE MEMORANDUM WILL PROVIDE THE FOLLOWING CERTIFICATION:

"I HEREBY CERTIFY THAT AIR TRAFFIC AIRCRAFT ACCIDENT PACKAGE, (INSERT AIR TRAFFIC AIRCRAFT ACCIDENT PACKAGE NUMBER), HAS BEEN REVIEWED, AND IT IS COMPLETE AND ACCURATE." ADD SUBPARAGRAPH 83B(2) TO READ AS FOLLOWS: 83B(2). CERTIFICATION BY SERVICE CENTER (FAA AIR TRAFFIC FACILITIES ONLY). AN INFORMATION MEMORANDUM ADDRESSED TO THE DIRECTOR, SYSTEM OPERATIONS LITIGATION, FROM THE SERVICE CENTER DIRECTOR OR THE SERVICE CENTER DIRECTOR'S DESIGNEE, MUST BE PREPARED. THIS MEMORANDUM WILL CERTIFY THAT THE SERVICE CENTER DIRECTOR OR THE SERVICE CENTER DIRECTOR'S DESIGNEE IS ATTESTING TO THE COMPLETENESS AND ACCURACY OF THE ENTIRE FAA AIR TRAFFIC AIRCRAFT ACCIDENT PACKAGE. THE MEMORANDUM WILL PROVIDE THE FOLLOWING CERTIFICATION: "I HEREBY CERTIFY THAT AIR TRAFFIC AIRCRAFT ACCIDENT PACKAGE, (INSERT AIR TRAFFIC AIRCRAFT ACCIDENT PACKAGE NUMBER), HAS BEEN REVIEWED, AND IT IS COMPLETE AND ACCURATE." ADD SUBPARAGRAPH 83B(2) NOTE TO READ AS FOLLOWS: 83B(2) NOTE. NOTE: AIR TRAFFIC AIRCRAFT ACCIDENT PACKAGES PREPARED BY FCF'S ARE NOT CERTIFIED AT THE SERVICE CENTER LEVEL. HOWEVER,

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THIS DOES NOT RELIEVE THE SERVICE CENTER OF THE RESPONSIBILITY TO REVIEW THE FCF ACCIDENT PACKAGE FOR COMPLETENESS AND COMPLIANCE WITH APPROPRIATE FAA ORDERS AND GUIDELINES. ADD SUBPARAGRAPH 83B(3) TO READ AS FOLLOWS: 83B(3). THE CERTIFICATION MEMORANDUMS WILL BE PLACED IN SECTION 2 OF THE ORIGINAL AND ALL COPIES OF THE AIR TRAFFIC AIRCRAFT ACCIDENT PACKAGE (SEE APPENDIX 2).

CHANGE PARAGRAPH 153, RESPONSIBILITIES, TO READ AS FOLLOWS. PARAGRAPH 153 THROUGH 153F(3), NO CHANGE.

CHANGE SUBPARAGRAPH 153F(4) TO READ AS FOLLOWS:

153F(4). REMOVING THE REQUESTED POTENTIALLY SUSPECT FACILITIES FROM SERVICE AS DIRECTED BY THE SERVICE AREA AFAAR. SUBPARAGRAPH 153F(5), NO CHANGE. RENUMBER NEXT SUBPARAGRAPH TO 153G (THIS IS AN EDITORIAL CHANGE ONLY). NO CHANGE TO REST OF PARAGRAPH.

CHANGE PARAGRAPH 157, FIELD WORK, TO READ AS FOLLOWS.

PARAGRAPH 157 THROUGH 157A, NO CHANGE. CHANGE SUBPARAGRAPH 157A(1) TO READ AS FOLLOWS: 157A(1).

