

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION

N 8020.185

Effective Date:

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04/27/10 Cancellation Date: 04/27/11

National Policy

SUBJ: Use of FAA Form 8020-23 in Reporting Aircraft Accidents That Occur Outside the United States

- Purpose of This Notice. This notice provides guidance concerning the completion of FAA
 Form 8020-23, Aircraft Accident/Incident Report, when an accident occurs involving an aircraft
 of United States registry, operated by a U.S. operator, or designed or manufactured in the United
 States, which occurs outside the territory of the United States.
- **2.** Audience. The primary audience for this notice is Flight Standards District Office (FSDO) aviation safety inspectors. The secondary audience includes Flight Standards Service branches and divisions in the regions and in headquarters.
- 3. Where You Can Find This Notice. You can find this Notice on the MyFAA Web site: https://employees.faa.gov/tools resources/orders notices/. You can also be access this notice through the Flight Standards Information Management System (FSIMS) at http://fsims.avs.faa.gov.

4. Background.

- a. Annex 13 of the International Convention on Civil Aviation (Chicago Convention) provides that the responsibilities for accident and incident investigation are held by the following states in the listed circumstances:
 - (1) Within the territory of a contracting state: The state of occurrence.
- (2) In the territory of a non-contracting state: In cooperation with the state of occurrence, in order or precedence, the state of registry, operator, design, or manufacture,
 - (3) Outside the territory of any state: The state of registry.
- (4) In all cases, the responsible state may delegate the accident to another state by mutual agreement.

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b. In most cases, states other than the United States have jurisdiction over investigations of accidents and incidents that occur outside the United States, even when involving aircraft of U.S. registry, a U.S. operator, or aircraft designed or manufactured in the United States. The United States Government should not present an appearance of conducting an investigation that challenges that jurisdiction.

- **c.** Accordingly, this notice prescribes the manner in which 8020-23 forms should be completed to reflect the priority of the Annex 13 investigation being conducted by the cognizant state investigative authority, and meet FAA requirements.
- **5. Guidance.** When an aircraft accident or incident occurs outside the United States involving an aircraft of U.S. registry, operated by a U.S. operator, or of U.S. design or manufacture, the United States Government will designate an accredited representative, typically an air safety investigator from the National Transportation Safety Board. The Federal Aviation Administration will normally assign an air safety investigator or aviation safety inspector as the FAA Investigator-in-Charge (IIC), who will participate as the technical advisor to the accredited representative.

FAA Form 8020-23 shall be completed by the IIC per the instructions found on page three of the form, with the addition that Item 33, Narrative, should include this statement:

"The investigation of this accident is being conducted by the <Name of ICAO State and investigating body>. The NTSB has assigned an accredited representative to assist the investigation under the provisions of ICAO Annex 13 as the <state of registry, operator, design or manufacture, as appropriate>. The Federal Aviation Administration and <any other U.S. organizations> have been designated as advisors to the accredited representative.

This report is issued for factual data collection and recording of findings relative to FAA continued operational safety responsibilities."

6. ACTION.

- **a.** Investigations of U.S. civil aircraft accidents which occur outside the territory of the United States shall be conducted in accordance with the most current FAA Order 8020.11, Aircraft Accident and Incident Notification, Investigation and Reporting, Chapter 7.
- b. When completing Form 8020-23, FAA Accident/Incident Report:
- (1) Enter location in Block 6 as City, State/Province, Nation. In cases where an accident occurs outside a national territory, indicate location by best description (ie. South Atlantic Ocean 300 nm east of Natal, Brazil).
 - (2) Insert the language referenced in 5. (above) in Block 33.
- (3) See Appendix B for an example of a completed FAA Form 8020-23 for a foreign air carrier accident, involving a foreign registered aircraft of U.S. manufacture which occurred

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outside the United States, and a U.S. general aviation operator accident which occurred outside the United States.

