FY 26 South Carolina FSDO Report – 3rd Quarter







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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** - 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

MANAGER'S SIDEBAR



Unfortunately, Pilot Deviations (PDs) continue to be an area of concern nationally. Insofar as the trend has stabilized for our District, PDs still present a risk that we must manage effectively to ensure the safety of National Airspace System (NAS) and our public.

To mitigate the risk that PDs may cause, our FAASTeam has convened Pilot/Air Traffic Control Forums as well as CFI/DPE Forums at various locations throughout South Carolina in addition to webinar broadcasts.

These forums, in collaboration with Air Traffic Controllers, promote communications between Air Traffic, Flight Standards, and our pilot stakeholders. More importantly, they provide for a safer NAS!

So far this year, the FAASTeam has conducted these forums at Greenville and Charleston. And there are more to come. Please make sure you have an active account at ***FAASafety.gov*** so that you receive the notifications of the upcoming webinars and seminars in your area.

The ***FAASafety.gov*** website provides access to on-line aviation training courses, information about the *WINGS* program, seminars, webinars, and much more to ensure "*Safer Skies Through Education.*" Remember, it's Free!

Additionally, we continue to strive to advance aviation safety and public service through effective implementation of our dynamic work force. Please peruse the GASA vision and the Addendum when you have a moment.

Also, please visit FIFA World Cup 2026 for the FAA's "Do Drone Zone" Safety Plan.

Finally, please take time to visit the SC FSDO website.

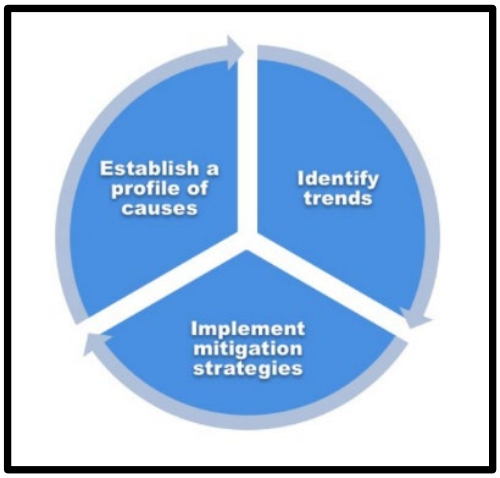
Steven J. Petrossian

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

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 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 Digitally signed by JAMES L CLINE Date: 2026.07.15 09:26:34 -04'00'

James L Cline, FPM (OPS) Date

Revision History

Rev	Description of Change	Effective Date
0	Original	07/18/2026

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Useful Links

- SC FSDO Homepage



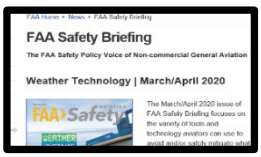
- FAA Homepage



- Safe Air Charter Operations



- FAA Safety Briefing Magazine



- UAS



- FAA YouTube



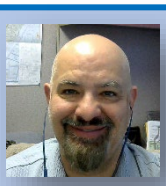
- Part 135 Certification Videos



- FAASafety.gov



Employee Spotlight



Xavier Coronel

Joining the US Air Force (USAF) in 1989, Aviation Safety Technician (AST) Xavier Coronel served as an Aircrew Systems Safety Technician in Operations Southern Watch and Iraqi Freedom. Having supported more than 21 rescue combat sorties, the Jackson Heights, NY native also gained expertise as an Air Reserve Technician with the 53rd "*Hurricane Hunters*" Squadron.

After active USAF duty, the Embry Riddle Alumnus (B.S. Aerospace Studies) gained extensive experience in international aviation operations at United Airlines and Atlas Air. Next stop – the FAA.

Onboarding with the Miami IFO in 2007, AST Coronel - also a Senior Air Safety Investigator - continuously demonstrated his expertise in international operations. Earning his Private Pilot and sUAS certifications, Xavier was well positioned for his transfer to the SC FSDO in 2017.

During his tenure at the SC FSDO, he has assumed the duties of UAS focal point, providing educational outreach to public service agencies as well as the public. Moreover, he has continuously demonstrated expertise in delivering stakeholder service as well as providing Certificate Management Teams the timely data necessary to ensure Certificate Holders and General Aviation operators maintain continuous operational safety.

Xavier's commitment to aviation safety continues to contribute significantly to a positive safety culture across the SC aviation spectrum.

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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 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 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

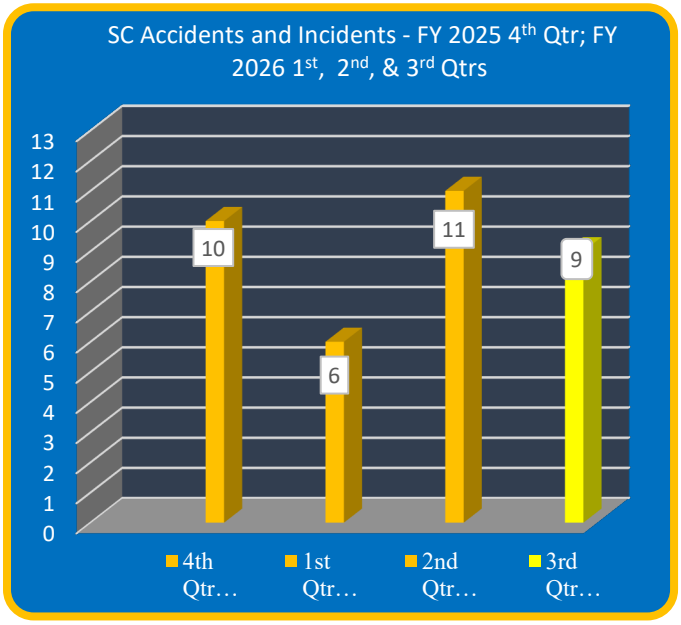
2.5. EONDRA – Emergency Operations Network Daily Report Application – FAASTeam Program Managers (FPM) analyze and assess data daily and brief management concerning occurrences, incidents, and accidents

***Tableau*®** - Software Program Utilized for Data Compilation and Analysis. *Only used when data upload was current.*

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

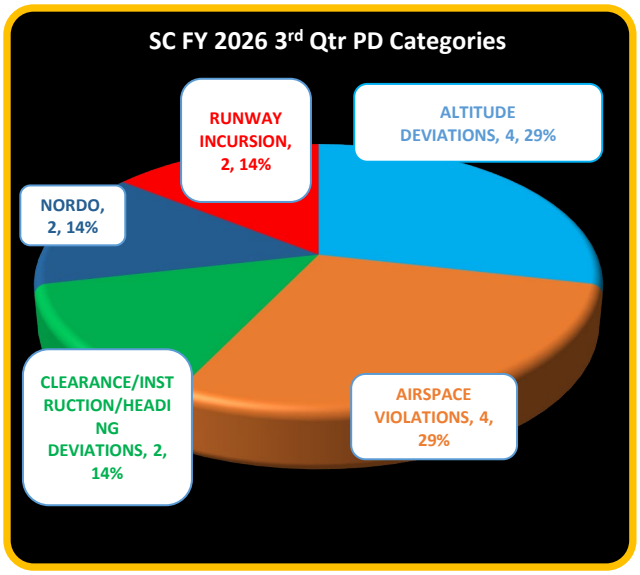
3.1. Accident/Incident Data. The data continues to indicate a decreasing trend that began in FY 2025 3rd. 3rd Qtr data indicated **four** accidents and **five** incidents with one accident resulting in **four fatalities**. The data does not include accidents/incidents involving *only* UAS aircraft.



3.1.1. SC FY 2026 3rd Qtr – Phase of Flight. **34%** of the events occurred in the Landing phase.

3.1.2. SC FY 2026 3rd Qtr - Causal Factors. Personnel issues accounted for the causal factors in **67%** of the events while Aircraft airworthiness issues were the causal factors in **11%** of the events.

3.2. Preliminary Pilot Deviations. Pilot Deviations (PD) remained stable. **Part 91** operations involved **79%** of the PDs; **Part 121** operations accounted for **7%**.