IMMEDIATELY REMOVE THE REQUESTED POTENTIALLY SUSPECT FACILITIES FROM SERVICE. THIS IS A RISK MANAGEMENT ACTION, AND MUST NOT INVOLVE ANY MANUALLY COMMANDED CHANGES IN FACILITY STATUS OR OPERATION – I.E., THIS

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ACTION SHOULD NOT CAUSE ANY FACILITY TO CEASE ITS NORMAL FUNCTION OR CEASE RADIATING SIGNALS. REQUEST NOTAM'S BE PUBLISHED TO ACCURATELY REFLECT THE INTERRUPTIONS. SUBPARAGRAPHS 157A(2) THROUGH 157A(4), NO CHANGE. CHANGE SUBPARAGRAPH 157A(5) TO READ AS FOLLOWS: 157A(5). ACCOMPLISH APPROPRIATE LOGGING OF EVENTS AND REPORTING OF INTERRUPTIONS, USING PROCEDURES DEFINED IN FAA ORDER 6000.48, GENERAL MAINTENANCE HANDBOOK FOR AUTOMATED LOGGING, AND IN FAA ORDER 6040.15, NATIONAL AIRSPACE PERFORMANCE REPORTING SYSTEM. NO CHANGE TO REST OF PARAGRAPH. CHANGE APPENDIX 2, PARAGRAPH J, PERSONNEL LOGS (PARAGRAPH 82C(6)), TO READ AS FOLLOWS: PARAGRAPH J, PERSONNEL LOGS (PARAGRAPH 82C(6)). INCLUDE THE FACILITIES SIGN IN/OUT PERSONNEL LOGS OR THE AUTOMATED EQUIVALENT. IF THE FACILITY HAS MORE THAN ONE AREA OF SPECIALIZATION, THEN INCLUDE ALL PERSONNEL LOGS OF EVERY AREA OF SPECIALIZATION HAVING CONTACT (SEE PARAGRAPH 93A NOTE) WITH THE SUBJECT AIRCRAFT. UNLESS REQUESTED BY AAI-100, SYSTEM OPERATIONS LITIGATION, OR A COMPETENT AUTHORITY, ALL CLASSIFIED OR SECURITY SENSITIVE INFORMATION AND/OR DOCUMENTATION; AND INFORMATION PROTECTED UNDER THE PRIVACY ACT, NORMALLY

MADE A PART OF THE (FORMAL OR INFORMAL) AIR TRAFFIC AIRCRAFT ACCIDENT FILE, INCLUDING BUT NOT LIMITED TO THE AIR TRAFFIC AIRCRAFT ACCIDENT PACKAGE, MUST BE REDACTED OR BLACKED OUT FROM ALL COPIES (I.E., THE TYPE OF LEAVE TAKEN, NOT THE FACT THAT LEAVE WAS TAKEN; ETC.). ONLY THE ORIGINAL AIR TRAFFIC ACCIDENT FILE AND/OR PACKAGE AT THE ORIGINATING AIR TRAFFIC FACILITY WILL RETAIN THE ORIGINAL INFORMATION AND/OR DOCUMENTATION. NOTE: THE EXAMPLE ON THE NEXT PAGE IS AN EXAMPLE OF HOW THE PERSONNEL LOG WOULD LOOK IN THE ORIGINAL, AND ONLY THE ORIGINAL, AIR TRAFFIC AIRCRAFT ACCIDENT PACKAGE.

TO AVOID A COMPLETE REPRINT OF THE ORDER, THE AFOREMENTIONED CHANGES MAY BE NOTED OR OTHERWISE PENCILED IN. A COPY OF FAA ORDER 8020.16, COMPLETE WITH THESE CHANGES, IS AVAILABLE ON THE FOLLOWING INTRANET SITE: [FTP://ATS.AWA.FAA.GOV/AJR-8](ftp://ats.awa.faa.gov/AJR-8).

IF YOU HAVE ANY QUESTIONS, PLEASE CONTACT PAUL P. HERNANDEZ AT (202) 302-2306, OR DENISE E. BEAUDOIN AT (202) 267-3242.


for CAROL A. MIGHT

ACTING DIRECTOR, SYSTEM OPERATIONS LITIGATION

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