



AVS Quality Management System

QPM #
AFG-400 SO13-024

Revision
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FY 26 South Carolina FSDO Report – 1st Quarter



Runway Safety Pilot Simulator

Runway Safety Website

Informational Letter to Pilots



Help Us Improve
Please Take the
SC FSDO Survey



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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

MANAGER'S SIDEBAR



As you may be aware, the FAA doesn't have the resources to perform all the activities to keep up with an expanding aviation industry. Thus, it is essential for the agency to use designees for routine certification tasks. This allows the FAA to focus its limited resources on safety critical certification issues as well as new and novel technologies.

To grant this authority to organizations, companies and persons, the FAA utilizes the [Organization Designation Authorization \(ODA\) program](#). The regulatory authority for this program is found in Title 14 of the Code of Federal Regulations (14CFR) Part 183, Subpart D, Sections 183.41 through 183.67. For more information on Types of ODA authorizations, please visit the following: [Types of Organizational Designation Authorizations](#).

For example, two common ODA designees used by many stakeholders are the [Designated Pilot Examiner](#) and [Designated Airworthiness Representative](#). Click on the links for more information about these essential resources. Additionally, to address backlogs and inefficiency, the ODA has also permitted qualified entities such as Part 141 Pilot Schools to conduct certifications as well.

To improve oversight, consistency, service delivery (e.g., scheduling practical tests with DPEs) and safety, the FAA is reorganizing its ODA program through updated policies, new training requirements, and restructuring. Key changes include updated procedures in the [Order 8100.15C](#) and new training for ODA unit personnel mandated by the [FAA Reauthorization Act of 2024](#).

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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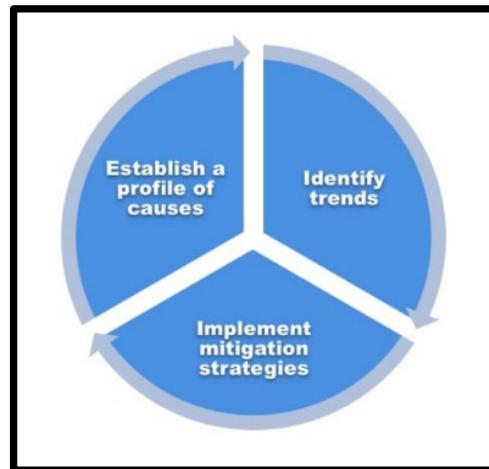
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to support the FAASTeam Mission Statement of **“Improving the Nation’s aviation accident rate by conveying safety principles and practices through training, outreach, and education, while establishing partnerships and encouraging the continual growth 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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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 Jackson

Growing up in Wagener, SC, it wasn't long before Front Line Manager James "Richie" Jackson realized the beckoning call of aviation. And, for 21 years in the SC Army National Guard he answered the call by serving as a rotorcraft mechanic while gaining invaluable expertise and experience in standardization and quality control.

His mechanic experience (A&P and IA) and safety management approach provided the framework to venture into the private sector as rotorcraft mechanic at repair station. FLM Jackson's combination of military and civilian experience provided the essential abilities for his next stop.

On boarding to the FAA in 2016 as an Aviation Safety Technician, the Embry Riddle alumnus (B.S., Information Security) quickly demonstrated his ability in quality management, organization, and safety analyses which enabled him to achieve promotion to Aviation Safety Inspector. Here he established expertise in assuring certificate holders maintain regulatory compliance.

His information integration and quantitative safety analysis skillsets have provided the segue for his current position as Front Line Manager. These core values are vital in responding to the mercurial demands of general aviation safety assurance.

He enjoys golf and working, and resides with his wife, Angelia, in Saluda, SC. They have two children.



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

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

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

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1. Objective and Purpose

1.1. Aviation Safety and FAA Goal. This report supports the goals of the FAA Flight Plan, the National FFASTeam 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 2026 1st 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 FFASTeam 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 – FFASTeam 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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3. Executive Summary (For Amplified Data – Refer to Section 4).

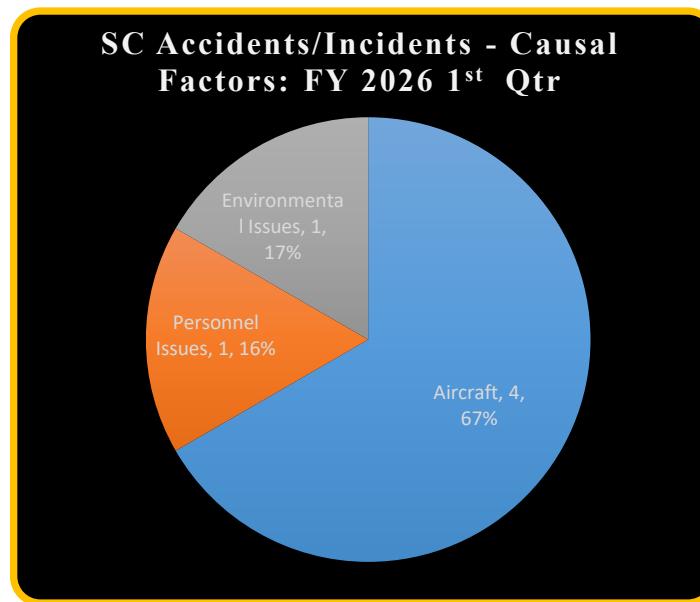
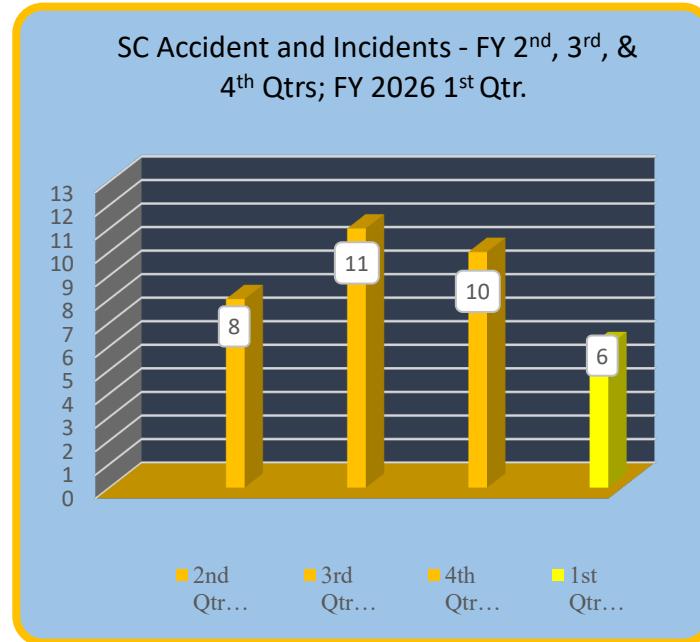
3.1. Accident/Incident Data.

The data indicated a decreasing trend that began in FY 2025 3rd Qtr. 1st Qtr. data indicated four incidents and two accidents; three events were Part 91 operations. **There were no fatalities.** The data does not include accidents/incidents involving *only* UAS aircraft.

3.1.1. SC FY 2026 1st Qtr – Phase of Flight. All events occurred during the Takeoff and Enroute phases.

3.1.2. SC FY 2026 1st Qtr - Causal Factors.

Personnel issues accounted for **16%** of the events while Aircraft airworthiness issues were the causal factor in **67%** of the events.





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3.2. Preliminary Pilot Deviations.

