

**AUGUST PILOT DEVIATION REPORT
FOR EAA CHAPTER 1445
BY
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It's obvious that some pilots are still not aware of what's going to be expected of them when they go flying, and wind up committing pilot deviations. In the time period from July 16 thru August 12, 2021 there were twenty-one 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. Of the twenty-one pilot deviations that were recorded by the FSDO, there was a need to issue eight Brashers.

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

There were an excessive number of IFR Operations deviations (10) this period followed by runway incursions (5).

The following are the twenty-one deviations that were committed this past reporting period.

THERE WERE **TEN** IFR DEVIATIONS.

Four were for altitude deviations. In two cases the pilot made a change in flight level without authorization by the air traffic controller, and a Brasher was issued in each of these two cases. In another case, the pilot misunderstood an air speed request for an altitude request which was corrected, and the other case was a pilot drifting off the assigned altitude and was corrected.

There were four instrument departure deviations. In all four deviations the pilots did not fly the procedure as it was published. In one case the failure to fly the procedure as publish resulted in a conflict with another aircraft, and a Brasher was Issued for that deviation.

There were two route deviations. In one case the pilot didn't follow ATC corrective instructions, and entered a block of active controlled airspace which resulted in the issuance of a Brasher. In the other case the pilot was issued a departure procedure to fly and he confirmed and accepted the procedure, but flew an entirely different departure procedure than the one he was given. A Brasher was also issued for this deviation.

THERE WERE **THREE** CLASS BRAVO DEVIATIONS.

In all three cases, the pilot entered the Bravo Airspace without receiving a clearance from ATC. In one of the cases the pilot entered a shelf of the Bravo, flew around, and then returned to his "home"airport, and got a Brasher.

THERE WAS **ONE** RUNWAY HOLD BAR DEVIATION.

The pilot landed at an airport with parallel runways, and after he landed he taxied off the the runway but stopped short of the runway hold short bar, leaving him technically, still on the runway. He contacted Ground Control, and he was instructed to clear the runway and to taxi up to and hold short of the parallel runway. The pilot read back the instructions correctly, and started to taxi. Ground Control was about to tell the pilot that when exiting a runway, to always taxi past the "hold

bars” to clear the runway, when they noticed the pilot was taxiing past the parallel runway hold bars, and would be entering the parallel runway. Ground Control immediately told the pilot to stop, and an aircraft that was on short final was instructed to go around. The pilot was issued a Brasher for failing to recognize runway hold bars.

THERE WERE **FIVE** RUNWAY INCURSIONS.

Four were for entering the runway, and holding without authorization. In one of the four cases, the pilot holding in position misunderstood the takeoff instructions intended for another airplane, and taxied onto the runway for takeoff. He was told to clear the runway, and was issued a Brasher. There was one case where an aircraft crossed the runway without authorization. The pilot called the tower, and stated he was holding short, and wanted to cross the runway. The tower had just cleared a landing aircraft off the runway and the the tower noticed that the aircraft that was holding to cross was crossing the runway without an authorization.

THERE WERE **TWO** FAILURE TO FOLLOW ATC INSTRUCTIONS.

In one case the pilot failed to follow traffic pattern instructions, and the other pilot deviation was a failure to follow taxi instructions.

Whenever you fly, make sure that you know what the requirements, and limitations are for the operation your are performing, or the airspace you are flying in, or the airspace you may be about to enter. Be aware of what Air Traffic Control (ATC) may be expecting of you, and be certain you can comply with the requirements.

We operate in a crowded and complex airspace, and pilots always need to strive to perform at their peak level. Be extra wary. and alert, and develop a good situational awareness of what is happening around you. Be safe, and think about what you're doing, or are about to do. Don't be the pilot that commits a pilot deviation.