



**Federal Aviation  
Administration**

## **South Dakota Airport Manager's Conference**

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



**Steven R. Hoogerhyde**

***~~FAA~~ Team Program Manager***

***Frontline Manager***



South Dakota

# Brief Overview:

- 45 years in General Aviation (1979 - 2024)
- 28 Years with FAA (1996 – Present)
- 17 Years as FAASTeam Program Manager
- 5 Years as Principal Operations 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
- Chief Flight Instructor (AMR Combs)
- Director of Training (Part 141 Flight School)
- Chief Pilot & Check Airman (Part 135 Operator)
- Designated Pilot Examiner (7 Years in West Michigan)



# Rapid City Flight Standards District Office



**3501 5<sup>th</sup> Street**  
**Rapid City, SD 57701-6000**

# Rapid City Flight Standards District Office



# Rapid City Flight Standards District Office

**Wayne Jensen** (Manager)

**Steven Hoogerhyde** (Frontline Manager)

**Drew Smith** (Frontline Manager)

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**Dan Marsh** (AO) / **Tammera Geske** (ASA)

**Todd Obritsch** (PAI) / **Thia French** (AST)

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

**Ryan Friedrichsen** (PMI) / **Brandon Caneva** (PMI)

**Chris Lang** (POI) / **Randy Green** (POI)

**Barry Dunmire** (POI) / **Don Janvrin** (ASI-OPS)

**Ray Thompson** (ASI-AW)



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



# Contact Us:

Rapid City

Flight Standards District Office

3501 5<sup>th</sup> Street

Rapid City, SD 57701-6000

**605-737-3050**

**7-AGL-RAP-FSDO@FAA.GOV**





**WE ARE HIRING**  
Aviation Safety Inspectors



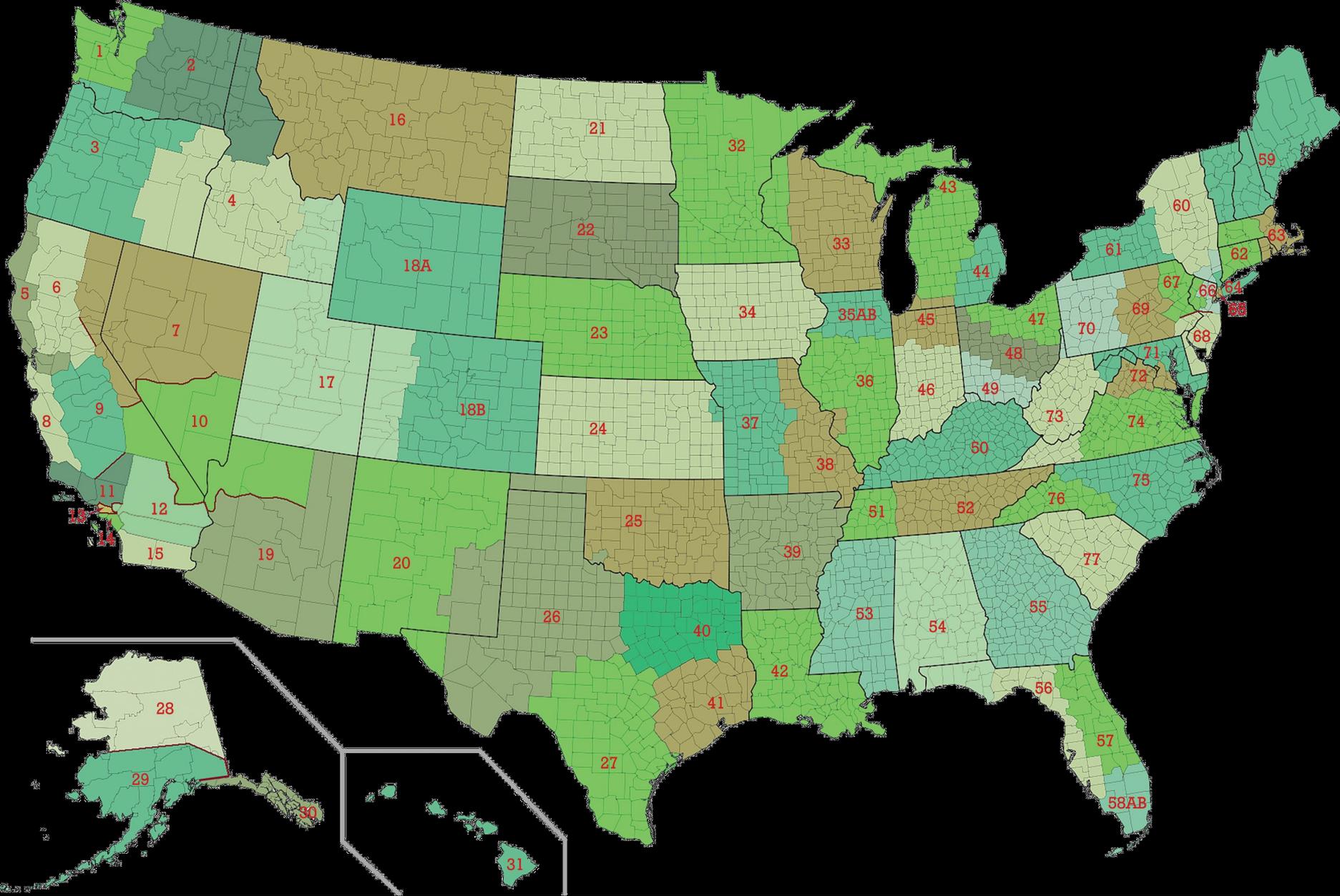
Federal Aviation  
Administration



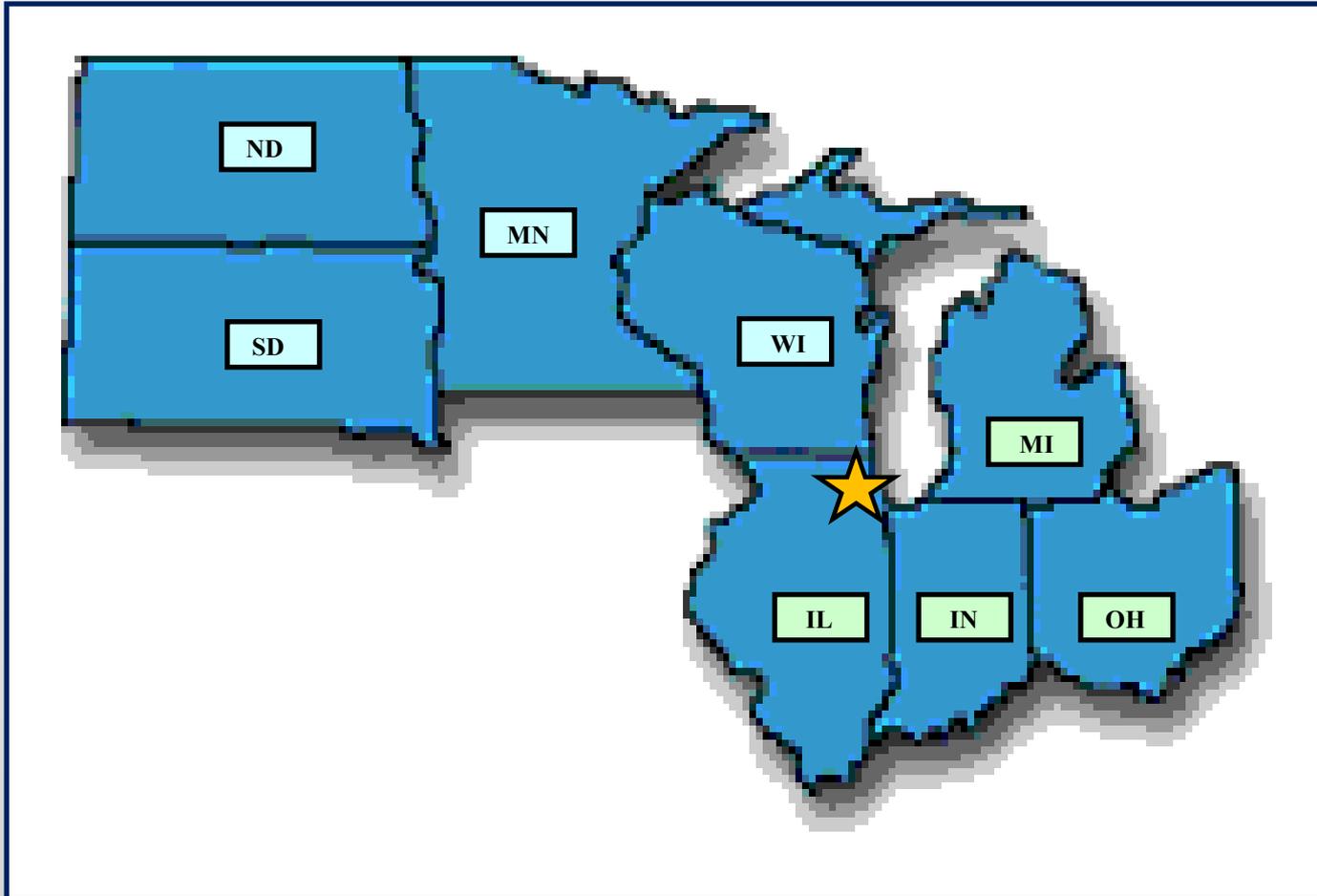


- There are 80 FSDOs covering 77 geographical areas of responsibility in the United States.
- Some districts overlap into multiple states.