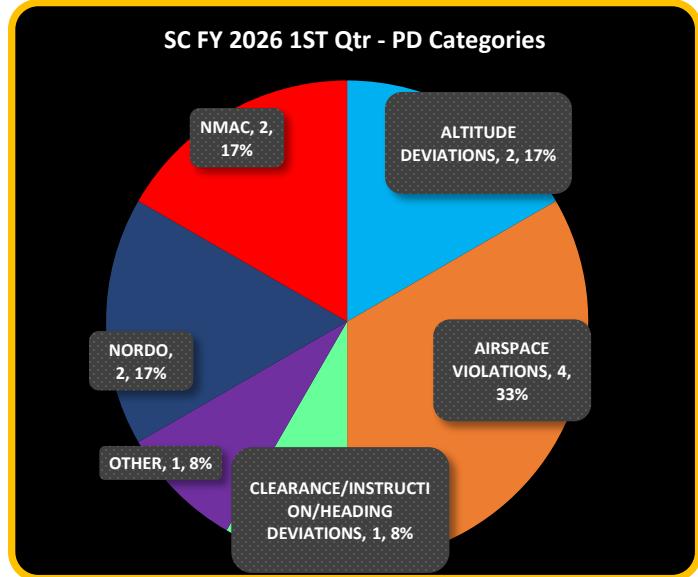
Pilot Deviations (PD) trend has remained stable for the last year Qtr. While Part 91 operations involved 67% of the PDs, Military and Part 121 operations accounted for 8% and 17%, respectively.

3.2.1. FY 2025 2nd, 3rd, 4th Qtrs;

FY 2026 1st Qtr. The data indicates a stabilized trend from FY 25 2nd Qtr.

3.2.2. Deviation Categories.

Airspace Violations accounted for the plurality of events with 33%.



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. *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 2026 – 1st Qtr. There were 13 reported strikes, with MYR comprising 62%.

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.

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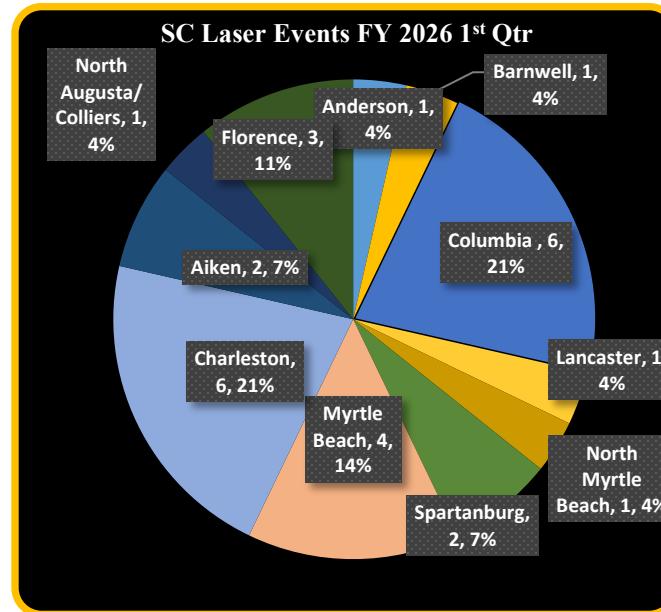
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3.4.1. SC FY 2026 – 1st Qtr.

Qtr. In SC, the plurality – 23% - of the *reported* 26 *lasering* events in FY 2026 1st Qtr. (Calendar Year – October, November, December) occurred in the Columbia area.



3.5. UAS Pilot Reported Events

3.5.1. SC FY 2026 – 1st Qtr.

Based on pilot reported and UAS operator information in the EON DRA, there were **seven** reported UAS events.

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

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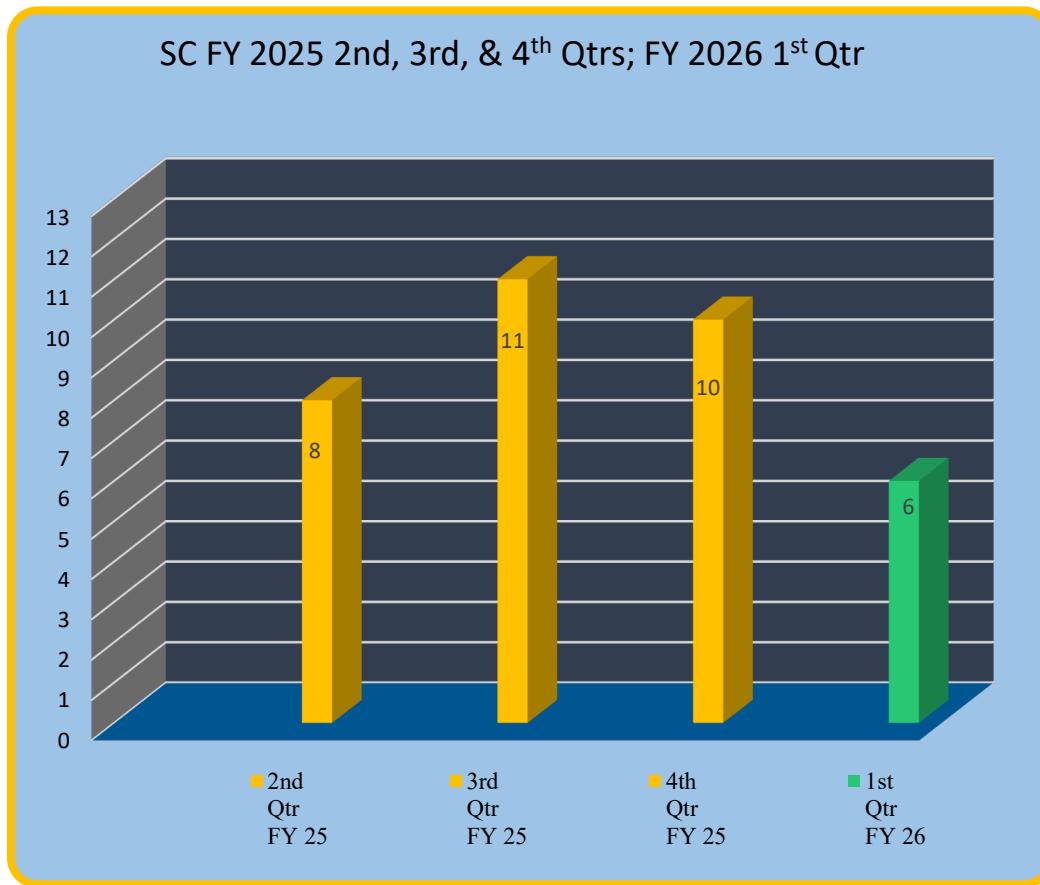
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4. Accident and Incident Data

4.1.1. FY 2024 2nd, 3rd, & 4th Qtrs; FY 2026 1st Qtr. 1st Qtr. data revealed **four** incidents and **two** accidents.



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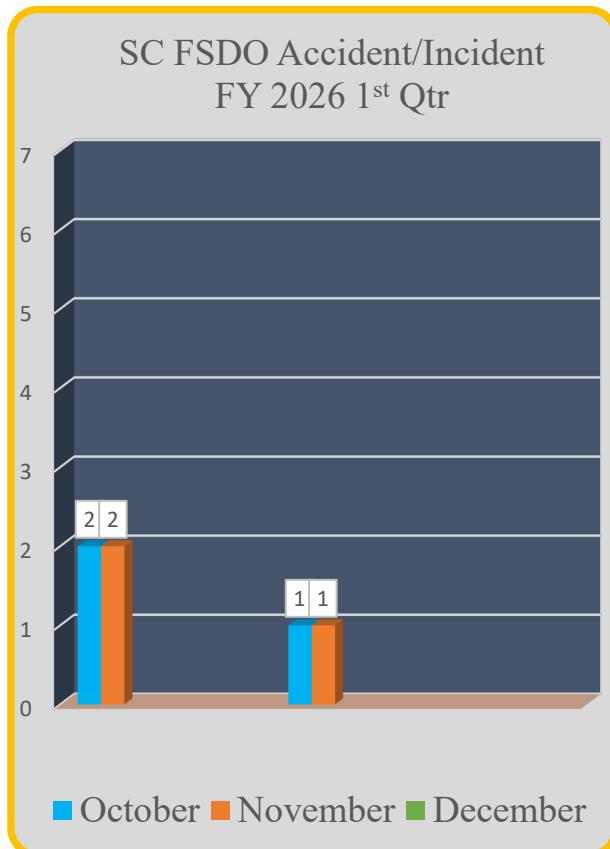
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4.1.2. SC FY 2026 1st Qtr. – October, November, December. As noted in the data, April accounted realized five reported incidents/accidents. There were no fatalities.



