



**Federal Aviation
Administration**

South Dakota Airport Manager's Meeting

**Steven R. Hoogerhyde
FAASTeam Program Manager
Rapid City FSDO (GL-27)**



Steven R. Hoogerhyde

FAA STeam Program Manager

“ Operations ”



South Dakota

About your presenter:

- Steven R. Hoogerhyde (Grand Rapids, Michigan)
- 35 years in General Aviation (1979-2014)
- FAASTeam Program Manager / 24 Years with FAA
- 5 Years Experience as Principle Operation's Inspector
- Regional Pilot Safety Award (Six Consecutive Years)
- National Flight Safety Officer
- Airline Transport Pilot Certificate
- 11,850 Hours Total Flight Time
- 5,700 Hours Flight Instruction Given
- Director of Training (Part 141 Flight School)
- Designated Pilot Examiner (West Michigan)
- Chief Flight Instructor (AMR Combs)
- Chief Pilot & Check Airman (Part 135 Operator)





When it comes to reporting accidents, incidents, low-flying aircraft, getting permits, certifications, enforcing airman, regulatory guidance, safety seminars, maintenance issues, your local ***Flight Standards District Office (FSDO)*** is the place to start.



Rapid City Flight Standards District Office

Wayne Jensen (Manager)

Alan Christianson (Assistant Manager)

Steven Hoogerhyde (FPM) / **Bill O'Brien** (AO)

Ronald Matusiak (AST) / **Tammera Geske** (ASA)

Dwight Pladsen (PMI) / **Bill Howell** (PMI)

Todd Obritsch (PMI/PAI) / **Brandon Caneva** (PMI-AW)

Barry Dunmire (POI) / **Andrew “Drew” Smith** (ASI)



Contact Us:

