

JULY PILOT DEVIATIONS

Where ever you fly, make sure that you know what the requirements, and limitations are for the airspace you are flying in, or the airspace you may be about to enter, and what Air Traffic Control (ATC) may be expecting of you, and be sure you can comply with the requirements. It's obvious that some pilots are not aware of what's expected of them, and wind up with pilot deviations. In the time period from June 11 thru July 15, 2021 there were eighteen general aviation pilot deviations recorded by the FAA SDL FSDO. These deviation were committed by the full range of certificate holders from student thru ATPs, including CFIs, and Military pilots. Of the eighteen pilot deviations that were recorded by the FSDO, a military pilot committed an IFR altitude deviation in a MOA, and got a Brasher, and an Air Carrier pilot committed a deviation by taxiing on a taxiway without ATC authorization. The remaining sixteen deviations were committed by the full range of general aviation pilots, and of the sixteen general aviation deviations, there were five Brashers issued.

A Brasher is a notice that is issued when further FAA action will be needed.

This past month there were a large number of both runway intrusions, and failure to follow ATC instructions.

The sixteen general aviation pilot deviations in this last reporting period are as follows:

One IFR altitude deviation.

One Forest Fire TFR deviation where the pilot flew thru the TFR, and in front of a fire attack airplane.

Two Class Delta Airspace deviations.

In one case, the pilot flew thru the Class Delta Airspace without contacting ATC, and in the other case, the pilot contacted ATC after he had flown about a mile into the Delta Airspace. Both pilots in these two cases got a Brasher notice.

Five Runway Incursions.

In two cases, the pilots did not hold short at the runway "Hold Short Line", but crossed over it before stopping. In one of the cases the pilot went so far that he finally stopped at the very edge of the runway, and he got a Brasher for that one.

In two cases, the pilots took off without ATC authorization. Both pilots got a Brasher notice. There was one case at Sky Harbor where a vehicle entered the active runway without ATC authorization.

Two Taxi Without Instructions.

In one case the pilot landed, and taxied to parking without contacting Ground Control, and in the other case the pilot taxied from parking to the runway without contacting Ground Control.

Five Failure to Follow ATC Instructions.

In two cases, the pilots were instructed to maintain runway heading after takeoff, and in both cases the pilot initiated a turn immediately after takeoff, and in one case the pilot turned into conflicting traffic.

In another case, the pilot was instructed to make "S" turns to provide spacing with traffic in front of him, and he started the turn into conflicting traffic. ATC caught the start of the turn, and got the error corrected.

In another case, the pilot was instructed to follow an airplane in the pattern, but the pilot ended up turning base inside the traffic he was to follow, causing it to go around while on half mile final.

In this last case, the pilot requested a change in runway at a two runway airport, the change was approved, and the pilot failed to recognize, and accommodate an inbound aircraft approaching the same runway he was changing to. There was no loss of separation.

Because we operate in a very crowded and complex airspace, all pilots always have to be on high alert when operating at many of our airports. Be extra wary, and alert, and develop a good situational awareness of what is happening around you. Be safe, and think about what you doing, or are about to do. Don't commit a pilot deviation.