



AVS Quality Management System

QPM #

AFG-400 SO13-011

Revision

0

Title: The South Carolina Flight Standards District Office, AFG-400 SO-13, FY 2020 3RD Quarter Abbreviated Safety Data Analysis and Assessment

Effective Date: July 28, 2020

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The South Carolina Flight Standards District Office, AFG-400 SO-13, FY 2020 3RD Quarter Abbreviated Safety Data Analysis and Assessment

IMPORTANT INFORMATION

[COVID-19 Relief For Certificate Holders: Policy Deviations, Exemptions, and Rule Changes](#)

Coronavirus (COVID-19)
Information from the FAA



[COVID-19 SFARS](#)

[Informational Letter to Pilots](#)



[Executive Summary - A Quick Look](#)



Runway Safety Pilot Simulator

Runway Safety Website

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Introduction

In 1956 a Trans World Airlines Lockheed Super Constellation and a United Airlines Douglas DC 7 collided over the Grand Canyon, AZ, killing all 128 occupants of the two airplanes. In response to the need to mitigate the risk of midair collisions and to provide for the safe and efficient use of the national airspace, Congress passed, and the president signed the Federal Aviation Act in 1958 which created the Federal Aviation Agency. Soon thereafter, the agency commissioned local field offices, known as General Aviation District Offices (GADOs), around the country, including Columbia, South Carolina (SC). Originally designated as GADO 9 in the Southern Region, GADO 9, or the Columbia GADO, was located at Owens Field in 1947.



Fig. 1 -SC FSDO



Fig. 2 SC FSDO Service Area

Later, in 1967, President Johnson created a cabinet department combining federal transportation responsibilities. In the process, the Federal Aviation Agency became the Federal Aviation Administration. Thereafter, in an effort to standardize the names of Field Offices nationwide GADOs became Flight Standards District Offices or FSDOs. Although the Columbia GADO became the South Carolina FSDO in 1982, the office's commitment to aviation safety never wavered. Today, the SC FSDO, or SO-13, is located at 125B Summer Lake Drive, West

Columbia, adjacent to the Columbia Metropolitan Airport (CAE) (Fig. 1) and provides service coverage for SC (Fig. 2). Under the direction of Manager Randy S. DeBerry, the office maintains close working relationships with local, state, and other federal entities to foster a climate conducive to air commerce, 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....”**

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Scope

In addition to distribution to FAA personnel, SC FSDO personnel will provide the report, upon request, to any entity in the interest of aviation safety outreach. FAASTeam personnel will also disseminate the report to DPEs, FAASTeam Representatives, and DMEs (*FAA Order 8900.1, Volume 15, Chapter 3, Section 1, paragraph 15-3-1-5 [e]*).

Respectfully Submitted by: _____

James L Cline, FPM (OPS) Date

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Revision History

Rev	Description of Change	Effective Date
0	Original	07/28/2020

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Useful Links

- [SC FSDO Homepage](#)



- [FAA Homepage](#)



- [Safe Air Charter Operations](#)



- [FAA Safety Briefing Magazine](#)



- [UAS](#)



- [FAA YouTube](#)



- [FAA STeam Rep Corner](#)



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(Note: Service Area is Blue)

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11. **Addendum** – Wildlife Strikes Data
12. **Addendum** – Educational Outreach Material – *Wildlife Strikes Poster*
13. **Addendum** – Educational Outreach Material – *Wildlife Strikes Poster*

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1. Objective and Purpose

- 1.1. **Chart Depictions.** To provide readily discernible chart depictions, based on empirical and extrapolated lagging accident and incident data as well as pilot deviation data within the jurisdictional service boundaries of the South Carolina Flight Standard District Office (SC FSDO).
- 1.2. **Aviation Hazards.** To provide an identification of pertinent, aviation hazards and causal factors resulting in aviation incidents and accidents as well as pilot deviations within the jurisdictional boundaries of the SC FSDO.
- 1.3. **Risk Mitigation.** To provide *realistic*, abbreviated mitigation strategies and possible implementation solutions to reduce or eliminate aviation hazards thereby reducing the aviation related incidents, accidents, and fatalities.
- 1.4. **Accident/Incident and Pilot Deviation Synopses.** To provide an annotated, redacted (to protect *Personal Identifiable Information*) synopses in the *addenda* of:
 - 1.4.1. Accident and Incident Summaries
 - 1.4.2. Pilot Deviations Summaries
 - 1.4.3. Risk Assessment Procedures and Risk Management

2. Data Sources and Collection

- 2.1. **SPAS - Safety Performance Analysis Subsystem.** All data sources are accessed through the SPAS portal. The various data bases are updated as indicated.
 - 2.1.1. A/IDS - Accident Incident Database System via SPAS – *Updates T, W, Thurs, Sun*
 - 2.1.2. ATQA - Air Traffic Quality Assurance via the SPAS portal – *Updates, T, W, Thurs, Sun*
 - 2.1.3. NTSB - National Transportation Safety Board via the SPAS portal – *Updates Weekly*
 - 2.1.4. PTRS - Program Tracking and Reporting System – Updates – Continuous
- 2.2. **Tableau® - Software Program Utilized for Data Compilation and Analysis.** *Only used when data upload was current. Some FY 2020 data was unavailable.*

3. Executive Summary – Annotated Analysis

- 3.1. SO-13 FAASTeam Personnel – Currently, the SC FSDO FAASTeam is comprised of:

- Two FAASTeam Program Managers – One Operations and One Airworthiness
- 24 FAASTeam Representatives

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- Five FAASTeam Representatives with *DronePro* designations
- Six FAASTeam Service Providers

During 3rd Quarter, FAASTeam personnel conducted only webinars with a total attendance of 335. Although current FAASTeam staffing levels are sufficient to support the current level of Airman Certification within South Carolina (Fig. 3.1), *infra*, FAASTeam management personnel continually monitor airman certification levels and recruit qualified personnel to maintain appropriate FAASTeam staffing levels:

M70_ActivePilotsSummary													AIRMEN CERTIFICATION SYSTEM		09/01/2019 2:57 am			
ACTIVE PILOTS SUMMARY													Page 7 of 10					
SOUTHERN REGION																		
STATE	STUDENT PILOT	SPORT PILOT	REC PILOT	PVT PILOT	COM PILOT	ATP PILOT	TOTAL US PILOT	FOR BASED PILOT	FLIGHT INSTR INSTR	AUTH INSTR	REMOTE PILOT	FLIGHT ENG	FOR BASED FLT ENG	TOTAL				
ALABAMA	2,312	87	3	2,070	1,982	1,534	7,988	42	1,656	0	2,082	238	0	9,924				
FLORIDA	21,429	579	0	14,050	11,583	19,911	67,552	2,619	11,689	3	11,661	4,263	0	86,126				
GEORGIA	5,184	162	5	4,570	2,657	7,659	20,236	136	3,778	0	4,455	2,130	0	26,280				
PUERTO RICO	780	48	0	311	220	363	1,722	16	228	0	303	23	0	1,989				
SOUTH CAROLINA	2,015	81	1	2,016	1,177	2,326	7,616	61	1,292	0	2,017	449	0	9,418				
VIRGIN ISLANDS	75	1	0	41	25	45	187	4	22	0	15	9	0	222				
SOUTHERN TOTALS:	31,795	958	9	23,058	17,644	31,837	105,301	2,878	18,665	3	20,533	7,112	0	133,959				
SOUTHERN GRAND TOTAL:	133,959																	

Fig. 3.1

3.2. Quarterly Report Synopsis Data. The data depicted herein occurred in **FY 2020, 3rd Quarter**, i.e., from **April 1, 2020 through June 30, 2020**.