3.2.1. FY 2025 4th Qtr; FY 2026 1st, 2nd, & 3rd Qtrs. The data indicates a stabilized trend that began FY 26 1st Qtr.

3.2.2. Deviation Categories.

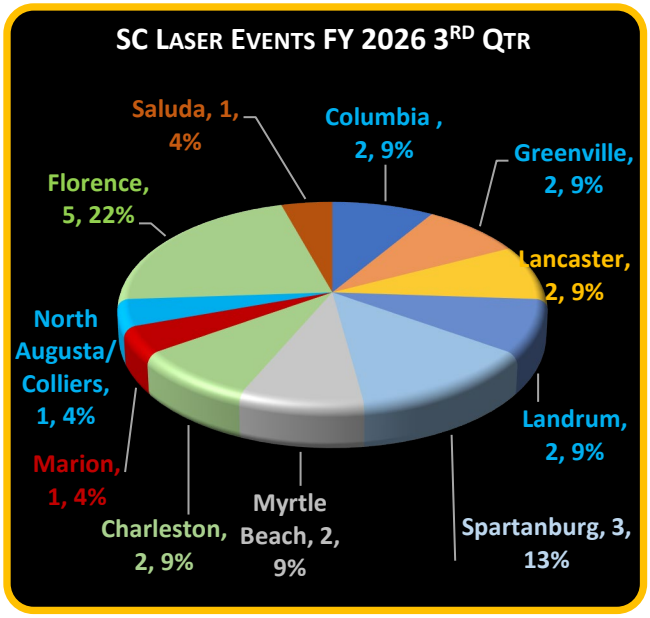
Airspace Violations accounted for a plurality of events with 31%; Altitude Deviations accounted for the plurality of events with 23%.

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.***

3.3.1. SC FY 2026 – 3rd Qtr. There were 21 reported wildlife strikes. Charleston Int'l (CHS) and Myrtle Beach Int'l (MYR) comprised 72% of the reported wildlife strikes.

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 – 3rd Qtr. In SC, the plurality – 22% - of the *reported 23 lasering events* in FY 2026 3rd Qtr. (Calendar Year – April, May, June) occurred in the Florence area.



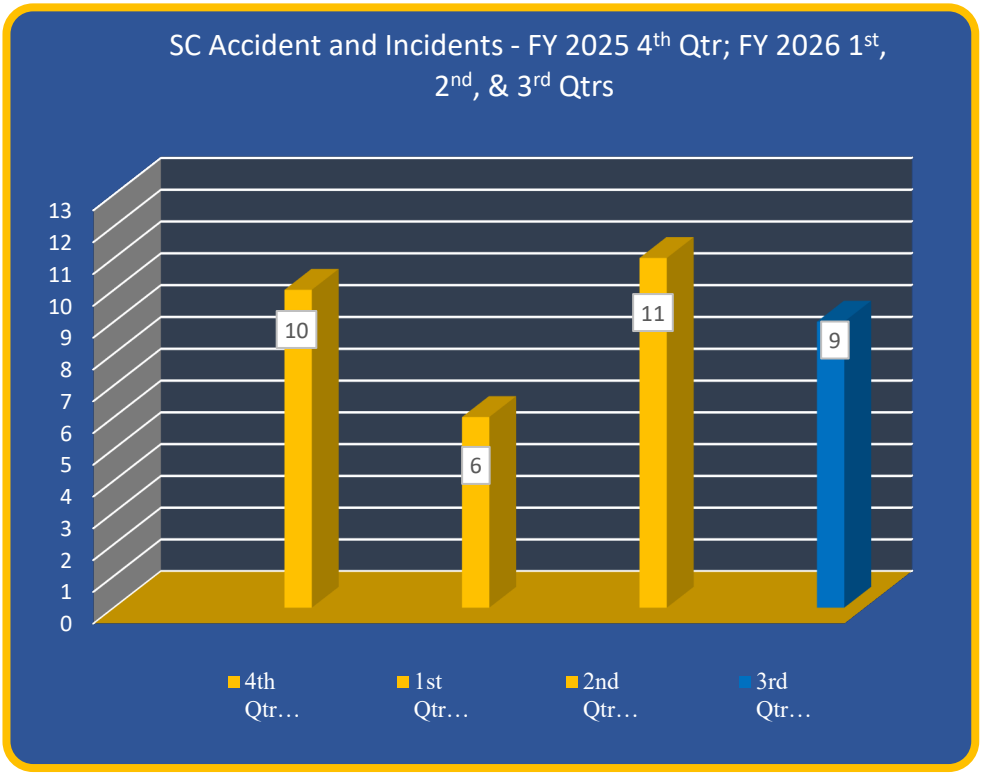
3.5. UAS Pilot Reported Events

3.5.1. SC FY 2026 – 3rd Qtr. Based on pilot reported and UAS operator information in the EON DRA, there were **10** reported UAS events.

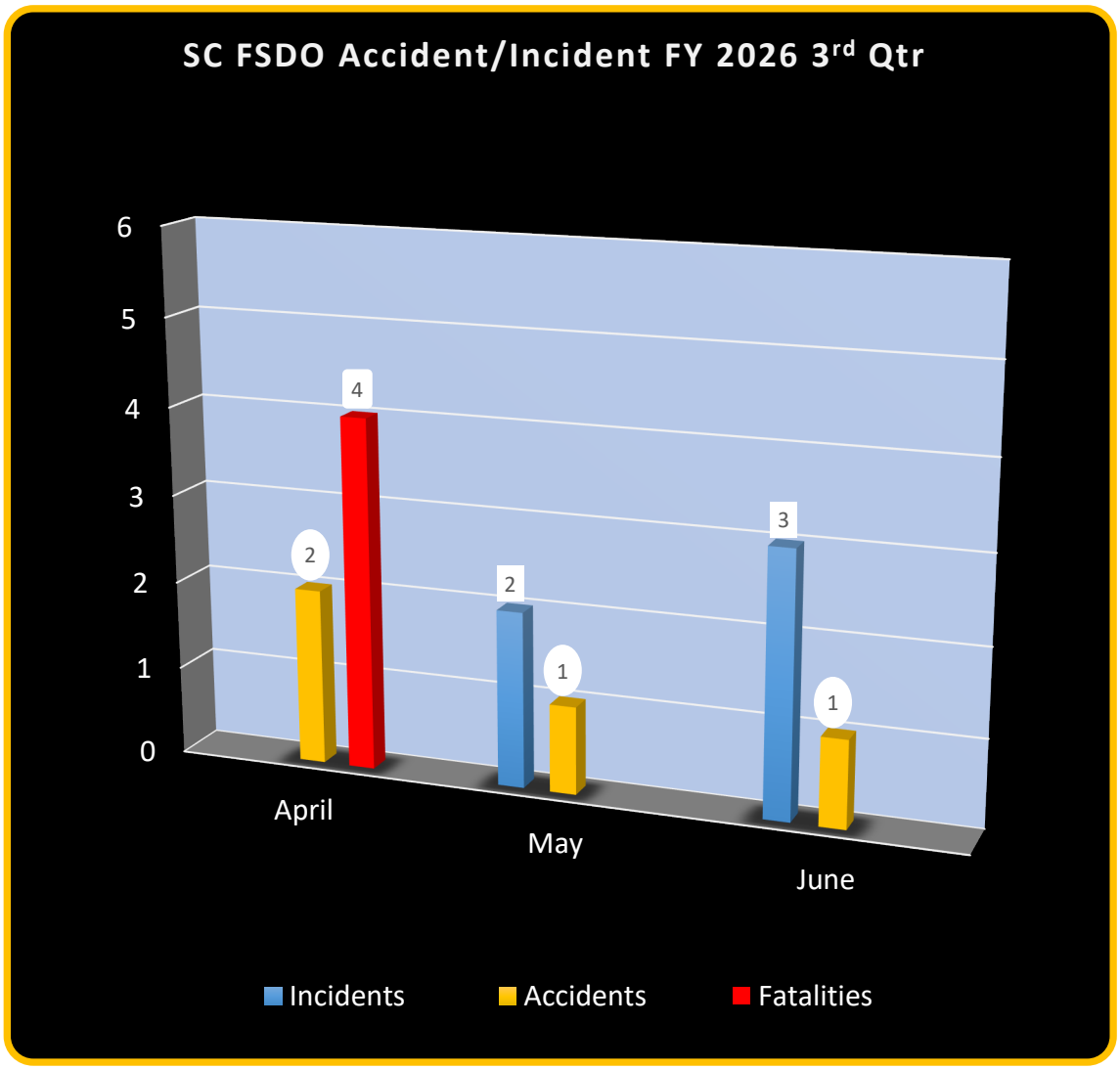
3.5.2. UAS Accidents – There were no reported UAS reported accidents.

