								ATQA REPORT NUMBE						R							
								AMENDED DATE					MO DA VE								
FAA ACCIDENT / INCIDENT REPORT							2. AMENDED DATE MO DA YR YR														
	ACCIDEN	т			INCII) ENT	г			14. FAR PART NUMBER 15A. TYPE OF AIRCRAFT 91 AIRPLANE BLIMP/AIRSHIP ULTRALIGHT									ULTRALIGHT		
1. ACCIDENT INCIDENT								91 SUBPART K (FRACTIONAL)				HELICOPTER GYROPLANE			LIGHT SPORT						
											103 105				GLIDER BALLOON			UILT/AMATEUR MENTAL	UAS		
3. DATE OF EVENT MO DA YR									121			OTHER			THE CONTRACT OF THE CONTRACT O						
										125 129			15	B. AIRWO	ORTI	HINESS					
, F	AA OFFIC	CE	Ĺ	REGION	NI.	(DEFICE NUMB	ED.			133				NONE STANDAR	D	PROVISIONAL				
4. FAA OFFICE REGION OFFICE NUMBER								135 ON DEMAND 135 COMMUTER					RESTRICT			PRIMARY	LIMITED				
								137 141					SPECIAL LIGHT SPORT AIRCRAFT								
5. NTSB ID								1.6	POWER 1	DI AN	NT MAK	F/M				CERTIFICATE PURPO EARCH AND DEVEL					
6. LOCATION: CITY/STATE/ZIP									10.	TOWER	LAI	NI MAK	E/IVI		O	SHO	WING COMPLIANCE				
										1.7	DDODEI	LED	MAZE	MOL	NEI CEDIEC			W TRAINING IBITION			
7. OPERATOR NAME										17. PROPELLER MAKE				YES NO			AIR	RACING RKET SURVEY			
	IDDODE						FOUL	R LETTI	ER IDENTIFIER								OPE	RATING AMATEUR			
	ARPORT				2.01	D 4 I ET	TED ID				18. BIOHAZARD AREA					ю		RATING PRIMARY K CRAFT	IT BUILT		
(IF APPLICABLE) 3- OR 4- LETTER ID 9. LOCAL TIME 24- HOUR CLOCK								<u> </u>		BIOHAZARD PPE USED 19. TYPE OF LANDING GEAR									RT AIRCRAFT		
· •	OCAL TIME				24-	HOOK	CLOCK			19.								AMPHIBIOU	іс шіі і		
10A.	LATITUDE		_		10B. LC	NGIT	TUDE		·		CONVEN		NAL	SKI		FI O A	TS	OTHER	, , IIOLL		
TOB. ECHOTICE							SUBSTANTIA	A I	DESTROYED	FLOATS			AMPHIBIOUS FLOA SKIDS			. LOA	III JIIIA				
									AIR	20.	. INJURY/ON-BOARD SUMMARY UNKNOWN						IOWN				
12. C	OLLISION -	BET					NO		GROUND		<u> </u>	FL	T.CREW	CAE	BIN CREW	PASS	SENGERS	OTHER	TOTAL		
13. A	IRCRAFT				ATION NU					UN	IINJURED										
DECI	CTD ATION		SE	COND A	IKCKAFI		YEAR OF			MI	NOR										
	STRATION		 -			M	MANUFACTURE TOTAL			SERIOUS											
MAK	E/MODEL					AI	RFRAME HRS.			FA	TAL										
SERI	AL NO.					AI	RFRAME CYC	LES		ТО	TAL										
	ACTORS - II THECKING OF FAC											S X.						WEL OF ORE	DATE ONG		
	TECHNICA				· IIIE IIVV E	NON						TO	DC		NONE		22. T	YPE OF OPE	RATIONS		
	GEAR COLLA		ACTOR	.5	LOST PO				OPERAT FUEL DEPLET			101	SABOTA	GE			LINI	KNOWN			
	GEAR UP LANDING FOD				PILOT INDUCE							INCAPACITATED				PERSONAL					
	FIRE OR EXPLOSION AUTO/					MPROPER FUEL GROUND CRE						PILOT INCP. ALCOHOL			,	CARGO					