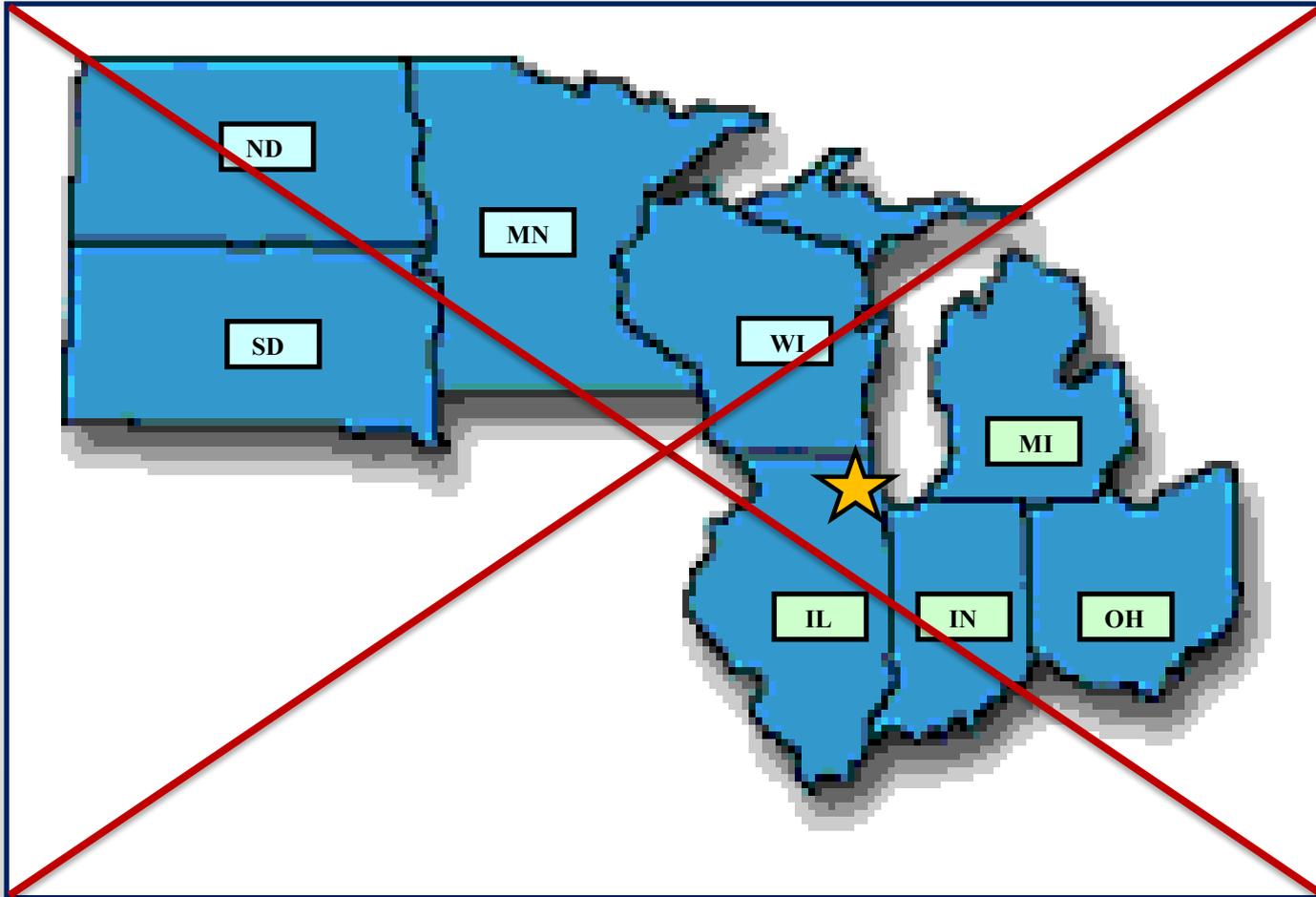




# Great Lakes Regional District



# ~~Great Lakes Regional District~~

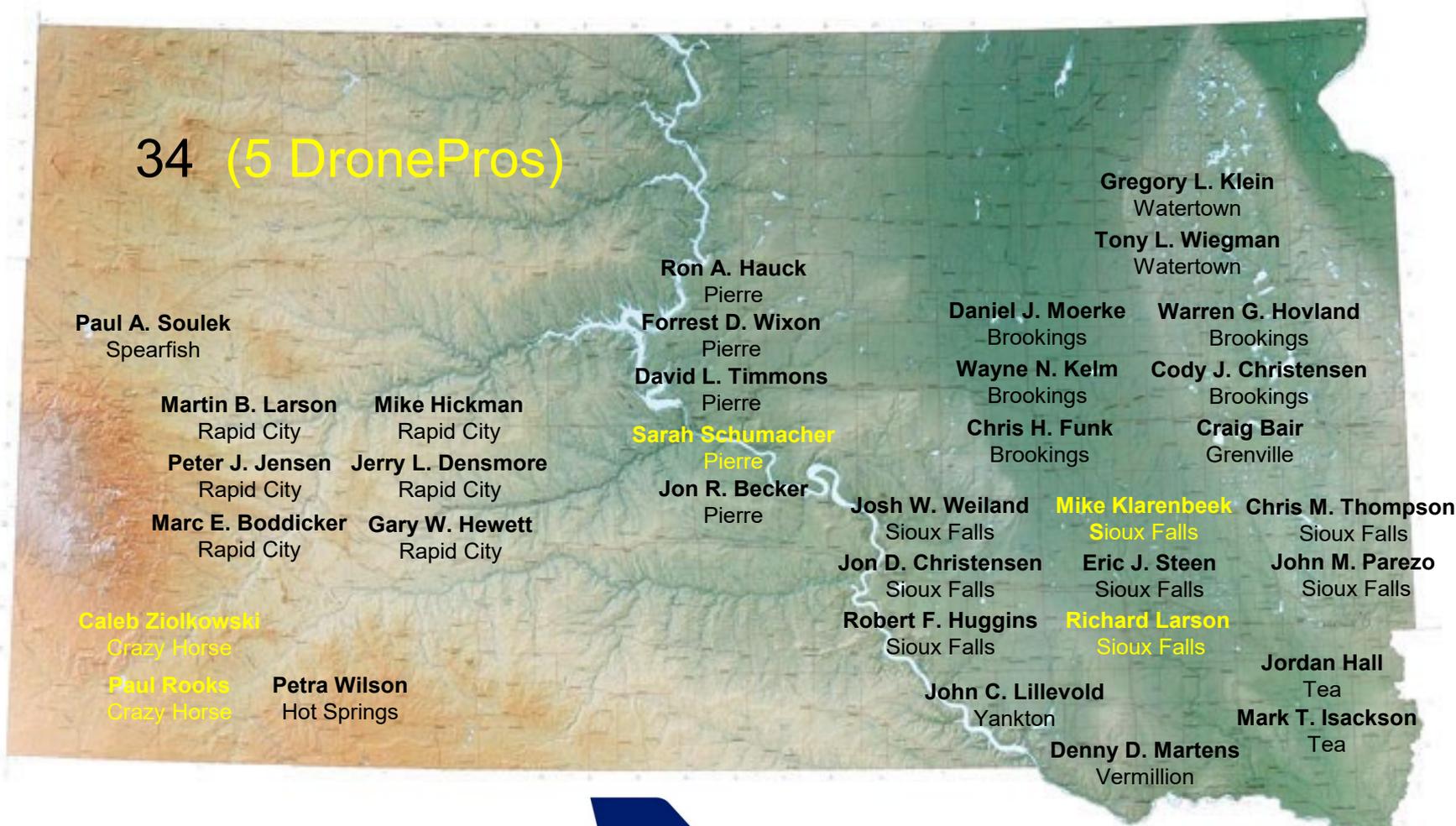


# FAASTeam Representatives Are Volunteer Supporters

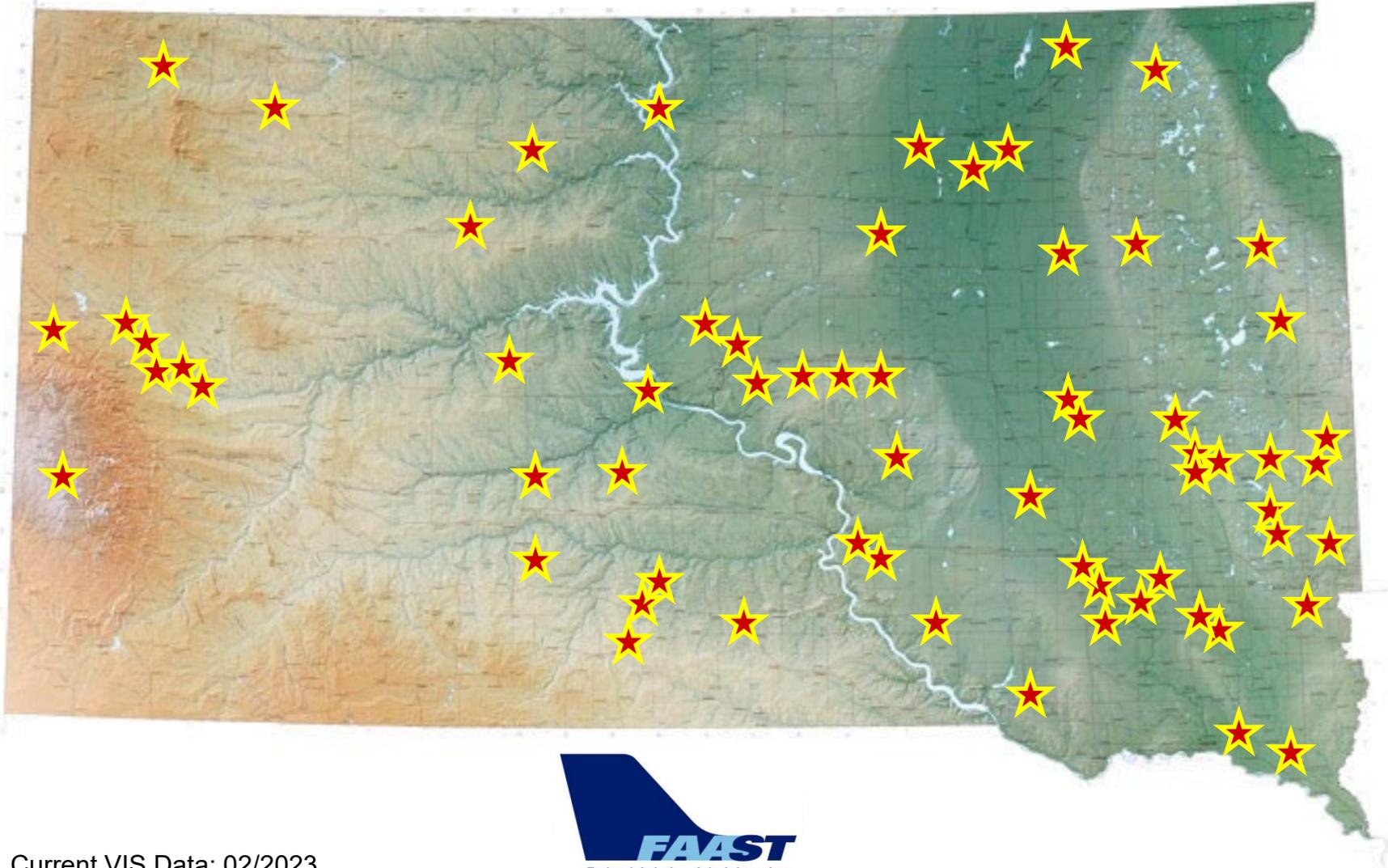
- They play a vital role in accomplishing the FAASTeam mission.
- They serve the aviation community by sharing their time, knowledge, and professional experience in order to create a positive safety culture.
- They organize and participate in FAASTeam events, initiate action to correct conditions that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