4. **Accident and Incident Data**

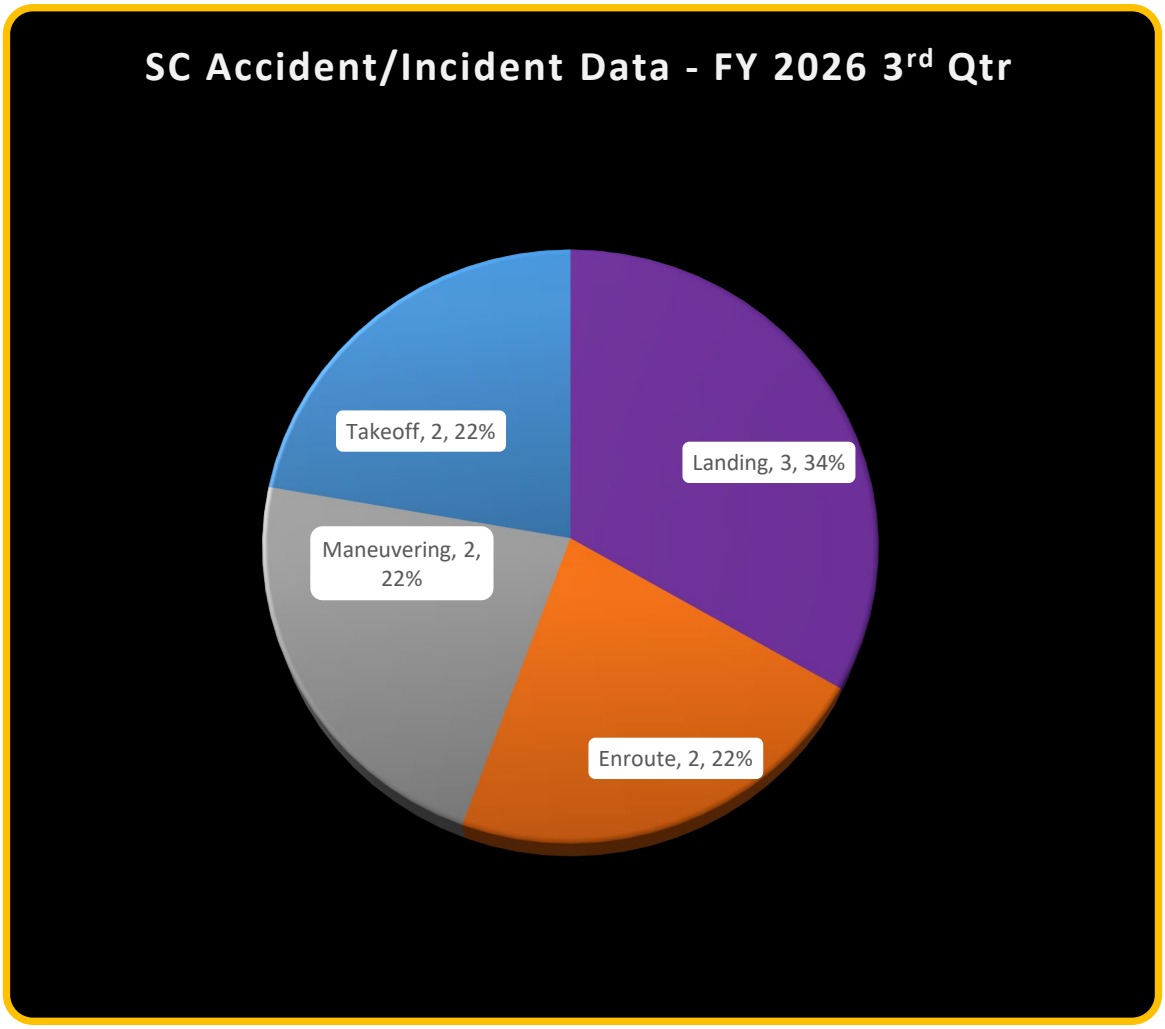
4.1.1. FY 2025 4th Qtr; FY 2026 1st, 2nd, & 3rd Qtrs. 3rd Qtr. data revealed **four** accidents and **five** incidents. There were four fatalities in one accident.



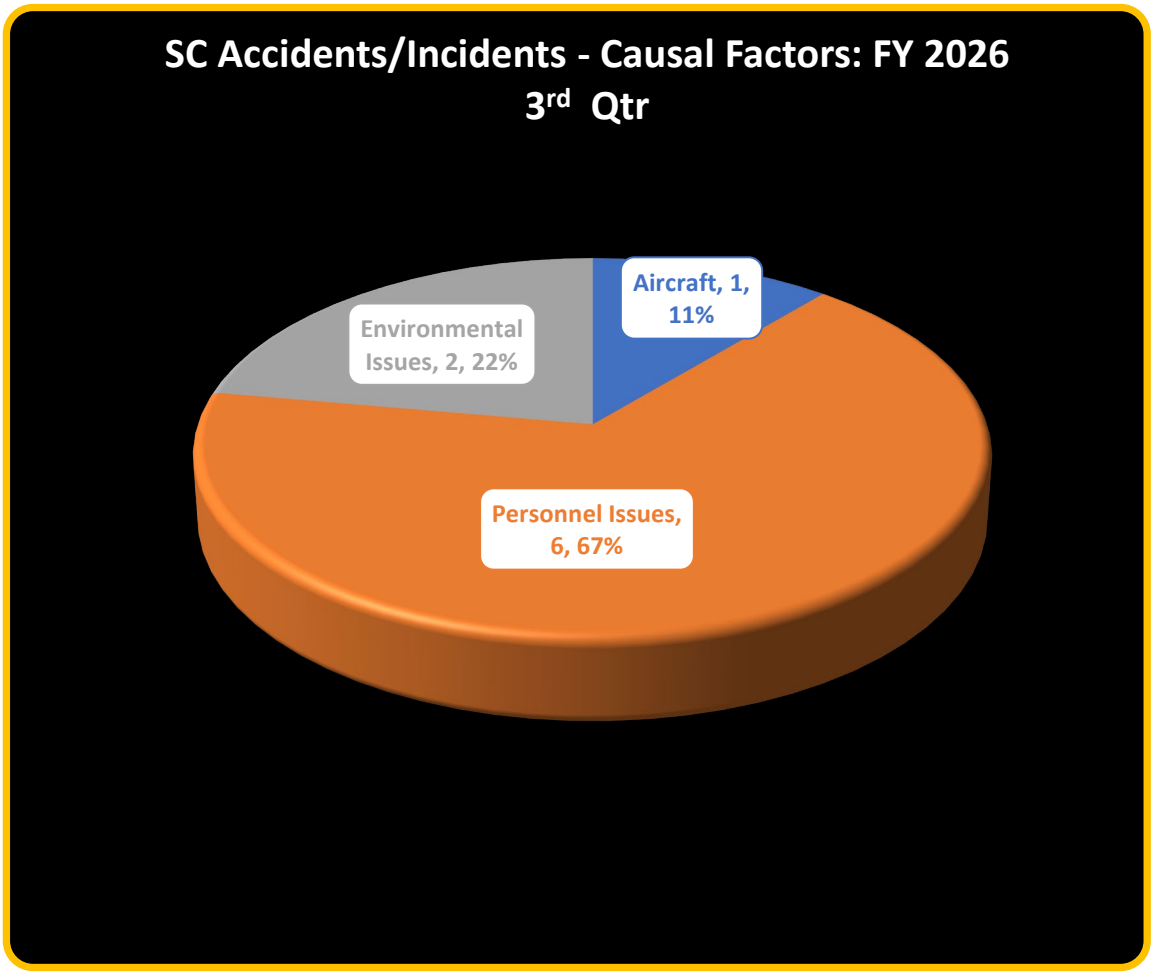
4.1.2. SC FY 2026 3rd Qtr. – April, May, June. There was one fatal accident with four fatalities for the Qtr.



4.1.3. SC FY 2026 3rd Qtr – Phase of Flight. Data indicates the Landing, Takeoff, Maneuvering, and Enroute Phases each accounted for 25% of the accidents/incidents.



