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<p>Title: FY 25 South Carolina FSDO Report – 3rd Quarter</p>		<p>Effective Date: July 18, 2025</p>	<p>Page 1 of 39</p>

FY 25 South Carolina FSDO Report – 3rd Quarter



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<p>Title: FY 25 South Carolina FSDO Report – 3rd Quarter</p>		<p>Effective Date:</p> <p>July 18, 2025</p>	<p>Page 2 of 39</p>

Introduction and Purpose:

Today, the Federal Aviation Administration (FAA) maintains 80 Flight Standards District Offices (FSDO) covering 77 geographical areas. The [South Carolina FSDO](#), Summer Lake Drive, West



Columbia - adjacent to the Columbia Metropolitan Airport (CAE) - exercises jurisdiction over South Carolina. The office, which is currently staffed by 26 essential personnel, is under the direction of Manager Steven Petrossian. Typical responsibilities of the SC FSDO and other FSDOs

include, but are not limited to:

- Low Flying Aircraft Investigations
- UAS Operations Investigations
- Accident/Incident Investigations
- Air Carrier Certification and Operations
- Aircraft Maintenance Issues
- Aircraft Operational Issues
- Aircraft Special Flight Authorization Permits
- Airmen Certification (Pilots, mechanics, repairmen, dispatchers, and parachute riggers)
- Certification and Modification Issues
- Enforcement of Regulations
- Uncertified Air Charter Investigations
- Aviation Safety Education Outreach

Moreover, the office maintains close working relationships with local, state, and other federal entities to provide timely responses to stakeholder issues and concerns, to ensure aviation safety, and to

MANAGER'S SIDEBAR




In consideration of the recent aviation tragedies in Washington, DC and New York, we certainly understand the safety concerns that many have. To reassure our aviation community and the public, the SC FSDO inspector cadre has implemented additional inspections for Commercial Operator and Air Carrier Certificate Holders. Inspectors have also increased surveillance activities on Commercial Air Tour Authorization Holders.

Moreover, we continue to deploy our FSDO FAA Safety Team (FAASTeam) Representatives and Program Managers to conduct additional Safety Seminars and Pilot/ATC Forums. In fact, these seminars are part of the agency's "Call to Action 2025" National Airspace safety campaign. So, please make sure that your [FREE](#) account at [FAASafety.gov](#) is current so that you know about these upcoming events and forums. We look forward to seeing you at these events.

Also, to reduce the strain on our Designated Pilot Examiners (DPE) resources and to reduce the waiting times for practical tests, the agency initiated [Notice 8900.723](#). This notice reduced the level of surveillance previously required for pilot schools to obtain examining authority approval. Currently, only 14% of Part 141 pilot schools hold examining authority for at least one approved training course. So, we encourage all pilot schools to review the requirements to obtain examining authority.

As always, thanks for your time and commitment to aviation safety. If I can be of assistance, please contact me at the number below.

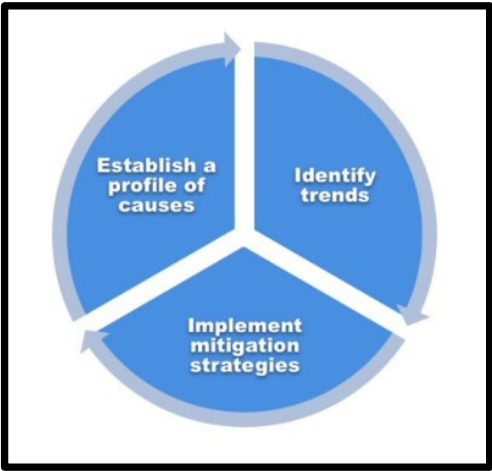
Steven Petrossian
Manager, SO13
(803) 451-2630

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<p>Title: FY 25 South Carolina FSDO Report – 3rd Quarter</p>		<p>Effective Date: July 18, 2025</p>	<p>Page 3 of 39</p>

support the FAASTeam Mission Statement of “**Improving the Nation’s aviation accident rate by conveying safety principles and practices through training, outreach, and education, while establishing partnerships and encouraging the continual growth of a positive safety culture within the aviation community.**”

Therefore, in support of this mandate the purpose of the SC FSDO report is to:

- Identify General Aviation accidents, incidents, runway incursions and pilot deviations and **establish a profile of causes**
- To provide a comprehensive and detailed analysis of pertinent aviation events and **identify trends**
- To provide realistic assessments and **implement mitigation strategies** to ensure an acceptable level of safety for airmen and the public



Scope:


In addition to distribution to FAA personnel, SO-13 personnel will provide the report to DPEs, FAASTeam Representatives, and DMEs. Moreover, in the interest of aviation safety and aviation education outreach FAASTeam personnel will readily disseminate the report to other interested parties upon request.

Respectfully Submitted by:

James L Cline, FPM (OPS)


Date



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Title: FY 25 South Carolina FSDO Report – 3rd Quarter		Effective Date: July 18, 2025	Page 4 of 39

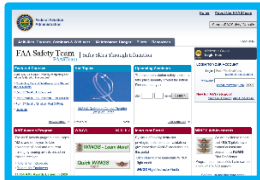
Revision History

Rev	Description of Change	Effective Date
0	Original	07/18/2025
1	Added SC FSDO Website Link	07/18/2025

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<div>Title: FY 25 South Carolina FSDO Report – 3rd Quarter</div>		<div> <div>Effective Date:</div> <div>July 18, 2025</div> </div>	<div> <div>Page 5 of</div> <div>39</div> </div>

Useful Links

- [SC FSDO Homepage](#)
- [FAA Homepage](#)
- [Safe Air Charter Operations](#)
- [FAA Safety Briefing Magazine](#)
- [UAS](#)
- [FAA YouTube](#)
- [Part 135 Certification Videos](#)
- [FAASafety.gov](#)



Employee Spotlight



James Dangerfield

As an A&P and AI with Part 133 and 137 Certificate Holders as well as the SC National Guard, Inspector (A/W) Dangerfield’s helicopter maintenance experience ranges from the AH-64 and AH-1S to the Airbus AS-350 and Bell 407 - with many more in between.

Currently serving in the SC National Guard as the Deputy Signal Officer at the rank of LTC, the *Embry Riddle* Alumnus (B.S., Professional Aviation) onboarded with the FAA in 2014. James’ vast reservoir of civilian and military experience, complemented with his demonstrated expertise in Aircraft Maintenance (A.S., *Trident Technology*), have provided the skill set to ensure operators maintain regulatory compliance and continuous operational safety.

Transitioning to the FAASafetyTeam as a FAASafetyTeam Program Manager (FPM), James’ passion for aviation safety is manifest in his ability to successfully engage in training, outreach, and education through webinars and seminars. Moreover, his effective management of our talented cadre FAASafetyTeam Reps has been integral in maintain a positive safety culture.

James resides in North Charleston and enjoys spending time with his wife Janet and daughters Katlyn and Grace. Hobbies include biking, snow skiing, and church activities.


	<h1 style="text-align: center;">AVS</h1> <h2 style="text-align: center;">Quality Management System</h2>	<p style="text-align: center;">QPM # AFG-400 SO13-024</p>	<p style="text-align: center;">Revision 0</p>
<p>Title: FY 25 South Carolina FSDO Report – 3rd Quarter</p>		<p>Effective Date: July 18, 2025</p>	<p>Page 6 of 39</p>

Table of Contents


- 1. [Objective and Purpose](#)
 - 1.1. Aviation Safety and FAA Goal
 - 1.2. Mitigation of Safety Risk

- 2. [Data Sources and Collection](#)
 - 2.1. **SPAS** - Safety Performance Analysis Subsystem
 - 2.2. **ATQA** - Air Traffic Quality Assurance via the SPAS portal
 - 2.3. **NTSB** - National Transportation Safety Board via the SPAS portal
 - 2.4. **CEDAR** - Comprehensive Electronic Data Analysis and Reporting
 - 2.5. **EON DRA** - Emergency Operations Network Daily Report Application
 - 2.6. **Tableau®** - Software Program Utilized for Data Compilation and Analysis
(used when data upload was current)

- 3. [Executive Summary](#)
 - 3.1. **Accident/Incident Data**
 - 3.1.1. SC FY 2025 – 3rd Qtr. Phase of Flight
 - 3.1.2. SC FY 2025 – 3rd Qtr Causal Factors
 - 3.2. **Preliminary Pilot Deviations**
 - 3.2.1. SC FY 2024 4th Qtrs; FY 2025 1st, 2nd, & 3rd Qtrs
 - 3.2.2. Deviation Categories
 - 3.3. **Wildlife Strikes**
 - 3.3.1. SC FY 2025 – 3rd Qtr
 - 3.4. **Laser Events**
 - 3.4.1. SC FY 2025 – 3rd Qtr
 - 3.5. **UAS Reported Events**
 - 3.5.1. SC FY 2025 – 3rd Qtr
 - 3.5.2. UAS Accidents – 3rd Qtr

- 4. [Overview and Analysis](#)
 - 4.1. **Accident and Incident Data**
 - 4.1.1. SC FY 2024 4th Qtr; FY 2025 1st, 2nd, & 3rd Qtrs
 - 4.1.2. SC FY 2025 3rd Qtr – April, May, June
 - 4.1.3. SC FY 2025 3rd Qtr – Phase of Flight
 - 4.1.4. SC FY 2025 3rd Qtr – Causal Factors

 - 4.2. **Pilot Deviation (PD) & Vehicle/Pedestrian Deviation (VPD) Data**

	<h1 style="text-align: center;">AVS</h1> <h2 style="text-align: center;">Quality Management System</h2>	<p>QPM # AFG-400 SO13-024</p>	<p>Revision 0</p>
<p>Title: FY 25 South Carolina FSDO Report – 3rd Quarter</p>		<p>Effective Date: July 18, 2025</p>	<p>Page 7 of 39</p>

- 4.2.1. SC FY 2024 4th Qtr; FY 2025 1st, 2nd, & 3rd Qtrs
- 4.2.2. ADS-B
- 4.2.3. SC FY 2025 – 3rd Qtr – April, May, June
- 4.2.4. SC FY 2025 – 3rd Qtr – Deviation Categories

4.3. **Wildlife Strikes**

- 4.3.1. SC FY 2025 – 3rd Qtr

4.4. **Laser Events**

- 4.4.1. SC FY 2025 – 3rd Qtr

4.5. **UAS Reported Events**

- 4.5.1. SC FY 2025 – 3rd Qtr
- 4.5.2. UAS Accidents – 3rd Qtr

5. **Hazard Identification, Risk Assessment, Mitigation Strategies, and Metrics**

- 5.1. **Hazards.** The report will focus on three primary hazards: Pilot/Aircraft Causal Factors in Accident/Incidents; Pilot Errors in Pilot Deviations; and Wildlife Strikes.