# South Dakota FAASTeam Representatives

34 (5 DronePros)



# South Dakota Part 137 Air Operators (54)



Current VIS Data: 02/2023





# 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.



Airport Managers have the responsibility to report any known accident or incident.

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Please contact the  
***Great Lakes Regional Operations Center (ROC)***  
**(817) 222-5006**

# NTSB Accident Database & Synopses

<https://www.carol. ntsb.gov>

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.



# Welcome to CAROL

CAROL is NTSB's query tool for information about investigations and recommendations.



Select a search type below to get started.



## Basic Investigation & Recommendation Search

Create a basic search using select fields. Includes all NTSB recommendations (1967-present) and data from all NTSB aviation investigations (1962-present) and surface mode investigations (highway, marine, railroad, pipeline, and hazmat) from 2010-present.



## Aviation Investigation Search

Create a more specific search using aviation fields. Includes aviation investigation data from 1962-present.



## Custom Search Builder

Create a custom search using a combination of investigation and/or recommendation data fields.



## Published Searches

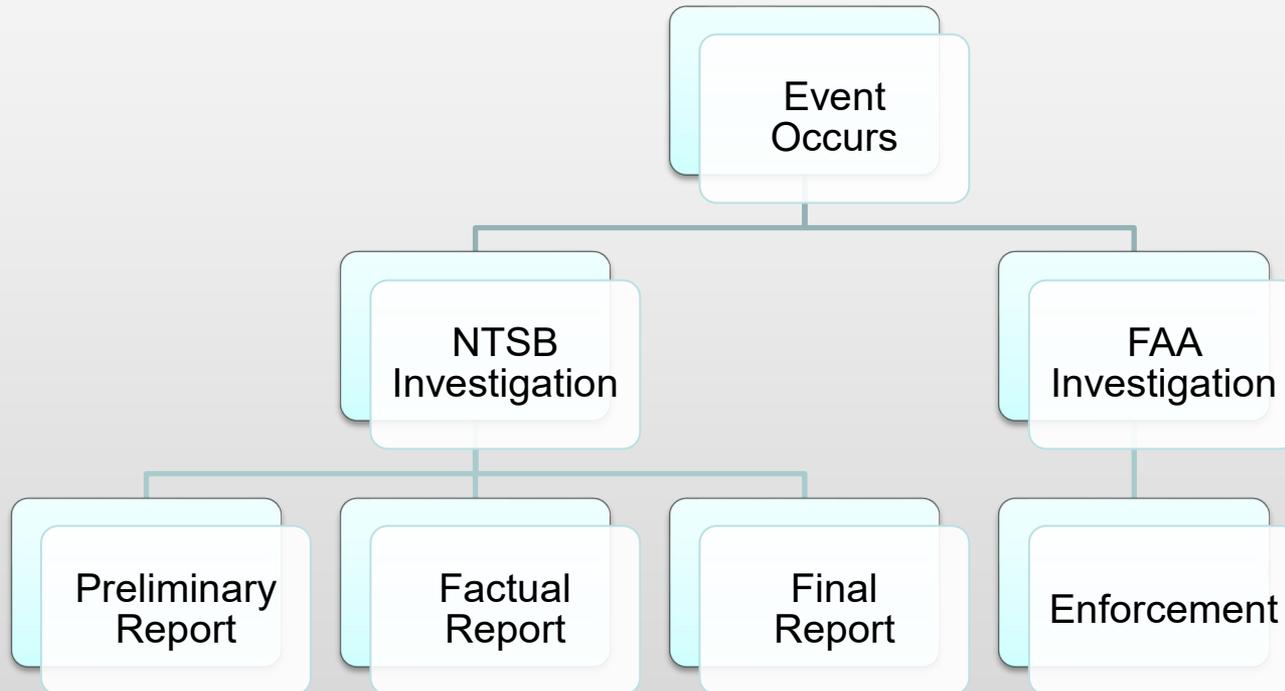
View published searches of recommendations or investigations covering specific issue areas. Published searches show dynamic data reflecting current information each time you open them.