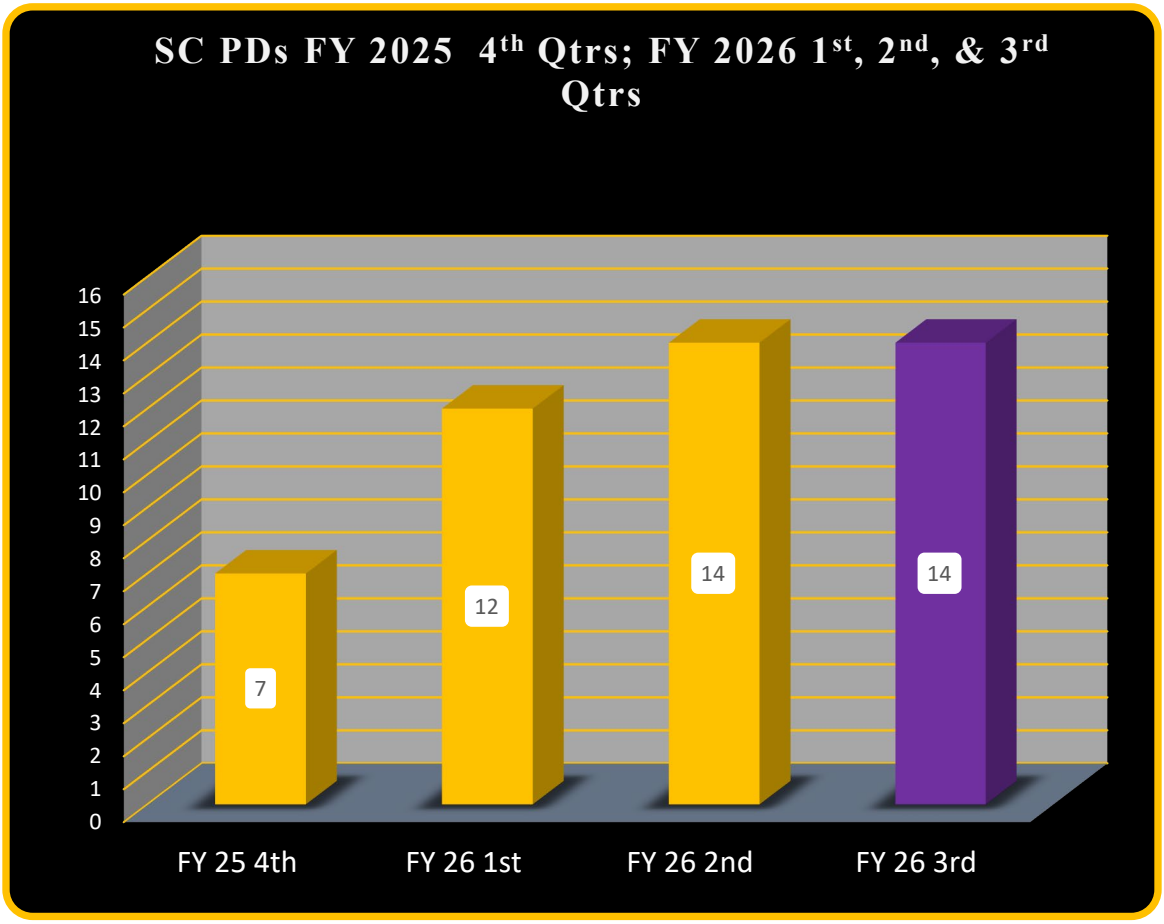
4.1.4. SC FY 2026 3rd Qtr – Causal Factors. Aircraft issues include, but are not limited to, compliance failures and other airworthiness issues**.** Aircraft issues contributed to many of the accidents/incidents. Personnel issues include, but are not limited to, skill-based errors, perception errors, and judgment errors. Routine and exceptional violations may also be causal factors. Whereas personnel issues were involved in **67%** of the events, aircraft issues were causal/contributing factors in only **11%** of the accidents/incidents.



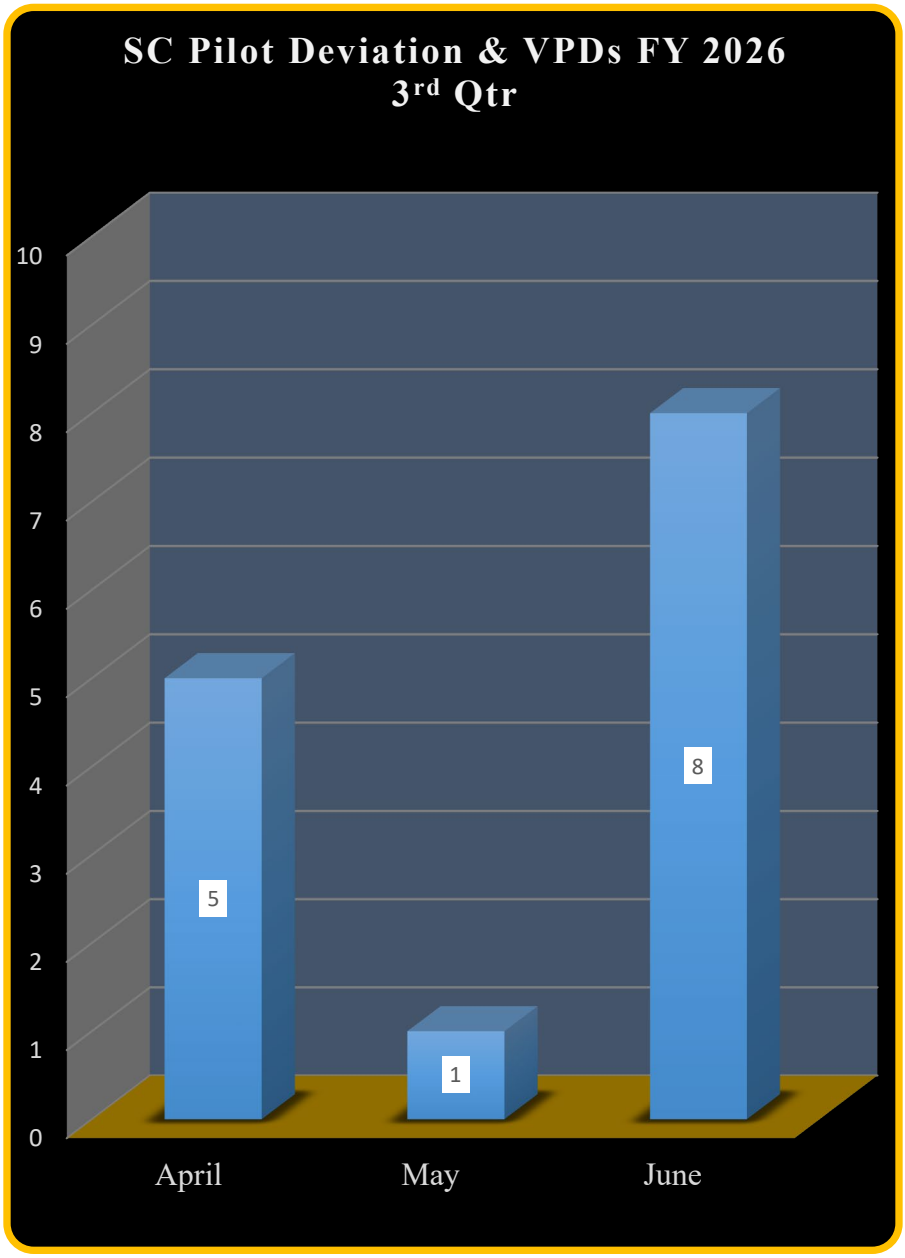
4.2. Pilot Deviation (PD) & Vehicle/Pedestrian Deviation (VPD) Data – PDs continued a stabilized trend the last three Qtrs.

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

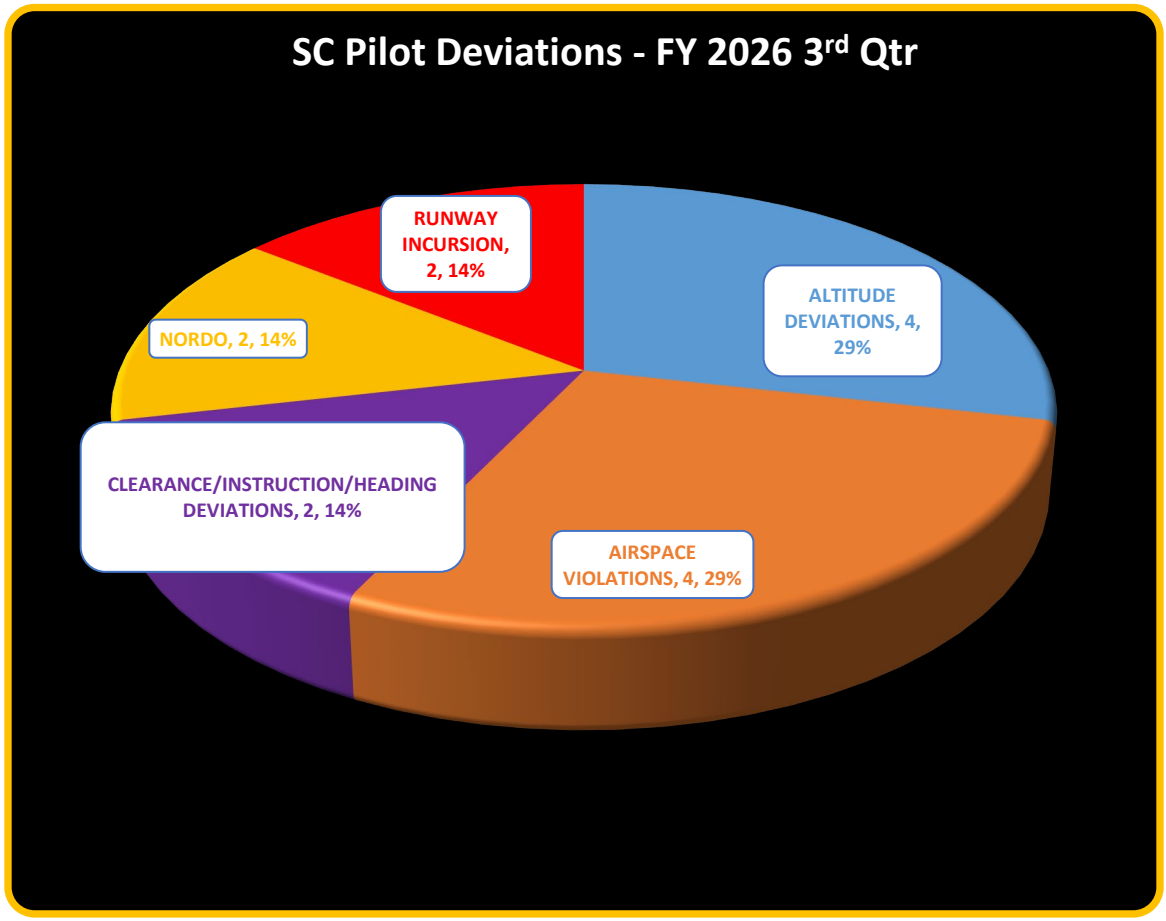
4.2.2. ADS-B. There were no ADS-B PDs this quarter.