RANS - Loss of Control on Takeoff
Williston
October 2025



LGEZ - Enroute Loss of Power
North of Beaufort
November 2025



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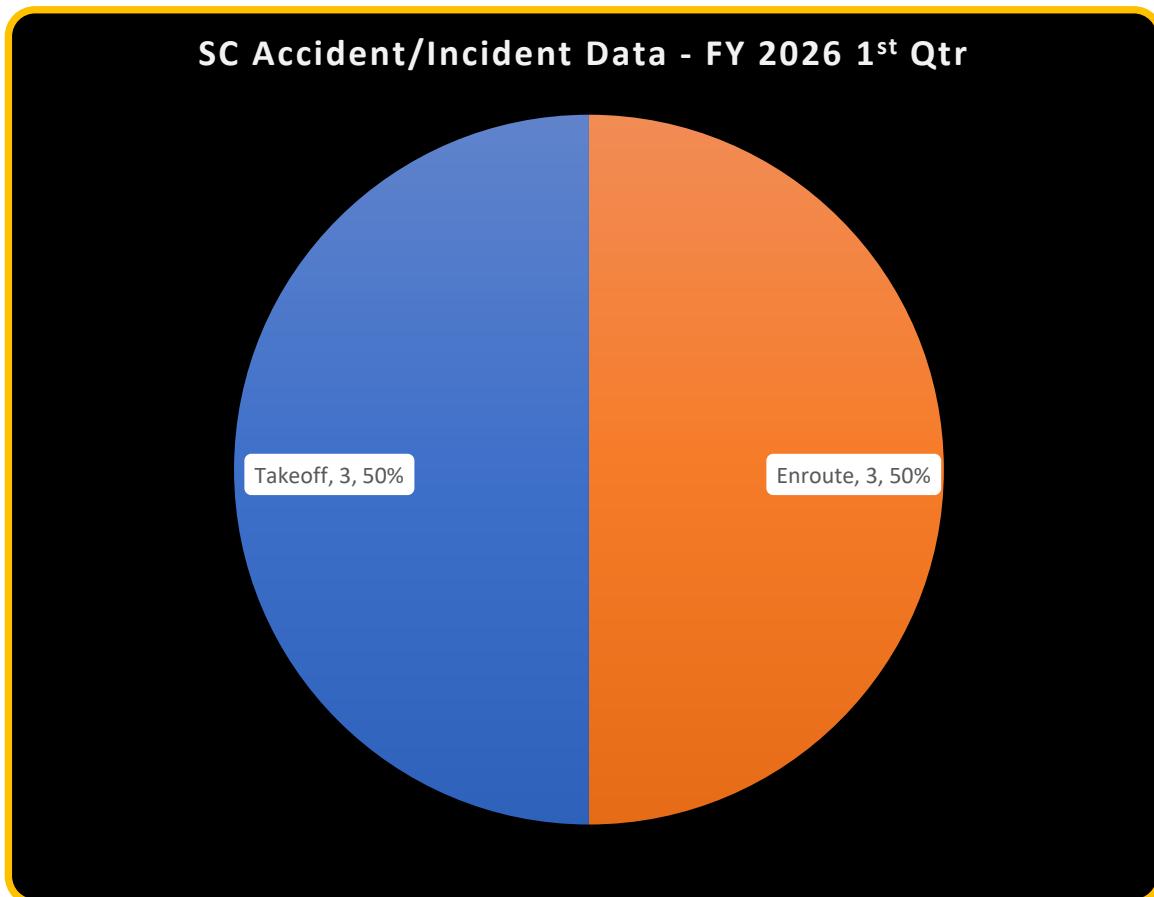
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4.1.3. SC FY 2026 1st Qtr – Phase of Flight. Data indicates the Takeoff and Enroute Phases of Flight each accounted for 50% of the accidents/incidents.





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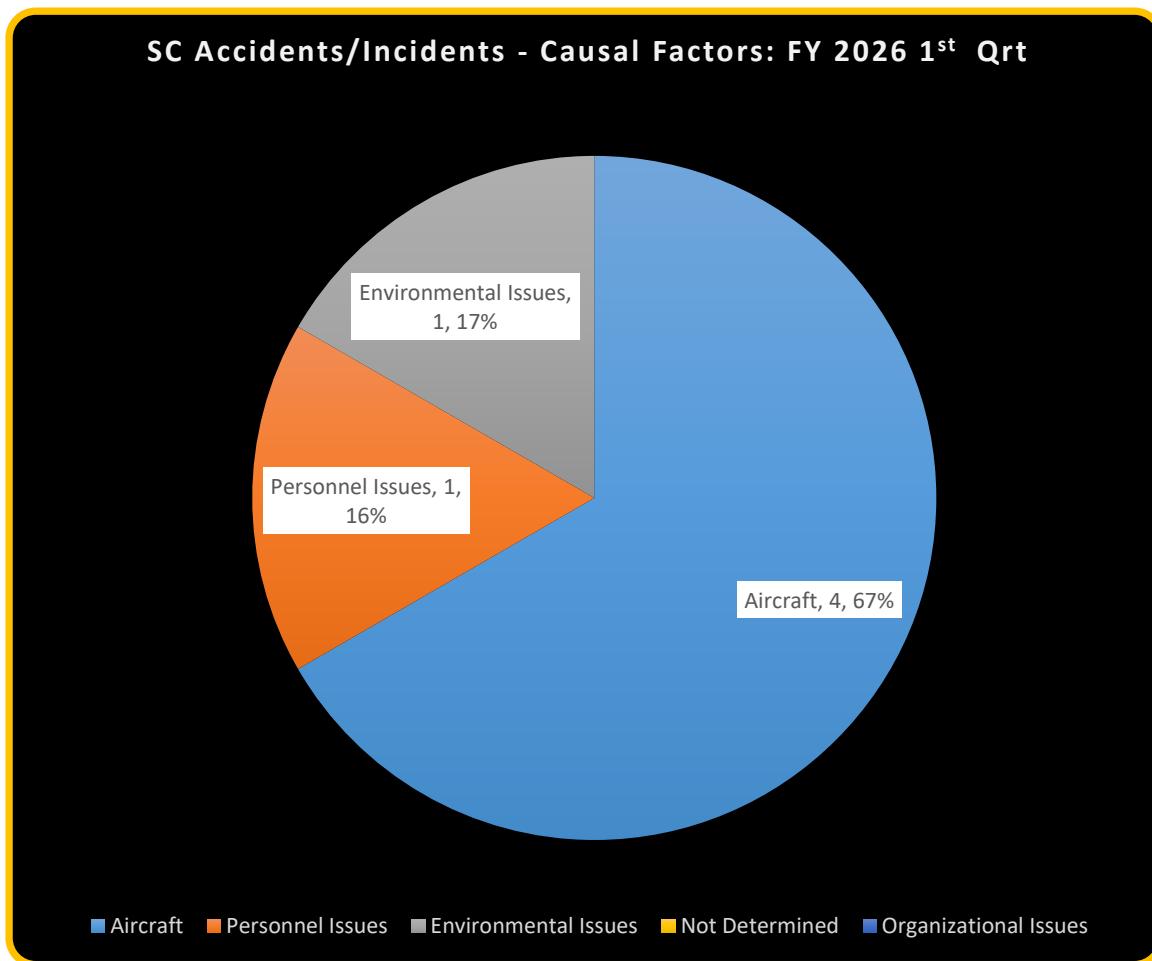
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4.1.4. SC FY 2026 1st Qtr – Causal Factors. Aircraft issues include, but are not limited to, compliance failures and other airworthiness issues. Aircraft issues contributed to many of the accidents/incidents. Personnel issues include, but are not limited 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 67% of the accidents/incidents.