For assistance conducting searches, contact [data@ntsb.gov](mailto:data@ntsb.gov).

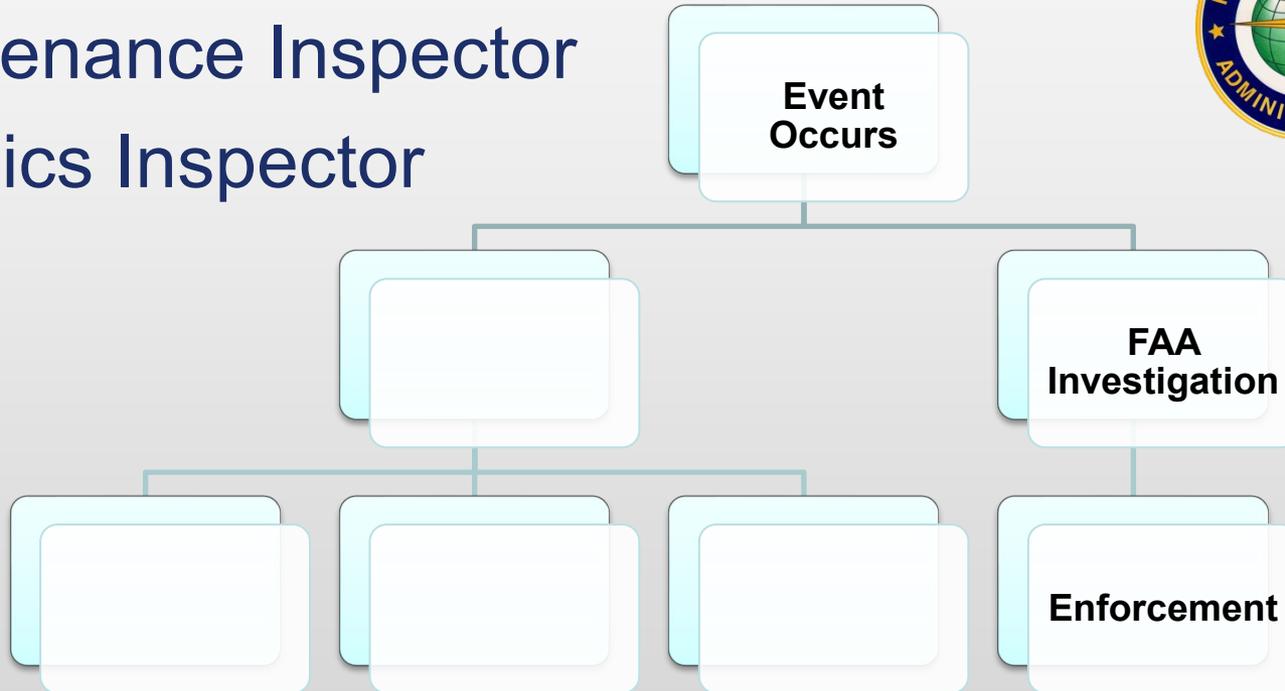
For assistance with or questions about CAROL, contact [safeti@ntsb.gov](mailto:safeti@ntsb.gov).

# Investigation Process



# FAA Investigation Process

Operations Inspector  
Maintenance Inspector  
Avionics Inspector





Weather    Toxicology Reports    Pilot Interview  
 Fatigue & Stress    Fuel    Pilot Currency & Proficiency  
 Metallurgy Tests    ELT    Engine Teardown  
 ATC Communication Transcripts    Photos  
 ATC Radar Reporting Data    Maintenance  
 Part Failure    Flight Data & Voice Recorder  
 Cell Phone Transcripts    Pre-flight & Planning  
 Metal Fatigue & Sheer    Witness Statements

# Traffic Pattern Entry

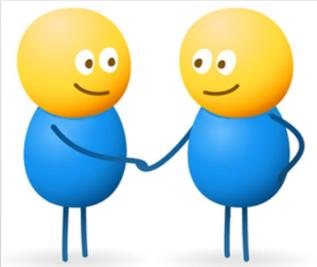
- The FAA **DOES NOT** regulate traffic pattern entry, only traffic pattern flow.
- Traffic pattern entry information is advisory in nature, using AC 90-66B.
- Requirements for traffic pattern flow under FAA 91.126 continue to apply.

