Complete and distribute according to instructions on page 4. Complete items 1 to 4, 7 to 12, and 30 to 35 for all deviations; if surface deviation, also complete items 13 to 17; if air deviation, also complete items 5 to 6 and 18 to 27. Unless computer generated, complete the form by hand or typewriter.

<table>
<thead>
<tr>
<th>Date, Time, and Location of Deviation:</th>
</tr>
</thead>
<tbody>
<tr>
<td>A. Date (Coordinated Universal Time-UTC)</td>
</tr>
<tr>
<td>B. UTC Time</td>
</tr>
<tr>
<td>C. Local Time</td>
</tr>
<tr>
<td>D. Nearest City or Town and State</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Pilot Information (complete or mark box):</th>
</tr>
</thead>
<tbody>
<tr>
<td>All Information Unknown</td>
</tr>
<tr>
<td>A. Name and Address</td>
</tr>
<tr>
<td>B. Daytime Telephone No.</td>
</tr>
<tr>
<td>C. Pilot Certificate No. (or enter &quot;MILITARY&quot;)</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Aircraft Information (complete or mark box):</th>
</tr>
</thead>
<tbody>
<tr>
<td>All Information Unknown</td>
</tr>
<tr>
<td>A. Registration (N) Number</td>
</tr>
<tr>
<td>B. Flight Number or Call Sign (if applicable)</td>
</tr>
<tr>
<td>C. Make</td>
</tr>
<tr>
<td>D. Model</td>
</tr>
<tr>
<td>E. Suffix</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Type of Flight Rules at Time of Deviation (mark one):</th>
</tr>
</thead>
<tbody>
<tr>
<td>A. Instrumental Flight Rules (IFR)</td>
</tr>
<tr>
<td>B. Visual Flight Rules (VFR)</td>
</tr>
<tr>
<td>C. Special VFR</td>
</tr>
<tr>
<td>D. Defense VFR</td>
</tr>
<tr>
<td>E. Unknown</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Aircraft Altitude When Deviation Detected:</th>
</tr>
</thead>
<tbody>
<tr>
<td>A. , Feet msl</td>
</tr>
<tr>
<td>B. Unknown</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>If There Was Loss of Separation, Closest Proximity Was:</th>
</tr>
</thead>
<tbody>
<tr>
<td>A. No Loss of Separation</td>
</tr>
<tr>
<td>B. Feet, Vertical</td>
</tr>
<tr>
<td>C. Minutes Longitudinal</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Brief Description of Deviation and Comments:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Notification Made To Pilot (mark one):</td>
</tr>
<tr>
<td>Yes – ATC Frequency</td>
</tr>
<tr>
<td>Yes – Other (provide explanation)</td>
</tr>
<tr>
<td>No (provide explanation)</td>
</tr>
</tbody>
</table>
**PRELIMINARY PILOT DEVIATION REPORT**

8. Deviation First Detected by (mark one):
   - A. Error Detection Program (EDP)
   - B. Radar Detection Program (EDP)
   - C. Visual Observation (tower)
   - D. AFSS or FSS
   - E. Public, Including Pilots
   - F. Other, Specify

9. Type of Operation at Time of Deviation (mark one):
   - A. U.S. Air Carrier (14 CFR 121 or 125)
   - B. Foreign Air Carrier (14 CFR 129)
   - C. Commuter (14 CFR 135)
   - D. Air Taxi (14 CFR 135)
   - E. General Aviation (14 CFR 91)
   - F. Public (Governmental)
   - G. U.S. Military, Specify Service
   - H. Unknown
   - I. Others, Specify

10. Phases of Flight When Deviation Occurred (mark appropriate boxes):
   - A. Taxi
   - B. Takeoff
   - C. Climb
   - D. Level Flight or Cruise
   - E. Turning or Maneuvering
   - F. Descent
   - G. Approach
   - H. Landing
   - I. Unknown
   - J. Other, Specify

11. Number of Aircraft Involved (provide data on any aircraft not listed in Item 3):
   - A. One
   - B. Two
   - C. Three
   - D. Four or More
   - E. Unknown

12. Type of Deviation(s) (mark appropriate boxes):
   - A. Surface (complete Items 7, 13 to 17, and 30 to 35)
   - B. Air and RNP/RNAV Procedures (complete Items 5, 6, and 18 to 35)

13. Type of Control at Surface Deviation Location (mark one):
   - A. Operating Control Tower
   - B. Nonoperating Control Tower
   - C. None, Nontowered Public Airport
   - D. None, Private Airport
   - E. Unknown