- 3.2.1. **Accident Synopsis** – For FY 2020 3rd Quarter, there were two accidents that occurred within the jurisdiction of the SC FSDO, resulting in two fatalities. The causal factors were Loss of Control – In Flight and Taxiing. Although a slight uptick from 2nd Quarter, the 13 month trend is favorable. **For in-depth analysis, refer to 4.0 Data Depiction, Amplified Analysis, and Assessment.**
- 3.2.2. **Incident Synopsis** – For FY 2020 3rd Quarter, there were three incidents that occurred within the jurisdiction of the SC FSDO. This data continues to indicate a favorable, decreasing trend over the last 13 months. **One incident involved a parachutist that resulted in a fatality. For in-depth analysis, refer to 4.0 Data Depiction, Amplified Analysis, and Assessment.**

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3.2.3. Accident/ Incident Causal Factor Synopsis. For FY 2020, 3rd Quarter, a unique causal factor contributed to each accident/incident. However, national data confirms that Loss of Control (LOC) - In Flight – continues to be a significant and leading causal factor. For in-depth analysis refer to **4.0 Data Depiction, Amplified Analysis, and Assessment.**

3.2.4. Pilot Deviation Synopsis. Data confirms 11 Pilot Deviations for FY 2020 3rd Quarter. Altitude deviations and airspace violations were the causal factor in more than **50%** of the PDs. **For in-depth analysis refer to 4.0 Data Depiction, Amplified Analysis, and Assessment.**

3.3. Wildlife Strikes Synopsis – Due to the time needed for FY 2020 3rd Quarter data processing, personnel only depict FY 2020 2nd Quarter data. During 2nd Quarter, there were approximately 25 wildlife strikes in SC. 88% occurred at the airports below:

- **Charleston International Airport (KCHS) - 56%**
- **Greenville Spartanburg International Airport (KGSP) - 32%**

Section 5.1.3.2 addresses a mitigation strategy encouraging the reporting of animal striking.

4. Overview and Analyses.

4.1. Accident and Incident Data – Analysis of data from April 1, 2020 through June 30, 2020 in SC.

4.1.1. National Perspective – Analysis of National Data from FY 2016 indicates a decreasing trend during FY 2020 3rd Quarter for both accidents and incidents (Figs. 4.1.1 (a) and 4.1.1 (b))

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4.1.1. National Perspective (con't)

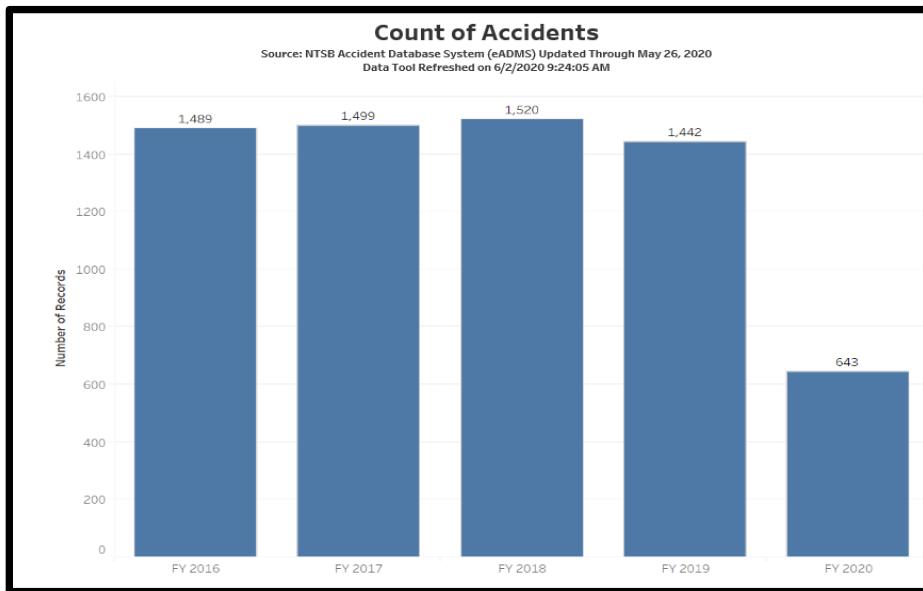


Fig. 4.1.1 (a)

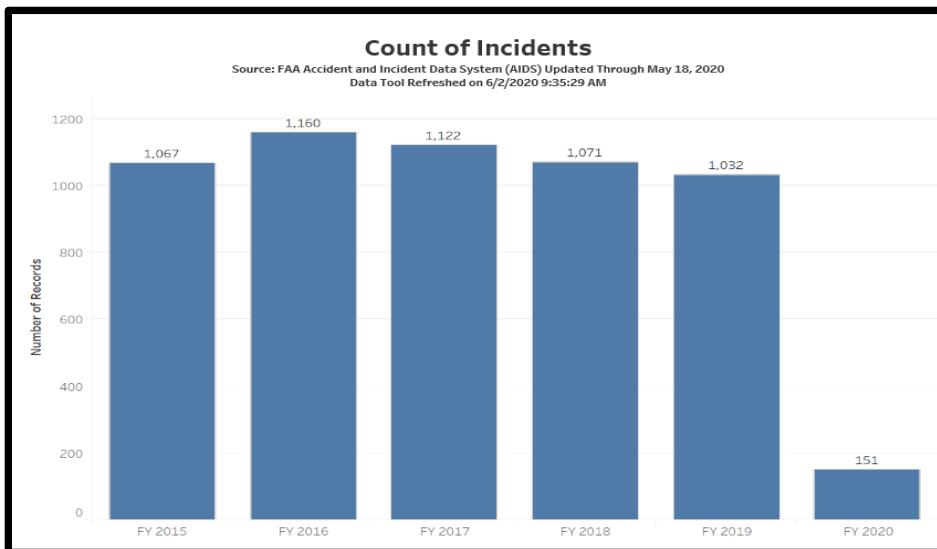


Fig. 4.1.1 (b)

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4.1.2. SC FY 2020 – FY2020 1st, 2nd, and 3rd Quarters; FY 2019 4th Quarter.

Insofar as 3rd Quarter indicates a slight uptick in accidents/incidents in comparison to last quarter, the thirteen month trend is favorable. There was one accident with two fatalities, and one parachute incident resulting in one fatality.