# FAA Part 91.26(b)

When approaching to land at an airport without an operating control tower in Class G airspace –

- 1) Each pilot of an airplane must make all turns of that airplane to the left unless the airport displays approved light signals or visual markings indicating that turns should be made to the right, in which case the pilot must make all turns to the right; and
- 2) Each pilot of a helicopter or powered parachute must avoid the flow of fixed-wing aircraft.

# 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 \_\_\_\_\_ feet AGL. (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 1 mile reference & time)																																																	
10. Height (AGL)		11. Speed (KAS)																																																			
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 <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th></th> <th>Struck</th> <th>Damaged</th> <th></th> <th>Struck</th> <th>Damaged</th> </tr> </thead> <tbody> <tr> <td>A. Fuselage</td> <td><input type="checkbox"/></td> <td><input type="checkbox"/></td> <td>H. Propeller</td> <td><input type="checkbox"/></td> <td><input type="checkbox"/></td> </tr> <tr> <td>B. Wing/Rotor</td> <td><input type="checkbox"/></td> <td><input type="checkbox"/></td> <td>I. Wing/Rotor</td> <td><input type="checkbox"/></td> <td><input type="checkbox"/></td> </tr> <tr> <td>C. Nose</td> <td><input type="checkbox"/></td> <td><input type="checkbox"/></td> <td>J. Fuselage</td> <td><input type="checkbox"/></td> <td><input type="checkbox"/></td> </tr> <tr> <td>D. Engine No. 1</td> <td><input type="checkbox"/></td> <td><input type="checkbox"/></td> <td>K. Landing Gear</td> <td><input type="checkbox"/></td> <td><input type="checkbox"/></td> </tr> <tr> <td>E. Engine No. 2</td> <td><input type="checkbox"/></td> <td><input type="checkbox"/></td> <td>L. Tail</td> <td><input type="checkbox"/></td> <td><input type="checkbox"/></td> </tr> <tr> <td>F. Engine No. 3</td> <td><input type="checkbox"/></td> <td><input type="checkbox"/></td> <td>M. Lights</td> <td><input type="checkbox"/></td> <td><input type="checkbox"/></td> </tr> <tr> <td>G. Engine No. 4</td> <td><input type="checkbox"/></td> <td><input type="checkbox"/></td> <td>N. Other (Specify)</td> <td><input type="checkbox"/></td> <td><input type="checkbox"/></td> </tr> </tbody> </table>					Struck	Damaged		Struck	Damaged	A. Fuselage	<input type="checkbox"/>	<input type="checkbox"/>	H. Propeller	<input type="checkbox"/>	<input type="checkbox"/>	B. Wing/Rotor	<input type="checkbox"/>	<input type="checkbox"/>	I. Wing/Rotor	<input type="checkbox"/>	<input type="checkbox"/>	C. Nose	<input type="checkbox"/>	<input type="checkbox"/>	J. Fuselage	<input type="checkbox"/>	<input type="checkbox"/>	D. Engine No. 1	<input type="checkbox"/>	<input type="checkbox"/>	K. Landing Gear	<input type="checkbox"/>	<input type="checkbox"/>	E. Engine No. 2	<input type="checkbox"/>	<input type="checkbox"/>	L. Tail	<input type="checkbox"/>	<input type="checkbox"/>	F. Engine No. 3	<input type="checkbox"/>	<input type="checkbox"/>	M. Lights	<input type="checkbox"/>	<input type="checkbox"/>	G. Engine No. 4	<input type="checkbox"/>	<input type="checkbox"/>	N. Other (Specify)	<input type="checkbox"/>	<input type="checkbox"/>
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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 <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>Number of Birds</th> <th>Seen</th> <th>Struck</th> </tr> </thead> <tbody> <tr> <td>1</td> <td><input type="checkbox"/></td> <td><input type="checkbox"/></td> </tr> <tr> <td>2-10</td> <td><input type="checkbox"/></td> <td><input type="checkbox"/></td> </tr> <tr> <td>11-100</td> <td><input type="checkbox"/></td> <td><input type="checkbox"/></td> </tr> <tr> <td>more than 100</td> <td><input type="checkbox"/></td> <td><input type="checkbox"/></td> </tr> </tbody> </table>		Number of Birds	Seen	Struck	1	<input type="checkbox"/>	<input type="checkbox"/>	2-10	<input type="checkbox"/>	<input type="checkbox"/>	11-100	<input type="checkbox"/>	<input type="checkbox"/>	more than 100	<input type="checkbox"/>	<input type="checkbox"/>	19. Size of Bird(s) <input type="checkbox"/> Small <input type="checkbox"/> Medium <input type="checkbox"/> Large																																		
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11-100	<input type="checkbox"/>	<input type="checkbox"/>																																																			
more than 100	<input type="checkbox"/>	<input type="checkbox"/>																																																			
20. Pilot Warned of Birds <input type="checkbox"/> Yes <input type="checkbox"/> No																																																					
21. Remarks (Describe damage, injuries and other pertinent information)																																																					
<b>DAMAGE / COST INFORMATION</b>																																																					
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																																																	
<small> <b>Paperwork Reduction Act Statement:</b> 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. (3342-20)                 </small>																																																					
FAA Form 5200-7 (11-97) Supersedes Previous Edition		Electronic Version (Adobe)		* U.S. GPO: 1997-432-349/74201 NGN: 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 placeholder 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 a large image of a general aviation aircraft. Below the image is a Facebook logo and the text "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 WINGS logo. A "User Guide" link is at the bottom.
- 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 Section:** A dark blue box on the right side with the heading "Welcome Guest" and "Login Here". It contains 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](http://www.FAASafety.gov)

