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FY 26 South Carolina FSDO Report – 2nd Quarter





Runway Safety *Pilot Simulator*

Runway Safety Website

National Safety





FROM THE FLIGHT DECK

HAZARDS AND HOT SPOTS



Help Us Improve
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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**



Drive, West Columbia - adjacent to the Columbia Metropolitan Airport (CAE) - exercises jurisdiction over South Carolina. The office, which is currently staffed by 24 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 support the FAASTeam Mission Statement

MANAGER'S SIDEBAR



SC District Honorees

The GA Industry Awards is an industry program with a cooperative effort between the FAA and aviation industry sponsors to annually select and recognize outstanding individuals in the fields of avionic flight instruction, and maintenance. In SC, our Awards Committee also recognizes outstanding FAASTeam Representatives (page 29) as well as an outstanding Designated Pilot Examiner and a Designated Mechanic Examiner.

For 2025, the SC FSDO is proud to recognize the following Honorees:

- **Gary Burleson** – FAASTeam Representative of the Year
- **James B. McCoy** – Certificated Flight Instructor of the Year
- **Joshua Pengra** – Aviation Maintenance Technician of the Year
- **Chris Peterson** – Designated Pilot Examiner of the Year
- **Michael Basara** – Designated Mechanic Examiner of the Year.

Congratulations to our Honorees and many thanks to our industry sponsors – SAI Flight®, Concorde Battery®, IDoc Aviation®, and Assured Partners® - for their continuous support of this program!


As always thanks for your time and feel free to contact me.

Steven Petrossian

Manager, SO13
(803) 451-2630
steve.j.petrossian@faa.gov

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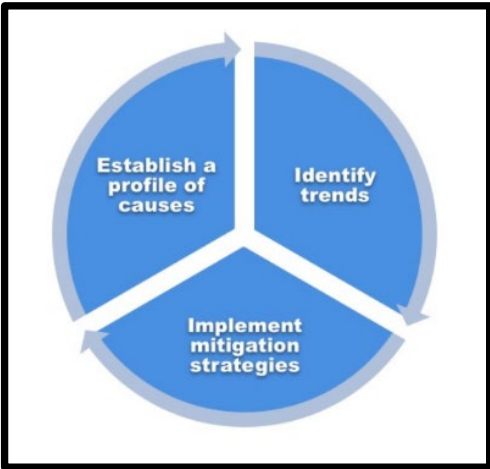
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of “Improving the Nation’s aviation accident rate by conveying safety principles and practices through training, outreach, and education, while establishing partnerships and encouraging the continual growth of a positive safety culture within the aviation 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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Revision History

Rev	Description of Change	Effective Date
0	Original	04/18/2026



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Useful Links

➤ [SC FSDO Homepage](#)



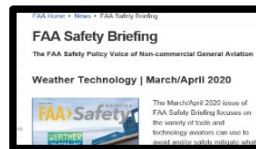
➤ [FAA Homepage](#)



➤ [Safe Air Charter Operations](#)



➤ [FAA Safety Briefing Magazine](#)



➤ [UAS](#)



➤ [FAA YouTube](#)



➤ [Part 135 Certification Videos](#)



➤ [FAASafety.gov](#)



Employee Spotlight



Derek Bolen

A native of Glendale, AZ, Inspector (Avionics) Derek Bolen joined the U.S. Marine Corp in 1988. A veteran of the Gulf War and Somalia, Derek honed his avionics skillset on the CH-46 helicopter.

Leaving the Corp in 1996, Derek began his tenure in the corporate aviation sector. With responsibilities as an avionics technician, an avionics tech representative, and an avionics manager, Derek demonstrated an in-depth skillset that established a firm foundation for aviation safety management. Earning his A & P certification in 2006, he expanded his maintenance expertise to prepare for his next stop.

On boarding with the FAA in 2019 with the Riverside FSDO, the Embry Riddle alumnus (B.S. Aviation Maintenance Management), demonstrated expertise in assuring Certificate Holders maintain continuous operational safety and regulatory compliance.

Transferring to the SC FSDO in 2024, Derek continues to contribute significantly to the positive aviation safety culture in the district as a Principal Avionics Inspector.

Derek resides in Chapin, SC, with his wife. He enjoys spending time with his four children as well as fishing and boating.

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

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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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Objective and Purpose


1.1. Aviation Safety and FAA Goal. This report supports the goals of the FAA Flight Plan, the National FAASTeam 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 2nd 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 FAASTeam 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 –** FAASTeam 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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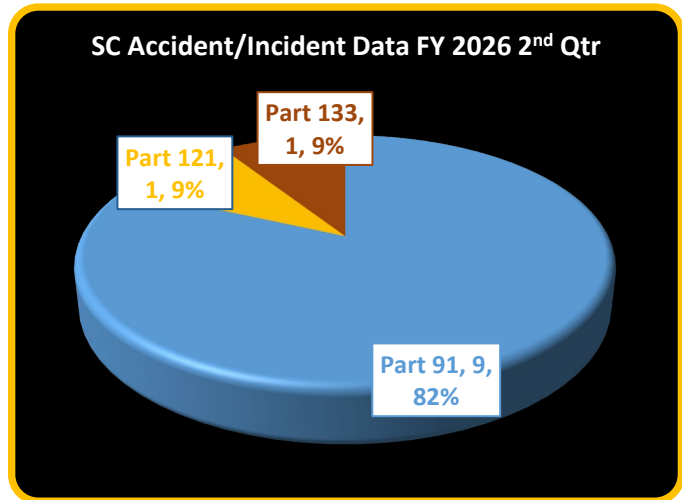
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3. Executive Summary (For Amplified Data – Refer to Section 4).

3.1. Accident/Incident Data. The data continues to indicate a stabilized trend that began in FY 2025 3rd. 3rd Qtr data indicated **seven** accidents and **four** incidents. **There was one fatality.** The data does not include accidents/incidents involving *only* UAS aircraft.

3.1.1. SC FY 2026 2nd Qtr – Phase of Flight. 46% of the events occurred during the Landing phase.

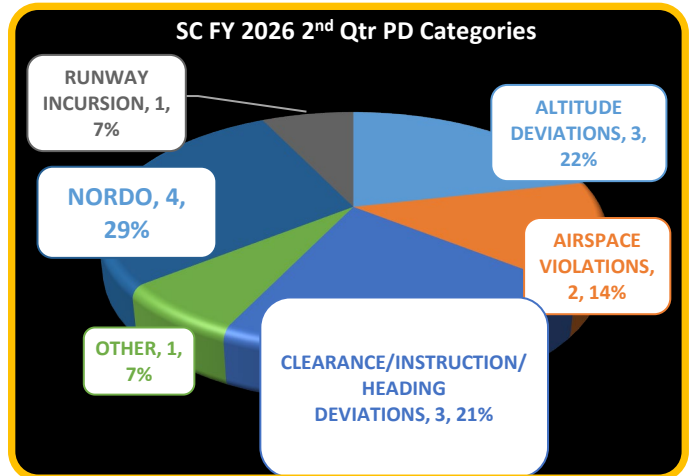
3.1.2. SC FY 2026 2nd Qtr - Causal Factors. Personnel issues accounted for 46% of the events while Aircraft airworthiness issues were the causal factor in 27% of the events.



3.2. Preliminary Pilot Deviations. Pilot Deviations (PD) experienced a slight uptick. Part 91 operations involved 77% of the PDs; Part 121 operations accounted for 23%.

3.2.1. FY 2025 3rd & 4th Qtrs; FY 2026 1st & 2nd Qtrs. The data indicates a slight uptick from FY 26 2nd Qtr.

3.2.2. Deviation Categories. **NORDO** Deviations accounted for a plurality of the events with 29%; whereas **Altitude Deviations** accounted for 22%.