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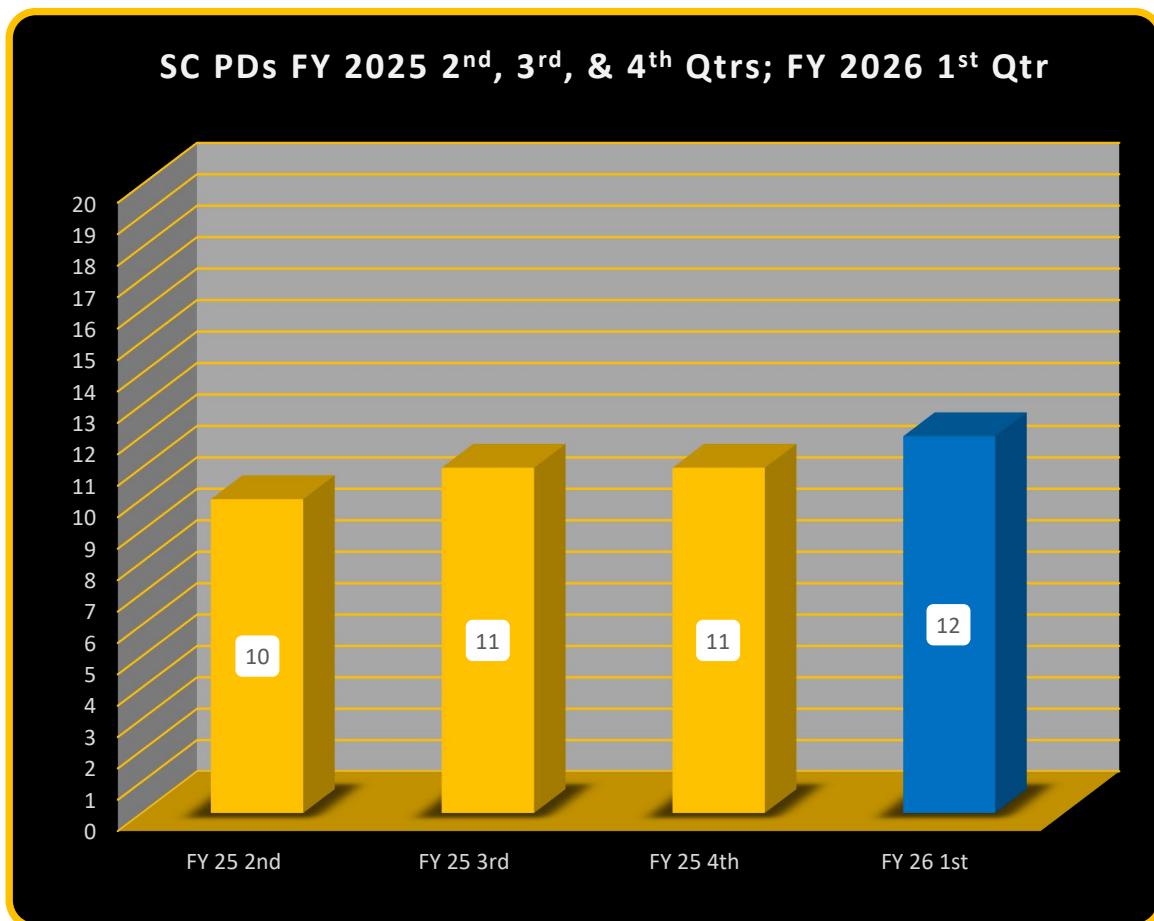
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4.2. Pilot Deviation (PD) & Vehicle/Pedestrian Deviation (VPD) Data –PDs have maintained a stabilized trend for the last four Qtrs.

4.2.1. FY 2025 2nd, 3rd, & 4th Qtrs; FY 2026 1st Qtr. PDs continue the stabilized trend from last Qtr.

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





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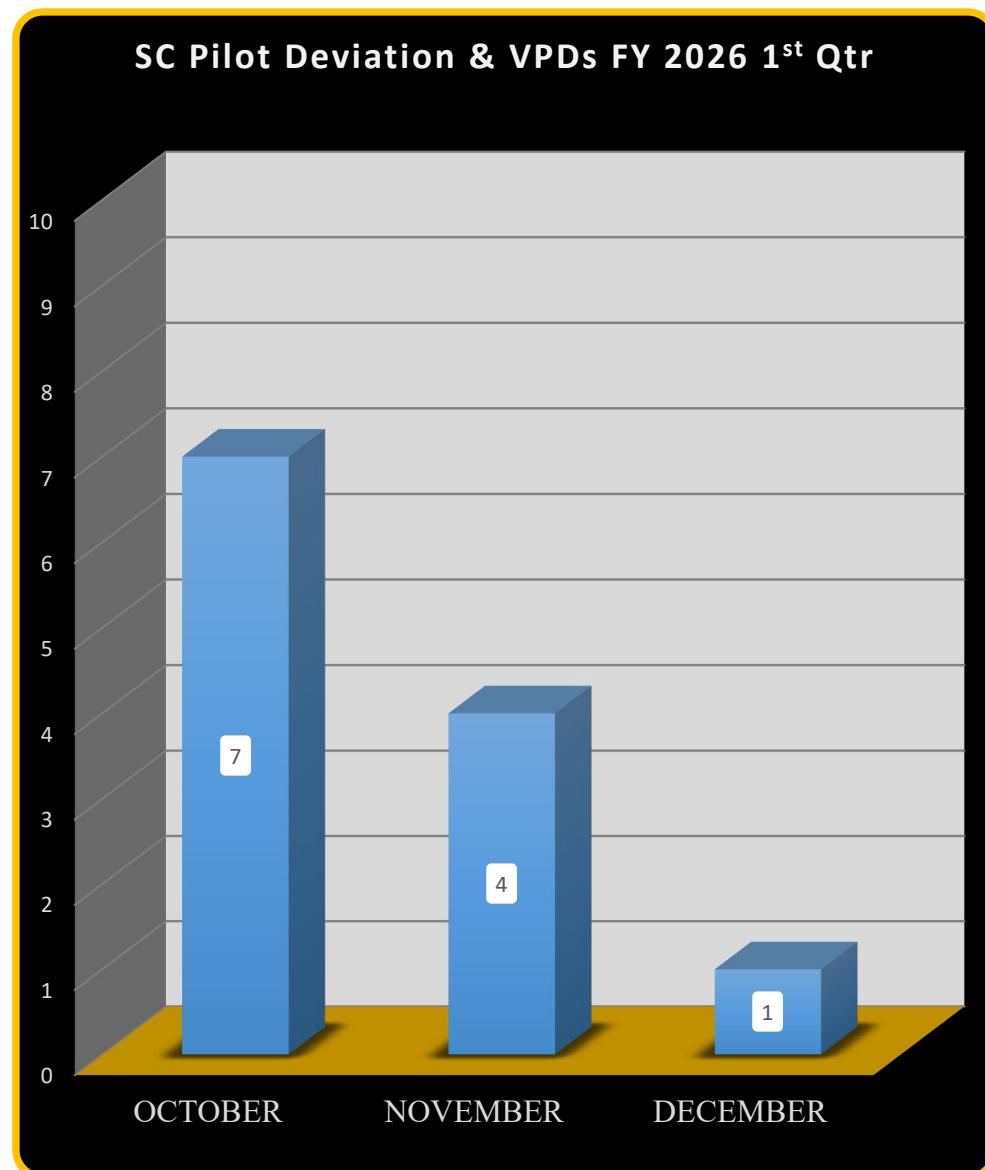
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4.2.3. SC FY 2026 1st Qtr – October, November, December. The data indicated somewhat of an even distribution of PDs throughout the Qtr.