4.2.3. SC FY 2026 3rd Qtr – April, May, June. The data indicated somewhat of an uptick as the Qtr. progressed.



4.2.4. SC FY 2026 – 3rd Qtr Deviation Categories. Altitude Deviations accounted for a plurality, or **23%**, of PDs this quarter. (See Note below)



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

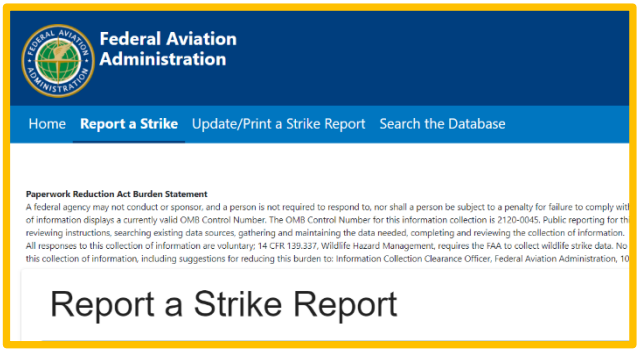
4.3. Wildlife Strikes. Wildlife strikes with aircraft are increasing in the United States and elsewhere. The number of wildlife strikes reported per year to the FAA increased steadily from about 1,800 in 1990 to 16,000 in 2018. Expanding wildlife populations, increases in number of aircraft movements,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

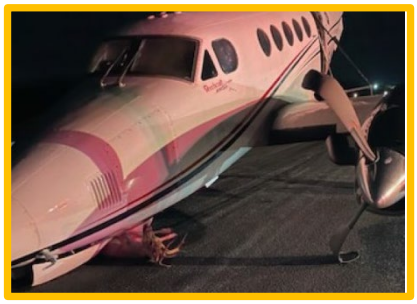
The United States Department of Agriculture (USDA) Wildlife Services works to reduce wildlife hazards at airports nationwide as part of its mission to minimize wildlife damage to agriculture, property, and natural resource.

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.

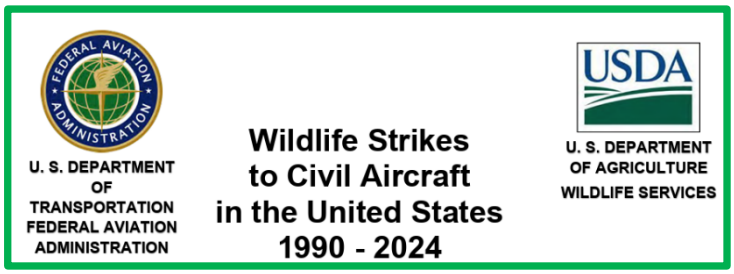
For additional information, please review the *Wildlife Strikes to Civil Aircraft in the United States 1990 – 2023 Report* by the US DOT, FAA, and USDA.

Report a Wildlife Strike

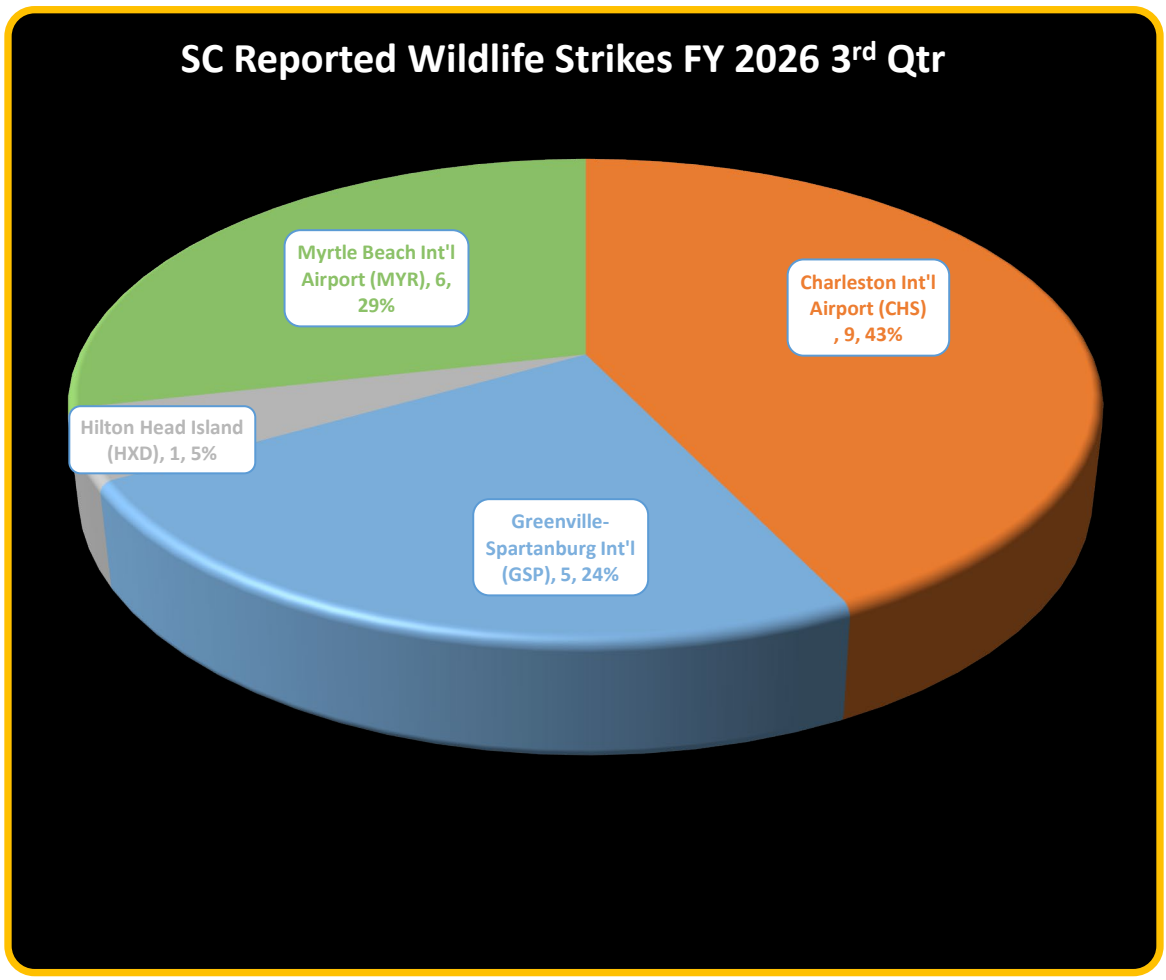




Deer Strike on Landing at RBW



SC FY 2026 – 3rd Qtr. In SC, CHS and MYR experienced the vast majority – **72%** - of the reported wildlife strikes.