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;



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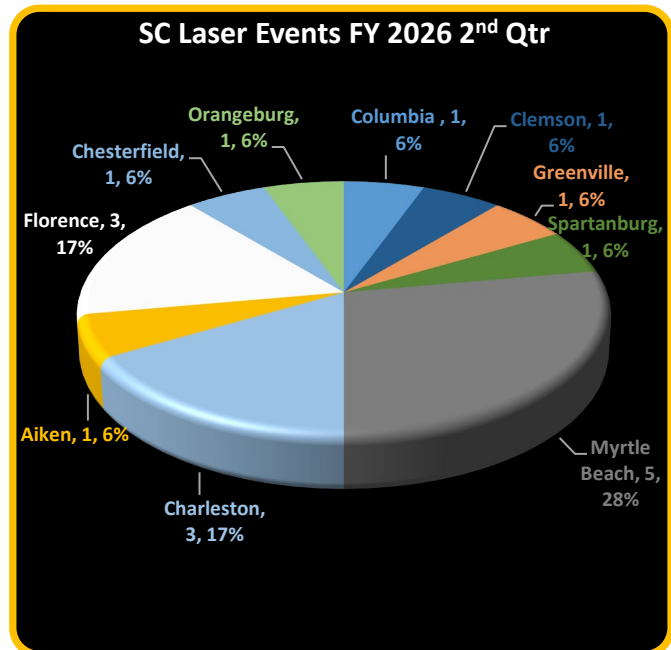
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the remainder is attributed to large mammals, e.g., deer and coyotes, as well as reptiles, e.g., alligators. *Moreover, this data is conservative because experts at the United States Department of Agriculture estimate that only 20% of all collisions between aircraft and wildlife are reported.* Charleston Int’l (CHS) and Myrtle Beach Int’l (MYR) comprised 66% of the reported wildlife strikes.

3.3.1. SC FY 2026 – 2nd Qtr. There were 5 reported strikes, with CHS and CAE each comprising 80%.

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 11,994 reports for 2025.


3.4.1. SC FY 2026 – 2nd Qtr. In SC, the plurality – 28% - of the reported 18 lasering events in FY 2026 2nd Qtr. (Calendar Year – January, February, March) occurred in the Myrtle Beach area.



3.5. UAS Pilot Reported Events

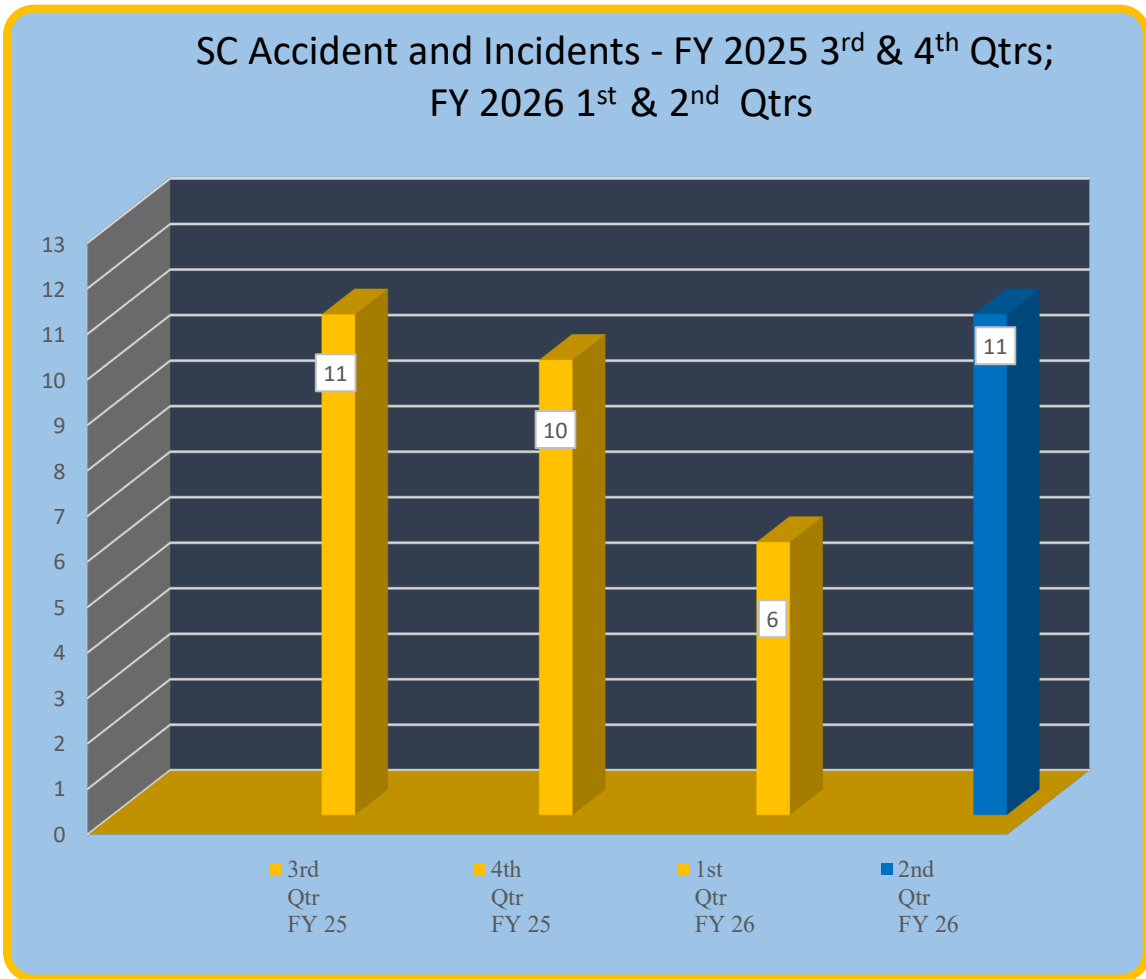
3.5.1. SC FY 2026 – 2nd Qtr. Based on pilot reported and UAS operator information in the EONDRA, there were **seven** reported UAS events.

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

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4. Accident and Incident Data

4.1.1. FY 2025 3rd & 4th Qtrs; FY 2026 1st & 2nd Qtrs. 2nd Qtr. data revealed **seven** accidents and **four** incidents. There was one fatality.





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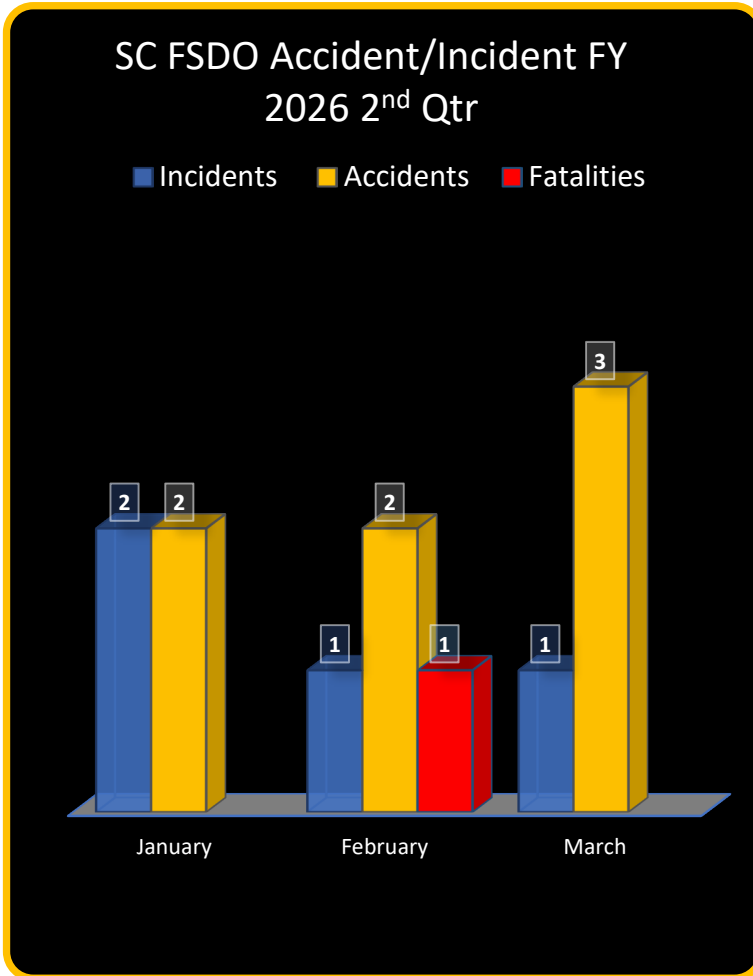
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4.1.2. SC FY 2026 2nd Qtr. – January, February, March. There was one fatality for the Qtr.



