

**SEPTEMBER PILOT DEVIATION REPORT
FOR EAA CHAPTER 1445
BY
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It would appear that pilots are still not really being aware of what is being expected of them when they go flying based on the the number of pilot deviations that are being made. Fortunately the number of pilot deviations are down a bit this reporting period when compared to last, but they're still more than there should be. In the time period from August 13 thru September 9, 2021, there were seventeen pilot deviations recorded by the FAA SDL FSDO. These deviation were committed by the full range of certificate holders from student thru ATPs. Of the seventeen pilot deviations that were recorded by the FSDO, there was a need to issue nine Brashers.

Note: a Brasher is a notice that is issued when further FAA action will be taken.

There wasn't any one specific type of deviation that was prevalent this past period where pilots were being negligent. The following are the seventeen deviations that were committed this past reporting period.

There were **Four** IFR deviations.

One was for an altitude deviation, and one was for both, an altitude, and, route deviation. A Brasher was issued in each of these two cases. There were also two IFR route deviations.

There were **Four** Class Bravo Airspace deviations.

All were for entering the Bravo Airspace without authorization. In three of the cases, the pilot never even established radio contact with the TRACON. In one case, the deviation involved a potential conflict with an air carrier in the Bravo Airspace. Of the four deviations, a Brasher was issued in three of the cases.

There were **Four** Class Delta Airspace deviations.

Again, all four were for entering the Delta Airspace without prior authorization. In two of the deviations, the pilot never did establish radio contact with the controlling tower, and a Brasher was issued in one of the cases. In the other two deviations, the pilot contacted the tower only after they were maneuvering well within the Delta Airspace.

There was **Two** cases of entering a taxiway without ATC instructions.

One incident was committed by a student pilot, and the other was an ATP pilot. Both incidents also resulted in the issuance of a Brasher notice for each of them.

There were **Three** runway incursions.

In two cases, the aircraft were supposed to hold short of the runway, but, instead, they entered the runway, and held on the runway. In another case the aircraft was supposed to remain holding on the runway while another aircraft was to cross the runway, but, instead of holding, he took off without instructions. A Brasher was issued for this pilot deviation.

Please, always be aware of where you are, and what you are supposed to be doing, or expected to do. Be aware of what airspace you are flying in, or about to be flying in, and be prepared to comply with its requirements. If you don't understand the ATC controller's instructions, ask for a repeat of the instructions, and follow them, and if you can't, then tell the controller why you can't. Just don't commit a pilot deviation, and always fly safe!

In the central part of Arizona we fly in a very complex airspace, and at times it can be rather busy, so a pilot must operate at an elevated state of awareness. Always be aware of the type of airspace you are flying in, and using all the resources available to develop a good situational awareness of what is happening around you, and who is, or will be near you. Be safe, and think about what you're doing, or are about to do. Don't be the pilot that commits a deviation.