5.1.1. **Hazard Area 1 – Pilot/Aircraft Causal Factors in Accidents/Incidents**


- 5.1.1.1. Hazard Statement
- 5.1.1.2. Risk Assessment
 - 5.1.1.2.1. Severity
 - 5.1.1.2.2. Likelihood
 - 5.1.1.2.3. Risk
- 5.1.1.3. Mitigation Strategies
- 5.1.1.4. Metrics
- 5.1.1.5. WINGS

5.1.2. **Hazard Area 2 – Pilot Errors Resulting in Pilot Deviations**

- 5.1.2.1. Hazard Statement
- 5.1.2.2. Risk Assessment
 - 5.1.2.2.1. Severity
 - 5.1.2.2.2. Likelihood
 - 5.1.2.2.3. Risk
- 5.1.2.3. Mitigation Strategies
- 5.1.2.4. Metrics

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	<h1 style="text-align: center;">AVS</h1> <h2 style="text-align: center;">Quality Management System</h2>	<p>QPM # AFG-400 SO13-024</p>	<p>Revision 0</p>
<p>Title: FY 25 South Carolina FSDO Report – 3rd Quarter</p>		<p>Effective Date: July 18, 2025</p>	<p>Page 8 of 39</p>

5.1.2.5. WINGS

5.1.3. **Hazard Area 3 – Wildlife Strikes**

5.1.3.1. Hazard Statement

5.1.3.2. Risk Assessment

5.1.3.2.1. Severity

5.1.3.2.2. Likelihood

5.1.3.2.3. Risk

5.1.3.3. Mitigation Strategies

5.1.3.4. Metrics

6. [**Safety Program Event Report**](#)

6.1. Webinar and Seminar Metrics

6.2. Webinar and Seminar Events

7. [**FAASTeam Targeted Activities in the District and Beyond**](#)

7.1. Flight School Outreach Events – CHS, MYR

7.2. Pilot/ATC Forum – Charleston Southern University

7.3. CFI/DPE Forum – MYR

7.4. DME Outreach – SC FSDO

8. [**Addendum – Accident/Incident Synopsis**](#)

9. [**Addendum - Pilot Deviation Synopsis**](#)

10. [**Addendum – Pilot Deviation Risk Management Matrix**](#)

11. [**Addendum – Educational Outreach Material – *Report Wildlife Strikes Poster***](#)


12. [**Addendum – Educational Outreach Material – *Report Wildlife Strikes Poster***](#)

13. [**Addendum – Educational Outreach Material – *Uncertified Air Charter Poster***](#)

14. [**Addendum – Educational Outreach Material – *Human Factors Poster***](#)

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<p>Title: FY 25 South Carolina FSDO Report – 3rd Quarter</p>		<p>Effective Date: July 18, 2025</p>	<p>Page 9 of 39</p>


1. Objective and Purpose

- 1.1. **Aviation Safety and FAA Goal.** This report supports the goals of the FAA Flight Plan, the National FAAS Team Performance Plan, and the South Carolina Flight Standards District Office (SC FSDO). The purpose is to identify trends of undesirable events including aircraft accidents, incidents, and pilot deviations within the jurisdiction of the AFG-400, South Carolina Flight Standards District Office (SC FSDO).
- 1.2. **Mitigation of Safety Risk.** The report includes readily discernable charted analyses of historical data in FY 2025 3rd Quarter as well as strategies to mitigate the identified risk and ensure aviation safety. The mitigation plan will allow for targeting event precursors, causal and contributing factors, as well as support the efficient use of limited resources within the district.

2. Data Sources and Collection

- 2.1. **SPAS** - Safety Performance Analysis Subsystem. All data sources are accessed through the SPAS and FAAS Team Data Analysis Tool (FATDAT) portal. The various databases are updated as indicated.
- 2.2. **ATQA** - Air Traffic Quality Assurance via the SPAS portal – Updates, T, W, Thurs, Sun
- 2.3. **NTSB** - National Transportation Safety Board via the SPAS portal – Updates Weekly
- 2.4. **CEDAR** – Comprehensive Electronic Data Analysis and Reporting
- 2.5. **EONDRA** – Emergency Operations Network Daily Report Application – FAAS Team Program Managers (FPM) analyze and assess data daily and brief management concerning occurrences, incidents, and accidents
Tableau® - Software Program Utilized for Data Compilation and Analysis. *Only used when data upload was current.*

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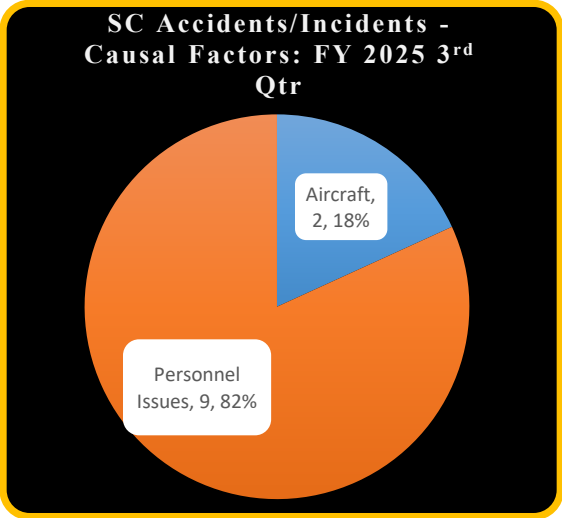
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<p>Title: FY 25 South Carolina FSDO Report – 3rd Quarter</p>		<p>Effective Date:</p> <p>July 18, 2025</p>	<p>Page 10 of 39</p>

3. **Executive Summary (For Amplified Data – Refer to Section 4).**

3.1. Accident/Incident Data. The data indicated an increasing trend that began in FY 2024 4th. 3rd Qtr data indicated **seven** incidents and **four** accidents; all were Part 91 operations. **There were no fatalities**. The data does not include accidents/incidents involving *only* UAS aircraft.

3.1.1. SC FY 2025 3rd Qtr – Phase of Flight. 82% of the events occurred during the Takeoff and Landing phases.

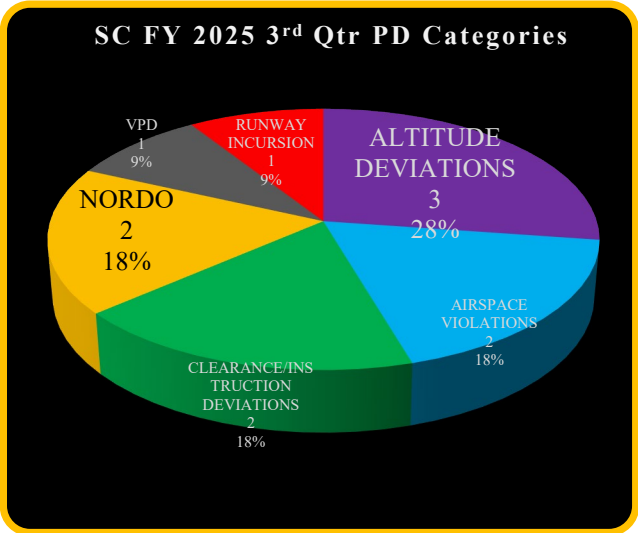
3.1.2. SC FY 2025 3rd Qtr - Causal Factors. Personnel issues accounted for **82%** of the events while Aircraft airworthiness issues were the causal factor in **18%** of the events.




3.2. Preliminary Pilot Deviations. Pilot Deviations (PD) experienced a small uptick from last Qtr. Part 91 operations involved 55% of the PDs; Military and Part 121 operations each accounted for 18%.

3.2.1. FY 2024 4th Qtr; FY 2025 1st, 2nd, & 3rd Qtrs. The data indicates a stabilized trend from FY 24 4th Qtr.

3.2.2. Deviation Categories. Altitude Deviations accounted for the plurality of events with 28%.



3.3. Wildlife Strikes. Nationally, wildlife strikes cause more than 600,000 hours of aircraft downtime and cost the U.S civil aviation industry more than \$625 million every year. Birds account for roughly 98% of all aircraft collisions with wildlife; the remainder is attributed to large mammals, e.g., deer and coyotes, as well as reptiles, e.g., alligators.

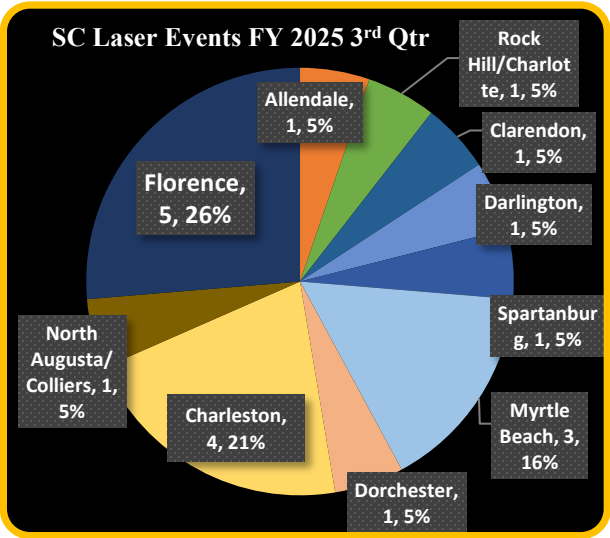
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<p>Title: FY 25 South Carolina FSDO Report – 3rd Quarter</p>		<p>Effective Date: July 18, 2025</p>	<p>Page 11 of 39</p>

Moreover, this data is conservative because experts at the United States Department of Agriculture estimate that only 20% of all collisions between aircraft and wildlife are reported. Charleston Int’l (CHS) and Columbia Metropolitan (CAE) comprised 66% of the reported wildlife strikes.

3.3.1. SC FY 2025 – 3rd Qtr. There were 11 reported strikes, with CHS and CAE each comprising 36%.

3.4. Laser Events. While the FAA remains vigilant in its campaign to heighten public awareness of the serious safety risk posed by lasers pointed at aircraft, nationwide there were 12,840 reports for 2024.

3.4.1. SC FY 2025 – 3rd Qtr. In SC, the plurality – 26% - of the reported 18 lasering events in FY 2025 3rd Qtr. (Calendar Year – April, May, June) occurred in the Florence area.