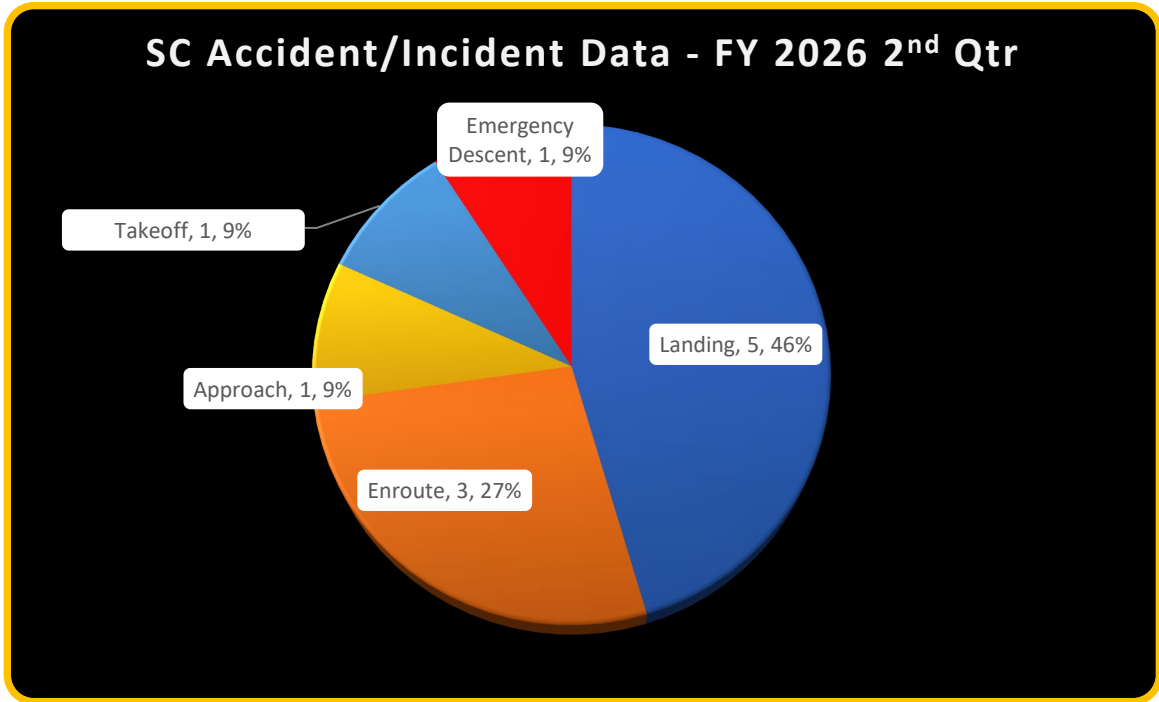
BE58P – Runway Excursion
ARW
January 2026



CE210 – Gear Collapse
CAE
January 2026

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4.1.3. SC FY 2026 2nd Qtr – Phase of Flight. Data indicates the Landing Phase of Flight accounted for 46% the accidents/incidents.



CE-172 – Non-Emergency Landing on a Public Road
 Bennettsville, SC
 February 2026



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Hughes 369D - Emergency Landing - Power Loss
North Augusta
January 2026

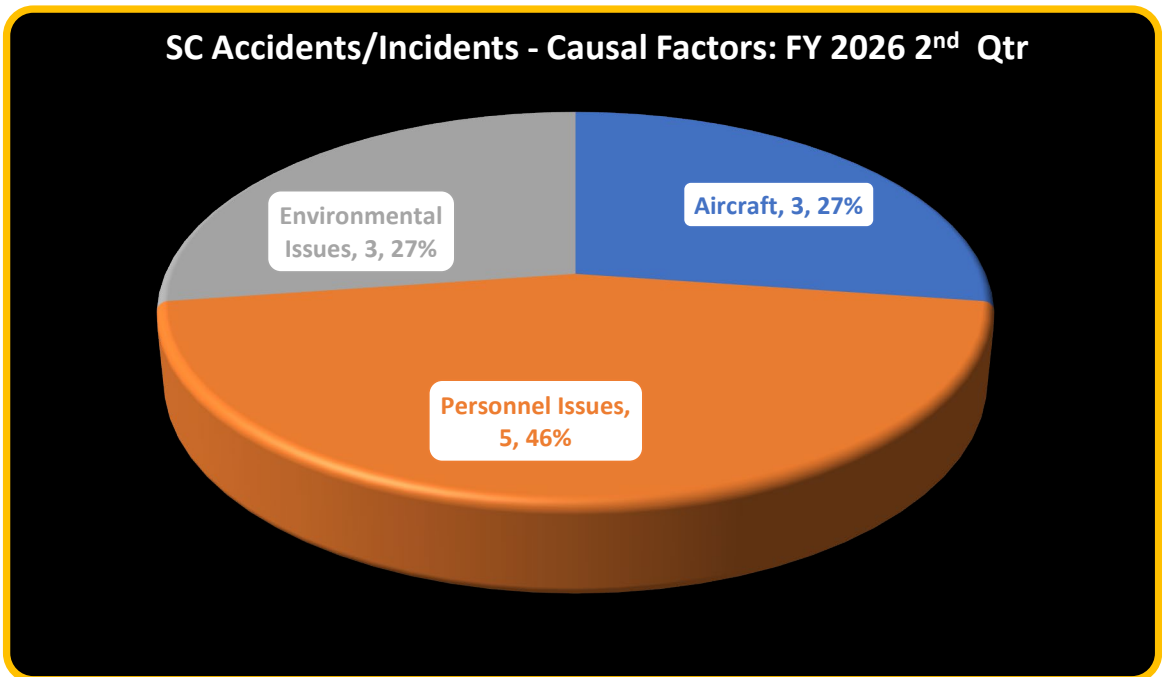


Cirrus SR22 - Emergency Landing – Power Loss (Fatality)
Gilbert, SC (SC99)
February 2026

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4.1.4. SC FY 2026 2nd 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. Whereas personnel issues were involved in **46%** of the events, aircraft issues were causal/contributing factors in only **27%** of the accidents/incidents.