# South Dakota Pilot's Association



[www.sdpilots.com](http://www.sdpilots.com)

# Unmanned Aircraft Systems

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



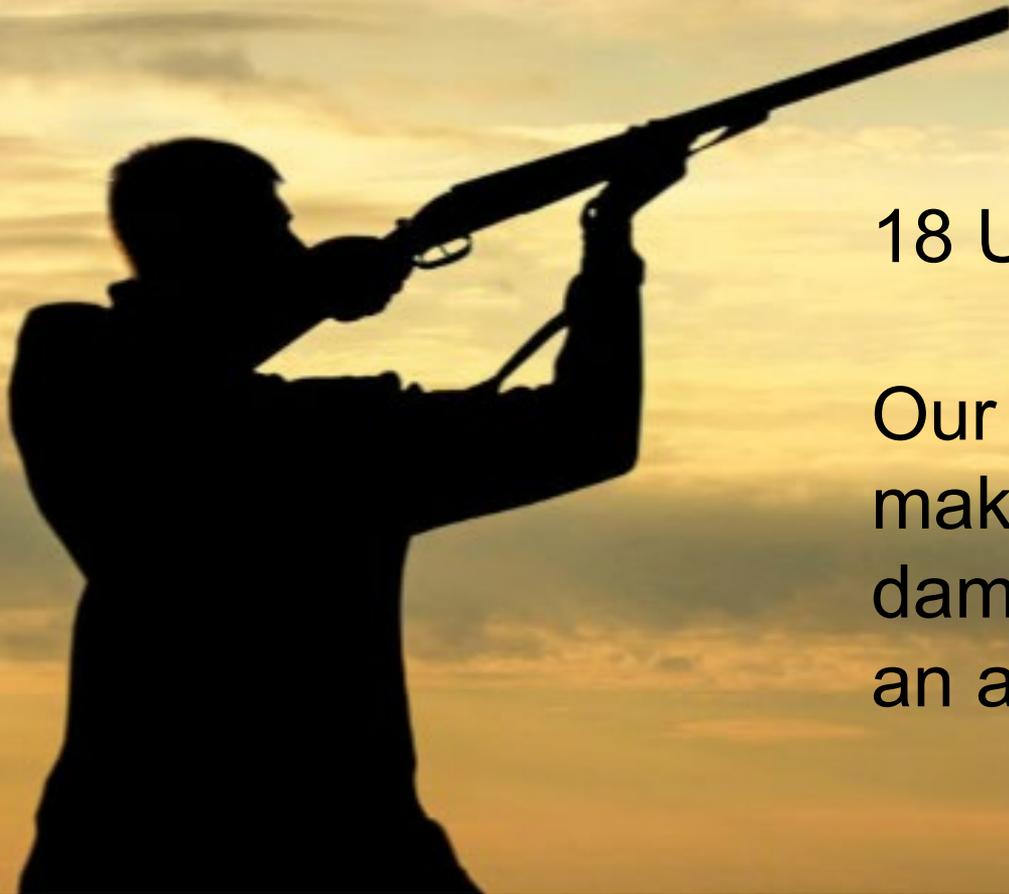
# 14 CFR Part 1

## ***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.

# Something odd or out of the ordinary?

“If You See Something, Say Something™” is a national campaign by the U.S. Department of Homeland Security that raises public awareness on suspicious activities, behaviors or situations that may suggest acts of terrorism or terrorism-related crimes.



In this ever-changing world, we are reminded to maintain vigilance and recognize when a threat may be present. **Airport Managers** play a pivotal role in reporting suspicious activities to law enforcement authorities.

*Contact local law enforcement authorities to report any suspicious activity. If there is an emergency, call 9-1-1.*



# The Day We Lost More Freedom

*September 11, 2001*