3.5. UAS Pilot Reported Events

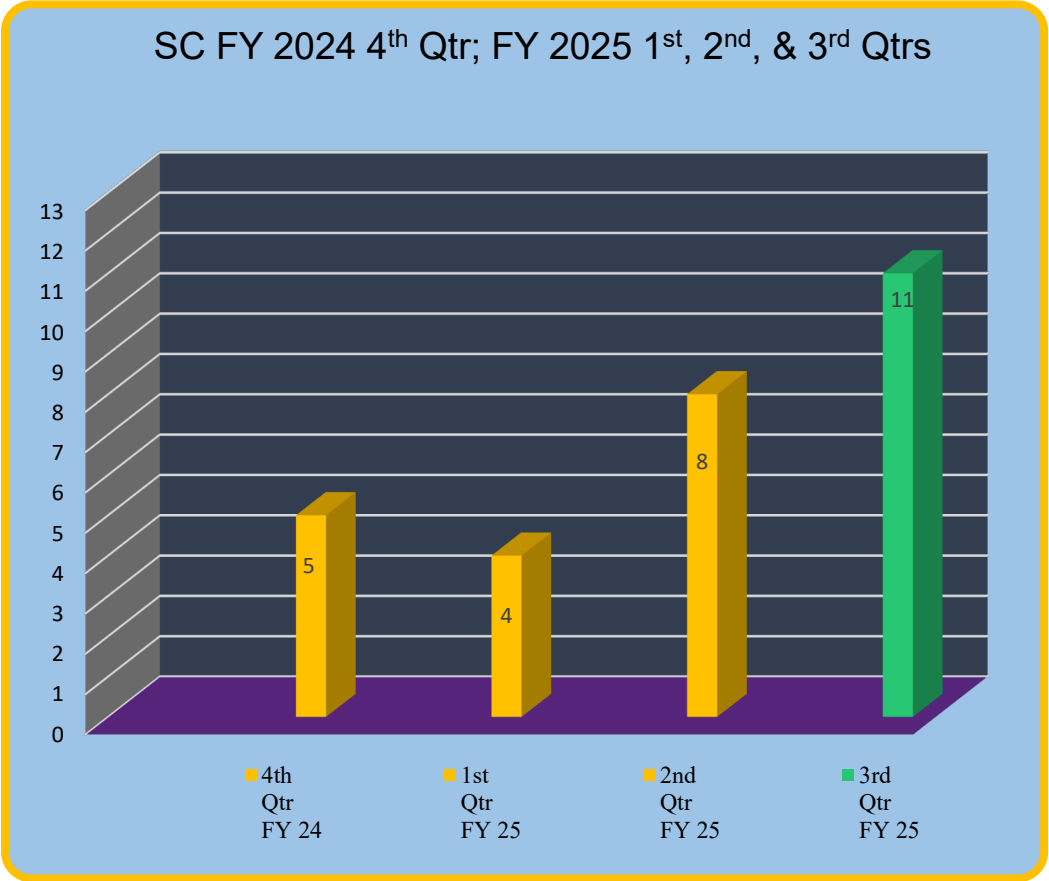
3.5.1. SC FY 2025 – 3rd Qtr. Based on pilot reported and UAS operator information in the EON DRA, there were six reported UAS events.

3.5.2. UAS Accidents – There were no reported UAS reported accidents.


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<p>Title: FY 25 South Carolina FSDO Report – 3rd Quarter</p>		<p>Effective Date: July 18, 2025</p>	<p>Page 12 of 39</p>

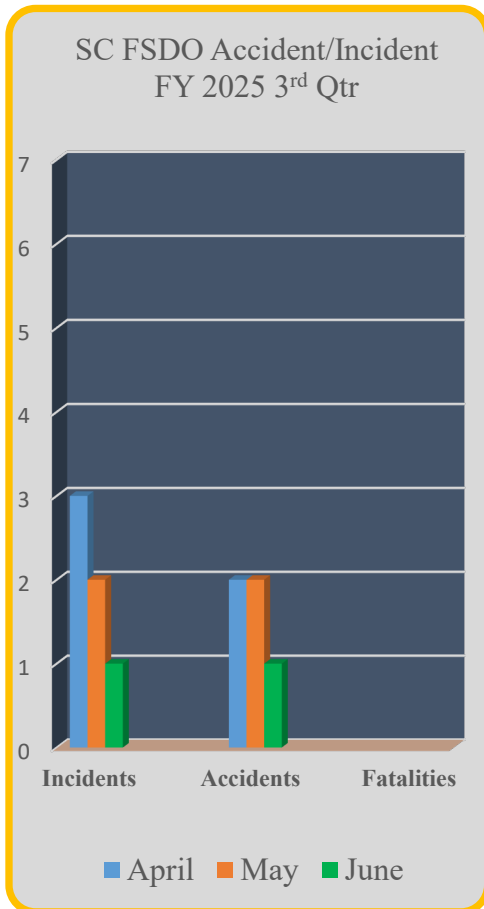
4. Accident and Incident Data
- 4.1.1. FY 2024 4th Qtr; FY 2025 1st, 2nd, & 3rd Qtrs. 3rd Qtr. data revealed **four** accidents and **seven** incidents.



BE F33A - Failure to Extend Gear
 UZA – Rock Hill
 May 2025

	<h1 style="text-align: center;">AVS</h1> <h2 style="text-align: center;">Quality Management System</h2>	<p>QPM #</p> <p>AFG-400 SO13-024</p>	<p>Revision</p> <p style="text-align: center;">0</p>
<p>Title: FY 25 South Carolina FSDO Report – 3rd Quarter</p>		<p>Effective Date:</p> <p>July 18, 2025</p>	<p>Page 13 of</p> <p style="text-align: center;">39</p>

4.1.2. SC FY 2025 3rd Qtr. – April, May, June. As noted in the data, April accounted realized five reported incidents/accidents. There were no fatalities.



BE24 - Loss of Power/Stall
GMU
April 2025




CE182 - Grass Strip Landing Mishap
Ehrhardt (SC55)
April 2025



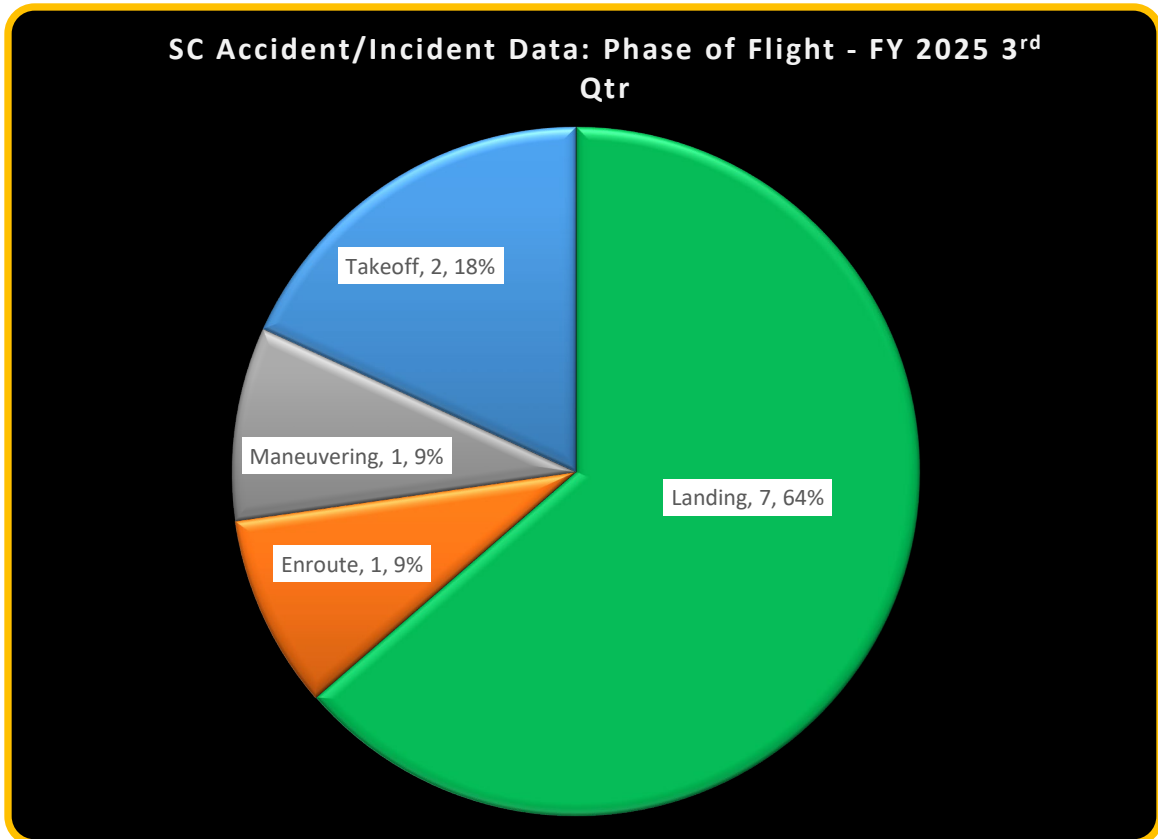
SR22 - Runway Excursion
OGB
June 2025




Experimental - Emergency Landing
Spartanburg, SC
May 2025

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<p>Title: FY 25 South Carolina FSDO Report – 3rd Quarter</p>		<p>Effective Date:</p> <p>July 18, 2025</p>	<p>Page 14 of</p> <p>39</p>