**SC FSDO Accidents/Incidents -
FY 2020 1ST, 2ND, & 3RD; FY 2019 4TH**



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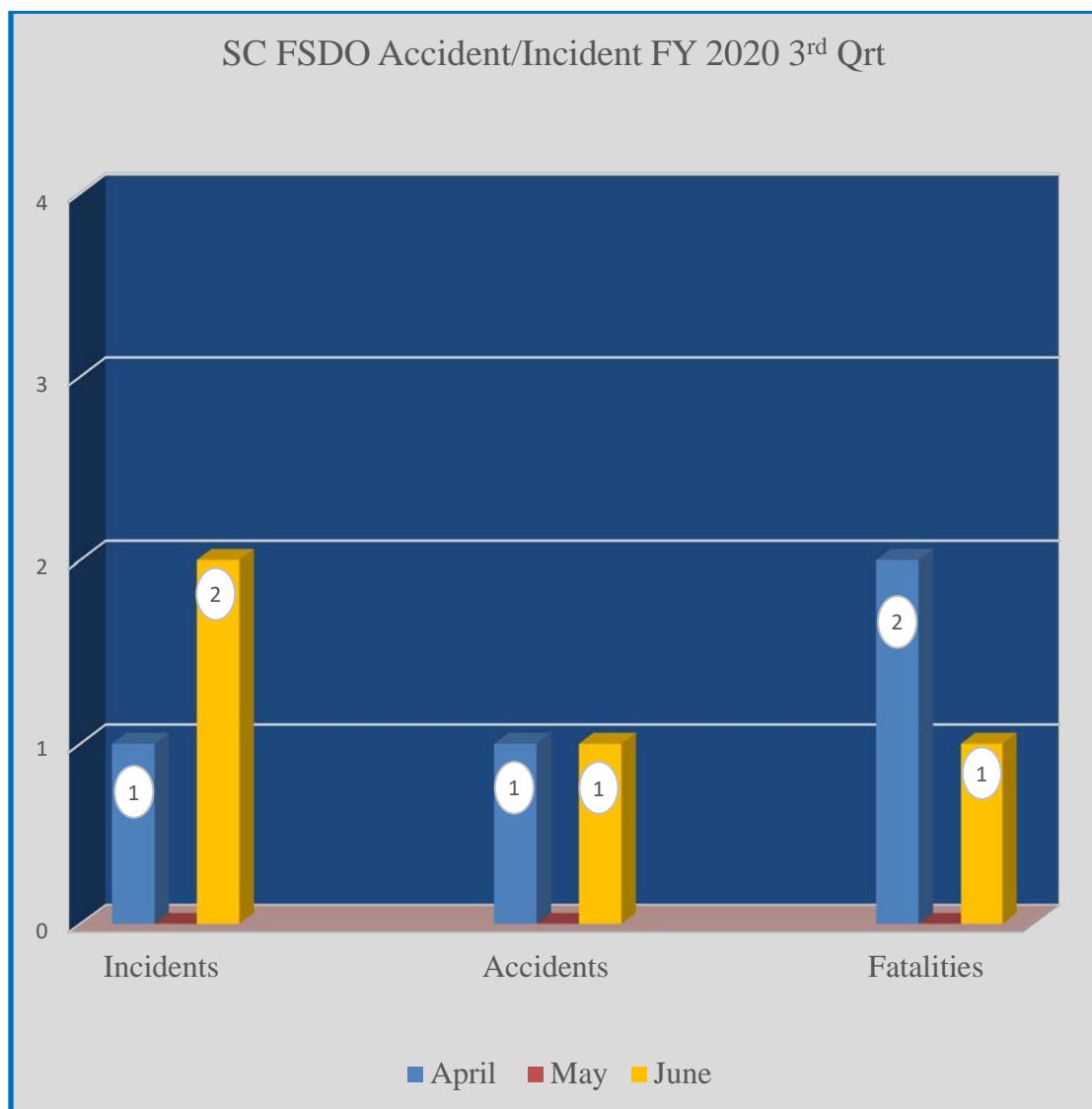
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4.1.3. SC FY 2020 – 3rd Quarter – April, May, June. Data continues to indicate a decreasing trend over the last thirteen months.



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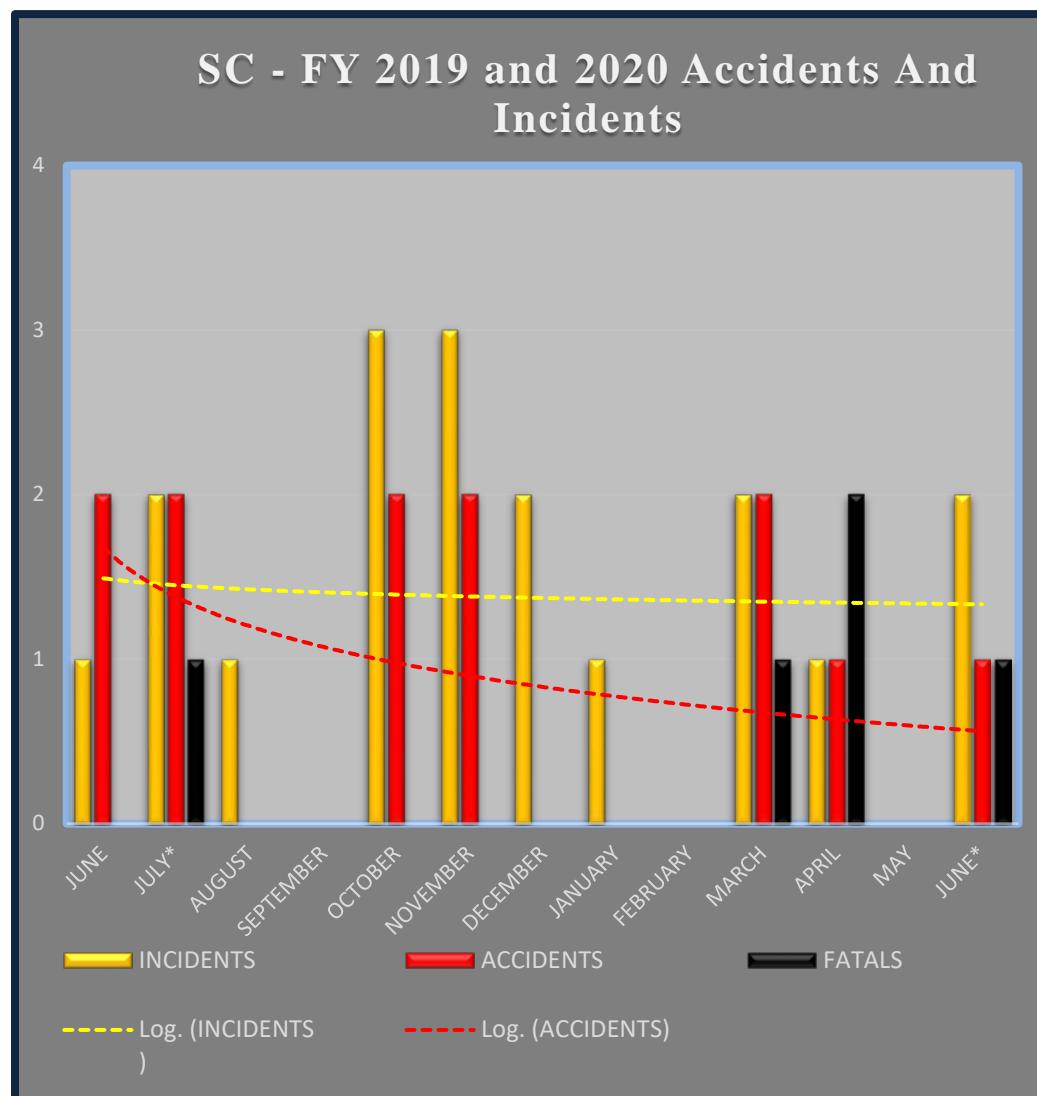
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4.1.4. SC FY 2019 and 2020 Trend. Although 3rd Quarter data indicates a *decreasing* trend for accidents, the *incident trend line* has stabilized over the last thirteen months.



Note¹: * - Parachute Fatality

Note²: Because of the small data sets and the significant changes from quarter to quarter, personnel changed from a *linear* trend line to a *logarithmic* trend line.