Cirrus SR22 - Rejected Takeoff
Ravens Run (SC65) Mt. Pleasant
March 2026



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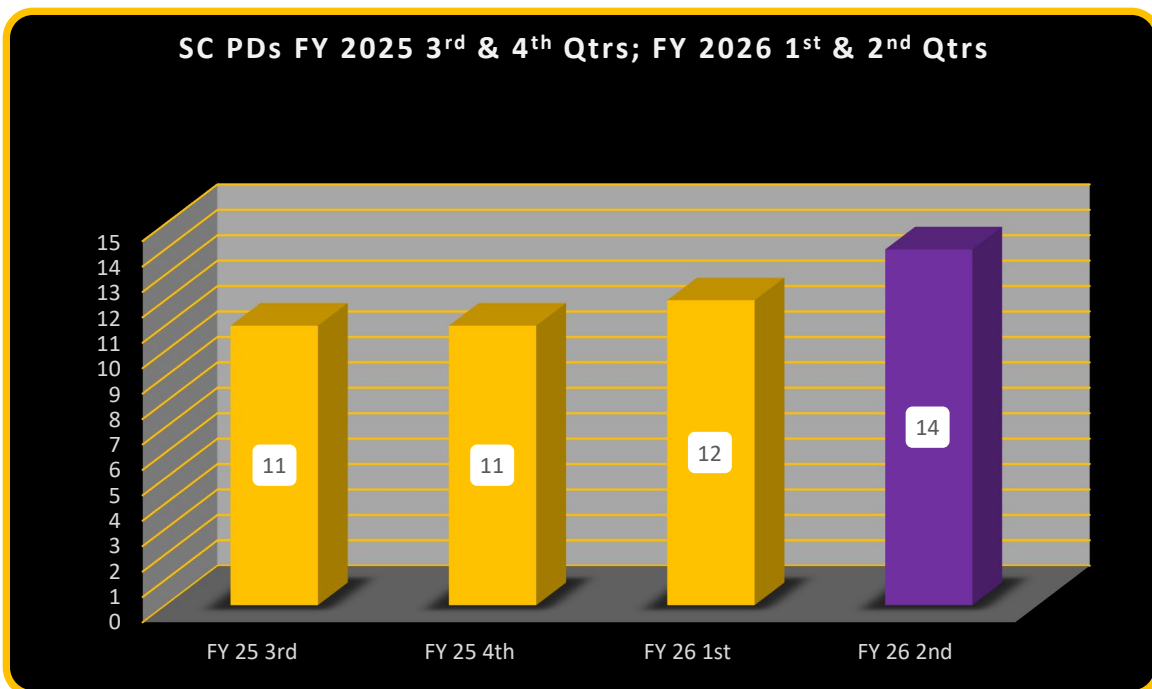
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4.2. Pilot Deviation (PD) & Vehicle/Pedestrian Deviation (VPD) Data – PDs continued a yearlong stabilized trend.

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

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




Rockwell AC11 Commander - Loss of Power
Union, SC
March 2026



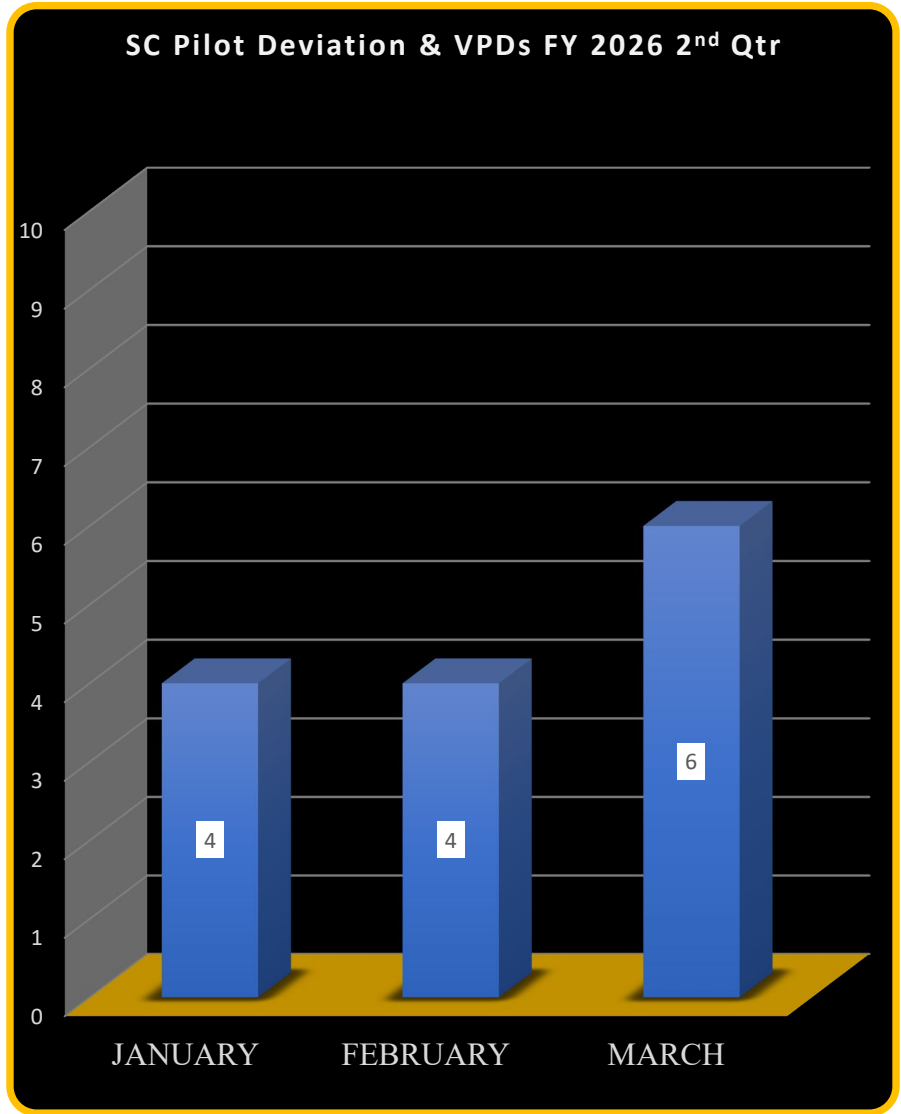
BE F33A – Bounced Landing and Runway Excursion
Saluda (6J4)
March 2026


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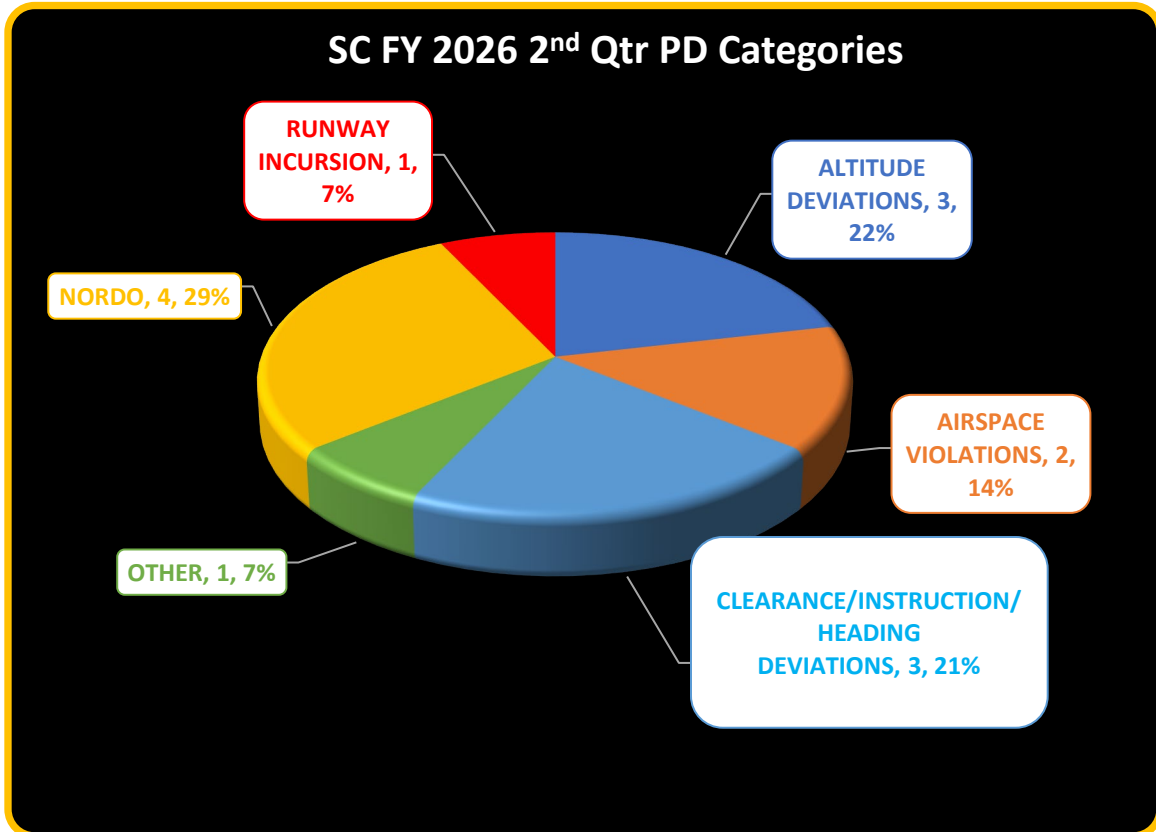
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4.2.3. SC FY 2026 2nd Qtr – January, February, March. The data indicated a slight uptick in March.




