

MAY PILOT DEVIATIONS

When you go flying it's imperative that you are aware of the type of airspace that you are going to be flying in, and that you know what its requirements, and limitations are, and what Air Traffic Control (ATC) may expect of you, and that you can comply with them. It's apparent that some pilots don't do this, and wind up with problems. As an example, in the time frame from April 16 to May 12 there were sixteen pilot deviations that had occurred and reported to the FAA SDL FSDO. These deviations were made by private pilots, commercial pilots, CFIs with students, and ATPs. They were not made by students learning to fly. Of the sixteen deviations made, there were five Brashers issued. A Brasher is a notice that is issued when further FAA action is needed. The pilot deviations in this last reporting period are as follows.

There were five IFR deviations, four were altitude deviations and one was a route deviation, and there were three Brashers issued for the altitude deviations.

There were two Class Bravo airspace deviations for entering the airspace without first getting an ATC approval.

There were six Class Delta airspace deviations. Four of the deviations were for entering without first establishing communication with ATC, and two were cases of failing to follow ATC directions. A Brasher was issued in one case for entering without authorization, and one was issued for a case of failing to follow ATC instructions.

There were three runway incursions that resulted from not following ATC instructions, and in some cases, in spite of the pilot giving a correct read back of the instructions. If you don't understand the ATC controllers instructions, ask for a repeat of the instructions, and follow them, and if you can't, then tell the controller why you can't. It's true that we operate in a very complex, and sometimes crowded airspace, and it can only be safe if everyone operates in a safe and predictable manner.

Don't commit a pilot deviation, and please fly safe!