	FUEL CONTAMINATION CORRO				SION OTHER THAN						DOWNWIND TAKEOFF				INSTRUCTION						
	BLADE/ROTOR FAILURE INFLIG DESIGN OF AIRCRAFT SMOKE					HT FIRE PARACHUTE			DICIDENT			CARBURETOR ICE				BUSINESS					
						HT BREAKUP OVER GROSS			CAN				HIT KNOWN OBJECT			CORPORATE					
						PER PART CG OUT OF			CG OUT OF LI	MIT	S	EMERGENCY LANDING			2	FERRY					
	IMPROPER INSTALLATION AVIO AD NON-COMPLIANCE GYRO			GYRO	amn			STRUCK ANIMAL			HARD LANDING			,	AERIAL APPLICATION						
	DECOMPRESSION				NAVIGATION SYSTEM			I	BIRD STRIKE			OVERSHOT RUNW									
	FIRE AFTER LANDING					AUTO-PILOT ALTIMETER			PAX DISTURBANCE			UNDERSHOT RUNWAY					AERIAL OBSERVATION AMBULANCE / AIR EVAC				
	-			SPONDER STOLEN AIRC			STOLEN AIRC	RAF	T								REVAC				
21F. •	· · · · · · · · · · · · · · · · · · ·			COMPO	ONENT FAILURE HIJACK AIRC				RAF	AFT STALL/S			F CONTROL SPIN			FIREFIGHTING BANNER TOW					
21C. PART NAME 21D. MANUFA					ANUFAC	CTURER 21E. PART NUM					BER			NAGED GEAR			AIR SHOW				
WV DDIEEING COURCE					TE	24. PRECIPITATION								NAGED CONTROLS			SIGHTSEEING				
23. WX. BRIEFING SOURCE NOT APPLICABLE/NOT AVAILABLE						24. PRECIPITATION NOT APPLICABLE/NOT AVAIL					LE			TED TAKEOFF				SKYDIVING / PARACHUTE			
	NATIONAL WEATHER SERVICE						RAIN				AIRFRAME ICE/FROST				AIR TOUR						
	FLIGHT SERVICE STATION					HAIL															
	COMMERCIAL WX. SERVICE PATWAS VOICE RESP. SYSTEM					SLEET								E TURBULENCE THER			PUBLIC USE				
	COMPANY TV/RADIO WEATHER													WEATHER PHASE OF FLIGHT			LINKNOWN				
	MILITARY COMPUTER BRIEFING													GROUND CRUI			UNKNOWN SE MANEUVE		IVER		
	PIREP UNKNOWN						DRIZZLE				TAXI			D CRUIS DESCI					/HOLDING		
	OTHER OTHER									TAKEOFF			F	LANDING			CLIMB				
25. WEATHER FACTORS															PROACH RUN-UP AREA						
25. WEATHER FACTORS NONE / NOT APPLICABLE THUNDERSTORM								Л		ROTATION TOUCHDOWN OTHER CLIMB OUT ROLLOUT											
							CROSSWIND					27. ACTUAL WEATHER									
DUST						TURBULENCE/WINDSTORM							IMC	,	VMC NOT AVAILABLE						
SMOKE						DENSITY ALTITUDE					28. RUNWAY COND										
	FOG						LIGHTNING STRIKE					N	OT APPLIC	CABL	E						
	BLOWING DUST					BLOWING SNOW					DRY WET					USH	JSH SNOW (WET) SNOW (DRY)				
	BLOWING SMOKE ICING CONDITIONS						WHITE OUT SM				ICE (COVERED) ICE (PATCHES) STANDING						WATER				
	ICING CONDITIONS GUSTY WINDS					WIND SHEAR SAT				.NDS	DSTORM OTHER										
	Form 8020-2		1 10\ 6	TIBEDE	EDEC EA	FORM		020.16	INFORMA	TIO	N IC DDEL IM	TNAD		IECT	TO CHANC	NE.	NI	SN: 0052-00-923-1	000		