Rapid City

Flight Standards District Office

3501 5th Street

Rapid City, SD 57701-6000

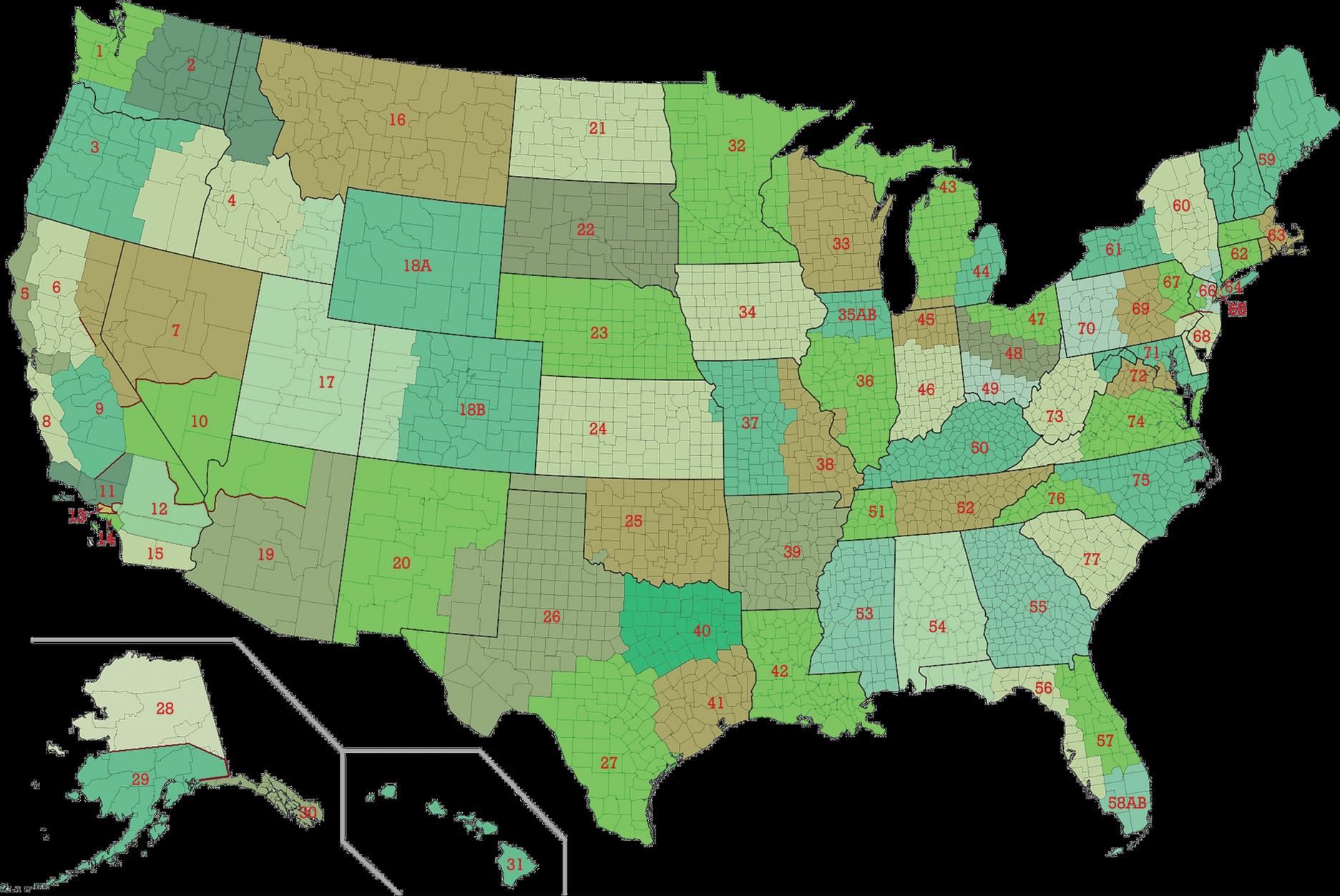
605-737-3050

7-AGL-RAP-FSDO@FAA.GOV

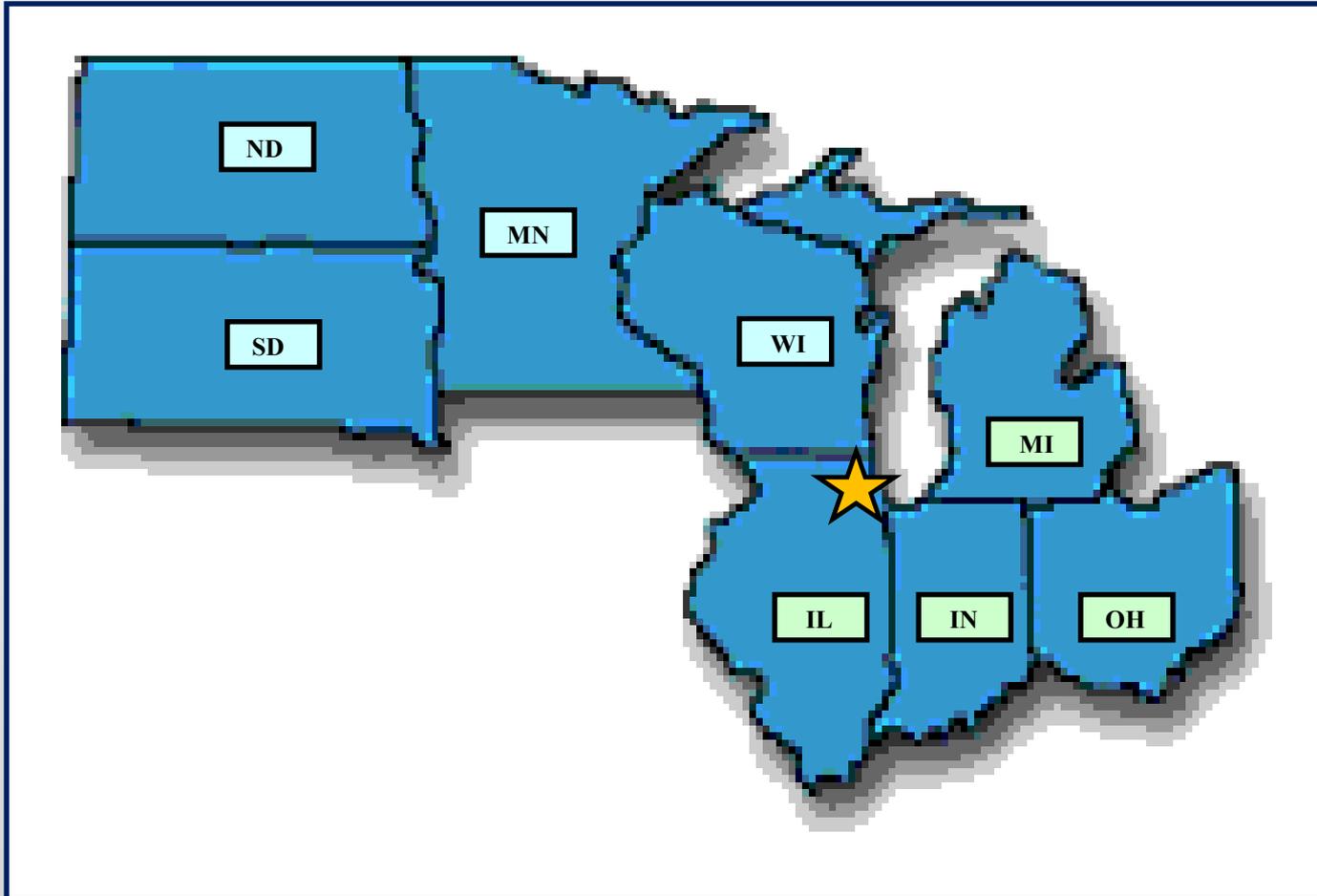




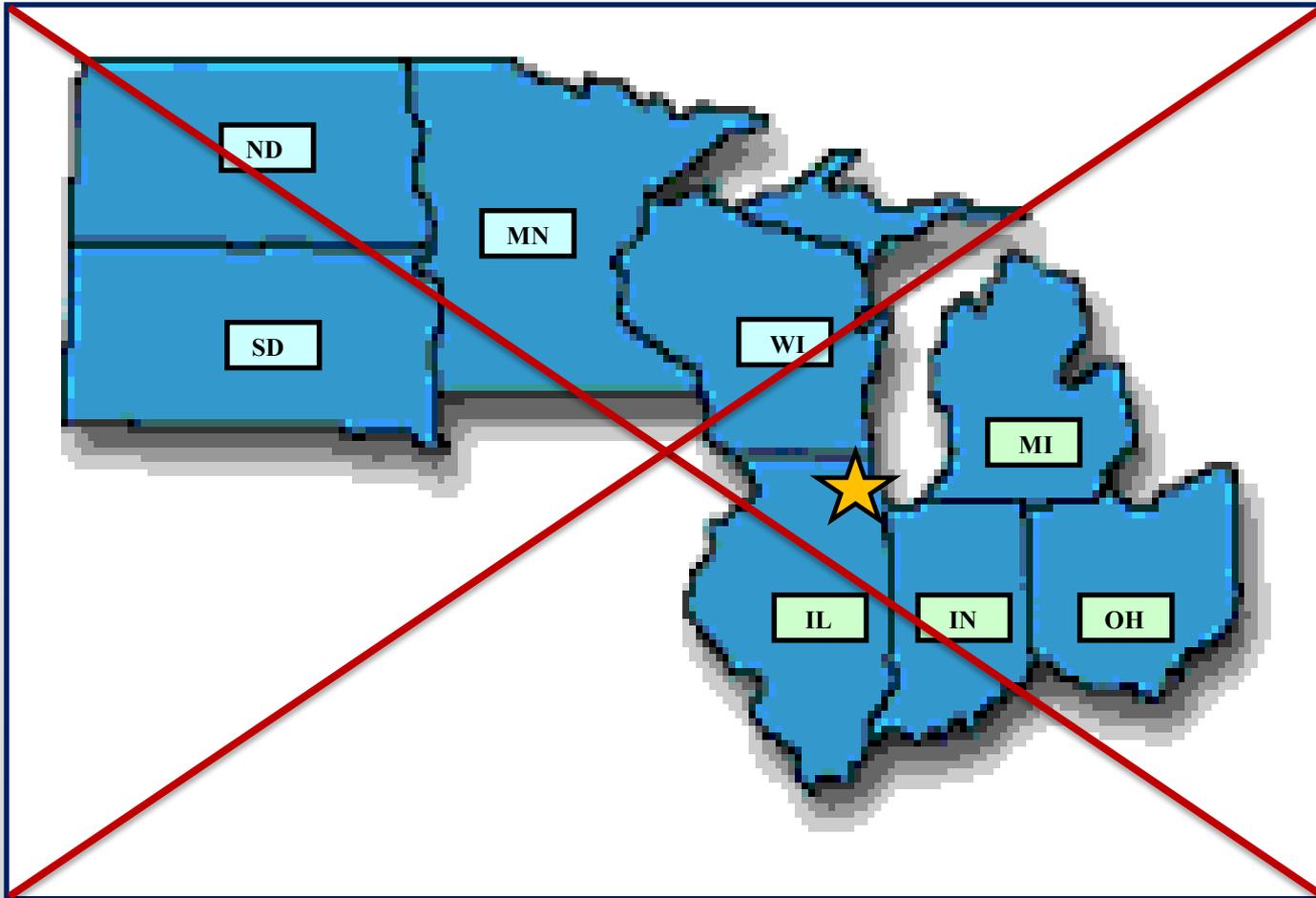
- There are 80 FSDOs covering 77 geographical areas of responsibility in the United States.
- Some districts overlap into multiple states.



Great Lakes Regional District



~~Great Lakes Regional District~~



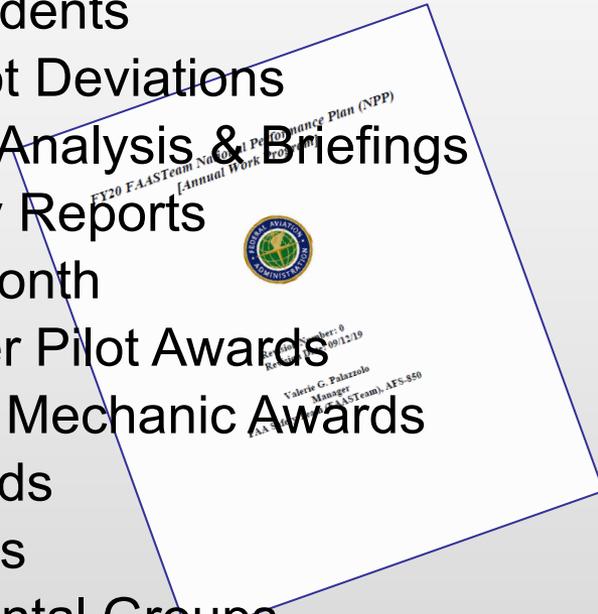
FAASTeam Program Managers

- FPMs are assigned Areas of Responsibility –
 - **Steven R. Hoogerhyde** (Operations – SD)
 - ~~**Jay M. Flowers** (Operations – ND)~~
 - **Allan P. Thilmany** (Operations – MN)
 - **Jeffery R. Boe** (Airworthiness – SD & ND)

FPMs are responsible for recruiting, training, and encouraging FAASTeam Representatives to assist in meeting the mission of our National FAASTeam Performance Plan

FAA Safety Team (FAASTeam)

Review & Analyze Accidents
Review & Analyze Incidents
Review & Analyze Pilot Deviations
Quarterly FSDO Data Analysis & Briefings
FSDO Aviation Activity Reports
GAJSC Topic of the Month
Wright Brothers Master Pilot Awards
Charles Taylor Master Mechanic Awards
General Aviation Awards
Safety Officer Meetings
Light Sport / Experimental Groups
Inspection Authorization (IA) Renewal Events
State Aeronautical Agencies
Loss of Control Outreach