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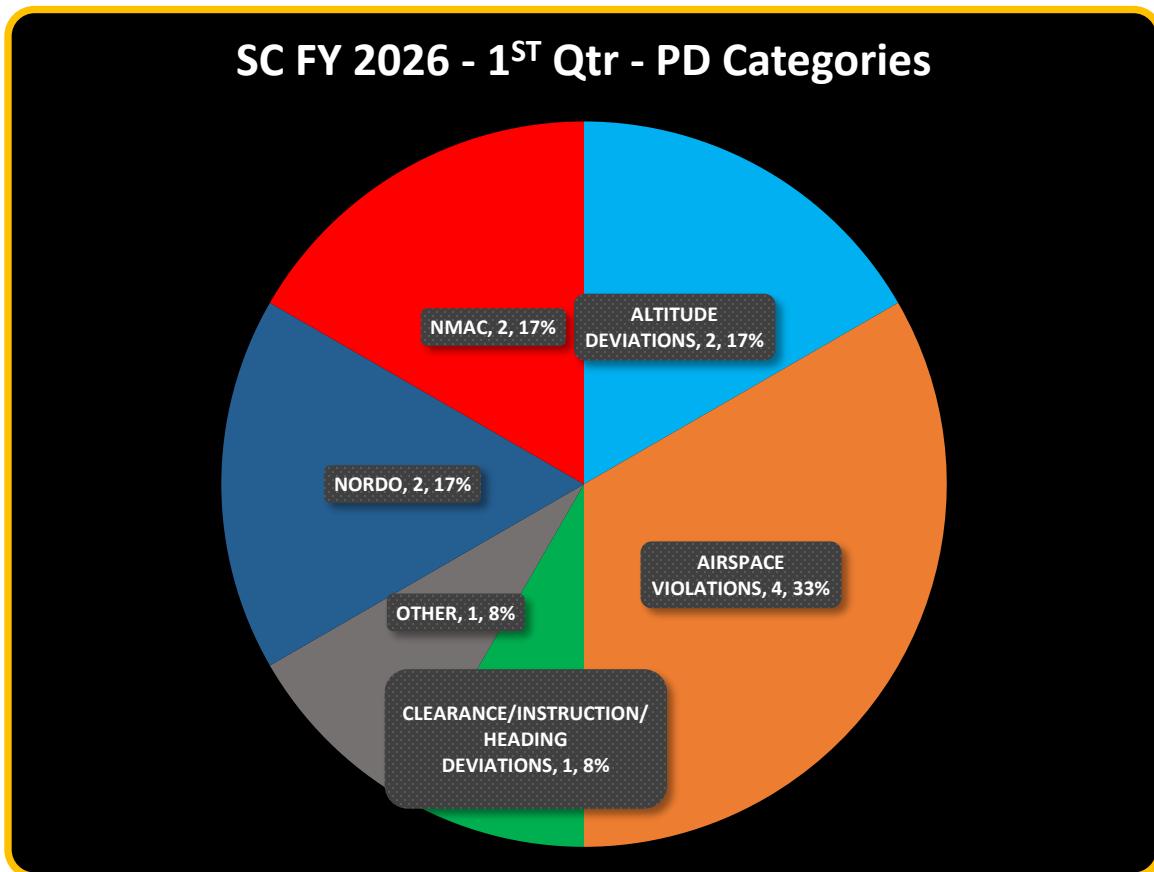
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4.2.4. SC FY 2026 – 1st Qtr Deviation Categories. Airspace Violations accounted for 33% of PDs this quarter. (See Note below)



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

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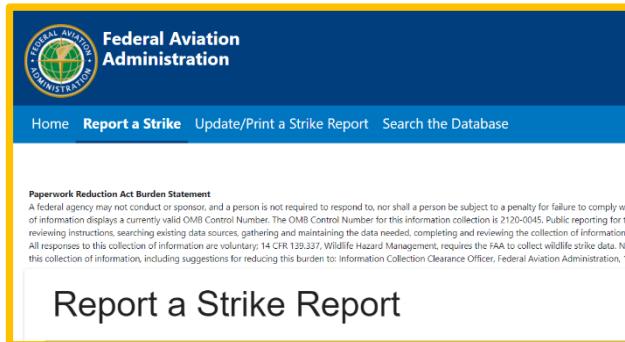
4.3. Wildlife Strikes. Wildlife strikes with aircraft are increasing in the United States and elsewhere. The number of wildlife strikes reported per year to the FAA increased steadily from about 1,800 in 1990 to 16,000 in 2018. Expanding wildlife populations, increases in number of aircraft movements,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



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 information displays a currently valid OMB Control Number. The OMB Control Number for this information collection is 2120-0045. Public reporting for the reviewing instructions, searching existing data sources, gathering and maintaining the data needed, completing and reviewing the collection of information. All responses to this collection of information are voluntary. 14 CFR 139.337, 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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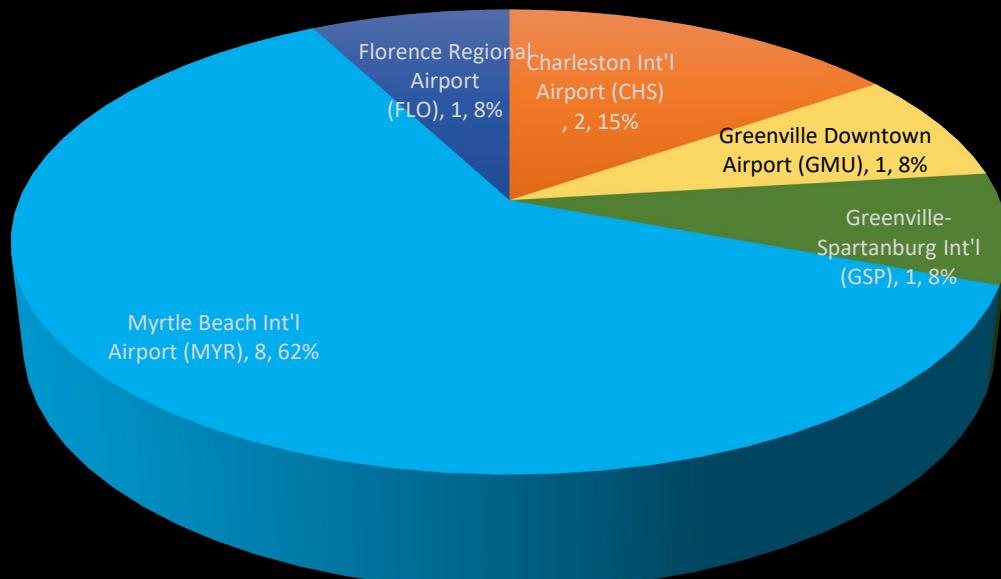
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SC FY 2026 – 1st Qtr. In SC, MYR experienced the vast majority – **62%** - of the reported wildlife strikes.