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29. PILOT TRAINING (CHECK ALL THAT APPLY, RECORD THE TWO MOST RECENT TO YES NO UNK AND YES NO UNK AND YES NO UNK AND YES NO UNK AND YES NO UNK								VENTS, IF APPL						UNKNOV	VIN		
SAFETY SEMINAR/CLINIC	YES N	UNK	(M	4O / DA / YR)	(MO	/ DA / YR)	AID CAL	RRIER TRANS		YES NO	UNK	(MO /)	DA / YR)	(MO / DA	/ YR)		
WINGS PROGRAM							SIMULA		SITION								
AIR CARRIER INITIAL							COMM/	THIRD PARTY									
AIR CARRIER RECURRENT							OTHER	ACT TRAINI	NG)								
AIR CARRIER RE-QUALIFICATION							OTHER										
30. EVACUATION OVERVIE	VACUATI	IATED	YES	NO	EV	A CUA	TION INJ	URIES	YES	NO							
31. PILOT INFORMAT	ICABLI	CER'	TIFICAT	Е ТҮР	E		SEC	OND PI	OND PILOT								
NAME								RECREATION	NAL								
DATE OF BIRTH			MO	DA	YI	R		STUDENT	Γ			MO	DA	YR			
DATE HIRED (AIR CARRIER ONLY)			МО	DA	YI			PRIVATE				MO	DA	YR			
DOMICILE ZIP CODE			114.0					COMMERCI	AL								
HOURS IN MAKE AND MODEL	<u> </u>	<u>_</u>	\sqsubseteq					FLIGHT INS	ST.								
HOURS IN LAST 90 DAYS			<u>_</u>	<u> </u>				ATP									
HOURS IN LAST YEAR								FOREIGN PIL	TO.								
TOTAL HOURS								SPORT									
CERTIFICATE NO.								NON-PILO	Γ								
REGULATORY CHECK RIDE		OTHER				MO DA YR											
32. CORRECTIVE ACTION(S) PLAN	NED O	R INIT	MO TATEI	DA NONE	44709 RF		SDR C	COUNSELING	EIR								
33.					NCTION OR I			OTHER SHEETS ASE RELEVANT T									
	221.04	F	 -		_	CT OF		rigatio									
34. NTSB PARTICIPATION	ON-SO	L	L	LIMITED	NONE			RTICIPATION									
36. FAA INITIAL NOTIF		ON		37.	H		DICALTU		-	38.	8. FAA IIC ARRIVAL ON SCENE DATE AND LOCAL TIME						
MO DA		N	DATE AN 10	D LOCAL TI	YR			MO DA YR									
	24	иопр (כו חכו	v				24 - HOUR C	LOCK					24-HR (TOCK		
39. FAA HOURS USED FOR TOTAL INVESTIGATION 40.								DTAL HOURS U	USED 4	11.							
42.	IDENTI	IFICATI	ION OI	F RESPONSI			ESPONSIB STIGATORS		FD ON HIS	HER IN	ESTIG	ATION					
1. FAA FACILITIES YES NO 4. AIRMAN/AIR AGENCY COMPETENCE YES NO 7. SECURITY YES NO													NO				
2. NON FAA FACILITIES YE		YES	NO	8. AIR	MAN N	MEDICAL	QUALIF.	YES	NO								
3. AIRWORTHINESS YES NO 6. AIRPORT CERTIFICATION								YES	NO	9. FAI	R VIOL	ATION		YES	NO		
43. BRIEF EXPLANATION OF ISSUES INVOLVED																	
44. FAA IIC NAME						DATE		R	EGION			DISTRI	CT OFFI	(CE			

