

CHANGE

**U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION**

ORDER
8020.11D
CHG 1

Effective Date:
09/17/2021

National Policy

SUBJ: Aircraft Accident and Incident Notification, Investigation, and Reporting

- 1. Purpose.** This order establishes Federal Aviation Administration (FAA) procedures and responsibilities for aircraft accident and incident notification, investigation, and reporting.
- 2. Who this change affects.** AVS services and offices.
- 3. Disposition of Transmittal Paragraph.** Retain this transmittal sheet until the directive is cancelled by a new directive.

PAGE CHANGE CONTROL CHART

Remove Pages	Dated	Insert Pages	Dated
5	05/10/18	5	09/17/21
19	05/10/18	19	09/17/21

- 4. Administrative Information.** This order change is distributed to divisions and branches in Washington headquarters, regions, and centers and to all field offices and facilities.

WARREN S
RANDOLPH

Digitally signed by
WARREN S RANDOLPH
Date: 2021.09.17
08:47:02 -04'00'

Warren Randolph
Deputy Executive Director
Office of Accident Investigation Accident and Prevention

Chapter 1. General Information

1. **Purpose of This Order.** This order establishes Federal Aviation Administration (FAA) procedures and responsibilities for aircraft accident and incident notification, investigation, and reporting.
2. **Audience.** This order is intended for all FAA personnel that are assigned to lead or support activities associated with aircraft accident and incident notification, investigation, and reporting.
3. **Where Can I Find This Order?** This order is located in electronic format on the FAA's website and within the FAA Office of Accident Investigation and Prevention (AVP) at the following links: https://employees.faa.gov/tools_resources/orders_notices and http://www.faa.gov/about/office_org/headquarters_offices/avs/offices/avp/orders_forms.
4. **What This Order Cancels.** FAA Order 8020.11C, *Aircraft Accident and Incident Notification, Investigation, and Reporting*, dated February 02, 2010, and FAA Order 8020.11C Change 1 dated October 04, 2011, are cancelled.
5. **Explanation of Changes.** This revision corrects information regarding the Occupational Safety and Health (OSH) Training, that all FAA personnel are required to meet applicable Occupational Safety and Health Administration (OSHA) standards. The course numbers are removed from the Bloodborne pathogen training on page 19, paragraph b.
6. **Authority to Change This Order.** Only the Administrator or the Office of the Deputy Administrator may approve substantive changes to this directive. The Executive Director of the Office of Accident Investigation and Prevention may approve changes except those involving policy, assignment of responsibility, and delegation of authority. Those organizations with aircraft accident and incident notification, investigation, and reporting responsibilities should submit proposed changes or additions to the Office of Accident Investigation and Prevention, Accident Investigation Division, AVP-100.
7. **Definitions.** AVP has defined the following terms. You may find other terms referenced in Title 14 Code of Federal Regulations (CFR) §1.1. (See Chapter 7, paragraph 8, for definitions specific to commercial space transportation.)
 - a. **Accredited Representative** - an individual, typically an NTSB investigator, designated to represent the U.S. during a foreign accident or incident investigation involving U.S. registered, operated, designed or manufactured aircraft. (Reference ICAO Annex 13, Section 5.18)
 - b. **Aircraft Accident** - An occurrence associated with the operation of an aircraft, which takes place between the time any person boards the aircraft with the intention of flight and all such persons have disembarked, and in which any person suffers death or serious injury, or in which the aircraft receives substantial damage. (See 49 CFR §830.2)
 - c. **Event** – Something notable that happened in the National Airspace System (NAS), which includes accidents, incidents and occurrences.

(4) All General Aviation Safety Inspectors involved in accident investigation must complete the following courses as soon as practicable:

- (a) Experimental Aircraft Accident Investigation (Course 00498).
- (b) Advanced General Aviation Accident Investigation (Course 01042).
- (c) Basic Rotorcraft Accident Investigation (Course 00007).

(5) All Air Carrier Aviation Safety Inspectors involved in accident investigation must complete the following courses as soon as practicable:

- (a) Aircraft Cabin Safety Investigation (Course 00379).
- (b) Advanced Commercial Aviation Accident Investigation (Course 01043).

(6) All Aviation Safety Inspectors should complete the following additional training requirements within 10 years of hire:

- (a) Advanced Aircraft Accident Investigation (Course 00003).
- (b) Human Factors in Accident Investigation (Course 00008).
- (c) Human Factors in Aviation Maintenance (Airworthiness Inspectors) (Course 01005).
- (d) Turbine Engine Accident Investigation (Airworthiness Inspectors) (Course 00027).

b. Occupational Safety and Health (OSH) Training. All FAA personnel are required to meet applicable Occupational Safety and Health Administration (OSHA) standards in accordance with their organization's OSH Program before being assigned any duties associated with physical contact with an aircraft accident site or aircraft parts that have been in an accident. This training must include: Aircraft Accident Investigation (AAIS), Bloodborne pathogen training -- initial course, AVS Bloodborne Pathogen Program and recurrent, Annual Bloodborne Pathogen annually.

Note: Personnel, whose specialty may not take them to the accident site, may still be required to participate in the examination or teardown of contaminated aircraft components and may need appropriate OSHA training.

c. Security Training for Overseas Investigations. AVP-100 investigators should complete State Department sponsored Diplomatic Security Foreign Affairs Counter Threat (FACT) training, or training with similar content, before traveling overseas for investigations.

d. Additional Training Requirements. The AVP-100 division director will designate additional training requirements for AVP-100 investigators as required, based on prior experience and other requirements.

4. General Responsibilities of the FAA IIC. The FAA IIC will:

a. Be responsible for the overall FAA investigation and act as the principal contact for all aspects of the investigation.