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4.2.4. SC FY 2026 – 2nd Qtr Deviation Categories. NORDO and Altitude Deviations accounted for 51% 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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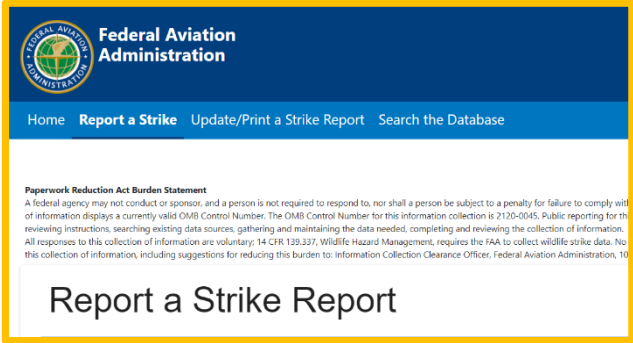
4.3. Wildlife Strikes. Wildlife strikes with aircraft are increasing in the United States and elsewhere. The number of wildlife strikes reported per year to the FAA increased steadily from about 1,800 in 1990 to 16,000 in 2018. Expanding wildlife populations, increases in number of aircraft movements, 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](#)

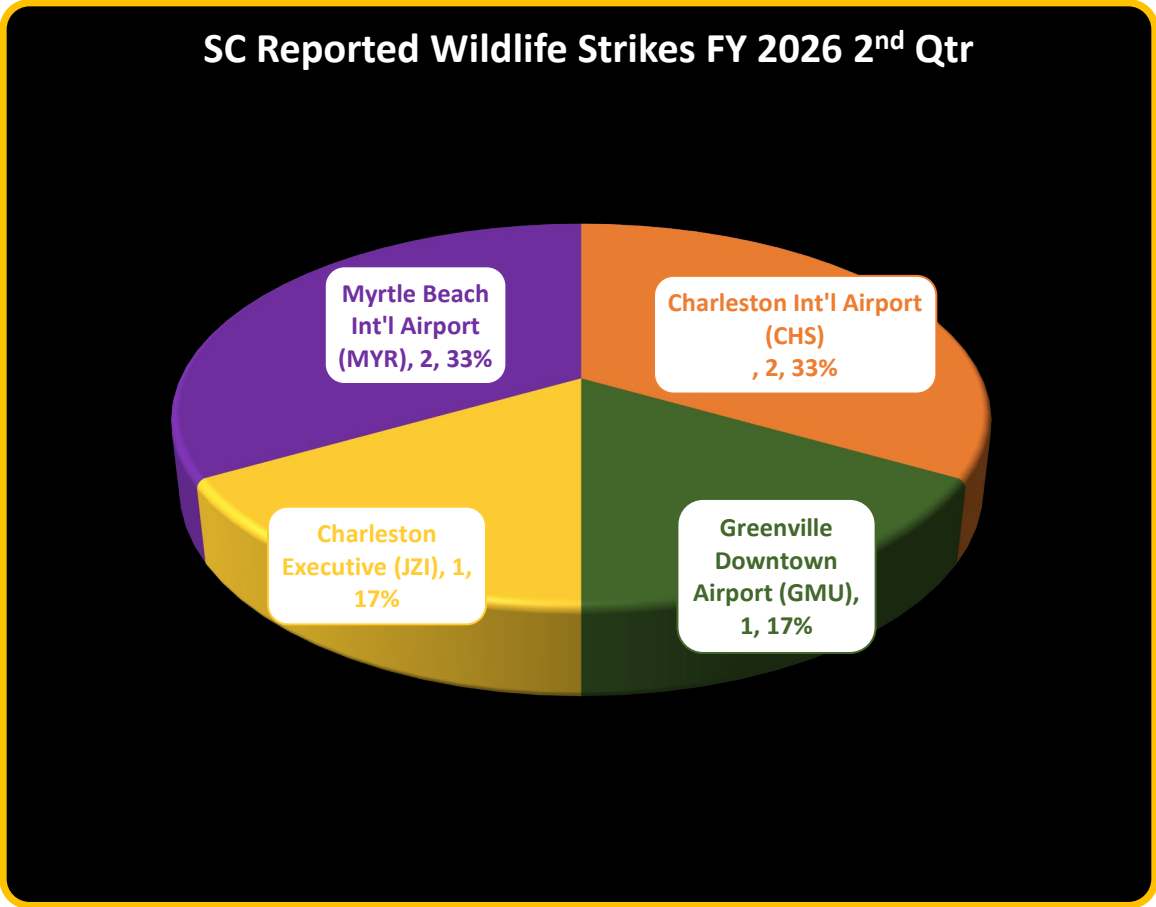




PA28A – Bird Strike on Final Approach
GMU
March 2026

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SC FY 2026 – 2nd Qtr. In SC, MYR and CHS experienced the vast majority – 66% - 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 10,994 laser strikes reported to the [Federal Aviation Administration \(FAA\) in 2025](#) — a 14 percent decrease from the year before but still too high. 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 2nd Qtr. In SC, the plurality of the pilot *reported 18 laser events* in FY 2026 2nd Qtr. (Calendar Year – January, February, March) occurred in the Myrtle Beach 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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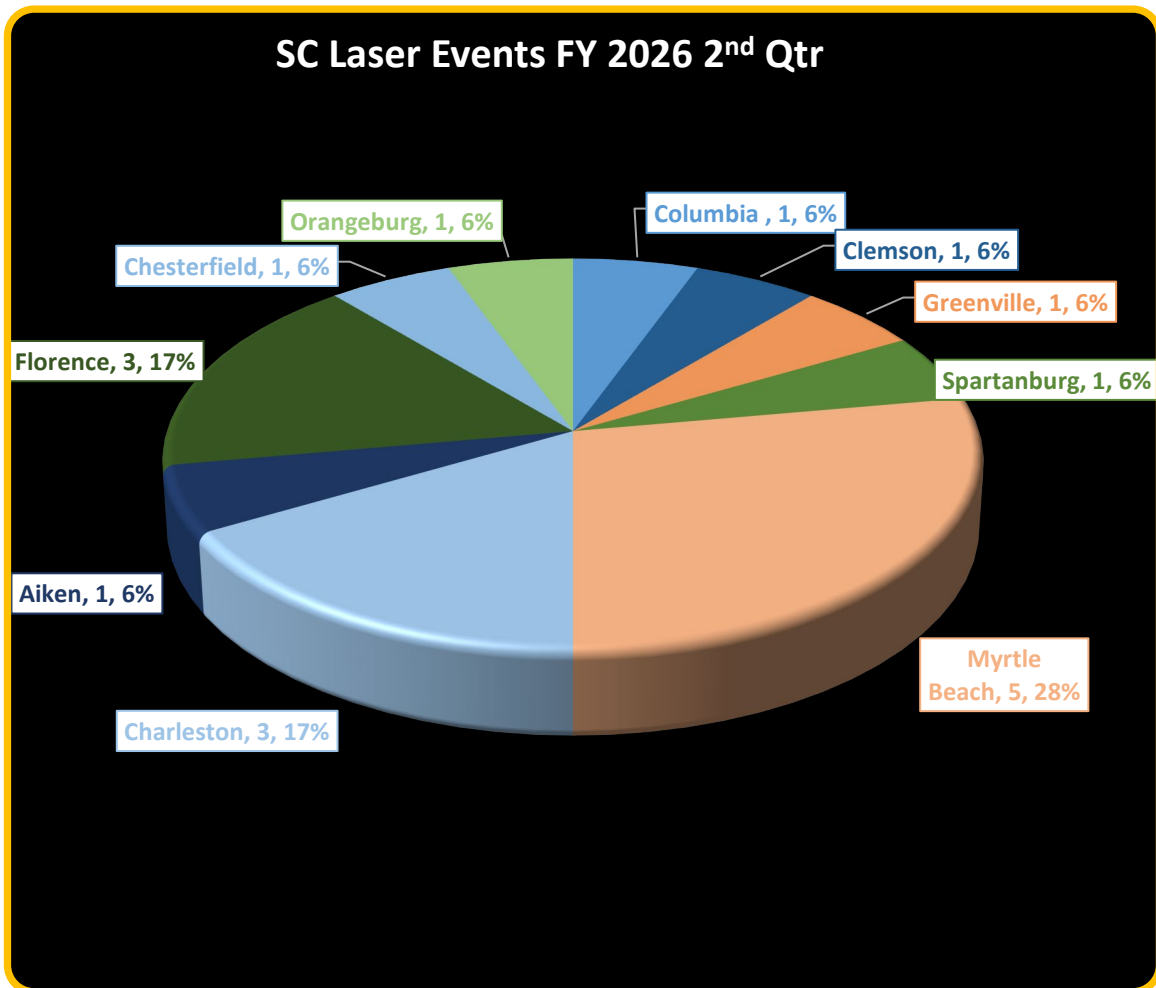
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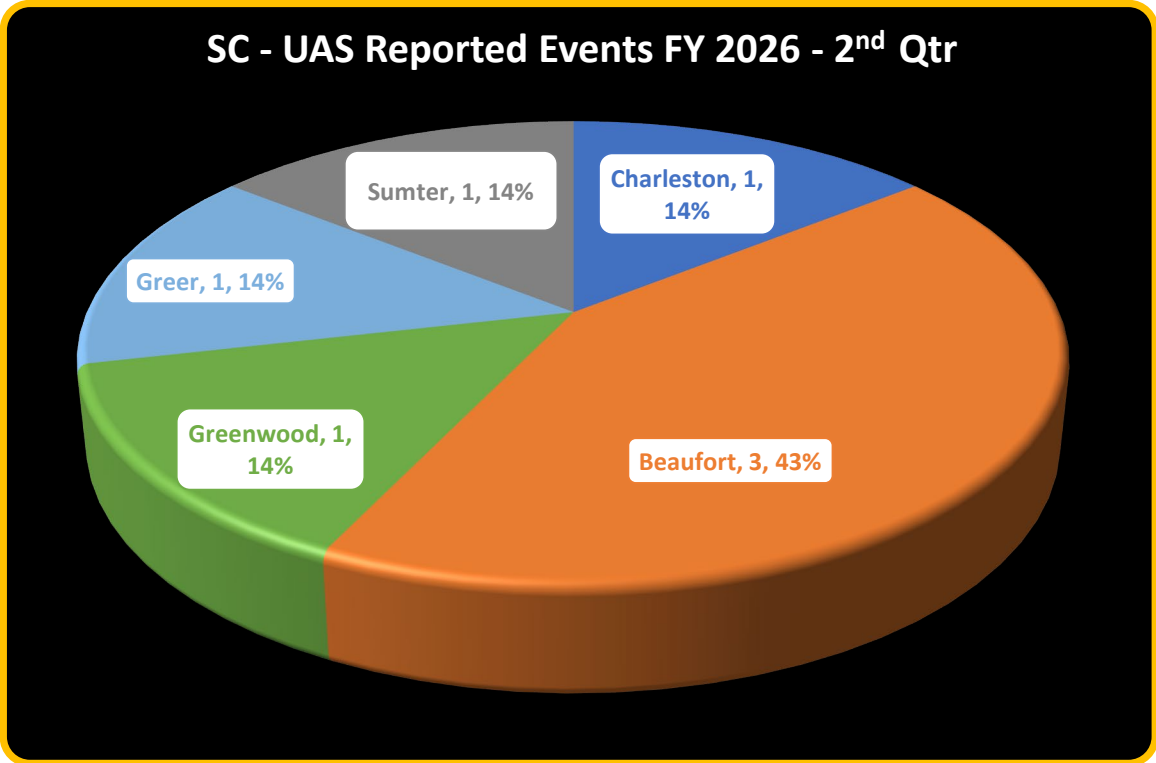


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4.5. **UAS Reported Events.** These are in-flight events reported by pilots and UAS operators. There were **seven** reported UAS events as noted below.

4.5.1. SC FY 2026 – 2nd Qtr.



4.5.2. **UAS Accidents.** There were no reported UAS Accident(s)/Incident(s) for 2nd Qtr.

Date	Location	Incident/ Accident	CFR	Synopsis of Event
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. Accidents/Incidents occurring during the Landing phase of flight accounted for approximately **46%** of the events. Similarly, personnel issues stemming from Decision Errors, Skill Based Errors, and Perceptual Errors were causal factors in **46%** of the events; Aircraft issues accounted for **27%**.