INSTRUCTIONS FOR FAA FORM 8020-23 ACCIDENT/INCIDENT REPORT

1. OCCURRENCE INFORMATION:

FAA FORM 8020-23 IS TO BE COMPLETED FOR EACH ACCIDENT AND INCIDENT AND FORWARDED TO THE RESPONSIBLE REGIONAL FLIGHT STANDARDS DIVISION WITHIN 30 DAYS. THE REGIONAL FS DIVISION WILL FORWARD ORIGINAL FAA ACCIDENT/INCIDENT REPORT TO AFS-620 AND A COPY OF ACCIDENT REPORT ONLY TO AAI-220 WITHIN 15 DAYS OF RECEIPT OF ORIGINAL.

2. AMENDED DATE:

INSERT AMENDED DATE FOR AMENDED REPORTS, FILL IN ITEMS 1, 2, 3, 5, AND 13, REGISTRATION NUMBER ONLY, AND NEW OR CHANGED INFORMATION PERTAINING TO ACCIDENT INVESTIGATION.

3. DATE OF THE OCCURRENCE:

COMPLETE THE EVENT DATE (MONTH/DAY/YEAR) IN FORMAT MMDDYY.

4. FAA (INVESTIGATING OFFICE):

THE FIRST TWO BLOCKS ARE THE REGION ID. THE SECOND TWO BLOCKS ARE THE NUMERICAL ID OF THE FSDO (E.G., EA 21).

5. NTSB ID:

INSERT NTSB REPORT NUMBER FOR ACCIDENTS AND INCIDENTS. THE NUMBER IS SUPPLIED BY THE NTSB OFFICE WITH JURISDICTIONAL RESPONSIBILITY

6. LOCATION:

CITY: NEAREST CITY OR TOWN TO THE OCCURRENCE. STATE: 2 LETTER IDENTIFIER OF THE STATE OR TERRITORY CODE. ZIP CODE: ZIP CODE OF NEAREST CITY OR TOWN LOCATION.

7. OPERATOR:

PROVIDE THE NAME OF THE OPERATOR THAT HAS OPERATIONAL CONTROL OF THE AIRCRAFT INVOLVED IN THE EVENT. THE 4-LETTER DESIGNATOR IS FROM OPSS/SPAS/VIS.

8. AIRPORT:

PROVIDE THE AIRPORT NAME AND 4-LETTER ID IF OCCURRENCE TOOK PLACE ON AN AIRPORT, USE AIRPORT DESIGNATOR IAW FAA 7350.7B.

9. TIME:

PROVIDE THE TIME OF THE OCCURRENCE IN LOCAL 24 HOUR CLOCK.

10. LATITUDE / LONGITUDE:

PROVIDE GEOGRAPHIC INFORMATION FOR ALASKA AND OCEANIC EVENTS.

11. AIRCRAFT DAMAGE:

PROVIDE THE MOST SEVERE DAMAGE TO AIRCRAFT FROM CATEGORIES.

12. COLLISION:

IDENTIFY IF TWO AIRCRAFT ARE INVOLVED; AND IF TWO COLLIDED IN THE AIR OR ON THE GROUND. TWO FAA 8020-23 FORMS REQUIRED IF BOTH AIRCRAFT WERE FLYING OR HAD THE INTENT TO FLY.

13. AIRCRAFT REGISTRATION NUMBER:

COMPLETE AIRCRAFT REGISTRATION INFORMATION (E.G. REGISTRATION: N1234M. MAKE/MODEL: E.G. DC-9-10. SERIAL NUMBER: 99347YT78. YEAR OF MANUFACTURE: E.G. 1994). ALSO PROVIDE AIRFRAME CYCLES AND AIRFRAME HOURS IN WHOLE NUMBERS.

14. FAR PART NUMBER:

PROVIDE THE FEDERAL AVIATION REGULATION THAT THE AIRCRAFT WAS OPERATING UNDER. NOTES: AN AIR CARRIER DOING POSITIONING, TRAINING IS PART 91. PART 135 AIR TAXI AND AIR AMBULANCE IS PART 91 UNTIL PASSENGER PICKUP. MEDICAL PERSONNEL ARE PART OF THE CREW.

15. TYPE OF AIRCRAFT:

PROVIDE THE TYPE OF AIRCRAFT AND AIRWORTHINESS CERTIFICATE (MORE THAN ONE TYPE MAY BE CHECKED IN SOME CASES).