Safety Seminars
Air Tours
Remedial Training
Webinars
Runway Safety
Career Fairs
WINGS / AMT
Representatives
Flight Schools
Helicopter Operations
UAS
CFI & DPE Meetings
Symposiums
First Responders

FAA Flight Standards Offices

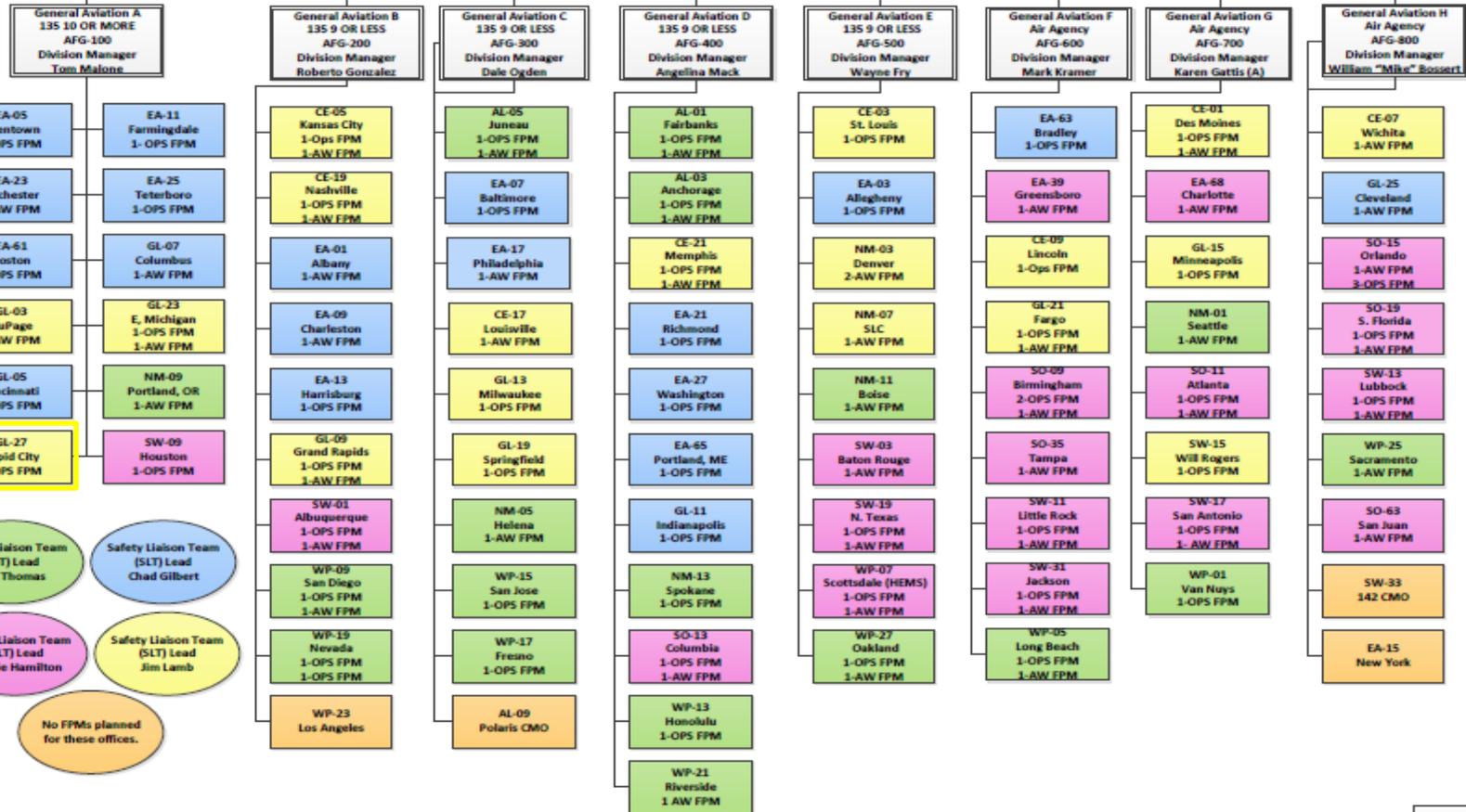
● Green Team
 ● Yellow Team
 ● Pink Team
 ● Blue Team
 ▲ No FPMs planned for these offices





**FLIGHT STANDARDS SERVICE
AFX-1
Executive Director
Rick Domingo**
AFX-2A Deputy Executive Director AFX-2B Deputy Executive Director

**AFG-1
GENERAL AVIATION SAFETY ASSURANCE
Director
James A. Viola (A)**
AFG-2A Deputy Director AFG-2B Deputy Director
Hardie Deguzman (A) Thomas A. Winston



