

# NOTICE

U.S. DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION  
Air Traffic Organization Policy

N JO 8020.184

**Effective Date:**  
March 20, 2010

**Cancellation Date:**  
March 19, 2011

**SUBJ:** Determination of Air Traffic Facility Responsible for Final Data Collection

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**1. Purpose of This Notice.** This notice amends Federal Aviation Administration Order 8020.16, Air Traffic Organization Aircraft Accident and Incident Notification, Investigation, and Reporting, by revising Chapter 4, Paragraph 70, Determination of Air Traffic Facility Responsible for Final Data Collection. The FAA air traffic facility will not be responsible for producing an accident package when only FAA contract facilities (FCF) have communicated with the subject accident aircraft. This notice is a continuation of N JO 8020.179, Determination of Air Traffic Facility Responsible for Final Data Collection, effective March 20, 2009.

**2. Audience.** This notice is intended for all employees that have responsibility for aircraft and incident notification, investigation, and reporting.

**3. Where Can I Find This Notice?** This notice is available on the MYFAA employee Web site at [https://employees.faa.gov/tools\\_resources/orders\\_notices/](https://employees.faa.gov/tools_resources/orders_notices/) and on the air traffic publications Web site at [http://www.faa.gov/air\\_traffic/publications](http://www.faa.gov/air_traffic/publications).

**4. Procedures.** Amend FAA Order 8020.16, Chapter 4, Paragraph 70, Determination of Air Traffic Facility Responsible for Final Data Collection, to read as follows:

70. DETERMINATION OF AIR TRAFFIC FACILITY RESPONSIBLE FOR FINAL DATA COLLECTION

a. The field facility that meets the following criteria will be responsible for the final air traffic file:

(1) Aircraft on IFR flight plans under the control of an FAA-staffed facility: the FAA air traffic facility with jurisdiction over the flight when the accident/incident occurred.

(2) Aircraft on IFR flight plans under the control of a military-staffed facility: the ARTCC in whose area the accident/incident occurred. The ARTCC will cooperate with the military by providing the required information to the assigned investigator through the air traffic representative (ATREP). The ARTCC must get permission to release documents from System Operations Litigation through the proper service center.

(3) Aircraft not on an IFR flight plan but communicating with an FAA facility: the FAA facility that communicated with the aircraft when the accident/incident occurred.

(4) Aircraft not communicating with an FAA facility: the last FAA facility that communicated with the aircraft.

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A-Z (CC/GC/PA/CS/HR)-2 AAR-400/AAR422; A-FOF-0(STD)

Initiated By: AJR-8  
System Operations Litigation

(5) Other aircraft: the FAA air traffic facility having radar services responsibility for the area in which the accident/incident occurred (at time of occurrence).

**NOTE-**

*Communication may include two-way radio or telephonic communication with the pilot or inter-/intrafacility coordination about the flight.*

(6) Aircraft that have not communicated with an FAA facility, but have communicated exclusively with an FCF: the last FCF that communicated with the aircraft.

**NOTE-**

*If more than one vendor is involved, the last FCF having communication with the aircraft for each vendor.*

(7) Aircraft that have communicated with both an FAA facility and an FCF:

(a) The last FAA facility that communicated with the aircraft will conduct the final collection of all accident/incident information involving FAA facilities. Except as noted in paragraph 71c, no information from an FCF will be included in the file.

(b) The last FCF that communicated with the aircraft will conduct the final collection of all accident/incident information involving FCFs of the same vendor. If more than one vendor is involved, then the last FCF that communicated with the aircraft for each vendor will conduct a final collection. No information from an FAA facility will be included. When permitted by the service center or CONUS FSIAG (for an FCF AFSS facility), it is possible and permissible that data collection will vary between FAA and FCF facilities. This is determined by the type and/or level of service provided (see paragraph 71).

b. The Air Traffic Organization does not need to establish a file for agricultural, ultralight, balloon, and/or industrial accidents/incidents unless asked by the Office of Accident Investigation, the FAA Investigator-in-Charge, System Operations Litigation, or the service center.

**5. Distribution.** All Assistant Administrators, Associate Administrators, and heads of offices and services; division level in the offices of Labor and Employee Relations, Personnel, and Environment and Energy; branch level in the offices of Chief Counsel, International Aviation, Office of Communications, Airport Safety and Standards, Civil Aviation Security, Accident Investigation, Aviation Medicine; Aircraft Certification and Flight Standards Services; Air Traffic Organization Vice Presidents, Directors, Managers, service areas, and field facilities, National Airspace System (NAS) Transition and Implementation; NAS Operations; and Aviation System Standards; regional division level in Operations Center, Regional Counsel, International Aviation Officer, and Public Affairs; regional branch level in Human Resource Management, Certification Directorates, Flight Standards, Office of Air Traffic Oversight, Aviation Medical, Airports, and Civil Aviation Security; Aeronautical Center division level in Operations Center, Center Counsel, and Public Affairs; and branch level in Civil Aviation Security, Human Resource Management, and FAA Academy; Technical Center division level in Operations Center, Center Counsel, Public Affairs, Civil Aviation Security, and Human Resource Management; and a standard distribution to all field offices and facilities.



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Air Traffic Organization

3-19-2010

Date Signed