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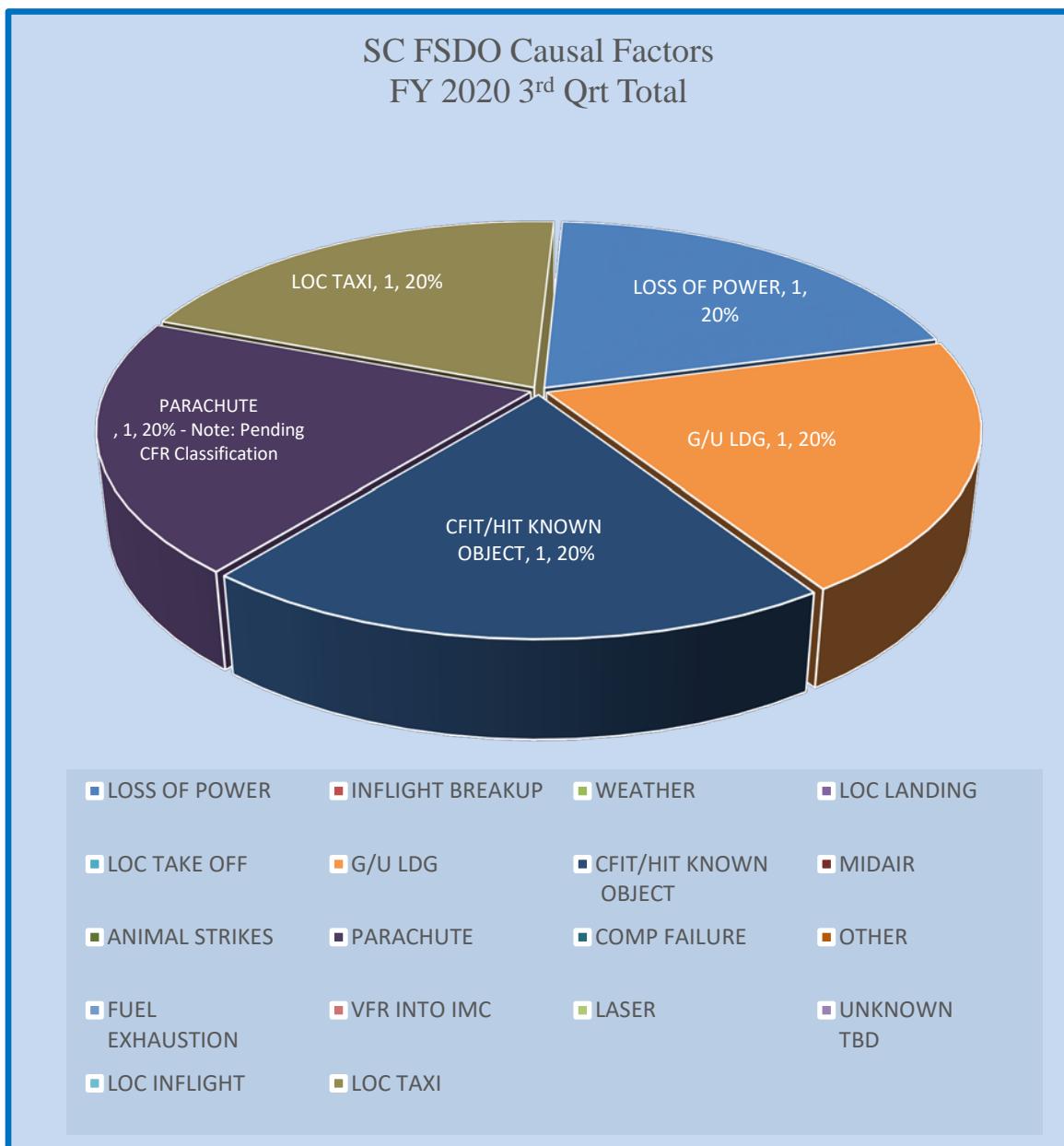
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4.1.5. SC FY 2020 – 3rd Quarter – Causal Factors. As noted, a unique causal factor contributed to each accident/incident.



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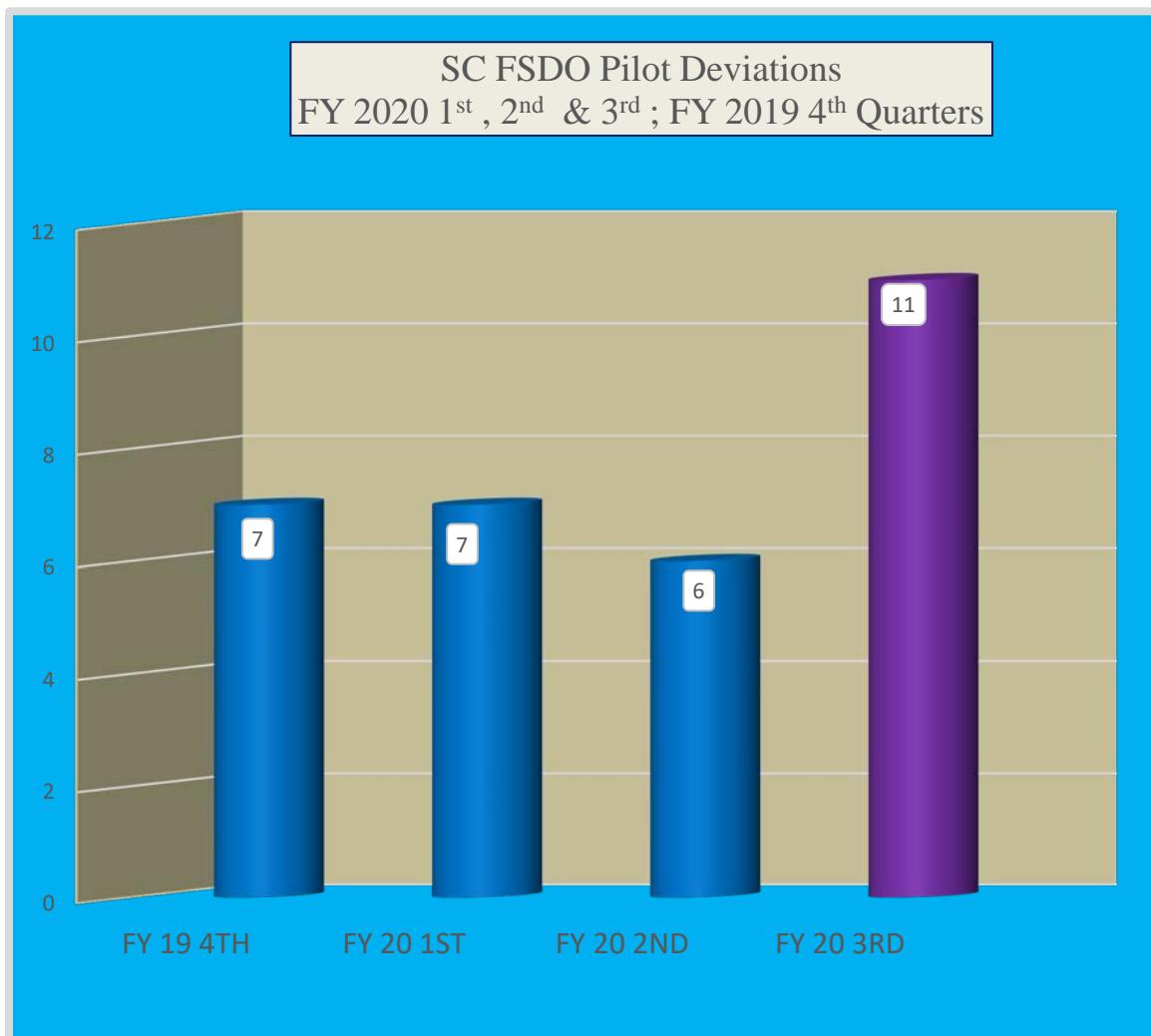
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4.2. Pilot Deviations (PD) – FY 2020 3RD Quarter indicated 11 pilot deviations (including Two VPDs), whereas, FY 20 2nd and 1st Quarters and FY 19 4th Quarter indicated six, seven, and seven, respectively.

4.2.1. SC FSDO FY 2019 4th Quarter, and FY 2020 1st, 2nd, and 3rd Quarters. As depicted, the data indicates a substantial uptick in the number of PDs as compared to the previous quarters, indicating an unfavorable trend.



