

## PILOT DEVIATION REPORT

When you are flying, it's imperative that you are cognizant of the limitations of the airspace you are flying in, and what Air Traffic Control (ATC) may be expecting of you. Apparently this has not always been the case, because in the time frame from March 12 to April 15, there were nineteen pilot deviations reported to the FAA SDL FSDO, with seven of these cases reported with a Brasher issued.

Note: a Brasher is a notice that is issued when further FAA action is needed.

All the deviations are as follows:

There were three IFR deviations. Two were route deviations and one was an altitude deviation, with a Brasher issued.

There were three Class B Airspace deviations. The pilots had entered the Bravo airspace without an ATC clearance, and in one of the cases, the pilot was issued a Brasher.

There were three Class D Airspace deviations. The pilots either entered, or flew through the Delta airspace without first contacting ATC. In one of the cases, the pilot was issued a Brasher.

There were two cases of the pilot failing to follow ATC Instructions. In one case the pilot did not maintain an ATC assigned altitude in the controlled airspace. In the other case, the pilot did not adequately clear the runway when requested, resulting in an airplane having to go-around.

There was one case of a pilot failing to obtain either taxi or takeoff instructions at a controlled airport.

There was one case of a pilot failing to obtain taxi instructions after landing, and resulting a ground conflict. A Brasher was issued.

There were six runway incursions. One of them was a person that had wandered out on the active runway. In one case a pilot started to make an intersection takeoff while another pilot was starting a takeoff at the approach end of the same runway.(Fortunately, both were stopped). There were four cases where the pilot did not hold short of the runway hold short line as instructed. Often with another plane on short final. In three of the cases a Brasher was issued.

These deviations were committed by the entire range of airmen certificate holders, ranging from private thru ATP. Not one was a student pilot, (Something to think about). We do fly in a very complex and busy airspace system, but as you can see, a large number of the deviations were made by not complying with some relatively basic rules. You must know what the taxiway and runway markings mean, and comply with them. Some pilot deviations were even made after the pilot made a correct read back of the ATC instructions. We need to comply with ATC instructions, or tell them why we can't comply. We need to continually remain on the alert, and aware, and understand what is going on. Develop, and always maintain a good situational awareness, and please fly safe. Don't commit a pilot deviation.