16. POWER PLANT INFORMATION:

PROVIDE THE MAKE/MODEL/SERIES OF ENGINE ONLY IF RELEVANT TO THE ACCIDENT/INCIDENT.

${\bf 17.\ PROPELLER\ INFORMATION:}$

PROVIDE THE MAKE/MODEL/SERIES OF PROPELLER ONLY IF RELEVANT TO THE ACCIDENT/INCIDENT.

18. BIOHAZARD AREA:

PROVIDE BIOHAZARD AREA INFORMATION. NOTE: SELECT 'YES' IF BODY FLUIDS PRESENT. ALSO PROVIDE USE OR NONUSE OF PERSONAL PROTECTIVE EQUIPMENT INFORMATION.

19. TYPE OF LANDING GEAR:

PROVIDE TYPE OF LANDING GEAR OF AIRCRAFT INVOLVED IN EVENT.

20. INJURY SUMMARY:

ENTER THE COUNT FOR EACH INJURY TYPE BY PERSON CATEGORY FOR ALL ON BOARD THE AIRCRAFT. ACCOUNT FOR PERSONNEL INJURED THAT WERE NOT ON THE AIRCRAFT UNDER OTHER.

21. FACTORS:

SELECT THE MOST APPROPRIATE PRIMARY FACTOR FROM EITHER TECHNICAL OR OPERATIONAL FACTORS. SELECT ALL SECONDARY FACTORS.

21A. TECHNICAL FACTORS:

SELECT ALL APPLICABLE FACTORS. THIS IS THE INSPECTOR/INVESTIGATOR OPINION BASED ON THE INVESTIGATION.

21B. OPERATIONAL FACTORS:

SELECT ALL APPLICABLE FACTORS. THIS IS THE

INSPECTOR/INVESTIGATOR OPINION BASED ON THE INVESTIGATION.

21C. PART NAME:

IDENTIFY THE PART NAME THAT FAILED OR IS SUSPECTED OF FAILURE BY THE PROPER NOMENCLATURE THAT IS DEPICTED IN THE MANUFACTURERS PARTS CATALOGUE.

21D. MANUFACTURER:

IDENTIFY THE MANUFACTURER OF THE PART, IF KNOWN.

21E. PART NUMBER:

IDENTIFY THE MANUFACTURER PART NUMBER, THIS WOULD BE THE SAME NUMBER NEEDED TO REQUISITION A REPLACEMENT PART.

21F. ATA CODE:

ENTER ATA CODES IAW TABLES IN THE FLIGHT STANDARDS GUIDE TITLED: JOINT AIRCRAFT SYSTEM AND COMPONENT CODE TABLE AND DEFINITIONS.

22. TYPE OF OPERATIONS:

SELECT TYPE OF OPERATIONS AIRCRAFT PERFORMED AT TIME OF OCCURRENCE.

23. WEATHER BRIEFING SOURCE:

SELECT WEATHER SOURCE PROVIDING WEATHER AT TIME OF OCCURRENCE.

24. PRECIPITATION:

SELECT ALL APPLICABLE PRECIPITATION FACTORS AT TIME OF OCCURRENCE.

25. WEATHER FACTORS:

SELECT ALL APPLICABLE WEATHER FACTORS AT TIME OF OCCURRENCE.

26. PHASE OF FLIGHT:

SELECT PHASE OF FLIGHT WHERE ACCIDENT OR INCIDENT SEQUENCE STARTED.

27. ACTUAL WEATHER CONDITIONS:

SELECT ACTUAL WEATHER CONDITION AT TIME OF OCCURRENCE.

28. RUNWAY CONDITIONS:

ENTER RUNWAY DESIGNATOR AND RUNWAY INFORMATION IF EVENT OCCURRED ON A RUNWAY.

29. PILOT TRAINING INFORMATION:

ENTER TYPE AND DATE OF ALL TRAINING RECEIVED WITHIN LAST 24 MONTHS.

30. EVACUATION OVERVIEW:

SELECT IF AN EVACUATION WAS INITIATED; AND SELECT IF INJURIES OCCURRED ATTRIBUTABLE TO EVACUATION.

