

NOVEMBER - DECEMBER
PILOT DEVIATIONS
FOR EAA CHAPTER 1445
By Jim Timm

Apparently, pilots are still not always fully aware of precisely where they are and what they are doing, or should be doing, based on the the number of pilot deviations that are being made. Fortunately the number of pilot deviations are again down a bit for this past reporting period when compared to last month, but there are still more than there should be. In the time period from October 15 thru November 10, 2021, there were ten pilot deviations recorded by the FAA SDL FSDO. These deviations were committed by Student, private, commercial, and CFIs,. Of the eighteen deviations made, there was a need to issue eleven Brashers.

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

The number of pilot deviations/incursions were up significantly this month, and some of these deviations just shouldn't have happened. Always know what type of airspace you are flying in, or are about to fly in, and please fly with more care.

In summary, the general aviation deviations this reporting period are:

- Three Class Bravo Airspace Deviations
- Seven Class Delta Airspace Deviations
- Five Runway Incursions
- One Failure To Follow ATC Instructions
- One Taxiing Without Authorization
- One Unauthorized Person On Taxiway/Ramp

The details of the deviations this month are as follows:

BRAVO AIRSPACE DEVIATIONS

11/21 Entered PHX Bravo Airspace Without A Clearance
Student Pilot

The student pilot on a solo VFR cross country flight entered the PHX Bravo Airspace at 7000 feet in a 6000 - 9000 foot shelf without a clearance. There was no loss of separation.

11/24 Entered PHX Bravo Airspace Without A Clearance
Private Pilot

The aircraft entered the PHX Bravo Airspace without establishing contact and was tracked to Glendale (GEU), and GEU issued the **Brasher**.

11/27 Entered PHX Bravo Airspace Without A Clearance
Private Pilot

The pilot pilot, flying VFR, entered the PHX Class Bravo Airspace without obtaining a clearance. The Williams Gateway (IWA) tower issued a **Brasher** warning. There was no loss of separation.

DELTA AIRSPACE DEVIATIONS

- 11/7 Entering Delta Airspace Without First Establishing Radio Communications.
Private Pilot Scottsdale (SDL)
The aircraft entered the Scottsdale Airport (SDL) airspace from the northeast at approximately the the traffic pattern altitude without first establishing two-way radio communications with ATC. The aircraft flew through the runway final approach path, and commenced making 360 - degree turns in the down wind leg of the traffic pattern. The aircraft lined up to land on runway 3, two-way radio communications were then established, the aircraft landed, and the pilot was given the **Brasher** warning.
- 11/11 Entering Delta Airspace Without First Establishing Radio Communications.
Private Pilot Falcon Field (FFZ)
The aircraft entered Falcon Field (FFZ) Class D Airspace without first establishing two way radio communications. There was no loss of separation.
- 11/11 Entering Delta Airspace Without First Establishing Radio Communications.
Certificates UNK Falcon Field (FFZ)
The aircraft called ATC south of the FFZ airspace and requested to make an overhead approach, and specified that he was a single ship. The tower controller gave instructions to enter the initial, and confirmed he was a single ship. The pilot responded; yes, he was a single ship, and that the other aircraft were going to call. No other aircraft ever called. Four aircraft entered the overhead in formation without establishing radio communications. The initial single ship was told to break at the approach end, but the other three aircraft broke at the departure end, and never turned their transponders on. Random calls were made with random aircraft numbers, but no real transmissions establishing communication were made. The flight was cleared to land, and all four of the aircraft landed and were given the **Brasher** notice.
- Because of this activity, An Aircraft had to circle to the south and exit the airspace due to the unknown aircraft in the airspace. Additionally, the flight conflicted with an IFR departure because the transponders were never turned on, and in addition, because there was a lack of radio communication, their precise positions could not be determined, nor could any instructions be issued to prevent a conflict.
- 11/12 Entering Delta Airspace Without First Establishing Radio Communications.
Private Pilot Deer Valley (DVT)
The aircraft entered the Deer Valley (DVT) Class D Airspace without first establishing two way radio communications. There was no loss of separation.
- 11/18 Entering Delta Airspace Without First Establishing Radio Communications.
Private Pilot Williams Gateway (IWA)
The aircraft appeared to have departed Chandler Airport (CHD) and entered the Gateway (IWA) airspace at 2,600 feet from the southwest without contacting IWA tower for a transition. The aircraft picked up flight following from the PHX TRACON southeast of the IWA Class Delta Airspace.