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) FY26 National Performance Plan (NPP) 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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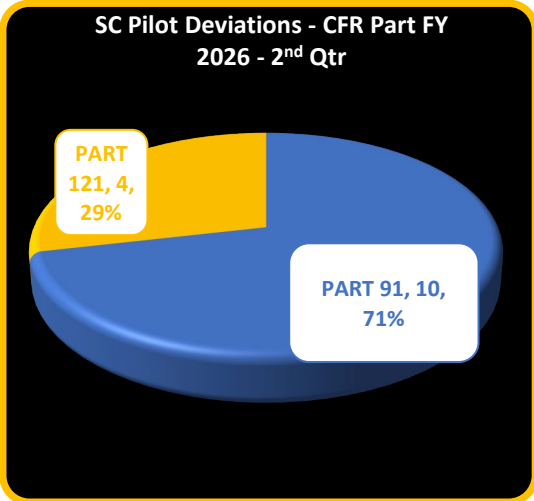
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of FAASafety.gov, the WINGS program, the AMT Awards program, and recommend the reporting of component failures through the Malfunction and Defect Reports or the Service Difficulty Report systems.

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 **71%** of the Pilot Deviations. **51%** of PDs resulted from NORDO and Airspace Violations and 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 General Aviation Safety Promotion Program (GASP) FY26 National Performance Plan (NPP) Outreach events and focused safety campaigns. With available resources, personnel will also

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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.

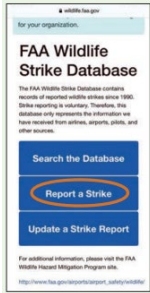
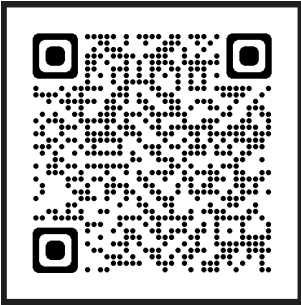
5.1.3.1. Hazard Statement. Animal strikes continue to pose a significant threat, particularly at CHS and MYR. See addendum 11 for [Wildlife Strikes Educational Outreach](#).

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.

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6. Safety Program Event Report

6.1. Webinar And Seminar Metrics – From 01-01-2026 through 04-30-2026, FAASTeam Representatives and FPMs conducted the following events to support the General Aviation Safety Promotion Program (GASP) FY26 National Performance Plan (NPP).

TOTAL EVENTS	35
TOTAL ATTENDEES	4149
Average Attendees	119
Mode (Most Frequent Value) Attendees	7
Median (Middle Value) Attendees	20
Maximum Attendance	4149
Rep. Conducted	16



First Responders to Aircraft Accidents
Virtual
 CFI/DPE Forum
 MYR
 February 2026




SC FAASTeam Representatives – Outstanding Community Support

The SC FSDO FAASTeam Representatives strive to establish and maintain a robust safety outreach program that will promote a positive safety culture with our General Aviation Community.