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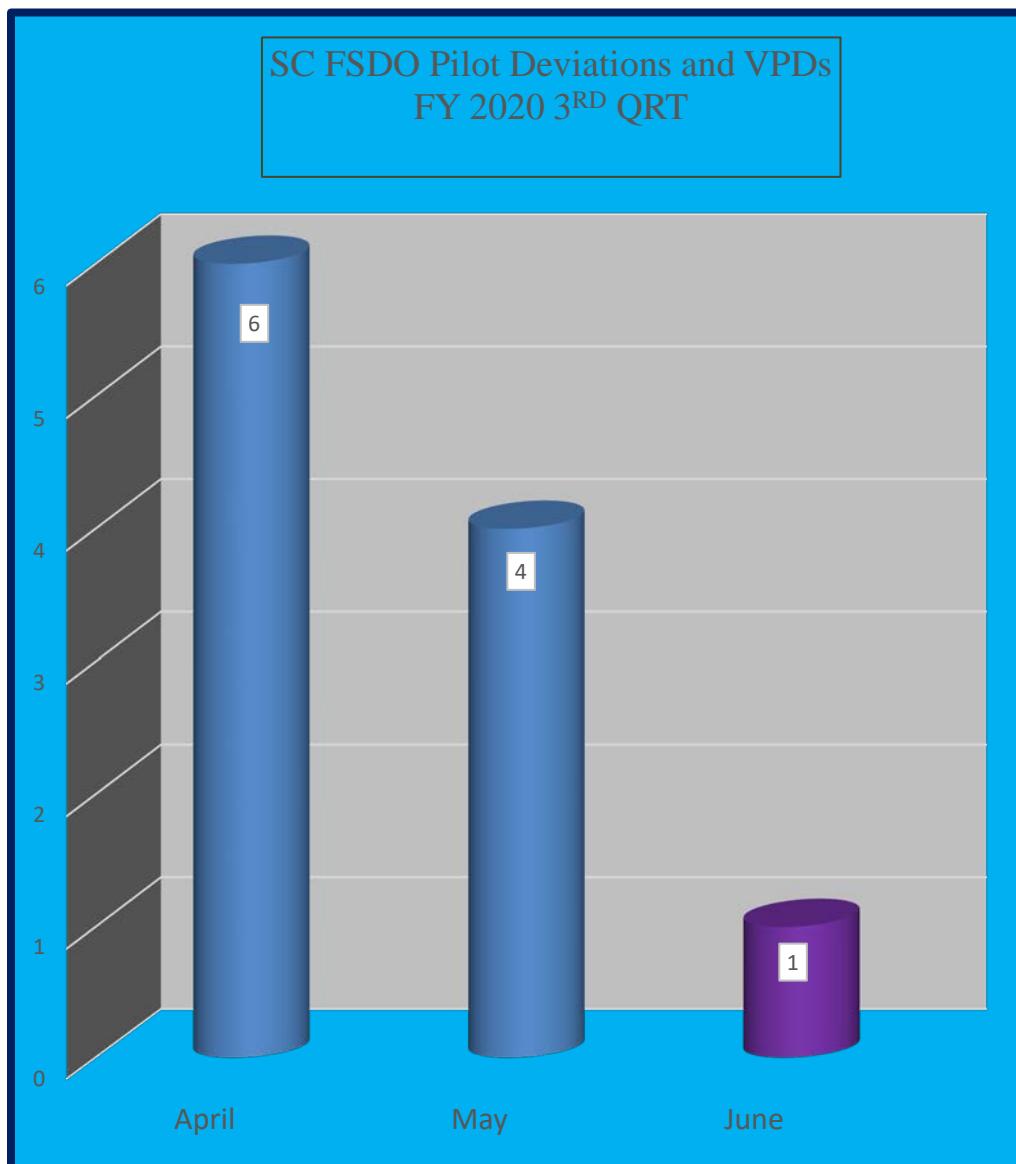
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4.2.2. SC FY2020 – 3RD Quarter – April, May, June. Data indicates a significant decrease in PDs from April to June.





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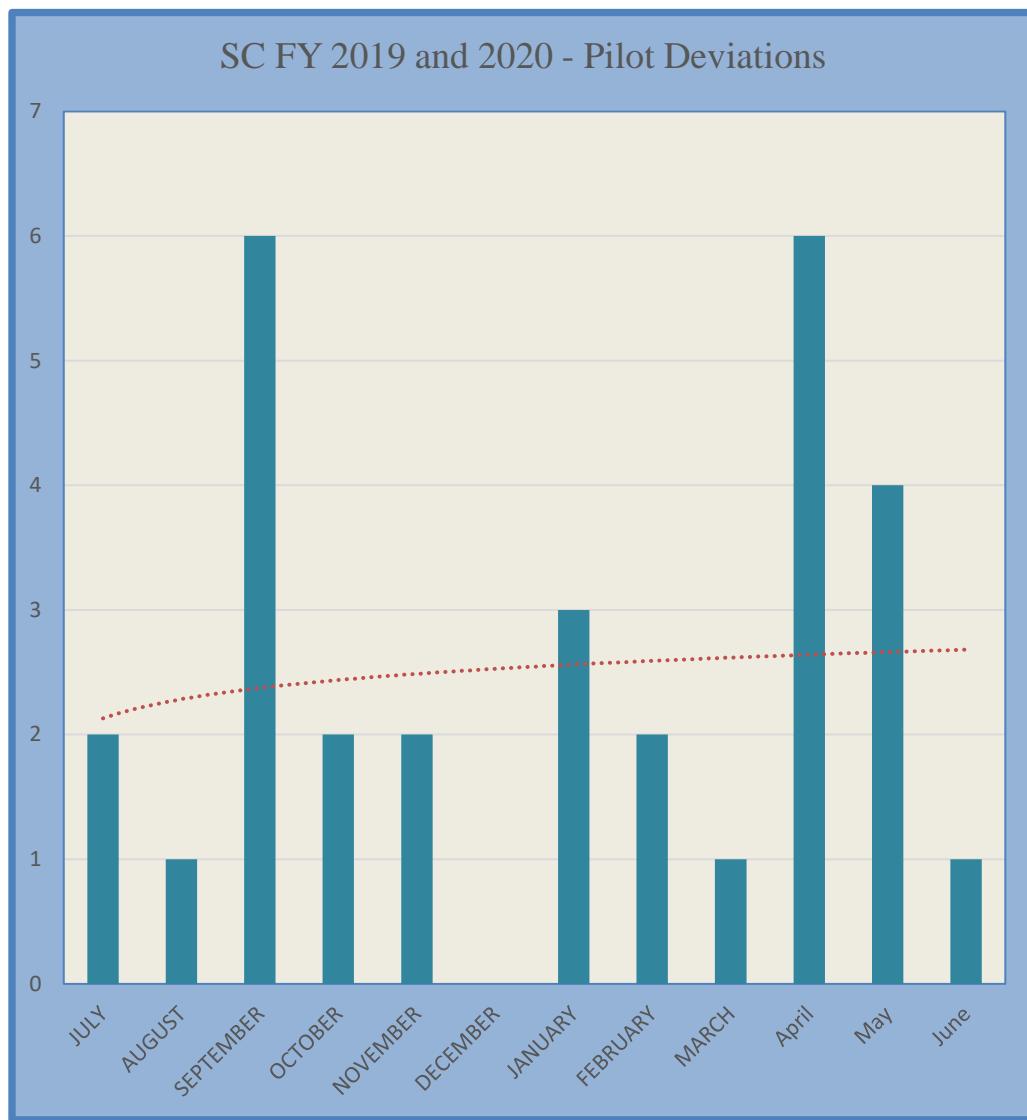
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4.2.3. SC FY2019 and FY2020 Pilot Deviation Trend. The data indicates a stabilized trend for the last 13 months.