Revision 14 - 9/26/18



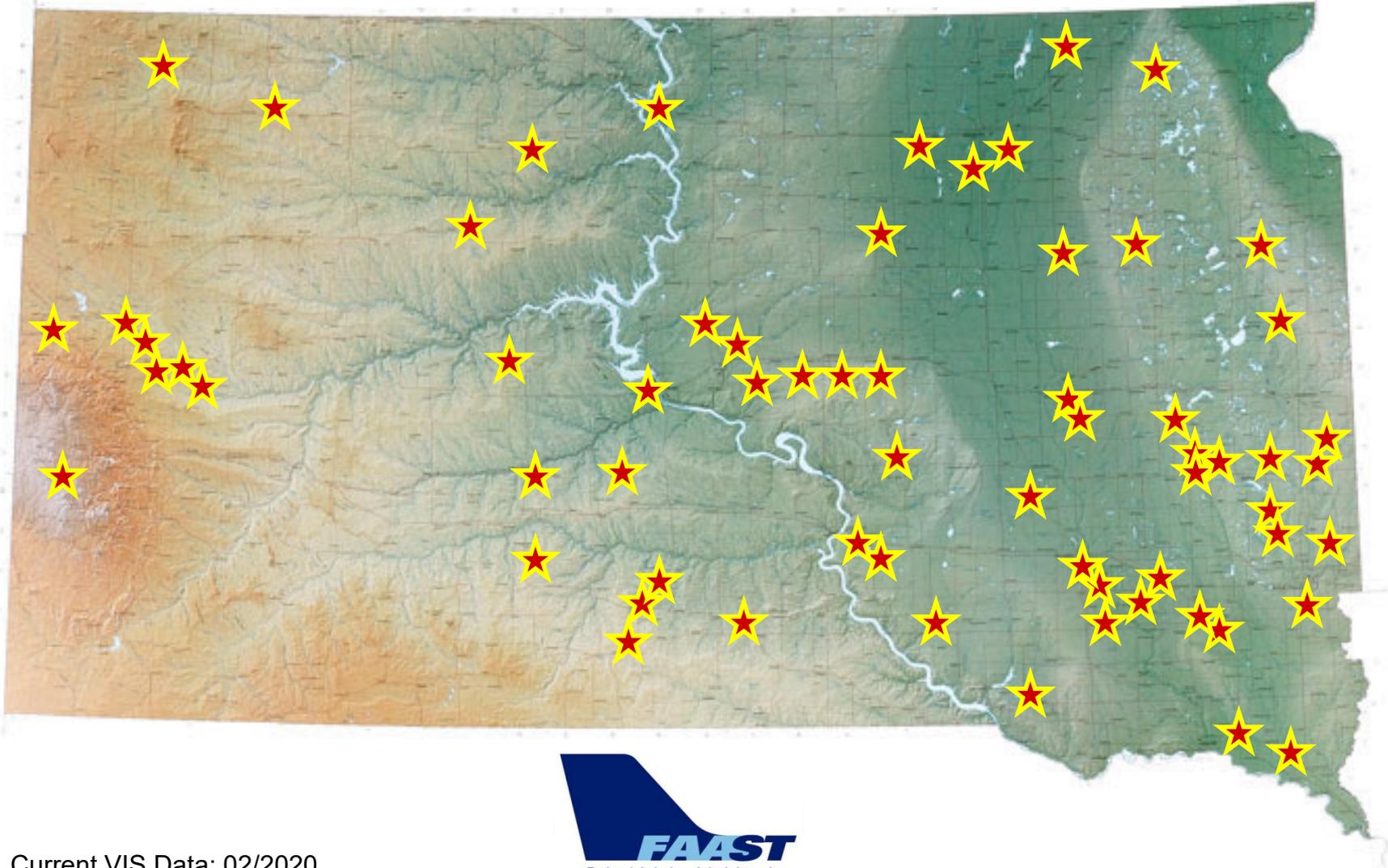
FAASTeam Representatives Are Volunteer Supporters

- They play a vital role in accomplishing the FAASTeam mission.
- They serve the aviation community by sharing their time, knowledge, and professional experience in order to create a positive safety culture.
- They organize and participate in FAASTeam events, initiate action to correct conditions that may be hazardous to persons or aircraft in flight or on the ground.
- They counsel airmen.

South Dakota FAASTeam Representatives



South Dakota Part 137 Air Operators (57)

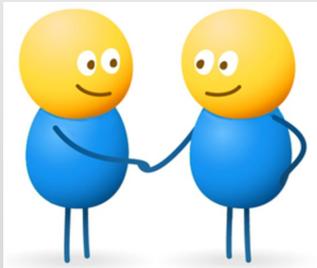


Current VIS Data: 02/2020





Traffic Pattern MOU



MEMORANDUM OF UNDERSTANDING

This memorandum was drawn to assist the city of _____ South Dakota, and the Airport Authority for the Airport in maintaining an informed record of Agricultural Operators that operate under the premise of nonobservance of airport traffic patterns at their particular airport of responsibility.

Airport Authority – An independent entity charged with the operation and oversight of an airport or group of airports.

The Airport Authority agrees that an airport with a non-standard traffic pattern(s) (i.e. right traffic instead of standard left traffic) must have a segmented circle with traffic pattern indicators showing non-standard traffic. As stated in the Airport Facility Directory (AFD), the standard traffic pattern for the above airport is LEFT / RIGHT (circle one) traffic on runway _____ and _____ (For airports having multiple runways with varying traffic patterns, attach separate MOU's for each runway pair.) Standard traffic pattern altitude of the above named airport is _____ feet AGL.

Operator – A person or company that has received an Operating Certificate issued by the Federal Aviation Administration approving Part 137 Agricultural Operations.