- 7. Disposition. We will permanently incorporate the information in this notice in the most current FAA Order 8020.11 before this notice expires. Any questions or comments regarding the information provided should be directed to the Accident Investigation Division, AVP-100, at (202) 267-8190.
- 8. Distribution. We will distribute this notice to the division level in the Flight Standards Service in Washington headquarters, including the Regulatory Standards Division at the Mike Monroney Aeronautical Center; to the branch level in the regional Flight Standards divisions to all Flight Standards District Offices and to the Transportation Safety Institute. Flight Standards Inspectors can access this notice through the Flight Standards Information Management System (FSIMS) at http://fsims.avr.faa.gov. Operators may find this information on the Federal Aviation Administration's (FAA) Web site at:

http://www.faa.gov/library/manuals/examiners_inspectors/8000/

Jay J. Pardee

Director, Office of Accident Investigation and Prevention

Appendix 1. Foreign air carrier operating a foreign registered aircraft of United States manufacture; accident outside the United States.

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HAZE CROSSWIND D ACTUAL WEATHER	-	NONE / NOT APPLICABLE	-		makandan dan		RSTO	RM	-			CLIMB		LAN	DING			
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29 GENERAL AVIATIO	N ACCIDENTS (ONLY				EVACUATION OVERVIEW 30. (AIR CAUGIER ONLY)
DID PILOT ATTEND SAFETY SEMI	INAR OR CLINIC WITH	N PAST 3 YEARS 7	YES _	NO .	UNKNO	- EVACUATION EVACUATION
DID PILOT PARTICIPATE IN WING	S PROGRAM WITHIN P	AST 3 YEARS ?	YES	NO I	UNICHO	WN C SO SO
DID PILOT ATTEND ANY OTHER R	RECURRENT TRAINING	WITHIN THE PAST 3 YEARS?	YES _	NO 1	INKNO	DWN YES NO YES NO
n PILOT INFORMA	TION NOT	APPLICABLE	CERTIFI	CATE TY	PE	SECOND PILOT
NAME	Joseph John Pite	caim	RECE	REATIONAL		Samuel Fletcher Christian
DATE OF BIRTH	0 3 MO	1 4 5 7	-	UDENT		0 9 1 9 7 5 MD DA 7 5
DATE HIRED (AIR CARRIER ONLY)	1 1 1 MO	1 5 0 3 VR	-	RIVATE	-	0 7 1 7 0 7 MO DA YE
DOMICILE ZIP CODE			, ,	UVAIL		
HOURS MAKE AND MODEL	4	5 1 7	CON	IMERCIAL		7 2 3
HOURS LAST 90 DAYS		98	Pt 10	OHT INST		3 4
TOTAL HOURS	1 6	488			[2 1 5 4
CERTIFICATE NO.	Fr. Polynesia A	T-AM-0711	X	ATP	×	Fr. Polynesia COM-AM-5105
REGULATORY CHECK RIDE	0 8	1 1 0 9 DA YR	NO	N-PILOT		0 3 0 7 0 9 MO DA YR
32 CORRECTIVE ACTION(S) PLA		NONE A4789 RE	XAM E	IR SDR		COUNSELING Mer D OTHER
Aircraft crashed in the Pacific	Ocean after pilot rep	CONDUCT OF D			impr	overnent at destination airport.
4 NTSB PARTICIPATION O	N-SCENE LIMITE	THE WAY		N-SCENE	NOT	ON-SCENE SCENE NOT ACCESSIBLE
16 FAA INITIAL NOTIF		37 FSDO NOTI			311.	FAA IIC ARRIVAL ON SCENE
1 2 0 6 MO DA	O 9	DATE AND L	6 0 9]		DATE AND LOCAL TIME 1 2 0 9 0 9 MO DA YR
0 9 3 5	14 - BOUR CLOCK	1 1	1 5 14-	HOUR CLOCK		1 8 3 0 24-HR CLOCK
	FAA HOURS USED FOR TOTAL INVESTIGATION	40 1 0 4		OURS USED SENT SCENE	41.	2 5 TOTAL TRAVEL HOURS
42		FAA NINE RESP	The second secon	77.000	2000	
I. FAA FACILITIES YE		SPONSIBILITIES IS THE INVESTO AIRMAN/AIR AGENCY COMP	Children Control of the Control of t	S NO	-	SECURITY YES NO
2. NON FAA FACILITIES YE	s No X s.	FAR CHANGE NEEDED	YES		1 8.	AIRMAN MEDICAL QUALIF. YES NO
3. AURWORTHINESS YE	S □ NO 🛛 6.	AIRPORT CERTIFICATION	YES	S NO E	9.	FAR VIOALATIONS YES NO X
	ence: Failed to const improvement at des	tination until diversion to a				rements, failed to recognize deteriorating fuel Aircraft experienced dual engine flameout
Robert D. Avins	7 W	02/13/2010 DATE	WA			45 DISTRICT OFFICE

U.S. general aviation operator, accident outside the United States.