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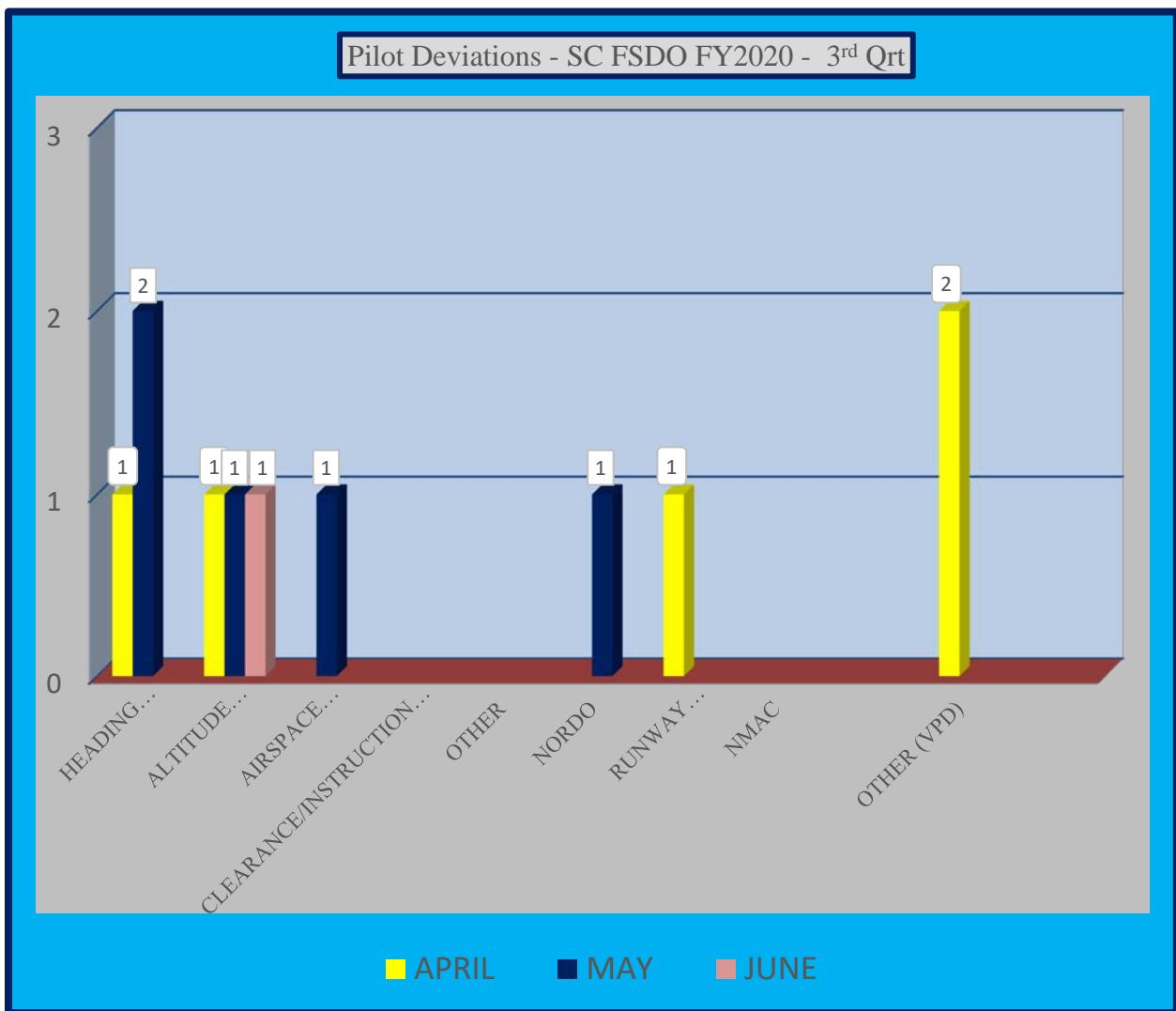
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4.2.4. SC FY2020 – 3rd Quarter Causal Factors. Heading and Altitude deviations continue to be the leading causes in the uptick of PDs.



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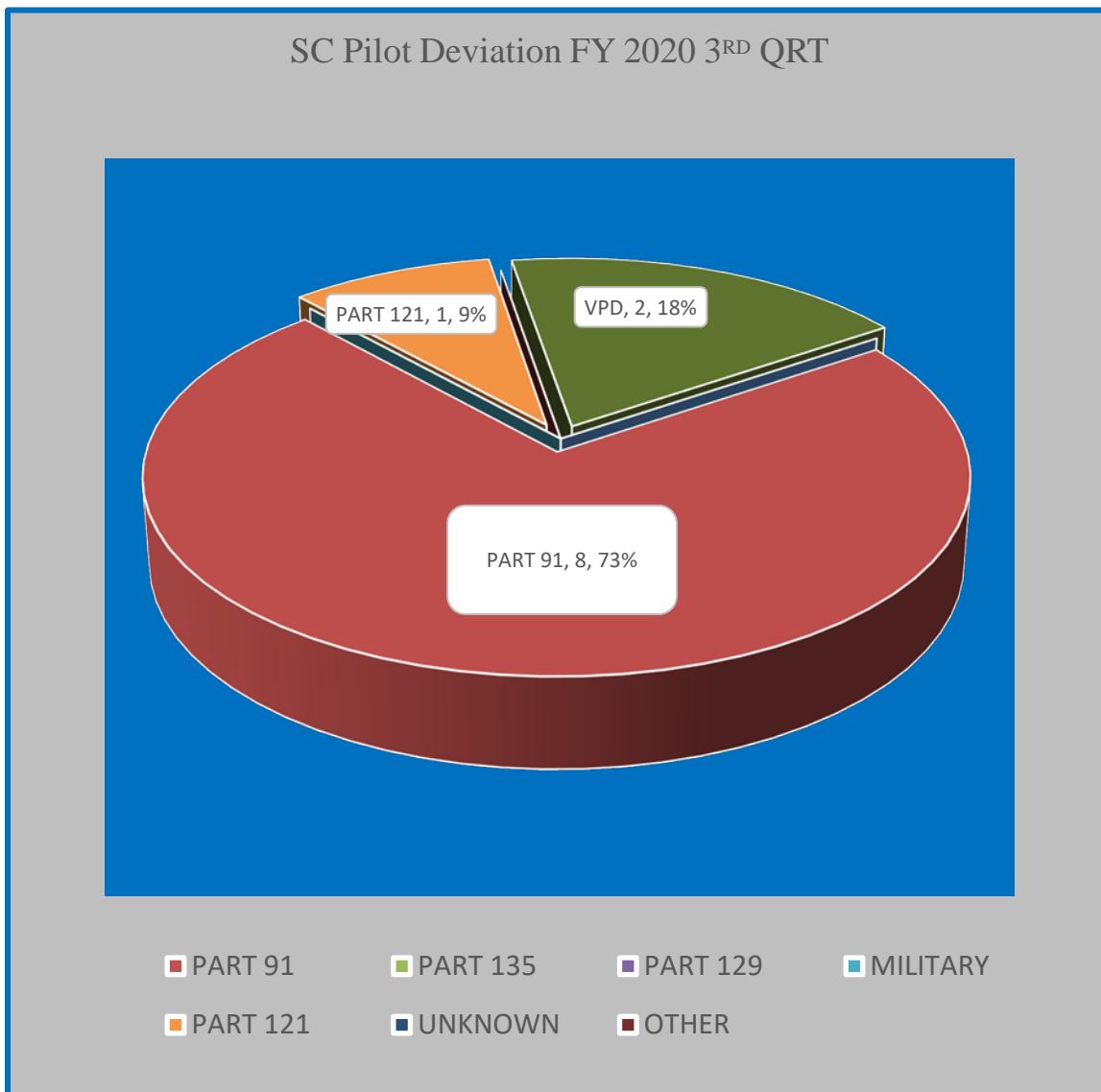
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4.2.5. SC FSDO FY 2020 3RD Quarter – CFR Part. Data indicates that CFR Part 91 PDs continue to be the majority of PDs.



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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 aforementioned 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 general public.

5.1.1. Hazard Area 1: Pilot Errors Resulting in Accidents/Incidents

(Decision Errors, Skill Based Errors, Perceptual Errors)

5.1.1.1. **Hazard Statement: Loss of Control (LOC).** National data still indicates that LOC - In Flight – poses a continuous concern. Component Failure, Loss of Control (In Flight & Taxi), Loss of Power, and Gear Up Landings (Pilot Induced) contributed equally to accidents/incidents this quarter.

5.1.1.2. **Risk Assessment: (See Addendum 7 – 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 on a parity with national trends. Personnel further consider safety outreach strategies essential to stabilized risk mitigation. The outreach audience may include, but is not limited to, flight schools (Part 61 and Part 141), flying clubs, pilot and/or airport associations, EAA chapters, flight instructors, DPEs, and Commercial Air Tour operators, etc. The FAASTeam will promote On-line courses on Aeronautical Decision Making (ADM) and Risk Management (RM) via *FAASafety.gov*. The FAASTeam will conduct safety outreach events focusing on Loss of Control and Situational Awareness. Personnel will also conduct safety outreach events with topics on ADM and/or Human Factors.