SC Reported Wildlife Strikes FY 2026 1st Qtr



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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 2026 1st Qtr. In SC, the plurality of the pilot *reported 18 laser events* in FY 2026 1st Qtr. (Calendar Year – October, November, December) occurred in the Columbia and Charleston areas. 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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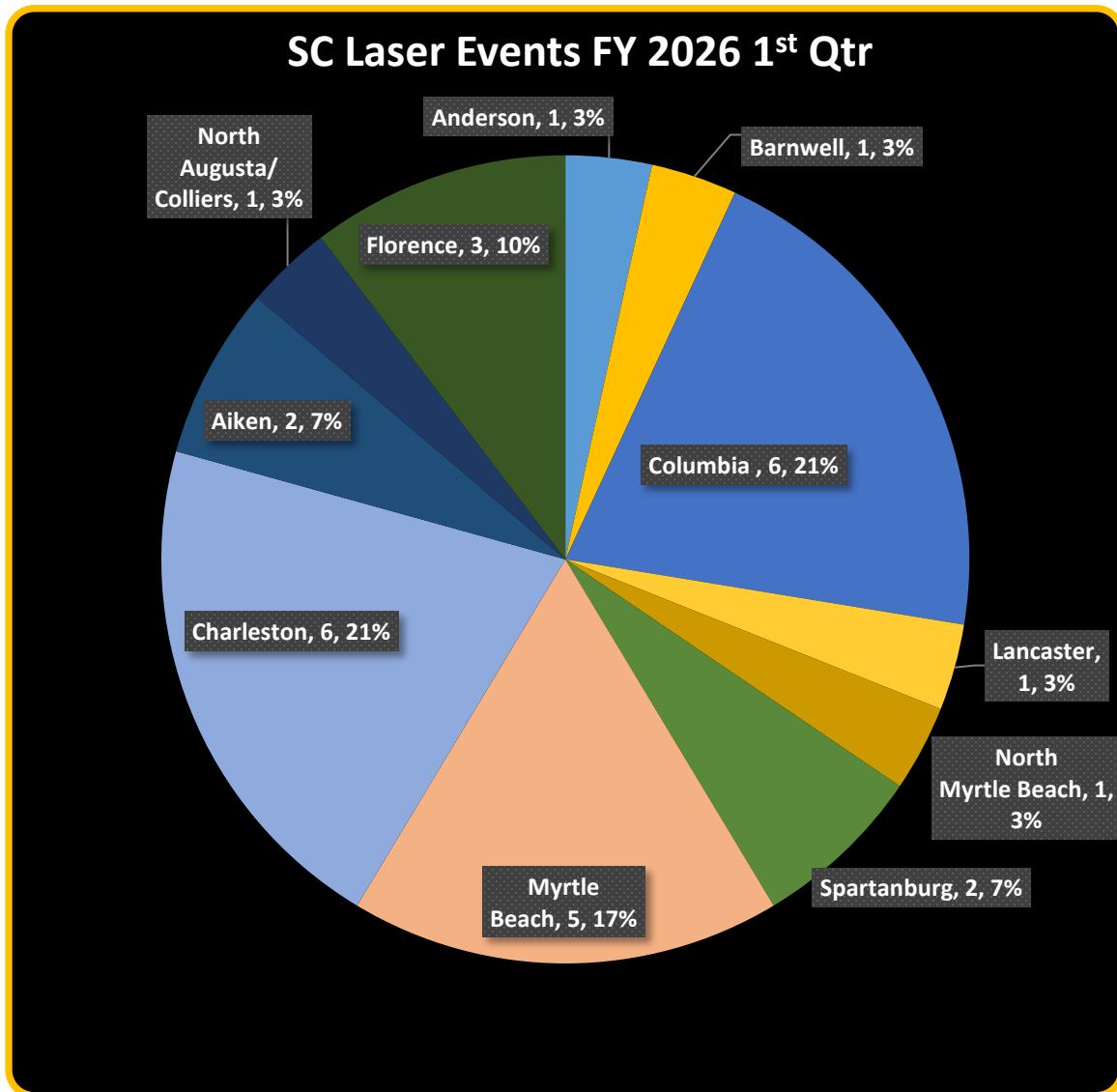
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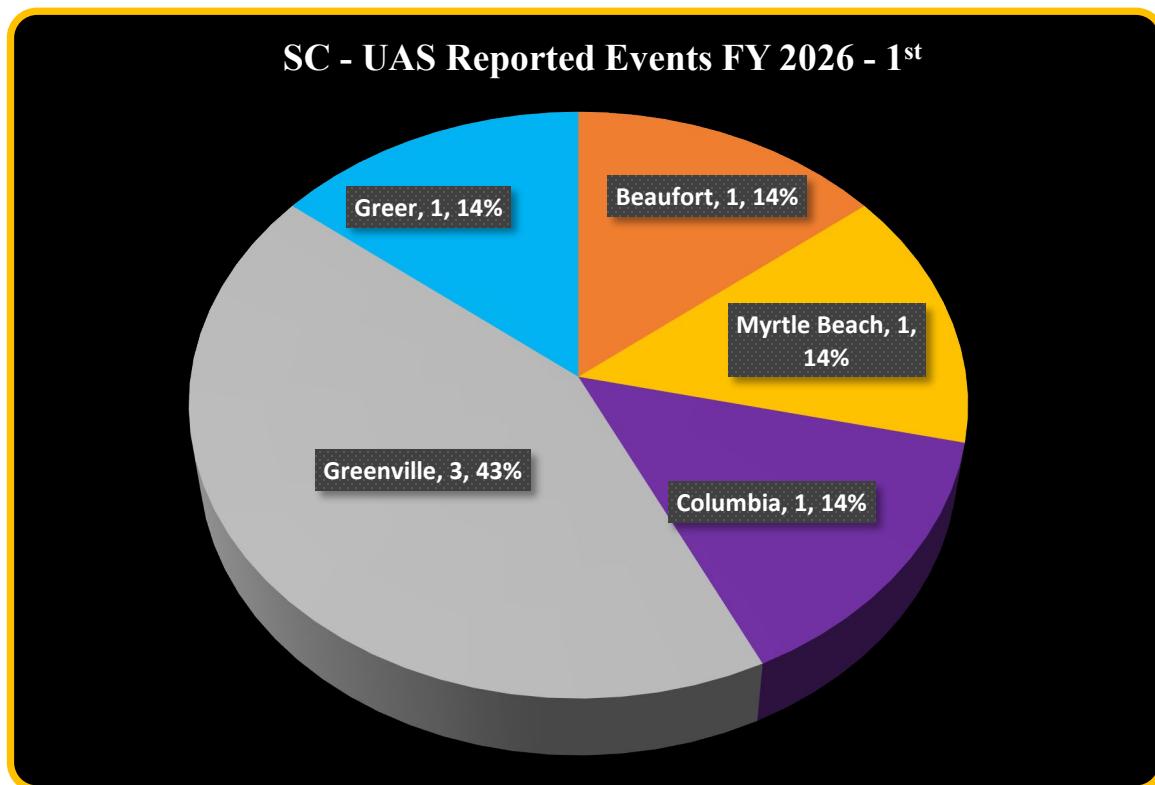
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4.5. UAS Reported Events. These are in-flight events reported by pilots and UAS operators. There were **seven** reported UAS events as noted below.

4.5.1. SC FY 2026 – 1st Qtr.



4.5.2. UAS Accidents. There were no reported UAS Accident(s)/Incident(s) for 1st Qtr.

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

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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.** All Accidents/Incidents occurred during the Enroute and Takeoff phases. Moreover, personnel issues stemming from Decision Errors, Skill Based Errors, and Perceptual Errors were causal factors in **16%** of the events; Aircraft issues accounted for **67%**.

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 General Aviation Safety Promotion Program (GASP) 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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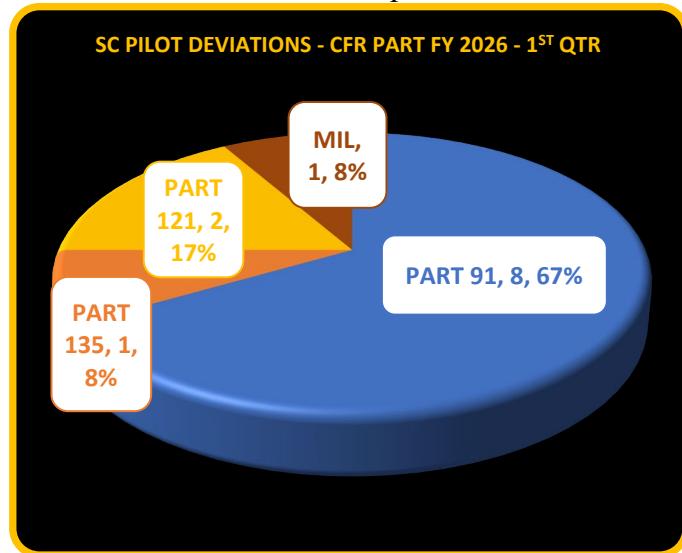
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of FAASafety.gov, the WINGS program, the AMT Awards program, and recommend the reporting of component failures through the Malfunction and Defect Reports or the Service Difficulty Report systems.

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 73% of the Pilot Deviations. 33% of PDs resulted from Airspace Violations and 17% resulted Altitude Deviations.

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 focused safety campaigns. With available resources, personnel

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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 FAA 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 MYR. See addendum 11 for [Wildlife Strikes Educational Outreach](#).