31. PILOT INFORMATION:

REQUIRED ONLY IF PILOT ACTIONS OR LACK OF ACTIONS CONTRIBUTED TO THE ACCIDENT/INCIDENT. ENTER ALL PILOT INFORMATION, INCLUDING THE HIGHEST CERTIFICATE MAINTAINED BY PILOT

32. CORRECTIVE ACTION:

SELECT APPLICABLE CORRECTIVE ACTION(S) PLANNED OR INITIATED.

33. NARRATIVE:

ONLY STATE FACTS OR SEQUENCE OF EVENTS THAT ARE RELEVANT TO THE ACCIDENT OR INCIDENT.

${\bf 34.\ NTSB\ PARTICIPATION:}$

IDENTIFY LEVEL OF NTSB PARTICIPATION IN INVESTIGATION.

35. FAA PARTICIPATION:

IDENTIFY LEVEL OF FAA PARTICIPATION IN INVESTIGATION. ON-SCENE CAN BE CHECKED IF THE INSPECTOR/INVESTIGATOR PARTICIPATES IN THE INVESTIGATION BEYOND USE OF THE TELEPHONE, I.E. ENGINE TEARDOWN, INTERVIEW, OR WRECKAGE INVESTIGATION NOT AT THE SCENE OF THE ACCIDENT.

36. FAA INITIAL NOTIFICATION:

IDENTIFY THE TIME THE FIRST FAA FACILITY IS MADE AWARE OF THE OCCURRENCE EITHER THROUGH DISCOVERY OR NOTIFICATION NOTE: USUALLY FIRST NOTIFICATION IS TO AIR TRAFFIC.

37. FSDO NOTIFICATION:

IDENTIFY THE FIRST CALL ON THE OCCURRENCE RECEIVED BY THE FSDO.

38. FAA IIC ARRIVAL ON SCENE:

IDENTIFY THE DATE AND TIME THE FAA IIC ARRIVES ON THE SCENE.

39. FAA HOURS USED FOR TOTAL INVESTIGATION:

IDENTIFY TOTAL HOURS FAA SPENT ON THE INVESTIGATION. THIS INCLUDES ON-SCENE, TRAVEL HOURS, AND NON-SCENE ACTIVITIES IN WHOLE HOURS ONLY.

40. TOTAL HOURS USED AT ACCIDENT/INCIDENT SCENE:

IDENTIFY TOTAL HOURS FAA SPENT AT THE SCENE IN WHOLE HOURS ONLY.

41. TOTAL TRAVEL HOURS TO & FROM SCENE:

IDENTIFY TOTAL HOURS FAA SPENT ON TRAVEL TO AND FROM SCENE IN WHOLE HOURS ONLY.

42. FAA NINE RESPONSIBILITIES:

IDENTIFY FAA AREAS OF RESPONSIBILITY INVOLVED. DETERMINATION OF RESPONSIBILITIES IS THE OPINION OF THE INSPECTOR/INVESTIGATOR BASED ON BACKGROUND, TRAINING, SKILL, AND EXPERIENCE. ANNOTATION OF ONE OR MORE RESPONSIBILITIES DOES NOT HAVE TO BE JUSTIFIED OR PROVEN. AN AIRMAN WHO MAKES A MISTAKE, WHICH RESULTS IN AN ACCIDENT IS ANNOTATED UNDER AIRMAN/AIR AGENCY COMPETENCE. IT IS NOT NECESSARY TO SUBMIT AN EIR BECAUSE OF ANNOTATION OF VIOLATION.

43. BRIEF EXPLANATION OF ISSUES INVOLVED FOR EACH OF THE NINE RESPONSIBILITIES INVOLVED.

DESCRIBE RELEVANT ISSUES SURROUNDING THE OCCURRENCE. IF NO ISSUES, EXPLAIN WHY.

44. FAA IIC INFORMATION:

ENTER IIC INFORMATION NAME AND OFFICE, AND DATE FORM COMPLETED.