5.1.1.4. **Metrics:** At a minimum, personnel will ensure completion of the National Performance Plan's (NPP) Safety Outreach events. With available resources, personnel will also conduct additional events, i.e., Pilot/ATC Forums, ADS-B Information events, 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

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Malfunction and Defect Reports or the Service Difficulty Report systems.

5.1.2. Hazard Area 2 – Pilot Errors Resulting in PDs.

5.1.2.1. Hazard Statement – Headings and Altitude Deviations. As the data indicate, Part 91 operations comprise 73% of the Pilot Deviations within the jurisdiction of South Carolina in FY 2020 3RD Quarter. Pilot deviations resulted primarily from noncompliance with ATC clearances and instructions pursuant to the requirements of CFR §91.123 (a)(b) (2.2, page 16; PD Synopsis, page 25).

5.1.2.2. Risk Assessment(See Addendum 8 for PD Synopsis):

5.1.2.2.1. Severity: Hazardous

5.1.2.2.2. Likelihood: Extremely Improbable/Rare

5.1.2.2.3. Risk: Medium

5.1.2.3. Mitigation Strategies: Personnel consider the Risk Assessment acceptable; however, personnel further consider mitigation outreach strategies essential in maintaining the *Medium Risk*. The FFASTeam will also promote Online courses on Aeronautical Decision Making (ADM) and Air Traffic Control procedures via FAASafety.gov. FFASTeam FPMs and FFASTeam Representatives will also conduct safety seminars with Pilot/Controller and CFI/DPE forums in accordance with the Safety Promotion and Program Office NPPs, and in areas with high flight training activity.

5.1.2.4. Metrics: At a minimum, personnel will ensure completion of the National Program Plan (NPP) Safety Outreach events, which will include Pilot/ATC Controller and CFI/DPE Forums.

5.1.3. Hazard Area 3 - Wildlife Strikes.

5.1.3.1. Hazard Statement: Animal strikes continues to pose a significant threat, particularly at KGSP and KCHS. See addendum 11 for amplification.

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

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5.1.3.3. Mitigation Strategies: Personnel will 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 15 and 16) animal strike events.

6. Safety and Outreach Initiatives

6.1. FAASTeam and FSDO. Personnel continually engage in a multitude of activities, e.g., seminars, webinars, conferences, counseling, etc. to enhance aviation safety.

6.1.1. Webinars. Due to adherence to COVID-19 protocols, FAASTeam personnel currently utilize various webinar media platforms, i.e., *Zoom*[®], *Go To Meeting*[®], and *Go To Webinar*[®].

6.1.2. RSATS. FAASTeam personnel attend Runway Safety Action Team Meetings at the Towered Facilities through the District of SC as directed by the guidance in the Safety Program Promotion Office’s (SPPO) National Program Plan (NPP05) and in collaboration with office management. In May, FAASTeam personnel attended via *Zoom*[®], the Greenville/Spartanburg Airport (GSP) RSAT.

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6.1.3. FAASTEAM Outreach Events (Seminars and Webinars). From 04-01-2020 thru 06-30-2020 FAASTEAM Representatives and FPMs conducted the following:

TOTAL EVENTS	13
TOTAL ATTENDEES	335
AVERAGE ATTENDEES	26
MODE ATTENDEES	39
MEDIAN ATTENDEES	20
STD DEVIATION POPULATION	11
RANGE OF ATTENDANCE	37
SEMINAR EVENTS CANCELLED DUE TO COVID-19 PROTOCOLS	3

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7. Addendum – Accident/Incident Synopsis Data

DATE EVENT NUMBER	LOCATION	Incident/ Accident	CFR PART	FATAL	REDACTED SYNOPSIS OF EVENT FROM A/IDS AND NTSB	
1 04-03-2020 ASO1320019	Pickens County Airport, KLQK	Incident	91	No	The pilot in command of the CE-172RG landed the aircraft in a gear-up configuration. The aircraft sustained minor damage. There were no injuries.	
2 04-10-2020 ASO1320020	Mount Pleasant Regional, KLRO	Accident	91	Yes (2)	The pilot in command of the experimental aircraft struck a known object while executing a go-around. The impact destroyed the aircraft. There were two fatalities.	
3 06-06-2020 ASO1320021	Catawba Regional, KDCM	Incident	91	No	The parachutist departed the aircraft and subsequently misjudged his approach to the landing zone. While attempting to land, the parachutist struck the DHC Twin Otter - that was taxiing to the fuel farm - near the empennage resulting in the parachutist's fatal injury. Note: Because this incident involved an aircraft, personnel classified it as a Part 91. If the incident only involved the parachutist, personnel would have classified it as a 105.	
4 06-06-2020 ASO1320022	Reidville, SC	Incident	91	No	The pilot in command of the Bellanca 7KCAB made an emergency landing in a field northeast of SC72 after a loss of power. Personnel are still investigating the cause of the power loss. There were no injuries.	
5 06-07-2020 ASO1320025	Greenwood, SC	Accident	91	No	The student pilot of the Piper PA-28 inadvertently struck a parked aircraft while taxiing. There was substantial damage to the parked aircraft. There were no injuries.	

End of Accident/Incident Data

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

	DATE AND REPORT #	TYPE	CFR	NEAREST AIRPORT	SYNOPSIS OF EVENT FROM ATQA DATABASE (REDACTED FOR PERSONAL IDENTIFIABLE INFORMATION)
1	04-15-2020 VSOTGMU20001	Vehicle Deviation Occurrence-Incursion	121	GMU	The driver of a delivery vehicle crossed Runways 01/19 and 10/28 and multiple taxiways without authorization. Airport tenets improperly gave the gate access code to the driver who had no training to drive on the airport. The airport management initiated appropriate procedures to ensure this type of event does not occur again. There were no conflicts with any aircraft.
2	04-19-2020 PFSZ05820006	Disregard ATC Instruction – Altitude Deviation	TBD	HXD	ATC instructed the pilot in command of the aircraft to climb and maintain FL380. However, the pilot in command of the aircraft climbed the aircraft above FL380 resulting in a loss of separation with other aircraft.
3	04-22-2020 PSOTGMU20003	Disregard ATC Instruction – Runway Incursion	91	GMU	The pilot in command of the Bellanca BL-17 taxied the aircraft across Runway 10/28 at GMU without ATC authorization. There were no conflicts with any aircraft.
4	04-25-2020 PSOTGMU20001	Disregard ATC Instruction – Runway Incursion	91	GMU	The pilot in command of the Cirrus SR22 taxied the aircraft on to Runway 01 without ATC authorization. There were no conflicts with any aircraft.
5	04-28-2020 VSOTGMU20002	Vehicle Deviation Occurrence - Incursion	NA	GMU	The tug driver deviated from the Ground Controller's instruction and taxied to the Tower ramp via taxiways B1 and A3 as opposed to the ATC assigned taxiways B and B3. There were no conflicts with any aircraft.
6	04-30-2020 PSOTGMU20005	Disregard ATC Instruction – Heading Deviation	91	GMU	The pilot in command of the Piper PA-28 failed to maintain the assigned heading as directed by ATC. There was no loss of separation.
7	05-01-2020 PSOTGMU20002	Disregard ATC Instruction – Heading Deviation	91	GMU	ATC assigned the pilot in command of the Cirrus SR-20 a heading of 190 at GMU. However, the pilot flew a heading of 150 without ATC authorization. There was no loss of separation with other aircraft.
8	05-09-2020 PSOCZTL20011	NORDO	91	CEU	The pilot in command of the BE-A36 failed to maintain radio communications (NORDO). There was no loss of separation with other aircraft.
9	05-16-2020 PSOTGMU20004	Airspace – Class D Entry w/o Authorization	91	GMU	The pilot in command of the VANS RV-7 departed GMU and entered the GYH Class D airspace without an authorization. There was no loss of separation with other aircraft.

