

ATC will not interpret a casual remark to mean that a NMAC is being reported. The pilot should state “I wish to report a near midair collision.”

d. Where to File Reports. Pilots and/or flight crew members involved in NMAC occurrences are urged to report each incident immediately:

1. By radio or telephone to the nearest FAA ATC facility or FSS.

2. In writing, in lieu of the above, to the nearest Flight Standards District Office (FSDO).

e. Items to be Reported.

1. Date and time (UTC) of incident.

2. Location of incident and altitude.

3. Identification and type of reporting aircraft, aircrew destination, name and home base of pilot.

4. Identification and type of other aircraft, aircrew destination, name and home base of pilot.

5. Type of flight plans; station altimeter setting used.

6. Detailed weather conditions at altitude or flight level.

7. Approximate courses of both aircraft: indicate if one or both aircraft were climbing or descending.

8. Reported separation in distance at first sighting, proximity at closest point horizontally and vertically, and length of time in sight prior to evasive action.

9. Degree of evasive action taken, if any (from both aircraft, if possible).

10. Injuries, if any.

f. Investigation. The FSDO in whose area the incident occurred is responsible for the investigation and reporting of NMACs.

g. Existing radar, communication, and weather data will be examined in the conduct of the investigation. When possible, all cockpit crew members will be interviewed regarding factors involving the NMAC incident. Air traffic controllers will be interviewed in cases where one or more of the

involved aircraft was provided ATC service. Both flight and ATC procedures will be evaluated. When the investigation reveals a violation of an FAA regulation, enforcement action will be pursued.

7-6-4. Unidentified Flying Object (UFO) Reports

a. Persons wanting to report UFO/unexplained phenomena activity should contact a UFO/unexplained phenomena reporting data collection center, such as the National UFO Reporting Center, etc.

b. If concern is expressed that life or property might be endangered, report the activity to the local law enforcement department.

7-6-5. Safety Alerts For Operators (SAFO) and Information For Operators (InFO)

a. SAFOs contain important safety information that is often time-critical. A SAFO may contain information and/or recommended (non-regulatory) action to be taken by the respective operators or parties identified in the SAFO. The audience for SAFOs varies with each subject and may include: Air carrier certificate holders, air operator certificate holders, general aviation operators, directors of safety, directors of operations, directors of maintenance, fractional ownership program managers, training center managers, accountable managers at repair stations, and other parties as applicable.

b. InFOs are similar to SAFOs, but contain valuable information for operators that should help them meet administrative requirements or certain regulatory requirements with relatively low urgency or impact in safety.

c. The SAFO and InFO system provides a means to rapidly distribute this information to operators and can be found at the following website:

http://www.faa.gov/other_visit/aviation_industry/airline_operators/airline_safety/safo and

http://www.faa.gov/other_visit/aviation_industry/airline_operators/airline_safety/info

or search keyword FAA SAFO or FAA INFO. Free electronic subscription is available on the “ALL SAFOs” or “ALL InFOs” page of the website.