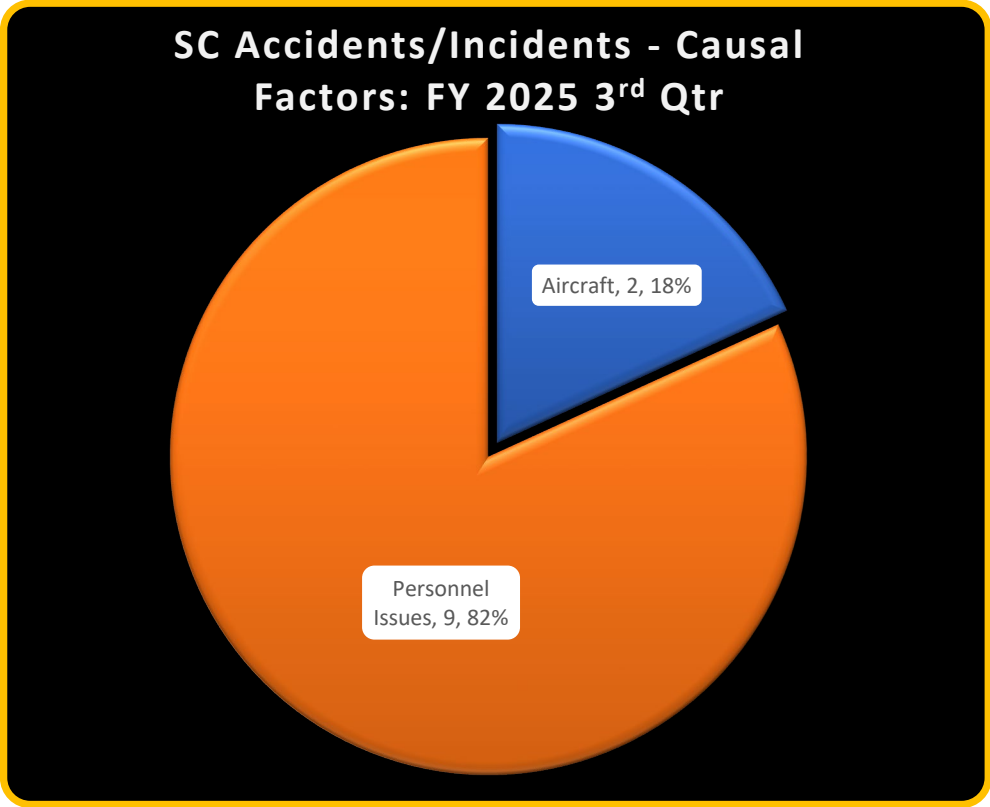
4.1.3. SC FY 2025 3rd Qtr. – Phase of Flight. Data indicates the Landing Phase of Flight accounted for 64% the accidents/incidents.



BE58 - Gear Up Landing
GMU
May 2025

	<h1 style="text-align: center;">AVS</h1> <h2 style="text-align: center;">Quality Management System</h2>	<p>QPM # AFG-400 SO13-024</p>	<p>Revision 0</p>
<p>Title: FY 25 South Carolina FSDO Report – 3rd Quarter</p>		<p>Effective Date: July 18, 2025</p>	<p>Page 15 of 39</p>

4.1.4. **SC FY 2025 3rd Qtr – Causal Factors.** Aircraft issues include, but are not limited to, compliance failures and other airworthiness issues. Aircraft issues contributed to many of the accidents/incidents. Personnel issues include, but are not limited to, skill-based errors, perception errors, and judgment errors. Routine and exceptional violations may also be causal factors. Aircraft issues were causal/contributing factors in only **18%** of the accidents/incidents.



CE402 - Gear Collapse
(AND)
May 2025

AVS Quality Management System

QPM #

AFG-400 SO13-024

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Title: FY 25 South Carolina FSDO Report – 3rd Quarter

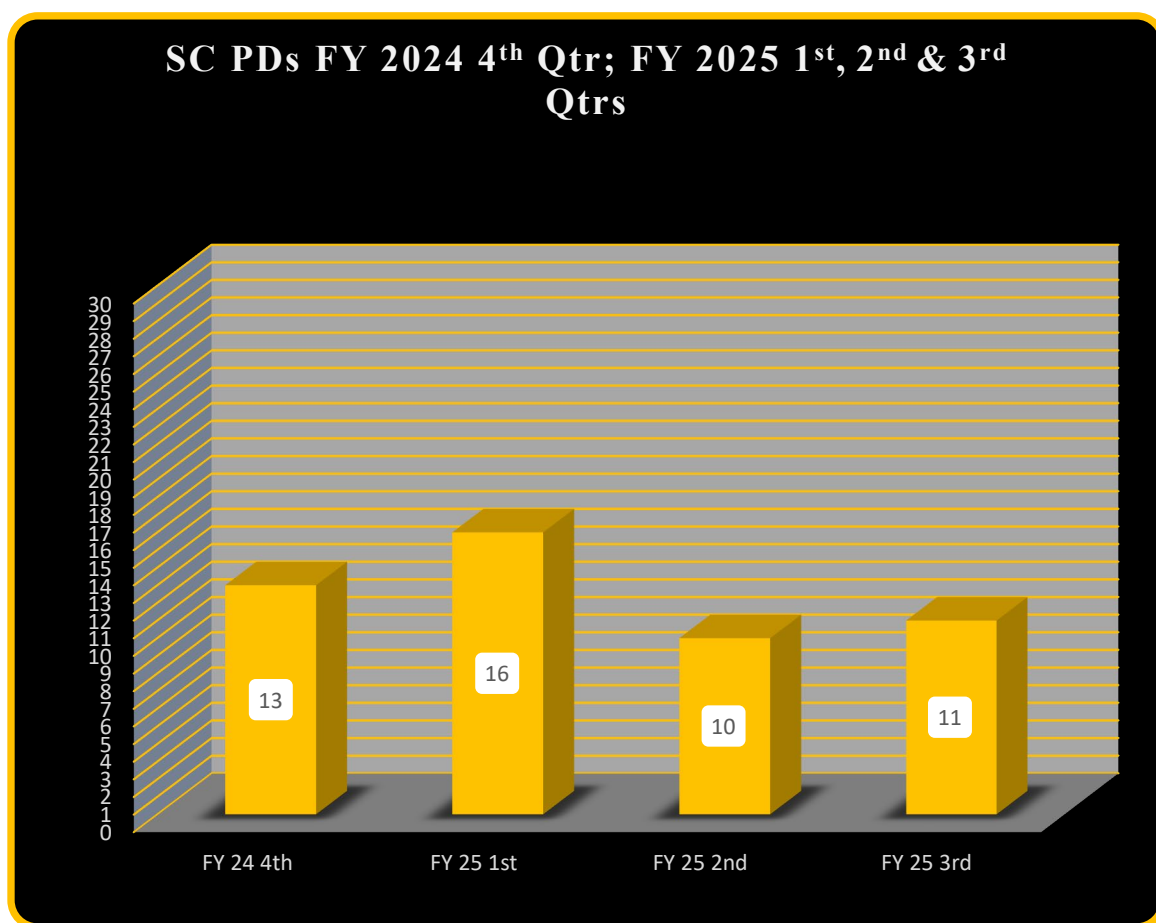
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July 18, 2025

Page 16 of 39

4.2. Pilot Deviation (PD) & Vehicle/Pedestrian Deviation (VPD) Data – Although 4th Qtr experienced a slight uptick, PDs have stabilized for the last four Qtrs.