14. Airport ID at Surface Deviation Location:

15. Surface Deviation Type(s) (mark appropriate boxes):
   - A. Takeoff without Clearance
   - B. Takeoff on Wrong Runway or Taxiway
   - C. Landed Without Clearance
   - D. Landed or Takeoff Below Weather Minimums
   - E. Landed on Wrong Runway, Taxiway, or Airport
   - F. Entered Runway or Taxiway Without Clearance
   - G. Careless or Reckless Aircraft Operation
   - H. Did Not Close Flight Plan
   - I. Others, Specify

16. Loss of Separation With (mark appropriate boxes):
   - A. Ground Vehicle
   - B. Personnel
   - C. Another Aircraft, on Ground
   - D. Another Aircraft, in Air
   - E. Obstruction
   - F. Not Applicable
   - G. Unknown

17. Closest Proximity Was (mark one):
   - A. Under 100 Feet
   - B. 100-499 Feet
   - C. 500-1,000 Feet
   - D. Over 1,000 Feet
   - E. Not Applicable
   - F. Unknown

18. Transponder (mark one):
   - A. Operating, With Altitude Reporting
   - B. Operating, Without Altitude Reporting
   - C. Not Functioning (broken or off)
   - D. No Transponder
   - E. Unknown

19. Was the Aircraft Equipped with TCAS?
   - A (1) Yes  (2) No  (3) Unknown
   - B. If Yes, Was TCAS Operating During Deviation? (1) Yes  (2) No  (3) Unknown
   - C. If Yes, Was TCAS Involved in Deviation? (1) Yes  (2) No  (3) Unknown
   - D. If Yes, Describe Involvement:

20. Fix or Facility Nearest Deviation (complete one):
   - A. VOR, TACAN, or NBD ID
   - B. Airport ID
   - C. Airway Intersection ID
   - D. Waypoint (area navigation, GPS, Loran, etc.)
   - E. Oceanic

21. Deviation Location in Respect to Item 20 (complete A&B or C&D):
   - A. Miles (nautical)
   - B. Degrees (magnetic)
   - C. ° Longitude
   - D. ° Latitude
22. Location in Traffic Pattern During Deviation (mark one):
- Upwind
- Crosswind
- Entry or Downward Leg
- Base Leg
- Final Approach
- Departure Leg or Exit
- Not in Traffic Pattern
- Fix/waypoint
- Unknown
- Others, Specify

23. Operational Control Area of Aircraft (mark a maximum of three):
- Class A Airspace
- Class B Airspace
- Class C Airspace
- Class D Airspace
- Class E Airspace
- Class G Airspace
- Special Use Airspace, Specify
- Within Terminal Radar Service Area
- Towered Airport
- Nontowered Airport
- Unknown
- Others, Specify

24. Location ID of Facility(ies) Providing Air Traffic Service During Deviation (complete appropriate boxes):
- ARTCC
- TRACON
- RAPCON, RATCF, or ARAC
- ATCT
- AFSS or FSS
- None
- Unknown
- Others, Specify

25. Preliminary Information Indicates the Air Deviation Type Was (mark appropriate boxes):
- Flying VFR when IFR Required
- Pilot Unqualified for Aircraft or Conditions
- Required Aircraft Equipment Not Operating
- Careless or Reckless Aircraft Operation
- Unauthorized Low Level Flying
- Missed Compulsory Reporting Point
- Lateral Track Conformity (RNP/RNAV)
- Phraseology (RNP/RNAV)
- ATC Automation (RNP/RNAV)
- Charting Issues (RNP/RNAV)
- Database Issues (RNP/RNAV)
- Other, Specify
- Noncompliance with Other Regulations (specify FAR numbers[2]):
  (1) ________ (2) ________

26. Preliminary Information Indicates the Airspace Violation Was of (mark one):
- Class A Airspace
- Class B Airspace
- Class C Airspace
- Class D Airspace
- Class E Airspace
- Special Use Airspace, Specify
- None
- Unknown
- Other, Specify

27. If ATC Altitude or Course Clearance Deviation, Maximum Deviation Was:
- Feet, Vertical
- Feet, Horizontal
- Miles (nautical), Vertical
- Miles (nautical), Horizontal

28. RNP/RNAV Procedure Type (mark one):
- Standard Instrument Departure (SID)
- Standard Terminal Arrival (STAR)
- Other, Specify