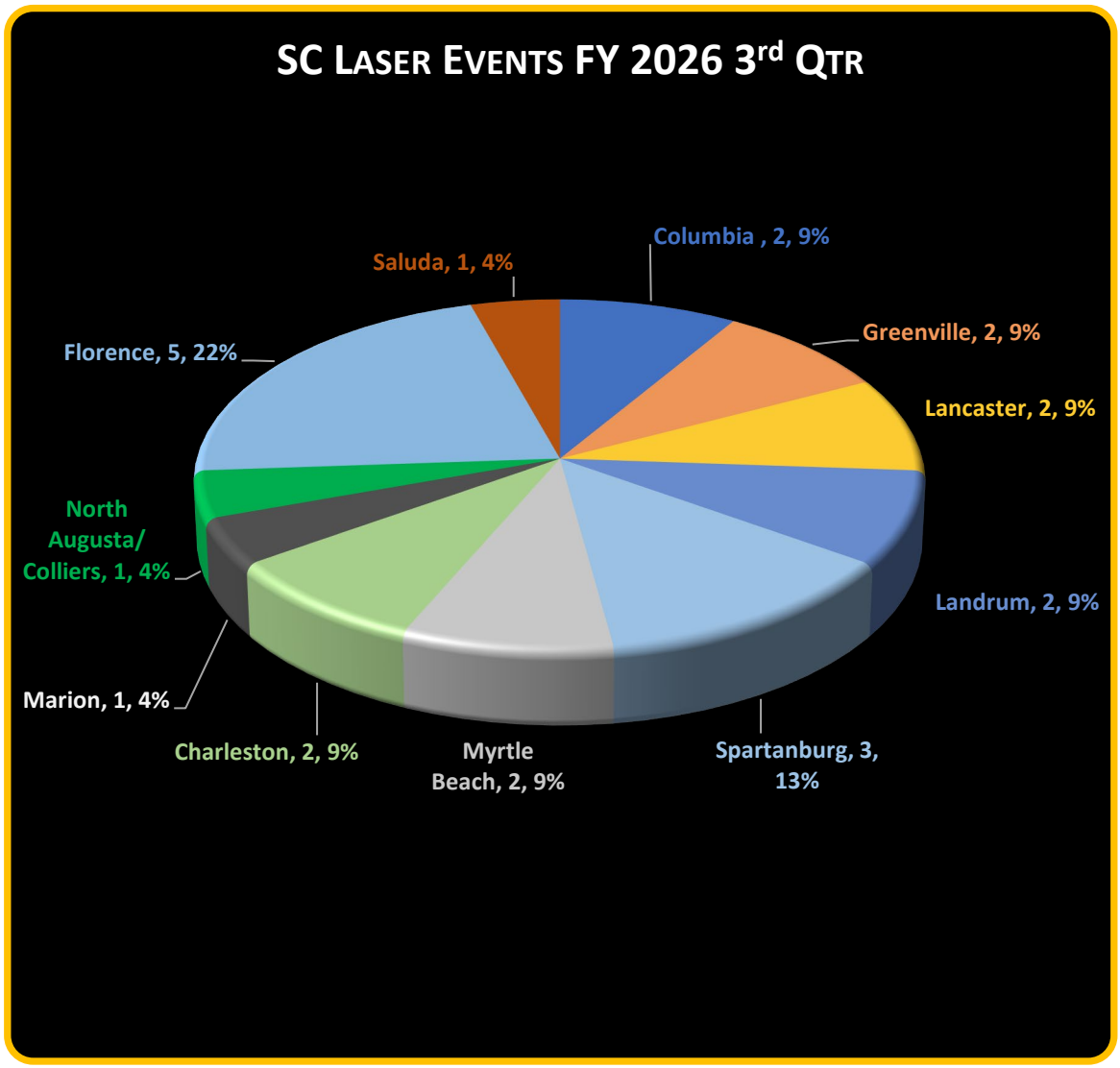


4.4. Laser Events. Pointed to the sky, lasers are a serious threat. Moreover, pointing a laser at an aircraft is a federal crime, and there were 10,994 laser strikes reported to the Federal Aviation Administration (FAA) in 2025 — a 14 percent decrease from the year before but still too high. Several 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 3rd Qtr. In SC, the plurality of the pilot *reported 23 laser events* in FY 2026 3rd Qtr. (Calendar Year – April, May, June) occurred in the Florence area. To report a laser incident:

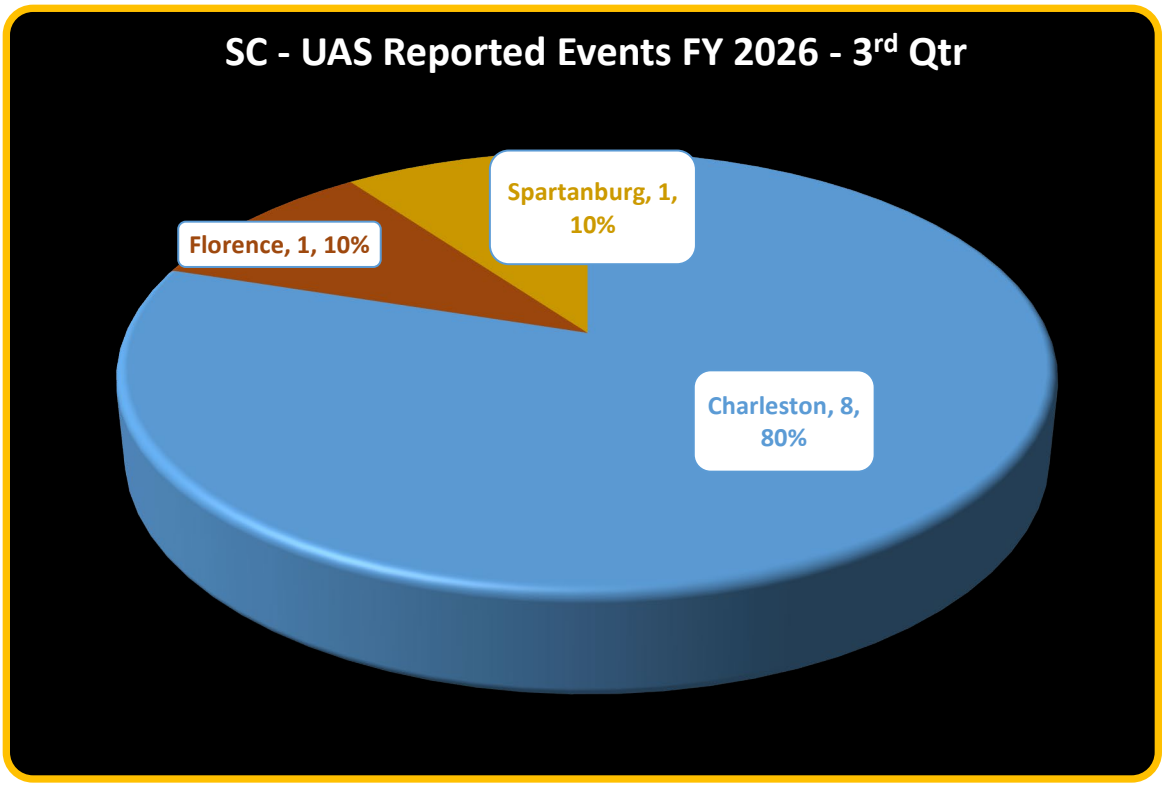
- Report Laser Incident
- Mobile Laser Incident Reporting Form
- For more laser data event data, click on Laser Event Data 2025.

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SC LASER EVENTS FY 2026 3rd QTR
Columbia , 2, 9%
Saluda, 1, 4%
Greenville, 2, 9%
Florence, 5, 22%
Lancaster, 2, 9%
North Augusta/ Colliers, 1, 4%
Landrum, 2, 9%
Marion, 1, 4%
Charleston, 2, 9%
Myrtle Beach, 2, 9%
Spartanburg, 3, 13%

4.5. UAS Reported Events. These are in-flight events reported by pilots and UAS operators. There were 10 reported UAS events as noted below.

4.5.1. SC FY 2026 – 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
End of Data					

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 accounted for **34%** of the events. Personnel issues stemming from Decision Errors, Skill Based Errors, and Perceptual Errors were causal factors in **67%** of the events; Aircraft issues accounted for **11%.**

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.

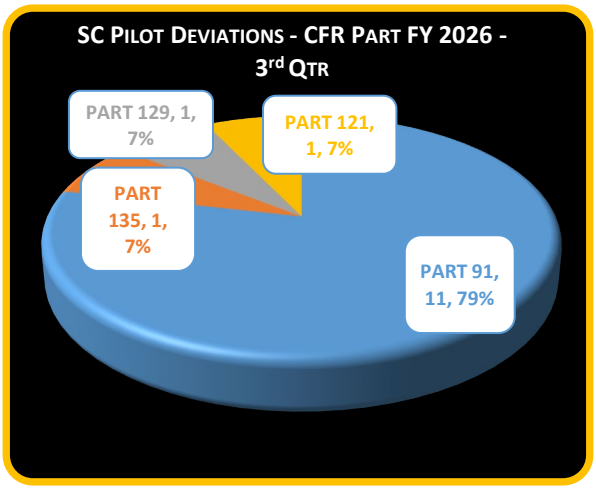
5.1.1.4. Metrics: At a minimum, personnel will ensure completion of the General Aviation Safety Promotion Program (GASP) FY26 National Performance Plan (NPP) Outreach events and focused safety campaigns. With available resources, personnel will also conduct additional events, i.e., CFI/DPE and Pilot/ATC Forums, etc.

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

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 **79%** of the Pilot Deviations. **58%** of PDs resulted from 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

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 FAASTeam 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

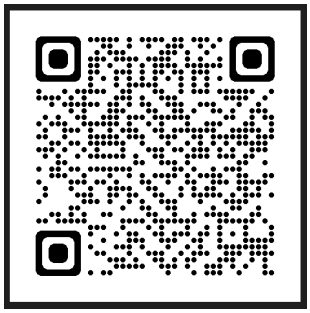
5.1.3.2.1. Severity: Minor to Catastrophic

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 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 04-01-2026 through 06-30-2026, FAASTeam Representatives and FPMs conducted the following events to support the General Aviation Safety Promotion Program (GASP) FY26 National Performance Plan (NPP).