4.2.1. FY 2024 4th Qtr; FY 2025 1st, 2nd, & 3rd Qtrs. PDs continue the stabilized trend from last Otr.

4.2.2. ADS-B. There were no ADS-B PDs this quarter.

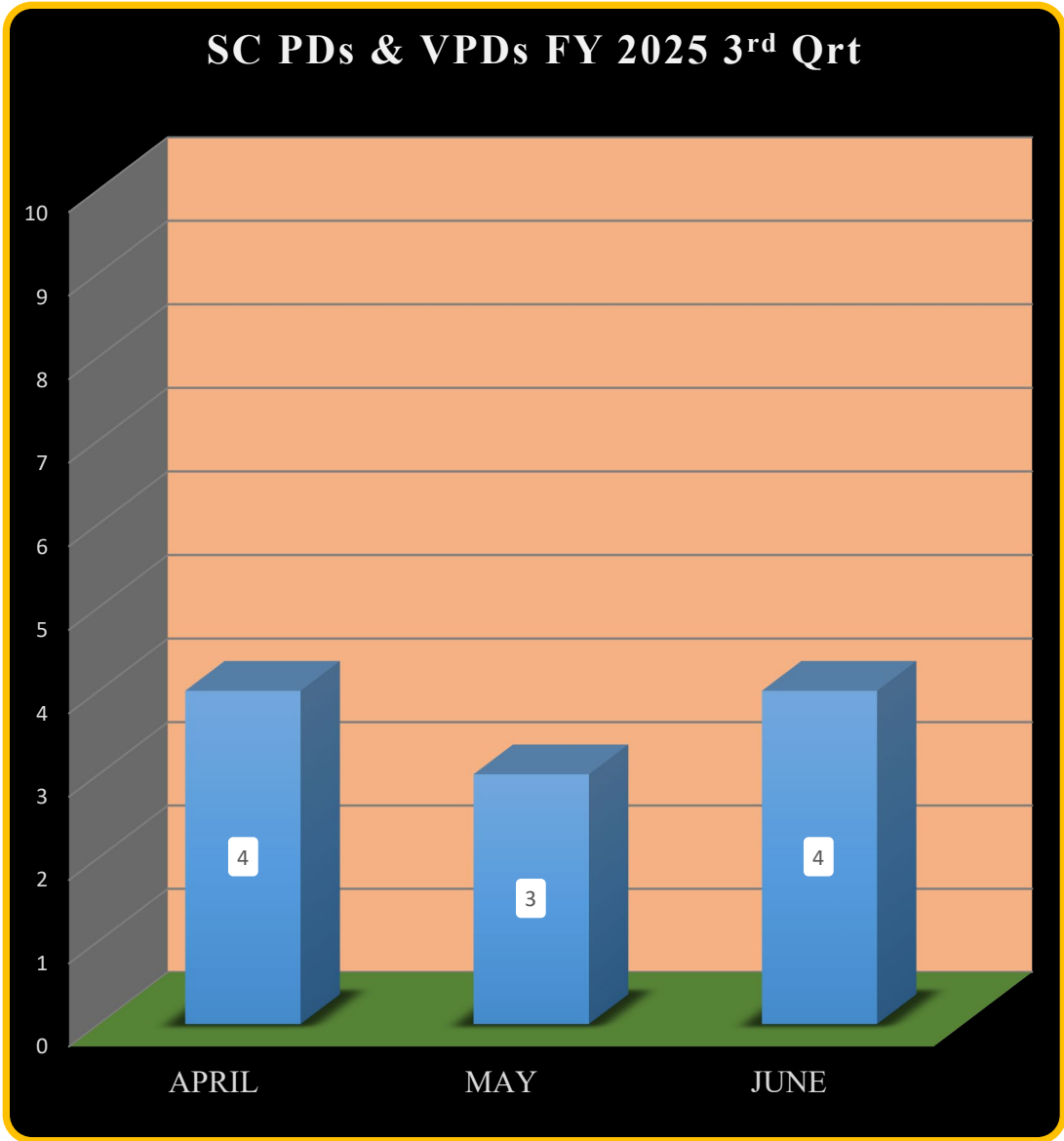



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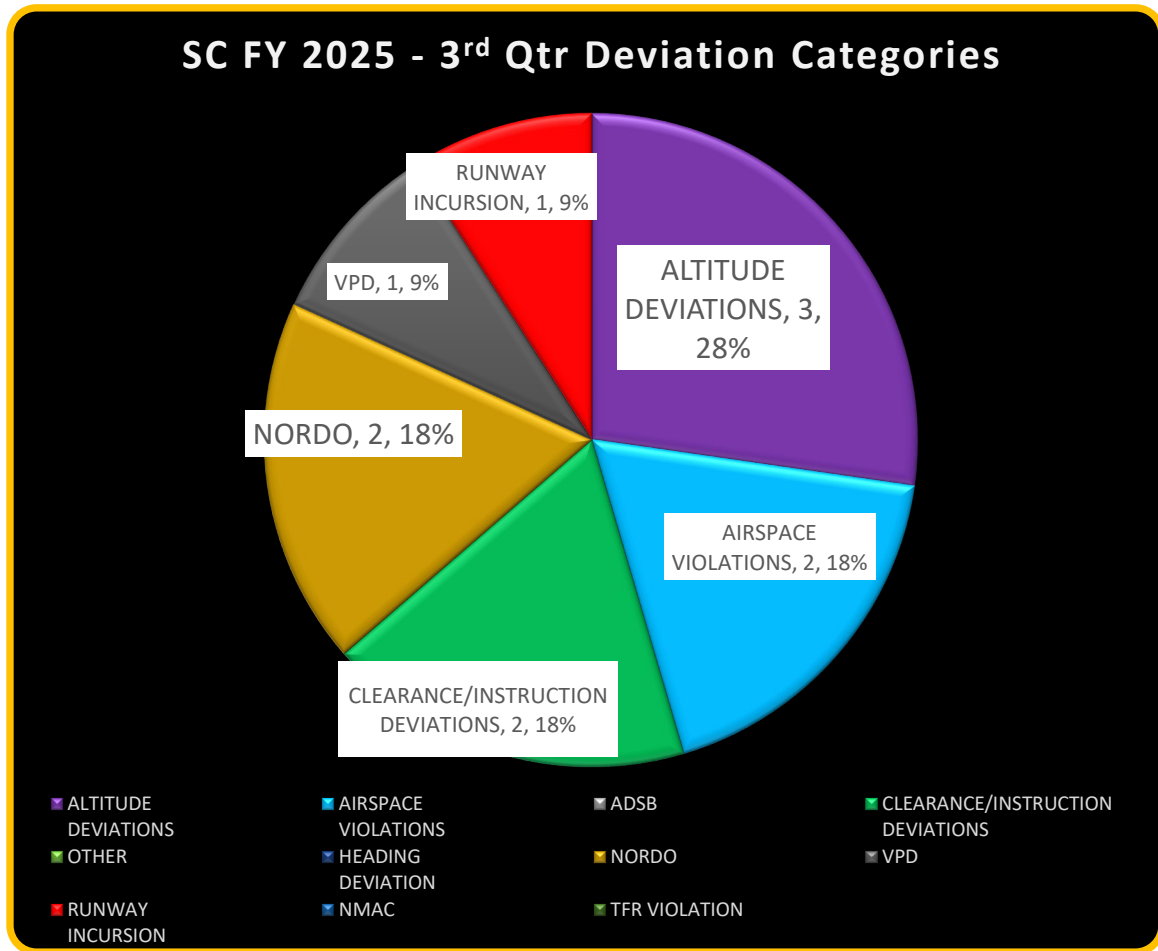
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Title: FY 25 South Carolina FSDO Report – 3 rd Quarter		Effective Date: July 18, 2025	Page 17 of 39

4.2.3. SC FY 2025 3rd Qtr – April, May, June. The data indicated somewhat of an even distribution of PDs throughout the Qtr.




	<h1 style="text-align: center;">AVS</h1> <h2 style="text-align: center;">Quality Management System</h2>	<p>QPM # AFG-400 SO13-024</p>	<p>Revision 0</p>
<p>Title: FY 25 South Carolina FSDO Report – 3rd Quarter</p>		<p>Effective Date: July 18, 2025</p>	<p>Page 18 of 39</p>

4.2.4. SC FY 2025 – 3rd Qtr Deviation Categories. Altitude Deviations accounted for **28%** of PDs this quarter. (See Note below)



¹Note: NORDO - Aircraft that cannot or do not communicate by radio when radio communication is required (FAA ORDER JO7110.65Z).

4.3. Wildlife Strikes. Wildlife strikes with aircraft are increasing in the United States and elsewhere. The number of wildlife strikes reported per year to the FAA increased steadily from about 1,800 in 1990 to 16,000 in 2018. Expanding wildlife populations, increases in number of aircraft movements, a trend toward

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<p>Title: FY 25 South Carolina FSDO Report – 3rd Quarter</p>		<p>Effective Date:</p> <p>July 18, 2025</p>	<p>Page 19 of 39</p>


faster and quieter aircraft, and outreach to the aviation community all have contributed to the observed increase in reported wildlife strikes. As a result of the increase in wildlife strikes, there has been greater emphasis on wildlife strike hazard research and airfield wildlife management.

The United States Department of Agriculture (USDA) Wildlife Services works to reduce wildlife hazards at airports nationwide as part of its mission to minimize wildlife damage to agriculture, property, and natural resource.

Nationally, wildlife strikes cause more than 600,000 hours of aircraft downtime and cost the U.S civil aviation industry more than \$625 million every year. Birds account for roughly 98% of all aircraft collisions with wildlife; the remainder is attributed to large mammals, e.g., deer and coyotes, as well as reptiles, e.g., alligators. ***Moreover, this data is conservative because experts at the United States Department of Agriculture estimate that only 20% of all collisions between aircraft and wildlife are reported.*** And 65% of these events occur during takeoff and landing, with about 5% resulting in aircraft damage.

For additional information, please review the [Wildlife Strikes to Civil Aircraft in the United States 1990 – 2023 Report](#) by the US DOT, FAA, and USDA.

[Report a Wildlife Strike](#)



**Federal Aviation
Administration**

[Home](#) [Report a Strike](#) [Update/Print a Strike Report](#) [Search the Database](#)

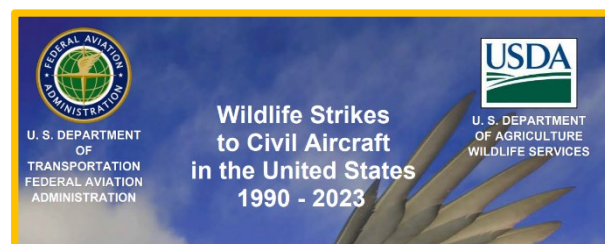
Paperwork Reduction Act Burden Statement

A federal agency may not conduct or sponsor, and a person is not required to respond to, nor shall a person be subject to a penalty for failure to comply with, a collection of information that does not have a currently valid OMB Control Number. The OMB Control Number for this information collection is 2120-0045. Public reporting for this collection of information is estimated to average 1 hour per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, completing and reviewing the collection of information, and reviewing the collection of information. All responses to this collection of information are voluntary. 14 CFR 119.327, Wildlife Hazard Management, requires the FAA to collect wildlife strike data. No this collection of information, including suggestions for reducing this burden to: Information Collection Clearance Officer, Federal Aviation Administration, 10

Report a Strike Report




Deer Strike on Landing at RBW

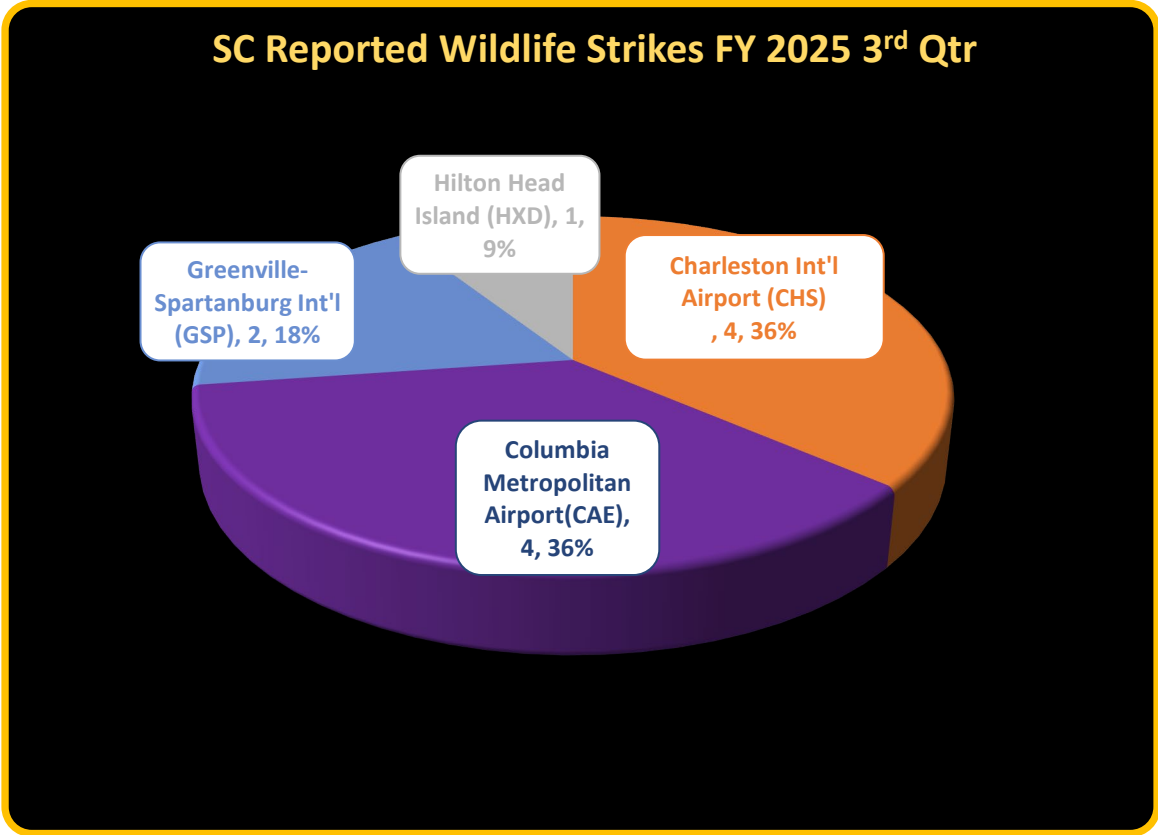



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<p>Title: FY 25 South Carolina FSDO Report – 3rd Quarter</p>		<p>Effective Date: July 18, 2025</p>	<p>Page 20 of 39</p>

SC FY 2025 – 3rd Qtr. In SC, CAE and CHS experienced the vast majority – **72%** - of the reported wildlife strikes.