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10	05-21-2020 PSOTGSP20004	Disregard ATC Instruction – Altitude Deviation	91	GMU	The pilot in command of the Mooney M20R departed GMU and ATC instructed the pilot to climb and maintain 6000. However, the pilot climbed to 6,300 msl resulting in a loss of separation with other aircraft.
11	06-19-2020 PSOTCAE20003	Disregard ATC Instruction – Altitude Deviation	91	CAE	The pilot on command of the Cessna 206 deviated from the ATC assigned altitude. There was no loss of separation.
End of Pilot Deviation Data					

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9. Addendum – Accident/Incident Risk Assessment Methodology

According to data promulgated by the FAA, the General Aviation Fatal Accidents per 100,000 estimated flight hours for **FY 17 is 0.84**, and the total GA Fatal Accidents for **FY 17 was 209**.

Moreover, data promulgated by the FAA Civil Airman Registry indicates that there are approximately 609,305 total U.S. certificated pilots. Of those 609,305 pilots, **9,418 pilots reside in South Carolina**.

In determining a fatal quarterly accident rate for SC, personnel extrapolated data from FY 2017. For example, a 0.84 national fatal accident per 100,000 hours based on 209 fatal accidents yields 24,880,952⁴ estimated national GA flight hours.

To determine an approximate allocation of flight hours based on the national percentage of pilots residing in SC, personnel derived approximately 1.12% of the 24,880,952 estimated annual flight hours or 278,666 estimated annual flight hours or **69,666 estimated quarterly flight hours**.

Therefore, based on 69,666 estimated flight hours per quarterly in SC with **ZERO FATALITIES** accident, personnel derived the fatal accident rate per 100,000 flight hours as follows:

$$\frac{0 \text{ fatalities}}{x} = \frac{69,666 \text{ est. flt hours}}{100,000 \text{ est. flt hours}} \text{ or } x=0.00$$

FAA General Aviation Fact Sheet

$$^4\text{Note: } \frac{.84}{100000} = \frac{209}{x}, X=24,880,952$$

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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		RISK - SEVERITY				
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 **04-01-2020** thru **06-30-2020**. Personnel implemented the following procedure:

1. Analyzed and assessed the appropriate severity and likelihood risk of *each* pilot deviation based on the aforementioned 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 – Reported Wildlife Strikes in SC FY 2020 2nd Quarter Data - 01-01-2020 to 03-31-2020*Error! Not a valid link.

Date	ICAO ID	Airport	SPECIES
1/1/2020	KCHS	CHARLESTON AFB/INTL ARPT	Mourning dove
1/9/2020	KLRO	MT PLEASANT REGL ARPT-FAISON FIELD	Turkey vulture
1/12/2020	KCHS	CHARLESTON AFB/INTL ARPT	Unknown bird - medium
2/23/2020	KCHS	CHARLESTON AFB/INTL ARPT	Killdeer
2/24/2020	KCHS	CHARLESTON AFB/INTL ARPT	Eastern meadowlark
3/8/2020	KGSP	GREENVILLE-SPARTANBURG INTL	Unknown bird
3/14/2020	KCHS	CHARLESTON AFB/INTL ARPT	Unknown bird - small
3/23/2020	KCHS	CHARLESTON AFB/INTL ARPT	Mourning dove
3/24/2020	KCHS	CHARLESTON AFB/INTL ARPT	Killdeer
3/28/2020	KCHS	CHARLESTON AFB/INTL ARPT	Unknown bird - medium
3/28/2020	KCHS	CHARLESTON AFB/INTL ARPT	Mourning dove
3/28/2020	KCHS	CHARLESTON AFB/INTL ARPT	Clapper rail
3/29/2020	3J1	Ridgeland-Claude Dean Airport	Red-tailed hawk
3/30/2020	KJZI	CHARLESTON EXECUTIVE ARPT	Wild turkey
3/31/2020	KGSP	GREENVILLE-SPARTANBURG INTL	Mourning dove
3/31/2020	KCHS	CHARLESTON AFB/INTL ARPT	Herring Gull

END OF DATA FOR FY 2020, 2ND Quarter

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*Note: Because of the time needed for data processing and analyses, only the preceding quarter data is available, i.e. FY 2020 2nd Quarter.

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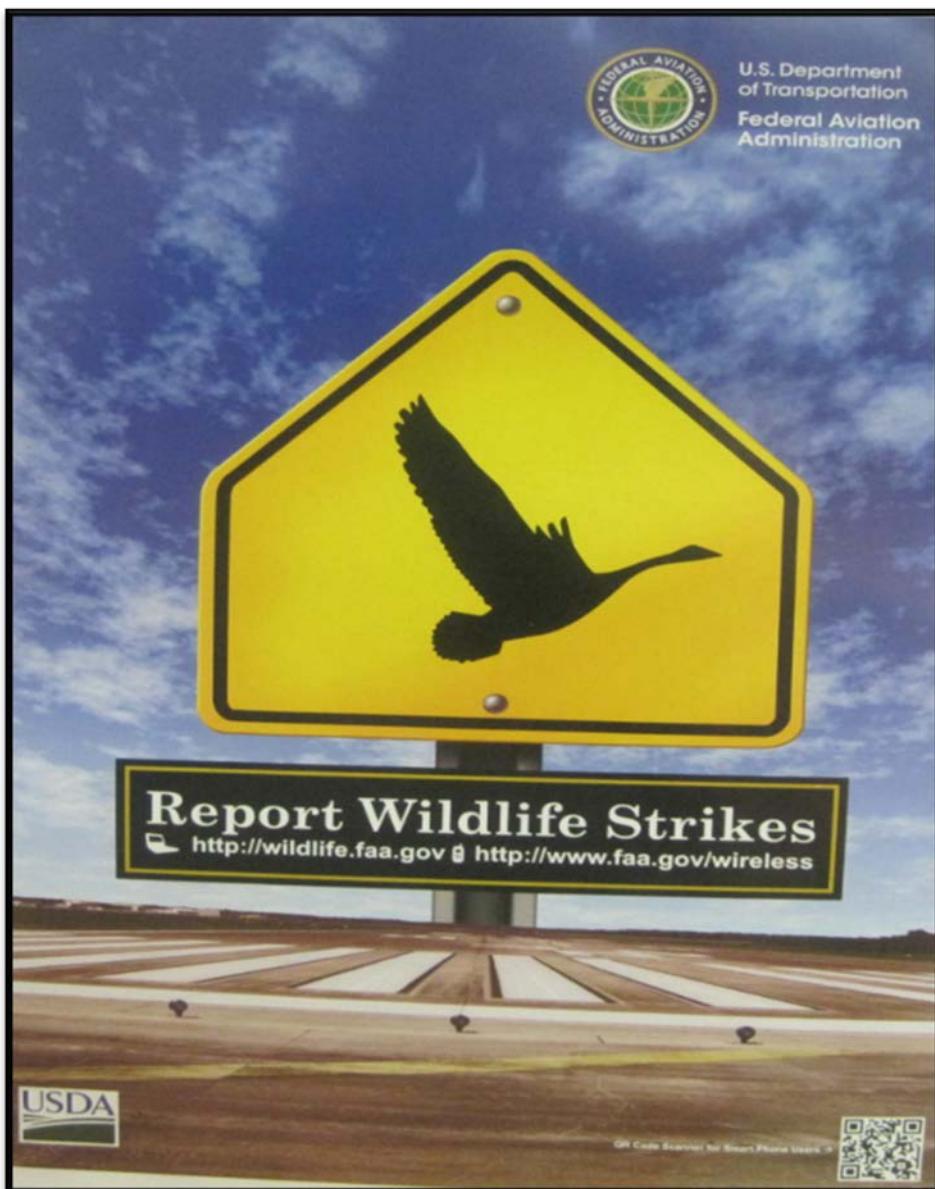
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12. Addendum - Educational Outreach Material (con't)



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13. Addendum - Educational Outreach Material (con't)



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