5.1.3.2. Risk Assessment

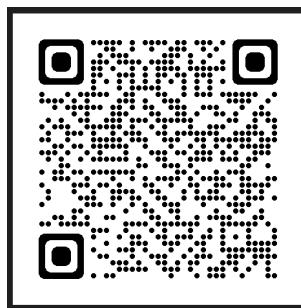
5.1.3.2.1. Severity: Minor to Catastrophic

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 States Department of Agriculture’s Wildlife Services to reduce

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safety risks to aviation caused by birds, mammals, and other wildlife.

6. Safety Program Event Report

6.1. Webinar And Seminar Metrics – From 10-01-2025 through 12-31-2025,

FAASTeam Representatives and FPMs conducted the following events to support the General Aviation Safety Promotion Program (GASP) FY 26 National Performance Plan (NPP).

TOTAL EVENTS	21
TOTAL ATTENDEES	502
Average Attendees	24
Mode (Most Frequent Value) Attendees	23
Median (Middle Value) Attendees	16
Maximum Attendance	136
Minimum Attendance	4

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6.2 Webinar and Seminar Events: 10-01-2025 through 12-31-2025

Event Title	Event Date	Select Number (#)	Attendance
October Topic of the Month - Human Performance	10/13/2025 17:00	SO13139697	10
October Topic of the Month - Human Performance	10/27/2025 17:30	SO13139772	24
CSU CFI Safety Meeting	10/28/2025 9:00	SO13139979	23
Winter Flying Tips	10/28/2025 17:30	SO13139830	7
Pilot/ATC Forum - Florence SC	10/31/2025 12:00	SO13139586	23
FAA Team Flight Instructor / DPE / Pilot Open Forum	11/1/2025 9:00	SO13139945	16
November Topic of the Month - CFIT	11/6/2025 18:00	SO13140145	6
November Topic of the Month - CFIT	11/10/2025 17:00	SO13140031	11
Preventing Illegal Air Charters	11/12/2025 12:00	SO13139974	12
WINGS Program - Made Easy and Done Right!	11/17/2025 16:30	SO13140051	15
November Topic of the Month - CFIT	11/19/2025 16:45	SO13140052	136
FAA TEAM Representative Currency Training	11/21/2025 7:00	SO13139913	35
Pilot/ATC Forum - Greenville SC	11/22/2025 7:30	SO13139393	27
November Topic of the Month and Special Interest Item -- Controlled Flight Into Terrain	11/24/2025 17:30	SO13140250	19
December Topic of the Month - Tips for Winter Flight Operations	12/1/2025 17:00	SO13140315	8
Safety Management Systems - An Overview	12/3/2025 13:00	SO13140092	53

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Event Title	Event Date	Select Number (#)	Attendance
<i>The 300 Dollar Annual Inspection</i>	12/9/2025 12:00	SO13140610	4
<i>Drones in the NAS</i>	12/10/2025 13:00	SO13140252	26
<i>FAA STEAM Representative Training-Makeup</i>	12/11/2025 7:00	SO13140454	12
<i>Tips on Winter Operations</i>	12/29/2025 17:30	SO13140520	12
END OF DATA			

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7. FAASTeam Targeted Activities in the District and Beyond.

- 7.1. **Pilot/ATC Forum** – FLO
(October 2025)
- 7.2. **Pilot/ATC Forum** – GMU
(November 2025)
- 7.3. **CFI/DPE Forum** – MYR
(November 2025)



Pilot/ATC Forum
FLO
October 2025



FAAStTeam Rep. Gary Burleson
CFI/DPE Forum
MYR
November 2025



SME Isaac White,
Airworthiness Seminar
Triple Tree
September 2025



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Pilot/ATC Forum
GMU
November 2025

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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	10/15/2025	Latta, SC	Incident	141	No	The DA40 aircraft reported a rough running engine and landed in a field approximately 15 miles northeast of FLO. There were no injuries
2	10-24-2025	Barnwell, SC	Incident	91	No	The PA32 aircraft lost engine power and the pilot in command subsequently executed a forced landing in a field approximately 8 miles NE of BNL. There were no injuries.
3.	10-24-2025	Williston, SC	Accident	91	No	The RANS Coyote II aircraft experienced a sudden wind gust during departure causing the aircraft to crash into nearby trees and subsequently become suspended in the trees. There were no injuries; there was substantial damage to the aircraft.
4.	11-06-2025	Charleston, SC	Incident	91	No	After departure from CHS, the crew of the Fairchild SA227 experienced a bird strike to the right wingtip causing damage.
5.	11-20-2025	Beaufort, SC	Accident	91	No	The experimental LGEZ airplane crashed in the marsh approximately nine miles NNE of ARW
6.	11-22-2025	Charleston, SC	Incident	91	No	The rear baggage door fell off the DA40 during the takeoff roll. The pilot in command aborted the takeoff and taxied back to the ramp.

Accident

Incident



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

	DATE	TYPE	CFR	NEAREST AIRPORT	SYNOPSIS OF EVENT FROM ATQA DATABASE (REDACTED FOR PERSONAL IDENTIFIABLE INFORMATION)
1	10-16-2025	Clearance/Heading Deviation	91	CHS	The pilot in command of the CE-182 failed to comply with ATC course guidance resulting in a loss of separation.
2	10-14-2025	Other	91	GGE	The pilot in command of the CE-310 landed on a closed runway without authorization (Reported 10-23-2025).
3	10-24-2025	Altitude Deviation	91	MYR	The pilot in command of the CE-172 failed to comply with an ATC altitude restriction. There was no loss of separation (Reported 10-29-2025).
4	10-30-2025	Altitude Deviation	91	CAE	The crew allowed the CE650 aircraft to descend below the ATC authorized altitude. There was no loss in separation (Reported 10-31-2025).
5	10-22-2025	NMAC	MIL	GYH	An F16 flew within 100 feet vertical and .18 miles while operating in the vicinity of GYH.
6	11-03-2025	NORDO	91	MYR	The pilot in command of the BE56 was NORDO for approximately 30 minutes. There was no loss of separation.
7	11-04-2025	Airspace Violation	91	MYR	The pilot in command of the M20C entered MYR Class C airspace without ATC authorization. There was no loss of separation (Reported 11-06-2025).
8.	10-27-2025	Altitude Deviation	121	GSP	The crew of the CRJ9 descended below an assigned altitude without authorization resulting in a loss of separation with a BE20 (Reported 11-07-2025).
9.	11-13-2025	Airspace Violation	91	CHS	The crew of the CE550 entered CHS Class C airspace without authorization. There was no loss of separation.
10	11-10-2025	NORDO	91	MYR	The Learjet 35 crew was NORDO for approximately 30 minutes (Reported 11-21-2025).
11.	11-20-2025	Airspace Violation	91	MYR	The pilot in command of the P28A entered MYR Class C airspace without ATC authorization. There was no loss of separation.
12.	12-13-2025	NMAC	121	GSP	The crew of the CRJ9 flew within an unknown proximity of a CH60. This event is still under investigation

END OF DATA

NOTE *: NORDO - Aircraft that cannot or do not communicate by radio when radio communication is required (FAA ORDER JO7110.65Z).
NOTE**: EONDRA - Emergency Operations Network Daily Report Application data subject to reclassification.