TOTAL EVENTS	**28**
TOTAL ATTENDEES	**776**
Average Attendees	**28**
Mode (Most Frequent Value) Attendees	**23**
Median (Middle Value) Attendees	**23**
Maximum Attendance	**114**
Rep. Conducted	**11**



CFI/DPE/Pilot Forum
Charleston Southern University
April 2026



FAASTeam Event
FAASTeam Rep. Jay Seward
Flight Deck Restaurant, Lexington, SC
June 2026 (1st Event)

6.2 Webinar and Seminar Events: 04-01-2026 through 06-30-2026

Event Title	Event Date	Select Number (#)	Attendance
Human Factors and WINGS	4/1/2026 17:00	SO13142738	114
Dirty Dozen for Operator and Agencies Ethos Energy	4/7/2026 12:00	SO13142633	41
Greenville - Spartanburg Airport (GSP) Virtual Runway Safety Action Team Meeting	4/8/2026 10:00	SO13142224	23
Greenville Downtown Airport Runway Safety Action Team Meeting - Hybrid Event	4/9/2026 9:00	SO13142229	35
Dirty Dozen for AMT Students	4/13/2026 12:00	SO13142959	62
Helicopters and Their Intricacies of Maintenance	4/14/2026 9:00	SO13143057	5
FAASTeam Flight Instructor / DPE / Pilot Open Forum	4/18/2026 7:30	SO13142483	23
April Topic of the Month - Angle of Attack Awareness	4/22/2026 18:00	SO13142941	6
Dirty Dozen for AMT Students	4/23/2026 12:00	SO13142641	70
April Topic of the Month - Angle of Attack Awareness	4/26/2026 18:30	SO13142872	21
April Topic of the Month - Angle of Attack Awareness	4/27/2026 17:30	SO13143074	23
SC FSDO-13 Designee Meeting	4/28/2026 9:00	SO13142432	18
FAASTEAM Representative Currency Training - Spring Edition	5/4/2026 7:00	SO13143329	35
Donaldson Center - Runway Safety Action Team Meeting	5/7/2026 12:00	SO13142219	18
May Topic of the Month - Aircraft Owner and Mechanic Relationships	5/9/2026 7:30	SO13143255	26
FAASTeam Safety Day at CHS - Free Breakfast and Lunch!	5/16/2026 6:30	SO13144349	26
Controlled Flight Into Terrain	5/16/2026 8:00	SO13143295	1
Human Factors and the SC FSDO 2nd Quarter Safety Report	5/16/2026 9:00	SO13144585	34

Event Title	Event Date	Select Number (#)	Attendance
Human Factors and the SC FSDO 2nd Quarter Safety Report	5/16/2026 9:00	SO13144585	34
FAASTEAM Representative Currency Training - Spring Makeup Edition	5/18/2026 7:00	SO13143266	10
Charleston International Airport - Runway Safety Action Team Meeting	5/28/2026 9:00	SO13142778	18
FAASTEAM Representative Currency Training - Spring Makeup Edition	5/18/2026 7:00	SO13143266	10
Hilton Head Island Airport - Runway Safety Action Team Meeting - Hybrid Event	5/27/2026 12:00	SO13142231	7
How to Get ANYTHING You Want from ATC	5/11/2026 19:00	EA68143272	22
Wildlife Strikes - The Aviation Impact	6/3/2026 13:00	SO13142618	21
Understanding Aircraft Owner/Mechanic Roles and Responsibilities	6/3/2026 17:30	SO13144662	42
Dirty Dozen for Operator and Agencies	6/12/2026 11:00	SO13144395	8
Columbia Metropolitan Airport Runway Safety Action Team Meeting - Hybrid Event	6/17/2026 9:00	SO13142264	27
Topic of the Month - Hindsight Bias and Controlled Flight Into Terrain (CFIT)	6/27/2026 10:00	SO13145122	12
Topic of The Month - Hindsight Bias and Controlled Flight Into Terrain (CFIT)	6/29/2026 18:30	SO13144999	28
End of Data			

7. FAASTeam Targeted Activities in the District and Beyond.

7.1. ***CFI/DPE Forum*** – Charleston Southern University (April 2026)

7.2. ***FAASTeam Safety Day at CHS*** **–** Hilton Garden Inn (May 2026)

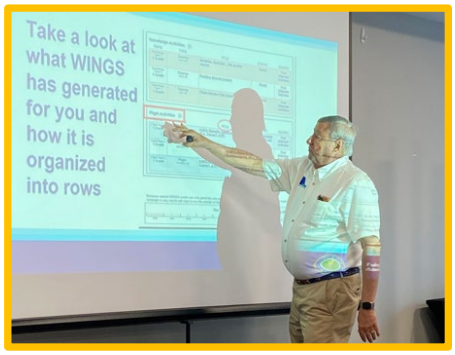
7.3. ***Civil Air Patrol*** **–** Orangeburg (May 2026)



CFI/DPE/Pilot Forum
Charleston Southern University
April 2026



FAASTeam Rep. Dan Ahern
Civil Air Patrol – OGB
May 2026



FAASTeam Rep. Walter McElveen
FAA Safey Day
Hilton Garden Inn, North Charleston
May 2026



CHS RSAT Meeting
May 2026



FAASTeam Rep. Jay Seward
Flight Deck, Lexington
June 2026 (2nd Event)

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	04-17-2026	Union, SC (35A)	Accident	91	Yes (4)	The M20J crashed for unknown reasons in the vicinity of 35A. A post fire ensured. There were four fatalities. The accident is still under investigation.
2	05-03-2026	Clemson, SC (CEU)	Incident	91	No	The pilot in command of the SR22 aircraft attempted an aborted takeoff that resulted in a runway excursion on runway 7. There were no injuries.
3.	04-20-2026	Greenwood, SC	Accident	91	No	The AS29 glider landed in a field and experienced a ground loop.
4.	05-08-2026	Rock Hill, SC (UZA)	Accident	91	No	The pilot in command of the Cirrus SR22 lost control while landing on Runway 2 and veered off on the left side of the runway. There was damage to the aircraft's propeller, landing gear, and airport property.
5.	05-11-2026	Rock Hill, SC (UZA)	Incident	91	No	The pilot in command of the PA24 aircraft landed the aircraft in a gear up configuration on Runway 2/20. There were no injuries.
6.	06-09-2026	Lynchburg, SC (JMM)	Accident	137	No	While engaged in agricultural applications, the pilot in command of the R44 Helicopter struck a powerline and subsequently impacted the ground. The pilot was transported to the hospital.
7.	06-19-2026	Ladson, SC	Incident	91	No	The pilot in command of the PA28A experienced engine failure after departing Rwy 33 at CHS and executed a forced landing at the fairgrounds off Hwy 78 near Ladson, SC.
8.	06-07-2026	CHS	Incident	91	No	After departing Rwy. 33, the Learjet experienced a bird strike resulting in damage to the engine.
9.	06-30-2026	GMU	Incident	91	No	The nosewheel of the LANCAIR IV collapsed after landing causing the aircraft to depart the end of Runway 01. The were no injuries.

End of Data

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	04-06-2026	Altitude Deviation	91	CHS	The crew of the CE525 climbed above the ATC assigned altitude without ATC authorization causing a loss of separation with a Southwest B737 (Reported 04-08-2026).
2	04-13-2026	NORDO	91	CAE	The pilot in command of the SR22T was NORDO for greater than 20 minutes. There was no loss of separation (Reported 04-15-2026).
3	04-17-2026	Heading/Clearance/Instruction Deviation	135	CUB	The crew of the E55P deviated from the ATC assigned heading after departure that resulted in a loss of separation.
4	04-18-2026	Runway Incursion	91	GMU	The pilot in command of the experimental aircraft crossed runway 10/28 without ATC authorization. There was no loss of separation.
5	04-30-2026	Altitude Deviation	91	CHS	The pilot in command of the E55P climbed above an assigned ATC altitude. There was no loss in separation.
6	05-08-2026	Airspace Violation	91	MYR	The pilot in command of the RV7 entered MYR Class C airspace without ATC authorization. There was no loss of separation (Reported 05-11-2026).
7	06-01-2026	Airspace Violation	91	CAE	The pilot in command of the Cirrus SR22 entered the CAE Class C airspace without ATC authorization. There was no loss of separation.
8.	06-03-2026	Altitude Deviation	91	SPA	The pilot in command of the B350 ascended above the ATC assigned altitude causing a loss of separation with a PA32. Closest proximity was 600 feet vertical and 2.53 miles laterally (Reported 06-04-2026).
9.	06-05-2026	Heading/Clearance/Instruction Deviation	121	MYR	The crew of the A320 failed to comply with ATC taxi instructions. There was no loss of separation (Reported 06-15-2026).
10	06-15-2026	Airspace Violation	91	CRE	The pilot in command of the M20P entered CRE Class D airspace without ATC authorization. There was no loss of separation.
11.	06-08-2026	Runway Incursion	91	MYR	The pilot in command of the CE182 taxied to the runway without an ATC clearance. There was no loss of separation (Reported 06-17-2026).
12.	06-26-2026	Airspace Violation	91	GSP	The pilot in command of the M20J entered GSP Class C without ATC authorization. There was no loss of separation.