In support of the FAASTeam *Mission statement*, our Representatives contribute their time and talent to work with our community and provide our stakeholders and community with advice, counsel, technical knowledge, and aviation expertise. While all our cadre has contributed to the success of the program, we recognized the following Representatives for Outstanding Community Support in 2025:

- **Jay Seward**
- **Brett Zukowski**
- **Bryan Haffey**
- **Joey Roberts**
- **Jeanette Hibpshman**
- **Ross Russo**
- **Jim Grigsby**
- **Scott Newsome**
- **Eric Barnhill**
- **Napoleon Washington**
- **Dan McManus**

Steve Petrossian
 Manager, SO13

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6.2 Webinar and Seminar Events: 01-01-2026 through 03-31-2026

Event Title	Event Date	Select Number (#)	Attendance
<i>3rd Annual FAASTeam Safety Day at GSP - Free Breakfast and Lunch!</i>	1/3/2026 6:30	SO13140158	58
<i>Concorde Battery Virtual IA Symposium-Main Announcement-2026</i>	1/8/2026 7:00	SO13140021	1
<i>CSU CFI/Staff Safety Meeting</i>	1/14/2026 16:00	SO13141183	137
<i>January 2026 Topic of the Month - Safety Risk Management for GA Pilots</i>	1/23/2026 9:00	SO13141044	7
<i>January Topic of the Month - Safety Risk Management</i>	1/20/2026 17:00	SO13140707	9
<i>Part 137 Agricultural Aircraft Operations - An Overview</i>	1/23/2026 8:00	SO13140076	45
<i>Risk Management for General Aviation (GA) Pilots</i>	1/8/2026 11:00	SO13140996	24
<i>Safety Management Systems - An Overview</i>	1/21/2026 12:00	SO13140581	20
<i>The 2026 Concorde Battery Virtual IA Symposium - Helicopter Series - Day 1</i>	1/8/2026 7:00	SO13140013	629
<i>The 2026 Concorde Battery Virtual IA Symposium - Helicopter Series - Day 2</i>	1/9/2026 7:00	SO13140014	634
<i>CSU CFI/Staff Safety Meeting</i>	1/14/2026 16:00	SO13141183	137
<i>The 2026 Concorde Battery Virtual IA Symposium - Piston Series - Day 1</i>	1/15/2026 7:00	SO13140008	739
<i>The 2026 Concorde Battery Virtual IA Symposium - Piston Series - Day 2</i>	1/16/2026 7:00	SO13140009	723
<i>January Topic of the Month - Safety Risk Management</i>	1/20/2026 17:00	SO13140707	9
<i>Safety Management Systems - An Overview</i>	1/21/2026 12:00	SO13140581	20
<i>The 2026 Concorde Battery Virtual IA Symposium - Turbine Series - Day 1</i>	1/22/2026 7:00	SO13140010	458
<i>The 2026 Concorde Battery Virtual IA Symposium - Turbine Series - Day 2</i>	1/23/2026 7:00	SO13140011	265
<i>Part 137 Agricultural Aircraft Operations - An Overview</i>	1/23/2026 8:00	SO13140076	45



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Event Title	Event Date	Select Number (#)	Attendance
<i>January 2026 Topic of the Month - Safety Risk Management for GA Pilots</i>	1/23/2026 9:00	SO13141044	7
<i>January Topic of the Month -- Safety Risk Management for GA Pilots</i>	2/4/2026 17:30	SO13141039	20
<i>Visual Traffic Separation and Collision Avoidance</i>	2/7/2026 8:00	SO13141308	7
<i>February 2026 Safety Topic of the Month - Visual Traffic Separation and Collision Avoidance</i>	2/7/2026 9:00	SO13141250	9
<i>February 2026 Safety Topic of the Month - Visual Traffic Separation and Collision Avoidance</i>	2/7/2026 10:00	SO13141285	11
<i>February Topic of the Month - Visual Traffic Separation and Collision Avoidance</i>	2/12/2026 9:30	SO13141778	17
<i>2026 Banner Tow Parasail Commercial Air Tour Operator Safety Meeting - Virtual ONLY</i>	2/12/2026 12:00	SO13140074	35
<i>CFIT - A Perennial Problem</i>	2/18/2026 14:45	SO13141621	16
<i>Aircraft Accident First Responder Training - An Overview</i>	2/23/2026 12:30	SO13141830	37
<i>February Topic of the Month - Visual Separation and Collision Avoidance</i>	2/23/2026 17:30	SO13141673	20
<i>Dirty Dozen for AMT Students</i>	2/24/2026 7:00	SO13141960	33
<i>Dirty Dozen for AMT Students</i>	2/24/2026 11:00	SO13141961	16
<i>Dirty Dozen for AMT Students</i>	2/24/2026 15:00	SO13141962	24
<i>FAAS Team Flight Instructor / DPE / Pilot Open Forum</i>	2/28/2026 7:30	SO13141038	21
<i>CFIT - A Perennial Problem</i>	3/4/2026 13:00	SO13141966	15
<i>FY 2026 SC FSDO DPE Annual Meeting</i>	3/10/2026 8:00	SO13141332	18
<i>Pilot/ATC Forum Mt Pleasant SC</i>	3/14/2026 9:00	SO13142149	40
<i>2026 Cooper River Bridge Run Air Ops Meeting</i>	3/27/2026 12:00	SO13141989	18
<i>March 2026 Topic of the Month - Human Factors and WINGS</i>	3/26/2026 16:00	SO13142590	7
<i>March 2026 Topic of the Quarter - Human Factors and the WINGS Program</i>	3/28/2026 9:00	SO13142469	7
<i>UAS Operations Over Human Beings</i>	3/27/2026 13:00	SO13142187	7
<i>General Aviation Essentials for Runway Safety</i>	3/30/2026 18:30	SO13142404	23

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7. FAAS^{Team} Targeted Activities in the District and Beyond.

- 7.1. *3rd Annual GSP Safety Day* – GSP (January 2026)
- 7.2. *2026 Banner Tow / Parasail / CAT Safety Meeting* - Virtual (February 2026)
- 7.3. *CFI/DPE Forum* – GMU (February 2026)
- 7.4. *CHS ATC Forum* – Mt. Pleasant (March 2026)
- 7.5. *First Responders to Aircraft Accidents* – Virtual (February 2026)



3rd Annual GSP Safety Day
GSP
January 2026



CFI/DPE Forum
GMU
February 2026



Pilot/ATC Forum
FAAS^{Team} Rep. Scott Newsome
Mt. Pleasant, SC
March 2026



UAS/Law Enforcement/Media Meeting
FAAS^{Team} Rep. Scott Newsome & AST Xavier Coronel
Cooper River Bridge Run 2026
March 2026

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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	01/09/2026	ARW	Incident	91	No	While landing on Runway 7, the Beech 58P went off the end of the runway into the marsh. There were no injuries.
2	01-15-2026	CAE	Accident	91	No	The CE210 experienced a right main gear collapse resulting in damage to the right wing. There were no injuries.
3.	01-22-2026	North Augusta, SC	Accident	133	No	The helicopter crashed in a field due to a loss of power while engaged in aerial tree trimming operations. There were no injuries.
4.	01-28-2026	GYH	Incident	91	No	The CE150 experienced a nose wheel collapse while conducting touch and go landings on Rwy 23.
5.	02-06-2026	Lexington, SC (SC99)	Accident	91	Yes	The pilot in command of the Cirrus SR22 crashed after reporting engine failure at 8,000 feet. There was one fatality and one serious injury. The aircraft was destroyed.
6.	02-14-2025	MYR	Incident	121	No	The crew of the E75L struck a bird at 2000 feet. Post flight inspection revealed damage to the right inboard slat panel.
7.	02-28-2026	Bennettsville, SC	Accident	91	No	The pilot in command of the CE172 executed a non-emergency landing on a highway that he mistook for a runway. After landing the aircraft clipped a tree and came to rest in a ditch. The pilot in command sustained minor injuries and EMT personnel transported him to the hospital.
8.	03-10-2026	Union, SC	Accident	91	No	The pilot in command of the Rockwell AC11 aircraft crashed in a field in a field near Union, SC. The three soles on board sustained minor injuries. The accident is still under investigation.
9.	03-21-2026	Saluda, SC (6J4)	Accident	91	No	While landing on Rwy 19, the BE-V35B bounced, yawed left, and veered off the runway. The aircraft then struck the perimeter fence. There were no injuries.
10.	03/29/2026	GMU	Incident	91	No	While landing on Rwy 10, the P28A experienced a bird strike on the right wing. There were no injuries.
11.	03-31-2026	Mt. Pleasant (SC65)	Accident	91	No	The Cirrus SR22 crashed into a waterway after takeoff. There were no injuries.