6	FAA ACCID	ENT	INC	DE	NT RE	PO	RT	2 AME	NI	DED DA	TE		MO		D/	4	YR	
14	ACCIDENT X		INCI			-		13		AIRCI	RAF	Γ			14		RT NUMBER	
-	ACCIDENT [A]		LIVEL	25.13			-	REGISTRATIO	IN	N555NI					X	103	133 135 ON DEMA	
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	FURL CONTAMINATION	ION LOST P			T POWER OTHER THAN			VPILOT X		DOWNWIND TAKEOFF			X	CORPORATE				
	BLADE/ROTOR FAILURE		FOD	PARACHUTE			NCIDENT		CARBURETOR ICE				FERRY					
	DESIGN OF AIRCRAFT				PER FUEL	A	OVER GROSS		Х	HIT KNO	WN O	UECT			AER	IAL APPL	ICATION	
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HE.	PART NAME	21D N	IANUFAC	THE	CR.	130	PARTNING	F.H		MISMAN	AGED	GEAR			-	DIVING		
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	PLIGHT SERVICE STATION PATWAS	N		-	HAIL SLEET					WAKET	RBUL	ENCI	5		P1/B	LIC USE		
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	BLOWING SMOKE				WHITE OUT WIND SHEAR				X WET					SLUSH				
	1CING CONDITIONS																	

	ACCIDENTS ONLY			,		TION OVER	VIEW
DID PILOT ATTEND SAFETY SEMINA	OR OR CLINIC WITHIN PAST 3 YEARS ?	YES NO X	UNENO	WN	EVACUATIO		JATION RHS
DID PILOT PARTICIPATE IN WINGS I	ROGRAM WITHIN PAST 3 YEARS 7	YES NO X	UNKNO	WN []		_	
DID PILOT ATTEND ANY OTHER REC	URRENT TRAINING WITHIN THE PAST 3 YEARS?	YES NO	UNKNO	WN	YES · N	O YES	NO
PILOT INFORMAT	ION NOT APPLICABLE	CERTIFICATE	TYPE		SECOND	PILOT	
NAME	Donald Canard	RECREATIONA	L				
DATE OF BIRTH	0 7 2 7 7 0	CONTRACTOR OF THE PROPERTY OF	-	T,	E 1]
DATE HIRED (AIR CARRIER ONLY)	MO DA YR	STUDENT					
DOMICTLE ZIP CODE	7 0 1 1 9	PRIVATE					
HOURS MAKE AND MODEL	7761	X COMMERCIAL	.			TIN	
HOURS LAST 90 DAYS	97	-	+	1			
TOTAL HOURS	4739	FLIGHT INST.					
CERTIFICATE NO.	43923456	ATP	1	heess	l-dinal-d	and head	
REGULATORY CHECK RIDE	0 4 1 3 0 9	NON-PILDT				İ	
32 CORRECTIVE ACTION(S) PLANS	MD DA YR ED OR INITIATIO NONE 44700 BE	XAM X EIR X :	SDR C	OUNSELING	Mor D	OTHER	
and Honeywell have been design This report is issued for factual d The pilot was attempting a down	sions of ICAO Annex 13 as the state of regist ated as advisors. ata collection and recording of findings relatively wind takeoff on a soggy grass runway. The tring gear. The aircraft came to rest in an auto	ive to FAA continued akeoff was aborted lat	operations	l safety re	sponsibilities		
and Honeywell have been design This report is issued for factual d The pilot was attempting a down ditch, breaking off the main land 4 NTSB PARTICIPATION ON- FAA INITIAL NOTIFIC BAYE AND LOCAL TH 0 6 0 1 0 DA	ata collection and recording of findings relatively to the state of th	akeoff was aborted laterpair shop, where it convertigation on scene fication on scene fication ocal rime.	operationa te and the a aught fire	I safety re- nircraft over	sponsibilities er-ran the dep	not accessin	ossed a
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