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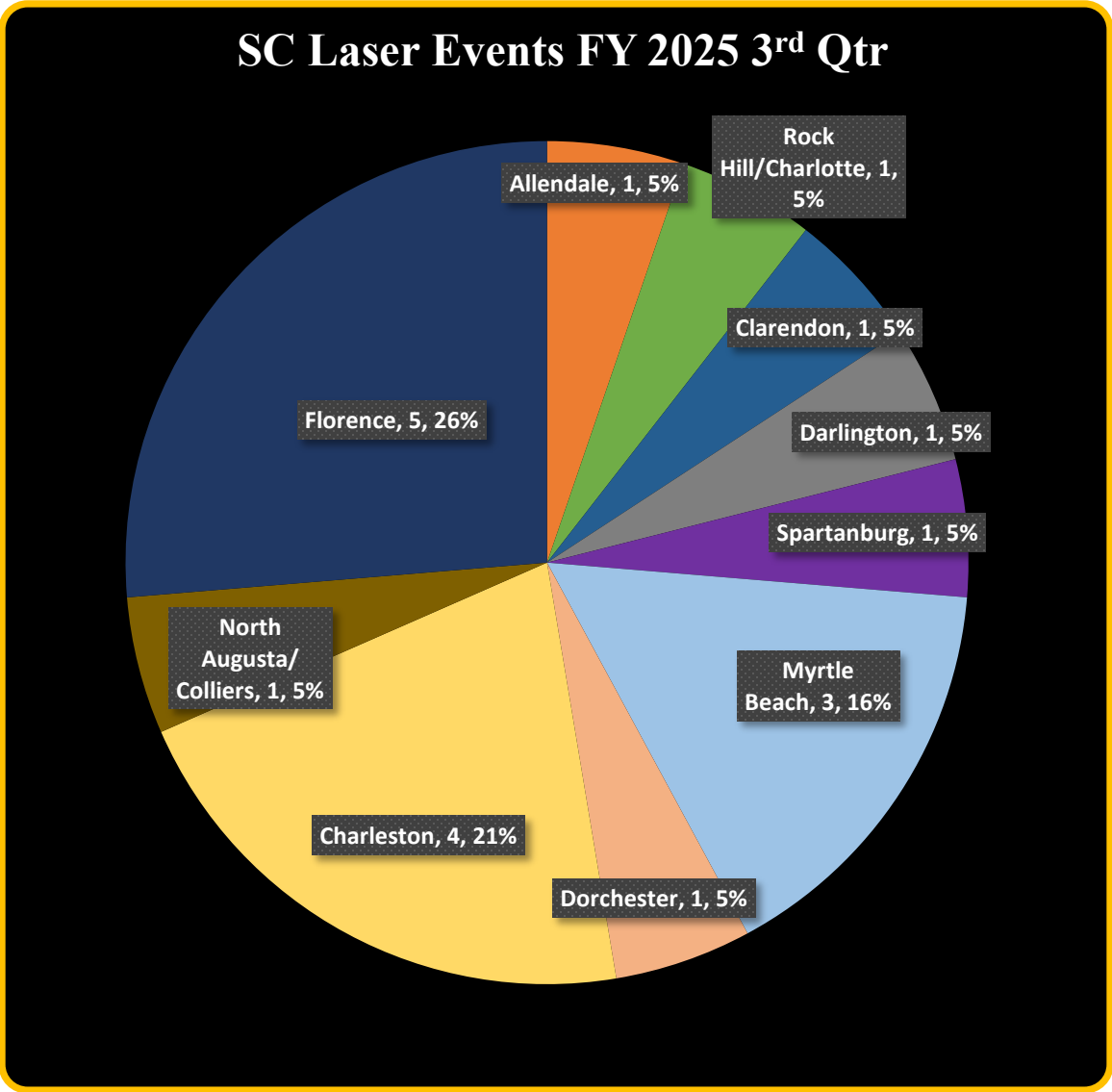
4.4. Laser Events. Pointed to the sky, lasers are a [serious threat](#). Moreover, pointing a laser at an aircraft is a federal crime, and there were [12,840 Laser incidents in 2024](#). Several types of high-powered lasers can completely incapacitate pilots, many of whom are flying airplanes with hundreds of passengers. People who shine lasers at aircraft face FAA fines of up to \$11,000 per violation and up to \$30,800 for multiple laser incidents. Violators can also face criminal penalties from federal, state, and local law enforcement agencies ([FAA Laser Data](#)).


4.4.1. SC FY 2025 3rd Qtr. In SC, the plurality of the pilot *reported 18 laser events* in FY 2025 3rd Qtr. (Calendar Year – April, May, June) occurred in the Florence area. To report a laser incident:

- [Report Laser Incident](#)
- [Mobile Laser Incident Reporting Form](#)
- For more laser data event data, click on [Laser Event Data 2025](#).

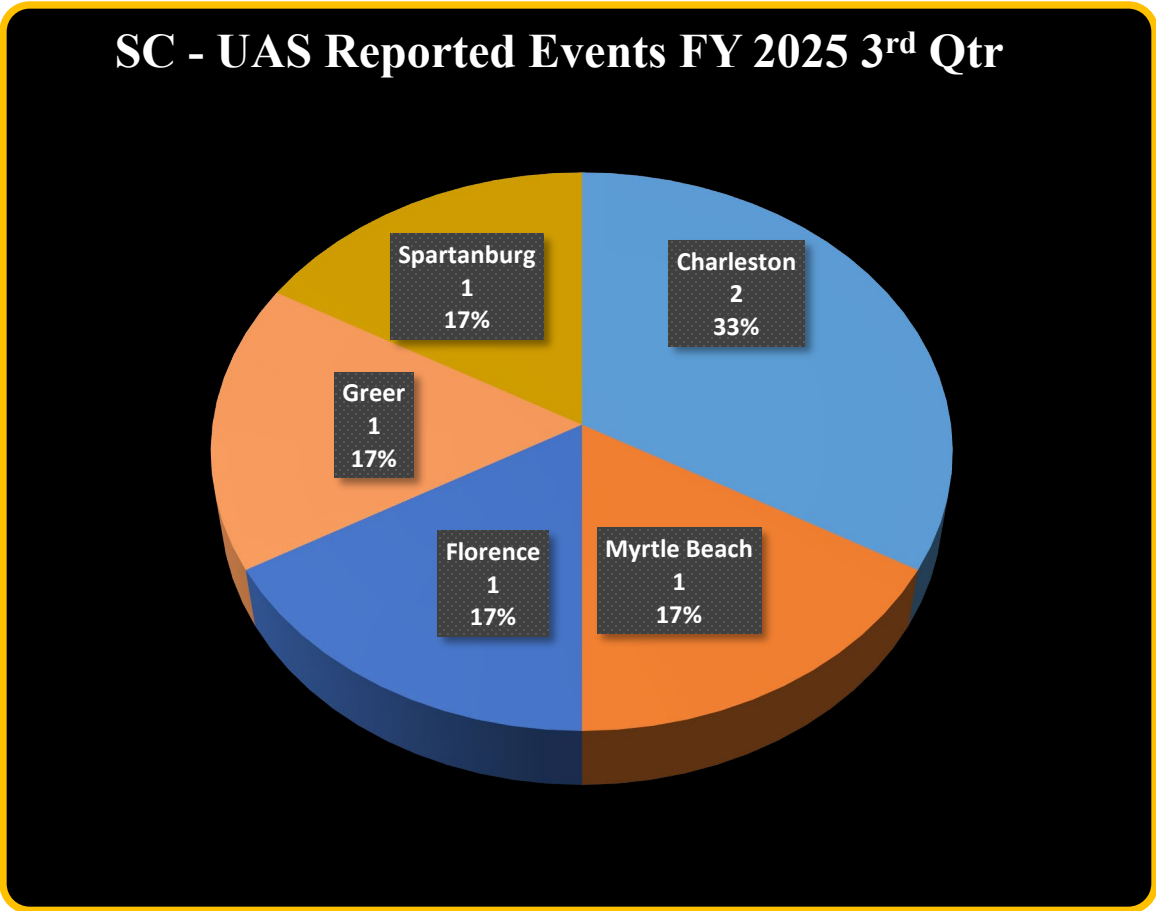
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<p>Title: FY 25 South Carolina FSDO Report – 3rd Quarter</p>		<p>Effective Date: July 18, 2025</p>	<p>Page 22 of 39</p>




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<p>Title: FY 25 South Carolina FSDO Report – 3rd Quarter</p>		<p>Effective Date:</p> <p>July 18, 2025</p>	<p>Page 23 of 39</p>

- 4.5. UAS Reported Events.** These are in-flight events reported by pilots and UAS operators. There were **six** reported UAS events as noted below.
- 4.5.1. SC FY 2025 – 3rd Qtr.**



- 4.5.2. UAS Accidents.** There were no reported UAS Accident(s)/Incident(s) for 3rd Qtr.

Date	Location	Incident/ Accident	CFR	Synopsis of Event
				NA
End of Data				

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<p>Title: FY 25 South Carolina FSDO Report – 3rd Quarter</p>		<p>Effective Date: July 18, 2025</p>	<p>Page 24 of 39</p>

5. Hazard Identification, Risk Assessment, Mitigation Strategies, and Metrics

5.1. The combination of a wide array of aviation activities with transient flight operations presents the potential for a variety of risks and challenges specific to the SC FSDO District. FAASTeam personnel, office personnel, and the management team have analyzed the data. From the various analyses, personnel have identified the following pertinent hazards, assessed the associated risks, and developed the following realistic, pragmatic mitigation strategies to ensure an acceptable level of safety, where feasible, for the airmen and the public.

5.1.1. Hazard Area 1: Pilot/Aircraft Causal Factors in Accidents/Incidents (Decision Errors, Skill Based Errors, Perceptual Errors)

5.1.1.1. Hazard Statement. Accidents/Incidents occurring during the Landing and Takeoff phases of flight accounted for approximately **82%** of the events. Similarly, personnel issues stemming from Decision Errors, Skill Based Errors, and Perceptual Errors were causal factors in **82%** of the events; Aircraft issues accounted for **18%**.