Accident
Incident

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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	12/13/2025	NORDO	91	CAE	The pilot in command of the Cirrus S22T was NORDO for more than 20 minutes and entered the CAE and GSP airspaces without authorization. There was no loss of separation (Report 01-16-2026).
2	01-19-2026	Clearance/Instruction/Heading/ Deviation	91	MYR	The pilot in command of the COL3 failed to follow heading instructions. There was no loss of separation (Reported 01-23-2026).
3	01-28-2026	Airspace Violation	91	FLO	The pilot in command of the AT-802 entered Class D without ATC authorization. There was no loss of separation (Reported 02-02-2026).
4	01-23-2026	Clearance/Instruction/Heading/ Deviation	121	MYR	The crew of the Embraer 145 made a right turn after takeoff without an ATC clearance. There was no loss of separation (Reported 02-02-2026).
5	02-11-2026	NORDO	91	CHS	The pilot in command of the PC12 was NORDO for approximately 50 minutes. There was no loss of separation
6	02-14-2026	Airspace Violation	91	CRE	The pilot in command of the T6 entered CRE Class D without ATC authorization. There was no loss of separation (Reported 02-19-2026).
7	02-21-2026	Altitude Deviation	121	CHS	The crew of the E170 climbed above their assigned altitude without ATC authorization. There was no loss of separation (Reported 02-23-2026).
8.	02-19-2026	NORDO	121	FLO	The crew of the B788 was NORDO for approximately 24 minutes. There was no loss of separation (Reported 03-03-2026).
9.	03-02-2026	Other	91	MYR	The crew of the C525 failed to close their IFR flight plan in a timely manner (Reported 03-09-2026).
10	03-01-2026	Clearance/Instruction/Heading/Deviation	91	CAE	The crew of the F900 changed course and altitude without ATC authorization (Reported 03-12-2026)
11.	03-18-2026	Altitude Deviation	91	CHS	The pilot in command of the C525 climbed above an assigned altitude without ATC authorization resulting in a loss of separation with a C182. Closest proximity was 600 feet vertical and 1.1 miles laterally (Reported 03-25-2026).
12.	03-17-2026	NORDO	91	HXD	The pilot in command of the Rockwell AC11 aircraft was NORDO for approximately 55 minutes. There was no loss of separation (Reported 03-26-2026).

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13.	03-27-2026	Runway Incursion	91	GMU	The pilot in command of the Cirrus SR-22 entered Rwy 28 without ATC authorization. There was no loss of separation (Reported 03-31-2026).
14.	03-24-2026	Altitude Deviation	121	GSP	The crew of the E145 climbed above the assigned altitude without ATC authorization. There was no loss of separation (Reported 04-07-2026).

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

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10. Risk Management Matrix

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

SEVERITY		RISK - SEVERITY				
		Minimal 1	Minor 2	Major 3	Hazardous 4	Catastrophic 5
LIKELIHOOD						
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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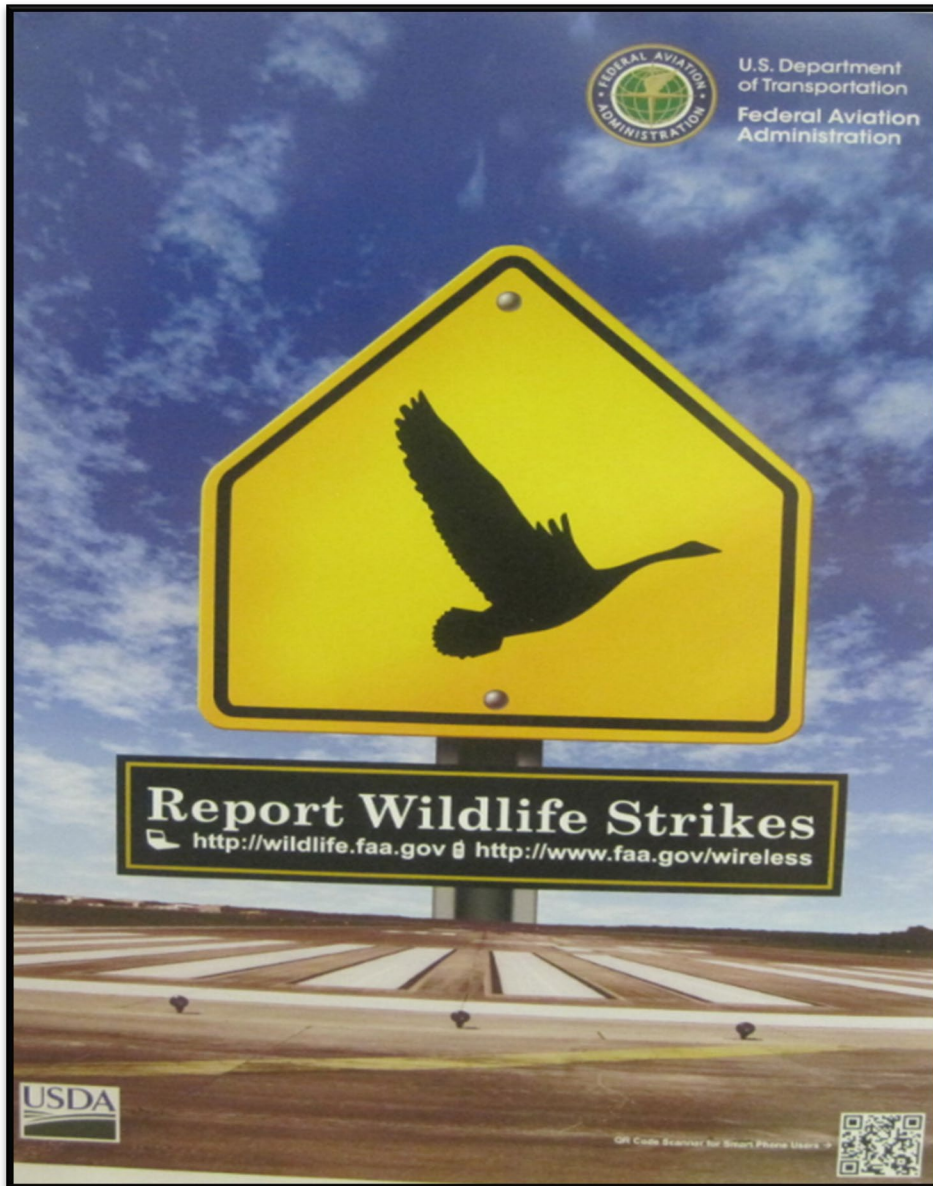
Methodology. Personnel reviewed all Pilot Deviations (EONDRA data) occurring within the jurisdiction of South Carolina from **01-01-2026 through 3-31-2026**. Personnel implemented the following procedure:


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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11. Addendum - Educational Outreach Material



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12. Addendum - Educational Outreach Material



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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
 



AVS Quality Management System

QPM #
AFG-400 SO13-025

Revision
0

Title: FY 26 South Carolina FSDO Report – 2nd Quarter

Effective Date:
April 18, 2026

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14. Addendum - Educational Outreach Material

FAASTeam
Safer Skies Through Education

FEDERAL AVIATION ADMINISTRATION
FAA
Aviation Safety

HUMAN FACTORS

The Final Frontier

*Break the Accident Chain
With Human Factors Training*


Scan to Take Our Online Courses

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Go to FAASafety.gov for more pilot and mechanic safety training.

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Check The Master List To Verify That This Is The Correct Revision Before Use

	<h1>AVS</h1> <h2>Quality Management System</h2>	<p>QPM # AFG-400 SO13-025</p>	<p>Revision 0</p>
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