29. RNP/RNAV Procedure Name in Respect to Item 28
- SID Name
- STAR Name
- Other, Specify

30. Other Reports Filed or To Be Filed (mark appropriate boxes and complete):
- Incident Report (FAA Form 8020-11), Specify No(s).
- Preliminary Near Midair Collision Report (FAA Form 8020-21), Specify No(s).
- Preliminary Operational Error/Deviation Report (FAA Form 7210-2), Specify No(s).
- Other (including TCAS), Specify
- None

31. Attachments (specify, e.g., pilot statement or flight progress strip, or mark box):
- No Attachments

32. Reporting Office:
- FAA Region
- Location ID
- Telephone No.

33. Name of Individual Completing Form:
- Type or Print

34. Facility Manager Approving Form:
- Signature
- Name (Type or Print)
- Date

35. Report Distributed to:
- FAA Region
- Flight Standards ID
- Others, Specify
INSTRUCTIONS

I. General

The incident report number and Items 1 to 7 of FAA Form 8020-17 must be completed and the information transmitted or arrangements made to transmit it in numerical order within 3 hours of the detection of a pilot deviation by: (1) telephone, facsimile, or in accordance with a regional agreement to the FSDO with jurisdiction over the area in which the pilot deviation occurred; and (2) by facsimile or National Airspace Data Interchange Network (NADIN) message using immediate (DD) precedence to FAA headquarters and others. If the pilot deviation is significant, the above information should be communicated immediately by telephone to FAA headquarters. The remainder of the form must be completed and mailed by first class mail within 10 calendar days of the pilot deviation. The definition of a pilot deviation and instructions on distribution of FAA Form 8020-17 are in FAA Order 8020.16, "Air Traffic Organization Aircraft Accident and Incident Notification, Investigation, and Reporting."

If a pilot deviation resulted in a near midair collision, FAA Form 8020-17 and FAA Form 8020-21, "Preliminary Near Midair Collision Report," both must be completed and distributed. Assign the two reports different incident report numbers.

Complete Items 1 to 4, 7 to 12, and 30 to 35 for all deviations; if surface deviation, also complete Items 13 to 17; if air deviation, also complete Items 5 to 6 and 18 to 27. If the categories given are inadequate, complete "Other, Specify." Provide comments in Item 7, not the margins. Sign and date the form (Item 34) before distribution.

II. Incident Report Number

Each facility completing FAA Form 8020-17 is responsible for assigning a unique 12-character number to each reported pilot deviation. The first character is P, for Pilot Deviation. The second and third characters are the abbreviation of the FAA region in which the deviation occurred:

<table>
<thead>
<tr>
<th>AL</th>
<th>NE</th>
<th>CE</th>
<th>NM</th>
<th>EA</th>
<th>SO</th>
<th>GL</th>
<th>SW</th>
</tr>
</thead>
<tbody>
<tr>
<td>Alaskan</td>
<td>New England</td>
<td>Central</td>
<td>Northwest Mountain</td>
<td>Eastern</td>
<td>Southern</td>
<td>Great Lakes</td>
<td>Southwest</td>
</tr>
</tbody>
</table>

The fourth character identifies the type of facility completing the form:

- C- ARTCC
- F- AFSS or FSS
- Z- FSDO or Other
- R- TRACON
- T- ATCT

For combined TRACON and ATCT operations, use the character for the tracon or ATCT reporting the pilot deviation.

The fifth through seventh characters are the facility location identifier (see FAA Order 7350.6), e.g., ZNY; or FSDO ID, e.g., 025. The eighth and ninth characters are the calendar year in which the incident occurred, e.g., 03 for 2003.

The last three characters are the sequential incident report number for the year, by reporting facility and type of incident (e.g., pilot deviations would be numbered 001 to 999 in 2003 at a given facility).

III. Abbreviations

The following abbreviations are used:

- AFSS - Automated Flight Service Station
- ARAC - Army Radar Approach Control
- ARTCC - Air Route Traffic Control Center
- ATCT - Airport Traffic Control Tower
- CFR - Code of Federal Regulations
- FSDO - Flight Standards District Office
- FSS - Flight Service Station
- GPS - Global Positioning System
- HATR - Hazardous Air Traffic Report
- MSL - Mean Sea Level
- NDB - Nondirectional Beacon
- RAPCON - Radar Approach Control
- RATCF - Radar Air Traffic Control Facility
- TACAN - Tactical Air Navigation
- TCAS - Traffic Alert and Collision Avoidance System
- Tracon - Terminal Radar Approach Control
- VOR - Very High Frequency Omni Directional Range Station