5.1.1.2. Risk Assessment: (See Addendum 8 – Accident/Incident)

5.1.1.2.1. Severity: Catastrophic

5.1.1.2.2. Likelihood: Remote/Possible

5.1.1.2.3. Risk: Major


5.1.1.3. Mitigation Strategies: Personnel consider the Risk Assessment as a parity with national trends. Personnel further consider safety outreach strategies essential to stabilized risk mitigation. The outreach audience may include, but is not limited to, flight schools (Part 61 and Part 141), flying clubs, pilot and/or airport associations, EAA chapters, flight instructors, DPEs, and Commercial Air Tour operators, etc. The FAASTeam will promote On-line courses on Aeronautical Decision Making (ADM) and Risk Management (RM) via *FAASafety.gov*. The FAASTeam will conduct safety outreach events focusing on Loss of Control and Situational Awareness. Personnel will also conduct safety outreach events with topics on ADM and/or Human Factors.

5.1.1.4. Metrics: At a minimum, personnel will ensure completion of the National Performance Plan's (NPP) Safety Outreach events and focused safety campaigns. With available resources, personnel will also conduct additional events, i.e., CFI/DPE and Pilot/ATC Forums, etc.

5.1.1.5. WINGS: Every presentation conducted by the FPMs and/or FAASTeam Representatives will endeavor to include promotion

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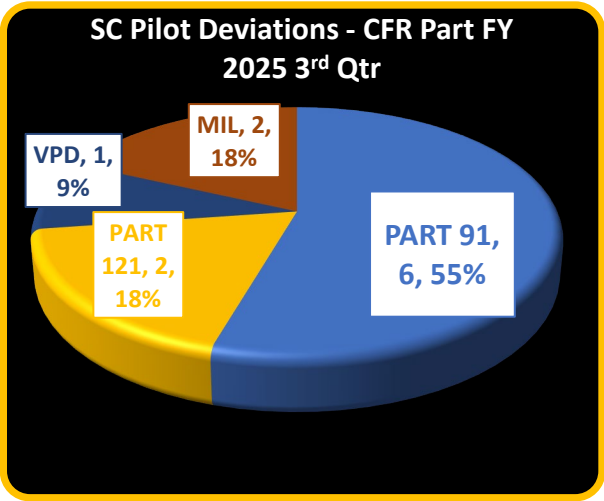
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<p>Title: FY 25 South Carolina FSDO Report – 3rd Quarter</p>		<p>Effective Date: July 18, 2025</p>	<p>Page 25 of 39</p>

of FAASafety.gov, the WINGS program, the AMT Awards program, and recommend the reporting of component failures through the Malfunction and Defect Reports or the Service Difficulty Report systems.

5.1.2. Hazard Area 2 – Pilot Errors Resulting in Pilot Deviations (PD).

5.1.2.1. Hazard Statement. Data indicates that **Part 91** operations comprised **55%** of the Pilot Deviations. The pattern continues: 50% of PDs resulted from NORDO and Altitude Deviations pursuant to the requirements of CFR §91.123 (a)(b).




5.1.2.2. Risk Assessment (See Addendum 9 for PD Synopsis):

- 5.1.2.2.1.** Severity: Major
- 5.1.2.2.2.** Likelihood: Remote/Possible
- 5.1.2.2.3.** Risk: Medium

5.1.2.3. Mitigation Strategies: Personnel consider the Risk Assessment unacceptable. Therefore, the FAASTeam will promote On-line courses on Aeronautical Decision Making (ADM) and Air Traffic Control procedures via FAASafety.gov. FAASTeam FPMs and FAASTeam Representatives will also conduct safety seminars with Pilot/Controller and CFI/DPE Forums in accordance with the Safety Promotion and Program Office NPPs. FAASTeam personnel will continue the robust outreach with Part 61 and Part 141 flight schools.

5.1.2.4. Metrics: At a minimum, personnel will ensure completion of the National Performance Plan’s (NPP) Safety Outreach events and

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<p>Title: FY 25 South Carolina FSDO Report – 3rd Quarter</p>		<p>Effective Date: July 18, 2025</p>	<p>Page 26 of 39</p>

focused safety campaigns. With available resources, personnel will also conduct additional events, i.e., CFI/DPE and Pilot/ATC Forums, etc.

5.1.2.5. WINGS: Every presentation conducted by the FPMs and/or FAASafety Team Representatives will endeavor to include promotion of FAASafety.gov, the WINGS program, the AMT Awards program, and recommend the reporting of component failures through the Malfunction and Defect Reports or the Service Difficulty Report systems.

5.1.3. Hazard Area 3 - Wildlife Strikes.

5.1.3.1. Hazard Statement. Animal strikes continue to pose a significant threat, particularly at CHS and CAE. See addendum 11 for [Wildlife Strikes Educational Outreach](#).

5.1.3.2. Risk Assessment

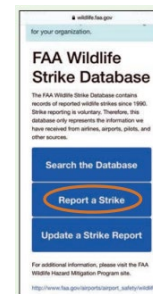
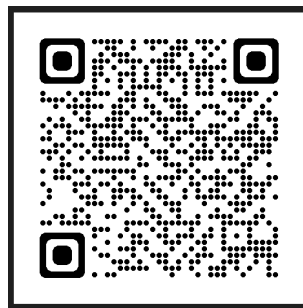
5.1.3.2.1. Severity: Minor to Catastrophic

5.1.3.2.2. Likelihood: Frequent

5.1.3.2.3. Risk: Remote

5.1.3.3. Mitigation Strategies: Personnel will collaborate with the *United States Department of Agriculture* and conduct webinars and continue to distribute “*Wildlife Strikes*” posters and disseminate the following website for timely notification of wildlife strikes:


[Wildlife Strike Reporting and Database](#)



5.1.3.4. Metrics: Personnel will ensure the distribution of “*Wildlife Strikes*” posters at all airports with significant (Addenda 11 and 12) animal strike events. Personnel will conduct webinars with United

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Title: FY 25 South Carolina FSDO Report – 3rd Quarter		Effective Date: July 18, 2025	Page 27 of 39

States Department of Agriculture’s Wildlife Services to reduce safety risks to aviation caused by birds, mammals, and other wildlife.

6. Safety Program Event Report

6.1. Webinar And Seminar Metrics – From 04-01-2025 through 06-30-2025,

FAASTeam Representatives and FPMs conducted the following events to support the National Program Plan (NPP) and the National “*Increased Surveillance 2025*” and “*Call to Action 2025*” focused safety campaigns.

TOTAL EVENTS	34
TOTAL ATTENDEES	991
Average Attendees	29
Mode (Most Frequent Value) Attendees	26
Median (Middle Value) Attendees	17
Maximum Attendance	350
Minimum Attendance	2




FAASTeam Reps. Dan Manus & Chris Peterson
CSU, Charleston
April 2025



FAASTeam Rep. Gary Burleson
MYR – Topic of the Month
April 2025

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Title: FY 25 South Carolina FSDO Report – 3rd Quarter		Effective Date: July 18, 2025	Page 28 of 39

6.2 Webinar and Seminar Events: 04-01-2025 through 06-30-2025


Event Title	Event Date	Select Number (#)	Attendance
<i>Prevent Runway Incursions PLUS Line Up and Wait</i>	4/1/2025 12:00	SO13136117	7
<i>CSU Quarterly Safety Meeting</i>	4/2/2025 16:00	SO13136380	93
<i>2025 Cooper River Bridge Run Air Ops Meeting</i>	4/4/2025 12:00	SO13136293	11
<i>Prevent Runway Incursions PLUS Line Up and Wait</i>	4/8/2025 17:00	SO13135796	23
<i>Prevent Runway Incursions PLUS Line Up and Wait</i>	4/10/2025 14:00	SO13136095	15
<i>Dirty Dozen for Operator and Agencies Ethos Energy</i>	4/11/2025 12:00	SO13136480	42
<i>Dirty Dozen for Operator and Agencies</i>	4/22/2025 9:00	SO13136678	30
<i>Dirty Dozen for AMT Students</i>	4/22/2025 11:00	SO13136544	13
<i>Dirty Dozen for AMT Students-Trident Tech</i>	4/22/2025 15:00	SO13136677	14
<i>April 2025 Topic of the Quarter - Stabilized Approaches</i>	4/25/2025 9:00	SO13136566	13
<i>April Topic of the Month - Stabilized Approach and Go Arounds</i>	4/25/2025 9:00	SO13136744	8
<i>April Topic of the Month - Stabilized Approaches and Go-Arounds</i>	4/28/2025 17:30	SO13136417	29
<i>Prevent Runway Incursions PLUS Line Up and Wait</i>	4/30/2025 12:30	SO13136951	26
<i>Prevent Runway Incursions PLUS Line Up and Wait</i>	5/9/2025 12:30	SO13136132	16
<i>Prevent Runway Incursions PLUS Line Up and Wait</i>	5/9/2025 12:30	SO13136132	17
<i>Pilot/ATC Forum - Charleston SC (CHS)</i>	5/10/2025 7:30	SO13135953	27
<i>FAASTEAM Representative Training</i>	5/12/2025 7:00	SO13137183	33

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Title: FY 25 South Carolina FSDO Report – 3rd Quarter		Effective Date: July 18, 2025	Page 29 of 39

Event Title	Event Date	Select Number (#)	Attendance
<i>Donaldson Center - Runway Safety Action Team Meeting</i>	5/15/2025 12:00	SO13134101	26
<i>May Topic of the Month - What is Approval for Return to Service?</i>	5/19/2025 17:30	SO13137095	17
<i>Greenville - Spartanburg Airport (GSP) Virtual Runway Safety Action Team Meeting</i>	5/20/2025 9:00	SO13136671	18
<i>May Safety Topic of the Month</i>	5/22/2025 18:00	SO13137166	2
<i>Hilton Head Island Airport - Runway Safety Action Team Meeting - Hybrid Event</i>	5/27/2025 12:00	SO13134287	18
<i>Aircraft Accident First Responder Training</i>	5/28/2025 7:00	SO13136532	6
<i>Dangerous Maintenance Pitfalls for Helicopters</i>	5/29/2025 12:00	SO13137343	350
<i>AW Designee Meeting</i>	6/3/2025 8:30	SO13137185	15
<i>WINGS Program - Made Easy and Done Right!</i>	6/7/2025 8:00	SO13137233	5
<i>Dirty Dozen for Aircraft Mechanics</i>	6/10/2025 14:30	SO13137735	4
<i>Prevent Runway Incursions PLUS Line Up and Wait</i>	6/13/2025 12:00	SO13136463	9
<i>FAASTeam Flight Instructor / DPE / Pilot Open Forum</i>	6/14/2025 7:30	SO13136438	19
<i>June Topic of the Month -- Regulatory Roadblock Reduction</i>	6/17/2025 17:00	SO13137685	12
<i>June Topic of the Month - Regulatory Roadblock Reduction</i>	6/21/2025 7:30	SO13137479	5
<i>Greenville Downtown Airport Runway Safety Action Team Meeting - Hybrid Event</i>	6/24/2025 10:00	SO13134629	20
<i>June Topic of the Month - Regulatory Roadblock Reduction</i>	6/30/2025 18:30	SO13137475	22
END OF DATA			