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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				
RISK - LIKELIHOOD	Minimal 1	Minor 2	Major 3	Hazardous 4	Catastrophic 5	
	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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Methodology. Personnel reviewed all Pilot Deviations (FAA Form 8020-18) occurring within the jurisdiction of South Carolina from **10-01-2025 through 12-31-2025**. 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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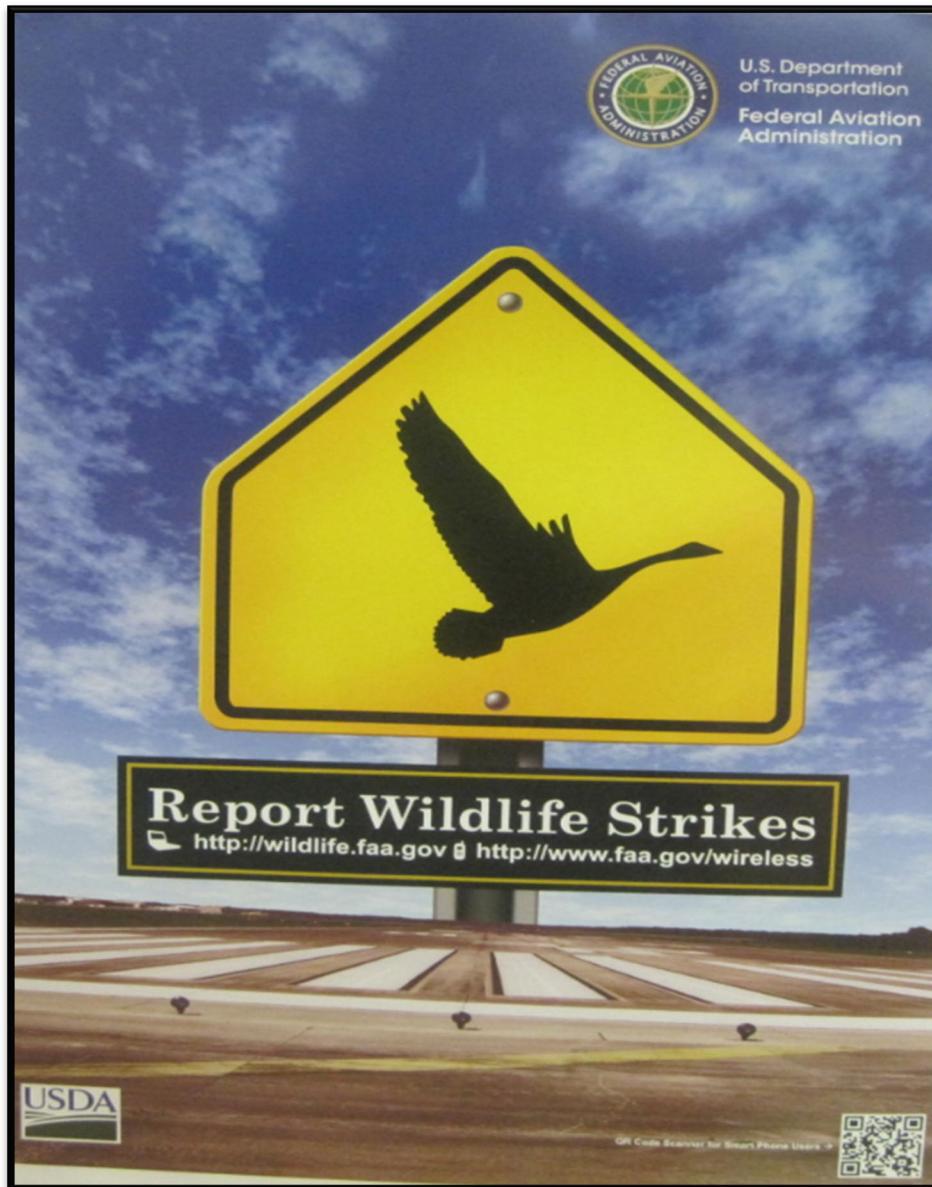
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11. Addendum - Educational Outreach Material



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12. Addendum - Educational Outreach Material



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13. Addendum - Educational Outreach Material



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
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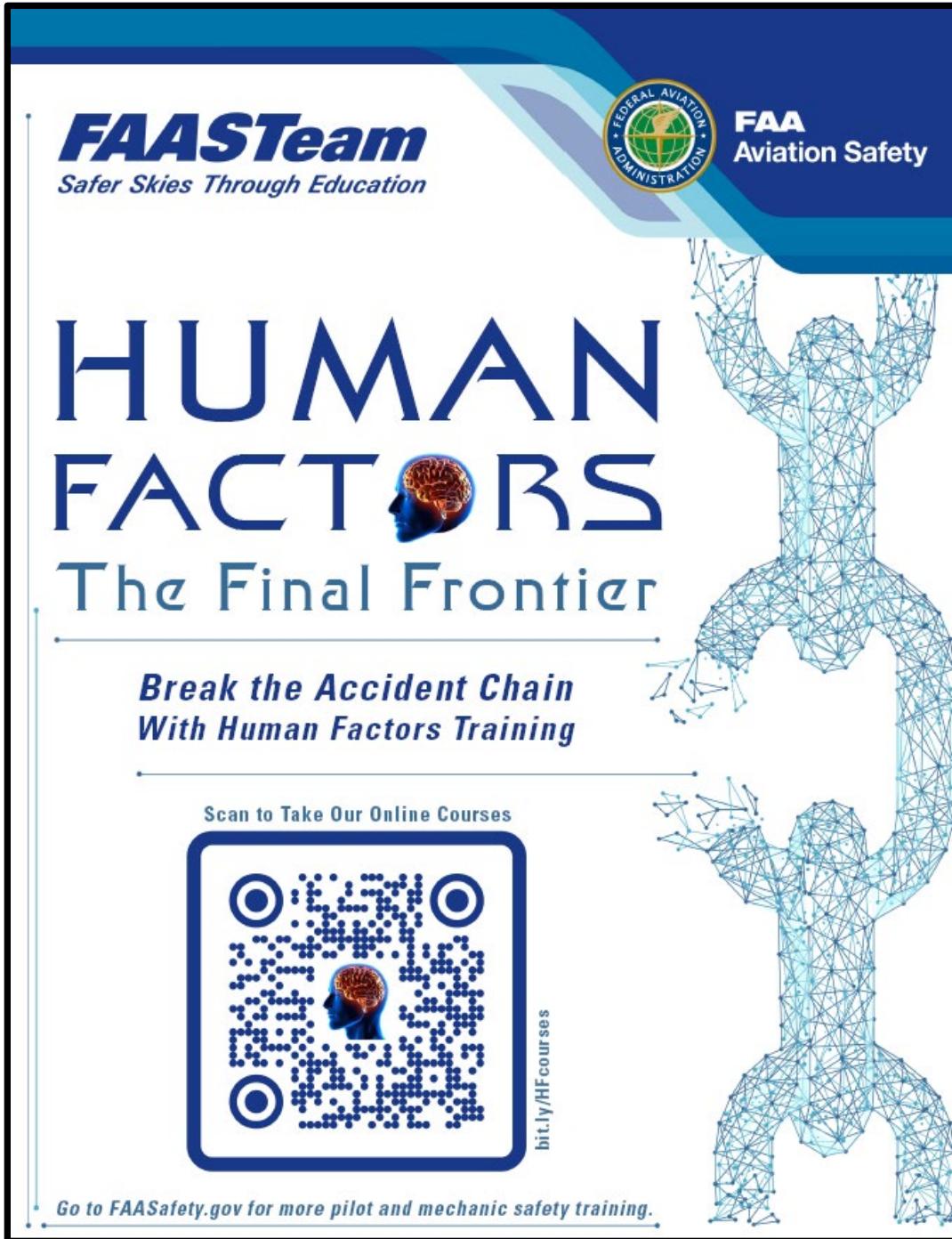
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14. Addendum - Educational Outreach Material



The poster features the FAASTeam logo ("FAASTeam Safer Skies Through Education") on the left and the FAA Aviation Safety logo on the right. The main title "HUMAN FACTORS" is prominently displayed in large blue letters, with a small brain icon integrated into the letter "O". Below the title, the subtitle "The Final Frontier" is shown. A large, stylized human figure composed of a network of blue lines is positioned on the right side. The text "Break the Accident Chain With Human Factors Training" is displayed in a blue, serif font. Below this, a QR code is shown with the text "Scan to Take Our Online Courses" and the URL "bit.ly/HFcourses". At the bottom, the text "Go to FAASafety.gov for more pilot and mechanic safety training." is displayed.

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