14 CFR Part 137.45 in part states that Pilots of agricultural aircraft may deviate from airport traffic patterns with the authorization of the control tower. At airports without control towers, the pilot may deviate from the traffic pattern if:

- 1) Prior coordination is made with the airport management. Written confirmation is required, however coordination must be expressed by all parties involved to be considered valid.
- 2) Deviations from the traffic pattern must be limited to agricultural aircraft operations. The operator must provide evidence of purpose if requested.
- 3) Landings and takeoffs must be made from the active runway(s).
- 4) The aircraft must at all times remain clear of and give way to aircraft conforming with the published traffic pattern.

The undersigned Airport Authority understands and the Operator agrees that this MOU is only valid as long as items one through four above are complied with. The Operator agrees to inform the Airport Authority in writing of any change in operating status.

By signing this agreement, each party agrees to provide the necessary equipment and operate within the limitations set forth in the Code of Federal Regulations for AG Operators. The purpose of this agreement is to ensure awareness for both parties of the necessity to advise and agree to a non-observance of the standard traffic pattern(s) as published.

 Authorizes Person (Print)
 Airport Authority

 Signature

 Responsible Operator Name (Print)
 Operating Certificate Number: _____

 Signature

This is not an FAA approved agreement and in no way alleviates the parties from compliance with the CFRs.





FAA Form 2500-7

Bird / Other Wildlife
Strike Report.
Searchable Database.

<https://wildlife.faa.gov/>

Form Approved CMB NO. 2120-0045
3/21/2015


BIRD / OTHER WILDLIFE STRIKE REPORT

U.S. Department of Transportation
Federal Aviation Administration

1. Name of Operator		2. Aircraft Make/Model		3. Engine Make/Model	
4. Aircraft Registration		5. Date of Incident Month / Day / Year		6. Local Time of Incident <input type="checkbox"/> Dawn <input type="checkbox"/> Dusk <input type="checkbox"/> Night <input type="checkbox"/> AM <input type="checkbox"/> PM	
7. Airport Name		8. Runway Used		9. Location (If En Route) (Insert Time Reference & Time)	
10. Height (AGL)		11. Speed (IAS)			
12. Phase of Flight <input type="checkbox"/> A. Parked <input type="checkbox"/> B. Taxi <input type="checkbox"/> C. Take-off Run <input type="checkbox"/> D. Climb <input type="checkbox"/> E. En Route <input type="checkbox"/> F. Descent <input type="checkbox"/> G. Approach <input type="checkbox"/> H. Landing Roll		13. Part(s) of Aircraft Struck or Damaged Struck Damaged			
14. Effect on Flight <input type="checkbox"/> None <input type="checkbox"/> Aborted Take-Off <input type="checkbox"/> Precipitous Landing <input type="checkbox"/> Engines Shut Down <input type="checkbox"/> Other (Specify)		15. Sky Condition <input type="checkbox"/> No Cloud <input type="checkbox"/> Some Cloud <input type="checkbox"/> Overcast		16. Precipitation <input type="checkbox"/> Fog <input type="checkbox"/> Rain <input type="checkbox"/> Snow <input type="checkbox"/> None	
17. Bird/Other Wildlife Species		18. Number of birds seen and/or struck Number of Birds Seen Struck		19. Size of Bird(s) <input type="checkbox"/> Small <input type="checkbox"/> Medium <input type="checkbox"/> Large	
20. Pilot Warned of Birds <input type="checkbox"/> Yes <input type="checkbox"/> No		21. Remarks (Describe damage, injuries and other pertinent information)			
DAMAGE / COST INFORMATION					
22. Aircraft time out of service: _____ hours		23. Estimated cost of repairs or replacement (U.S. \$): _____		24. Estimated other Cost (U.S. \$) (e.g. loss of revenue, fuel, etc.): _____	
Reported by (Optional)		Title		Date	
<p><small>Paperwork Reduction Act Statement: The information collected on this form is necessary to allow the Federal Aviation Administration to assess the magnitude and severity of the wildlife-strike problem in the U.S. The information is used in determining the best management practices for reducing the hazard to aviation safety caused by wildlife-strikes. We estimate that it will take approximately 5 minutes to complete the form. The information collected is voluntary. Please note that an agency may not conduct or sponsor, and a person is not required to respond to, a collection of information unless it displays a currently valid OMB control number. The OMB control number associated with this collection is 2120-0045. Comments concerning the accuracy of this burden and suggestions for reducing the burden should be directed to the FAA at: 800 Independence Ave SW, Washington, DC 20591, Attn: Information Collection Clearance Officer, (800) 441-2447.</small></p>					
FAA Form 5200-7 (11-97) Supersedes Previous Editions		Electronic Version (Adobe)		* U.S. GPO: 1997-432-349/74201 N91: 0052-00-651-9005	



FAA Safety Team (FAASTeam)

The screenshot shows the FAA Safety Team website homepage. At the top left is the Federal Aviation Administration logo. To its right is the text "Federal Aviation Administration". Further right are navigation links for "Home" and "About the FAASTeam". Below this is a search bar with the text "Searches Only Learning Center and Document Library" and a "Search" button. A dark blue navigation bar contains links for "Activities, Courses, Seminars & Webinars", "Maintenance Hangar", "Pilots", "Resources", and "Page Help". The main header features the "FAA Safety Team" logo and the tagline "Safer Skies Through Education".