13.	06-05-2026	NORDO	129	CHS	The crew of the A20N was NORDO for approximately 29 minutes. There was no loss of separation (Report 07-07-2026).
14.	06-23-2026	Altitude Deviation	91	CAE	The crew of the C525B climbed above an assigned altitude. There was no loss of separation (Reported 07-08-2026).

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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 / 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

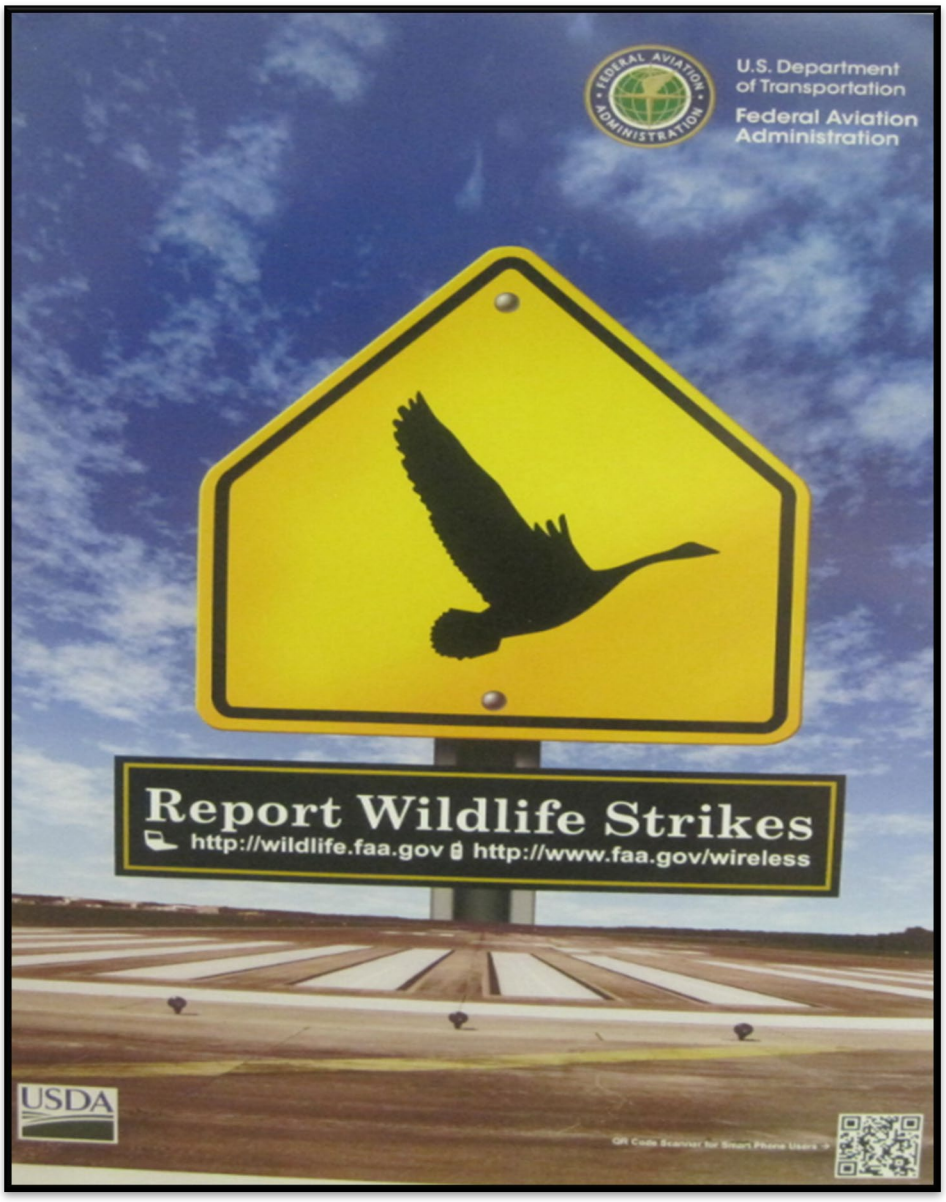
High Risk [Red]
Medium Risk [Yellow]
Low Risk [Green]

Methodology. Personnel reviewed all Pilot Deviations (EONDRA data) occurring within the jurisdiction of South Carolina from **04-01-2026 through 6-30-2026.** 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



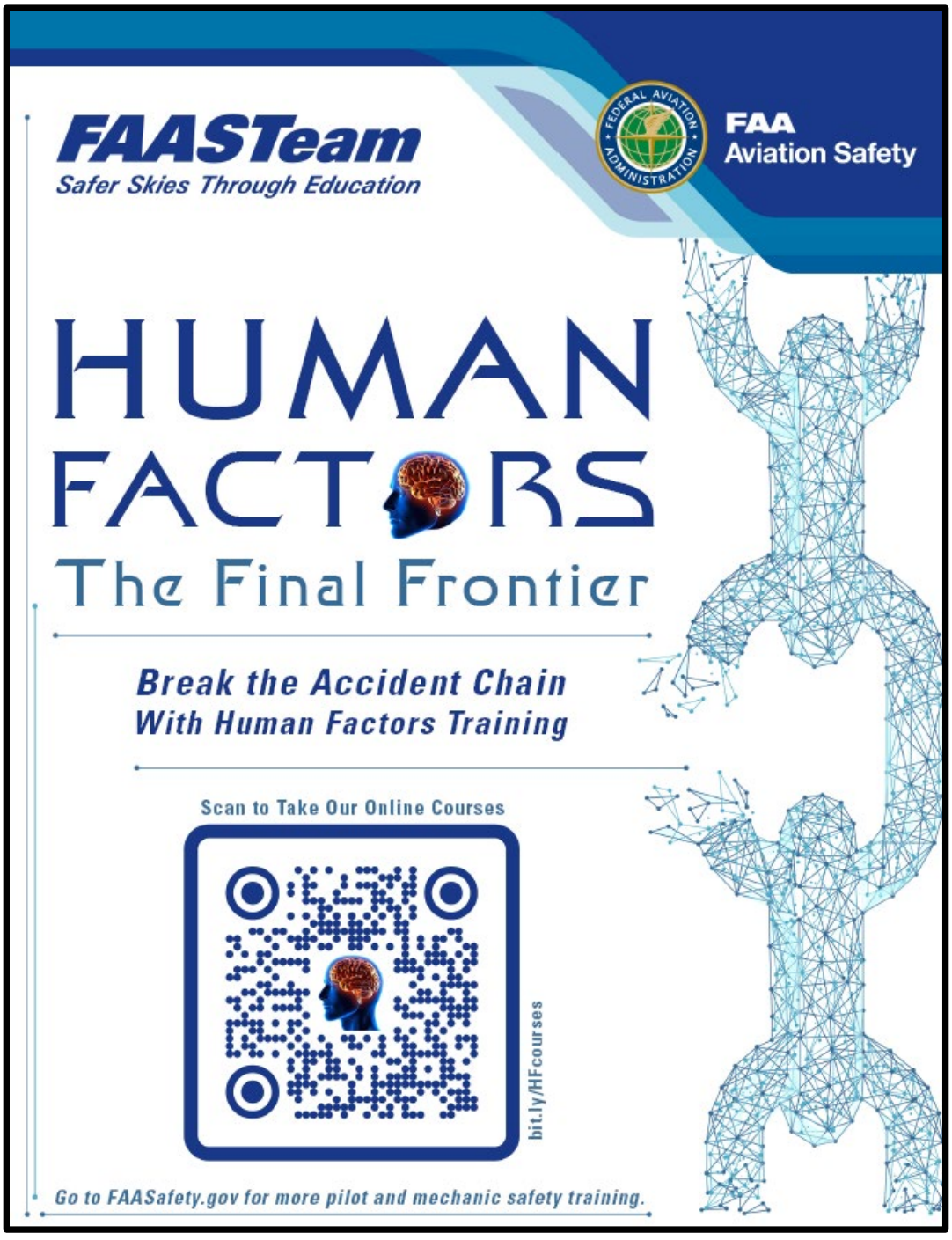
12. Addendum - Educational Outreach Material



13. Addendum - Educational Outreach Material



14. Addendum - Educational Outreach Material



15. Addendum – GASA Information



END OF REPORT

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