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<p>Title: FY 25 South Carolina FSDO Report – 3rd Quarter</p>		<p>Effective Date: July 18, 2025</p>	<p>Page 30 of 39</p>

7. FAASTeam Targeted Activities in the District and Beyond.

- 7.1. *Flight School Outreach Events* – CHS, MYR (May, June 2025)
- 7.2. *Pilot/ATC Forum* – Charleston Southern University (May 2025)
- 7.3. *CFI/DPE Forum* – MYR (June 2025)
- 7.4. *DME Outreach* – SC FSDO (June 2025)



Pilot/ATC Forum
Charleston Southern University
May 2025




FAASTeam Event
ACES Flying School – Rock Hill
April 2025



CFI/DPE Forum
MYR
June 2025



Donaldson Center RSAT
Greenville, SC
May 2025


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Title: FY 25 South Carolina FSDO Report – 3rd Quarter		Effective Date: July 18, 2025	Page 31 of 39

8. Addendum – Accident/Incident Synopsis Data

	DATE	LOCATION	Incident/ Accident	CFR PART	FATAL	REDACTED SYNOPSIS OF EVENT FROM FAA Forms 8020-9 & 8020-23
1	04/13/2025	LQK	Incident	91	No	The pilot in command of the HR3 experienced a ground loop that resulted in a prop strike while landing on Runway 5. There were no injuries.
2	04/13/2025	AIK	Incident	91	No	The pilot in command of the BE23 executed an emergency landing in a field.
3.	04-17-2025	GMU	Accident	91	No	The pilot in command of the BE24 departed from Rwy 01, experienced a loss of power, entered a stall, and subsequently crashed in a field. The pilot was seriously injured.
4.	04-27-2025	SC55 (Ehrhardt)	Accident	91	No	The pilot in command of the CE182 hit a berm at the end of the runway while attempting to land on a grass strip. There were no injuries.
5.	04-30-2025	SPA	Incident	91	No	The pilot in command of the PA28R landed the aircraft in a gear up configuration.
6.	05-15-2025	GMU	Incident	91	No	The pilot in command of the BE-95 landed the aircraft in a gear up configuration on Rwy 28. There were no injuries.
7.	05-18-2025	Greenville, SC	Accident	91	No	The pilot in command of the experimental aircraft landed in a field due to loss of power. There were no injuries.
8.	05-22-2025	UZA (Rock Hill)	Incident	91	No	The pilot in command of the BE F33A landed the aircraft in a gear up configuration.
9.	06-01-2025	AND	Incident	91	No	The CE402 experienced a right main gear failure when landing on Rwy 23. There were no fatalities.
10.	06-09-2025	OGB	Incident	91	No	The pilot in command of the SR22 experienced a runway excursion resulting in damage to the right main gear.
11.	06-28-2025	Pelzer	Accident	91	No	The pilot in command of the CE-150 experienced a hard landing and the aircraft subsequently flipped over. There were no injuries.
<div style="display: flex; justify-content: center; gap: 20px;"> <div style="border: 1px solid black; padding: 5px; background-color: #FFD700;">Accident</div> <div style="border: 1px solid black; padding: 5px; background-color: #00BFFF;">Incident</div> </div>						




CE 150 - Hard Landing, Bounced, Flipped Over
Pelzer (SC43)
June 2025

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Title: FY 25 South Carolina FSDO Report – 3rd Quarter		Effective Date: July 18, 2025	Page 32 of 39

9. Addendum – Pilot Deviation (PD) and Vehicle/Pedestrian Deviation (VPD) Synopsis Data

	DATE	TYPE	CFR	NEAREST AIRPORT	SYNOPSIS OF EVENT FROM ATQA DATABASE (REDACTED FOR PERSONAL IDENTIFIABLE INFORMATION)
1	04-07-2025	Runway Incursion	MIL	GMU	The pilot in command of the Apache 3/AH64 crossed the runway 19 hold short line without ATC authorization. There was no loss of separation.
2	04-10-2025	NORDO	91	CHS	The pilot in command of the Defiant aircraft failed to maintain ATC communications while in Class C airspace. There was no loss of separation.
3	04-17-2025	NORDO	121	CHS	The crew of the A321 failed to maintain ATC communications within Positive Control Airspace. There was no loss of separation (Reported 05-08-20225).
4	05-04-2025	Altitude Deviation	91	CAE	The crew of the LJ60 descended below the ATC assigned altitude without authorization causing a loss of separation with a CRJ9 (Reported 05-20-2025).
5	04-18-2025	Altitude Deviation	MIL	MYR	The crew of the B737 descended below assigned altitude without authorization. There was no loss of separation (Reported 05-28-2025).
6	05-17-2025	Airspace Violation	91	CAE	The pilot in command of the ST75 entered CAE Class C airspace without an ATC authorization (Reported 05-30-2025).
7	05-23-2025	Clearance/Instruction Deviation	91	CRE	The pilot in command of the PA32 failed to follow ATC course instructions while inbound. There was no loss of separation (Reported 06-06-2025).
8.	05-27-2025	Vehicle/Pedestrian Deviation	NA	CHS	An airport service vehicle entered Runway 3 without ATC authorization. There was no loss of separation (Reported 06-13-2025).
9.	06-03-2025	Airspace Violation	NA	MYR	The pilot in command of the RV8 entered Class C airspace without authorization (Reported 07-02-2025).
10	06-22-2025	Altitude Deviation	121	CAE	The crew of the B737 descended below the assigned altitude without ATC authorization. There was no loss of separation (Reported 07-07-2025).
11.	07-11-2025	Clearance/Instruction Deviation	91	MYR	The pilot in command of the CE 177 deviated from ATC instructions. There was no loss of separation (Reported 07-10-2025).
END OF DATA					
NOTE *: NORDO - AIRCRAFT THAT CANNOT OR DO NOT COMMUNICATE BY RADIO WHEN RADIO COMMUNICATION IS REQUIRED (FAA ORDER JO7110.65Z).					

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<p>Title: FY 25 South Carolina FSDO Report – 3rd Quarter</p>		<p>Effective Date:</p> <p>July 18, 2025</p>	<p>Page 33 of 39</p>

10. Addendum - Pilot Deviation Risk Management Matrix

FAA Order 8040.4B – Appendix C, Fig. C-2, and Risk Assessment Work Instruction, QPM #FS-AFB-460-001-W4


SEVERITY LIKELIHOOD		RISK - SEVERITY				
		Minimal 1	Minor 2	Major 3	Hazardous 4	Catastrophic 5
RISK - LIKELIHOOD	Frequent/Almost Certain 5	[Green]	[Yellow]	[Red]	[Red]	[Red]
	Probable/Likely 4	[Green]	[Yellow]	[Yellow]	[Red]	[Red]
	Remote/Possible 3	[Green]	[Green]	[Yellow]	[Red]	[Red]
	Extremely Remote/Unlikely 2	[Green]	[Green]	[Green]	[Yellow]	[Red]
	Extremely Improbable/Rare 1	[Green]	[Green]	[Green]	[Green]	[Yellow]

LEGEND

High Risk [Red]
Medium Risk [Yellow]
Low Risk [Green]

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<p>Title: FY 25 South Carolina FSDO Report – 3rd Quarter</p>		<p>Effective Date: July 18, 2025</p>	<p>Page 34 of 39</p>

Methodology. Personnel reviewed all Pilot Deviations (FAA Form 8020-18) occurring within the jurisdiction of South Carolina from **04-01-2025 through 06-30-2025**. Personnel implemented the following procedure:


1. Analyzed and assessed the appropriate severity and likelihood risk of *each* pilot deviation based on the matrix;
2. Calculated the average of the results and rounded the averages to the nearest whole number; and
3. Assigned risk in accordance with the corresponding numerical value on the matrix (*QPM # FS-AFB-460-001-W4*).

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	<h1 style="text-align: center;">AVS</h1> <h2 style="text-align: center;">Quality Management System</h2>	<p>QPM # AFG-400 SO13-024</p>	<p>Revision 0</p>
<p>Title: FY 25 South Carolina FSDO Report – 3rd Quarter</p>		<p>Effective Date: July 18, 2025</p>	<p>Page 35 of 39</p>


11. Addendum - Educational Outreach Material



	<h1 style="text-align: center;">AVS</h1> <h2 style="text-align: center;">Quality Management System</h2>	<p>QPM # AFG-400 SO13-024</p>	<p>Revision 0</p>
<p>Title: FY 25 South Carolina FSDO Report – 3rd Quarter</p>		<p>Effective Date: July 18, 2025</p>	<p>Page 36 of 39</p>

12. Addendum - Educational Outreach Material



	<h1 style="text-align: center;">AVS</h1> <h2 style="text-align: center;">Quality Management System</h2>	<p>QPM # AFG-400 SO13-024</p>	<p>Revision 0</p>
<p>Title: FY 25 South Carolina FSDO Report – 3rd Quarter</p>		<p>Effective Date: July 18, 2025</p>	<p>Page 37 of 39</p>

13. Addendum - Educational Outreach Material

Something not Quite Right?

The FAA needs your help to identify, report and shut down illegal air charter operators. No matter how they're disguised, illegal air charters are a threat to safety.

✈️ Flight Sharing ✈️ Air Sharing ✈️ Time Sharing ✈️ Leasing Pool

Ensure Your Safety
When paying for an Air Charter, ask to see the Operator's Air Carrier or Operating Certificate.

 @FAA
  @FAANews
  @FAANews


faa.gov/go/fsdo
faa.gov/go/safeaircharter
hotline.faa.gov

avoidillegalcharter.com



Federal Aviation Administration


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<p>Title: FY 25 South Carolina FSDO Report – 3rd Quarter</p>		<p>Effective Date: July 18, 2025</p>	<p>Page 38 of 39</p>

14. Addendum - Educational Outreach Material



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Title: FY 25 South Carolina FSDO Report – 3rd Quarter		Effective Date: July 18, 2025	Page 39 of 39

END OF REPORT