The page is divided into several content blocks:

- Featured Courses:** A blue box with the heading "Featured Courses" and the text "Earn WINGS or AMT Credit by completing one of our featured online courses!". It lists three courses: "Follow Procedures 2019", "Part 107 Small Unmanned Aircraft Systems (small UAS) Recurrent", and "DC Special Flight Rules Area". A "View Catalog" link is at the bottom.
- Hot Topics:** A blue box with the heading "Hot Topics" and an image of a general aviation aircraft. It includes a Facebook link: "FAASTeam is on Facebook". Navigation links "Previous" and "Next" are at the bottom.
- Upcoming Seminars:** A blue box with the heading "Upcoming Seminars" and the text "Thousands of aviation safety seminars take place annually around the nation. Find one near you." It includes a search form with "Zip:" and "miles" fields, a "Search" button, and a "Find Seminars" link.
- AMT Awards Program:** A red box with the heading "AMT Awards Program" and the text "The AMT Awards program encourages AMTs and employers to take advantage of initial and recurrent training by issuing awards based on training received." It lists "Tutorial for Individuals" and "Tutorial for Employers", and states "14,242 AMT Awards Earned in 2017" with a "Learn more!" link.
- WINGS:** A red box with the heading "WINGS" and the sub-heading "AC 61-91J". It features a "WINGS - Learn More!" button and a "Quick WINGS Log In" button with a "User Guide" link.
- Instructor Portal:** A red box with the heading "Instructor Portal" and the text "By virtue of holding instructor privileges, instructors can validate or give immediate WINGS credit through this portal." It includes a "Click Here" link for immediate WINGS flight credit and a "WINGS Flight Instructor Guide" link.
- WINGS Achievements:** A red box with the heading "WINGS Achievements" and the text "We are excited to report that 33,776 pilots have earned at least one phase in the WINGS - Pilot Proficiency Program, and these pilots have earned a total of 135,360 phases." It includes a "See the list and find your name" link.
- Login:** A dark blue box with the heading "Welcome Guest" and "Login Here". It includes a "LOGIN TO YOUR ACCOUNT" section with "Login:" and "Password:" fields, a "Forgot Password" link, and a "Go" button. Below this is a "New to FAA Safety.gov?" section with "Create an Account" and "About FAASTeam" links.

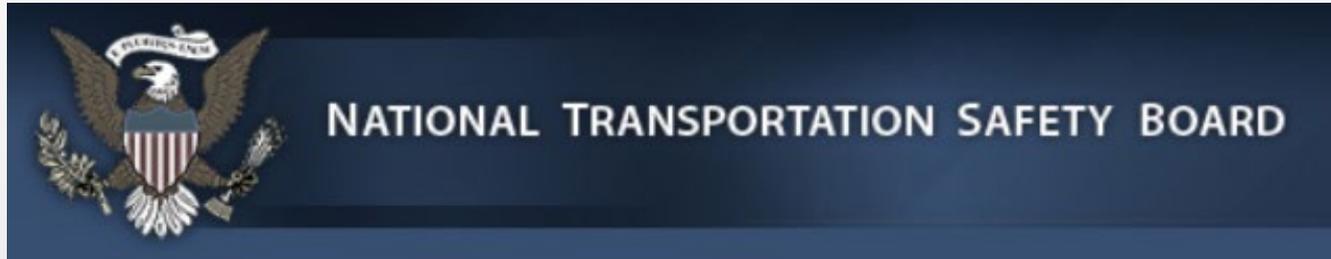
www.FAASafety.gov

South Dakota Pilot's Association



www.sdpilots.com

NTSB Database



https://www.nts.gov/_layouts/nts.aviation/index.aspx

The NTSB aviation accident database contains information from 1962 and later about civil aviation accidents and selected incidents within the United States, its territories and possessions, and in international waters.

NTSB Part 830.5

The operator of any civil aircraft shall immediately, and by the most expeditious means available, notify the nearest National Transportation Safety Board (NTSB) field office when an aircraft accident occurs.

Unmanned Aircraft Systems

<https://www.faa.gov/uas>



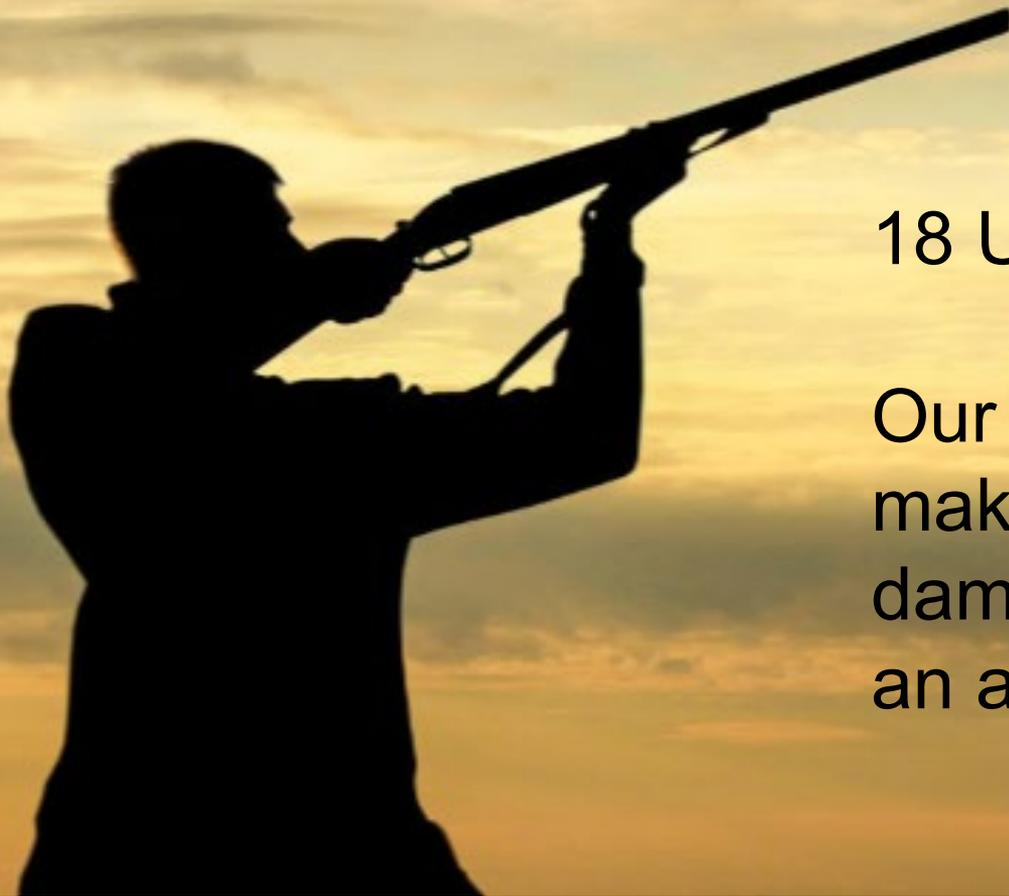
14 CFR Part 1

AIRCRAFT

means a device that is used or intended to be used for flight in the air.

Unmanned Aerial Vehicle ?

It is a Federal Crime to
Shoot at Aircraft.



18 USC 32

Our federal statute
makes it a felony to
damage or destroy
an aircraft.

Wright Brothers Master Pilot Award & Charles Taylor Master Mechanic Award

Applicant FAA
Recognition
Letter

Applicant
Lapel Pin



Spouse FAA
Recognition
Letter

Spouse
Lapel Pin

Wright Brothers Master Pilot Award:

- ✓ **Held a US Civil Aviation Authority or FAA Pilot Certificate**
- ✓ **Fifty or more years of civil flying experience**
 - Up to twenty years may be US military experience
- ✓ **Been a US citizen or permanent resident**
- ✓ **No revocation of certificate**
- ✓ **No enforcement actions**
 - May be reviewed on case-by-case basis
- ✓ **No revocation of certificate**
- ✓ **May be presented up to two years posthumously**
- ✓ **Three letters of recommendation from other airmen**
- ✓ **Photo copies of documentation**
- ✓ **Personal resume with completed application**
- ✓ **Medical certificate or current flight review is not required at the time of nomination**



Wright Brothers Master Pilot Awards

Cecil Ice (Pierre) – March 2002

Robert Balentine (Yankton) – July 2005

Roy Crisman Jr. (Wagner) – July 2005

William Ferwerda (Springfield) – July 2005

Grove Rathbun (Rapid City) – July 2005

James Bartels (Pierre) – September 2006

Charles Summers (Rapid City) – September 2006

Laverne Kraemer (Deadwood) – June 2007

Dennis Martens (Vermillion) – August 2007

Kenneth Merrill (Black Hawk) – August 2008

Mark Breuer (Howard) – September 2009

Richard Grorud (Grenville) – September 2009

James Nelson (Spearfish) – September 2009

Larry Nelson (Rapid City) – September 2009

Harley Taylor (Aberdeen) – September 2009

Laverne Tech (Rapid City) – September 2009

Colman Wagner (Clark) – September 2009

Charles Meyer (McCook Lake) – April 2010

Ladell Swiden (Madison) – October 2010

Clifford Adkins (Parkston) – November 2010

Earle Geide (Hartford) – August 2011

46

Lawrence Pravecsek (Winner) – September 2012

Boyd Porch (Kadoka) – September 2012

James Eisenmenger (Yankton) – September 2012

Peter Hegg (Sioux Falls) – September 2012

Forrest Wixon (Pierre) – September 2012

James Ketchen (Rapid City) – September 2013

Bert Corwin (Rapid City) – September 2013

John A. Barney (Brookings) – September 2014

Bernard W. Christenson (Pierre) – November 2014

Richard E. Bown (Black Hawk) – November 2014

Allen B. Neal (Rapid City) – September 2015

Donald D. Blumenberg (Fulton) – September 2015

Jerome F. Mitchell (Rapid City) – September 2016

Irvin D. Lewis (Hot Springs) – September 2016

Lynn R. Riedesel (Brookings) – September 2016

Jerry E. Ellingson (Lake Preston) – September 2016

Roger A. Huntley (Yankton) – July 2017

Roger R. Hutchison (Sioux Falls) – October 2017

James J. Huls (Madison) – September 2018

Billy E. Davis (Castlewood) – September 2018

Thomas R. Kitterman (Sioux Falls) – March 2019

Vernon C. VanDerhule (Yankton) – September 2019

James G. Cox (Yankton) – September 2019

Kenneth K. Thomson (Sioux Falls) – September 2019

Robert J. McLaughlin (Brookings) – September 2019





The Day We Lost More Freedom

September 11, 2001