- 12/4 Entering Delta Airspace Without First Establishing Radio Communications.
Certificates UNK Williams Gateway (IWA)
The flight of two aircraft violated the Williams Gateway (IWA) Class Delta Airspace northbound at 2500 feet. A **Brasher** was issued by the Falcon Field (FFZ) Tower. There was no loss of separation.
- 12/5 Entering Delta Airspace Without First Establishing Radio Communications.
Commercial/CFI Pilot Deer Valley (DVT)
The aircraft was observed entering the Deer Valley Airport DVT Class D Airspace from the northwest without first establishing two-way radio communication with DVT. Both, the north and south controller positions attempted to communicate with the aircraft, but the pilot did not respond. The aircraft continued through the airspace heading towards Glendale (GEU) Airport. DVT asked GEU Tower to issue **Brasher** warning to the pilot. There was no loss of separation or other aircraft involved.

RUNWAY INCURSIONS

- 10/28 Taking Off Without ATC Authorization.
Commercial/CFI Pilot Prescott (PRC)
The tower controller cleared an aircraft for take off on runway 3 and then instructed a second aircraft to line up and wait on the same runway. This second aircraft read back the line up and wait instruction correctly. However, this second aircraft began its takeoff roll without receiving a takeoff clearance, and before a runway separation could be established with the preceding aircraft. The controller attempted to stop the aircraft, but it continued with its departure.
- 11/8 Crossed Hold Short Line Without Authorization.
Private Pilot Deer Valley (DVT)
Ground Control instructed the aircraft to taxi via Taxiway Delta and Taxiway Delta 3 for a departure on Runway 7R at Taxiway Charlie 3. The read back was correct. Meanwhile, there was also an aircraft on final for Runway 7R and it was cleared to land. The offending aircraft taxied correctly but it did not stop at the hold short line of Runway 7R on Taxiway Charlie 3. The offending aircraft then informed the tower controller that they had crossed the hold short line of runway 7R. The tower controller then instructed the landing aircraft, that was on an approximate 1/2 mile final, to go around. The controller then issued instructions for the offending aircraft to clear the runway.
- 11/11 Started Take Off Without ATC Authorization.
Certification UNK Tucson (TUS)
The Tower Controller instructed the aircraft to line up and wait on Runway 21 and advised them of traffic landing Runways 11L and 11R. The read back was correct, however the aircraft entered Runway 21 and began departure roll without receiving a takeoff clearance. The Controller instructed traffic on an approximate 2 mile final for 11L, a military aircraft, to go around and also instructed the offending aircraft to stop. The aircraft that was on short

final to Runway 11R began a pilot initiated go around after crossing over Runway 21. The offending aircraft was stopped prior to the other aircraft crossing over Runway 21.

11/18 Crossed Hold Short Line Without Authorization.

Private Pilot

Deer Valley (DVT)

Ground Control instructed the aircraft to taxi via Taxiways Delta and Delta 3 for a departure on Runway 7R at Taxiway Charlie 3. The pilot read back the taxi instructions but did not include the runway. Ground Control instructed the aircraft to read back the runway assignment again and it was read back correctly. The aircraft crossed the hold short line of Runway 7R on Taxiway Charlie 3, and stopped approximately 50 feet from the runway edge line. No other traffic was involved.

11/28 Crossed Hold Short Line Without Authorization.

Private Pilot

Tucson (TUS)

The pilot was confused and passed the hold short line for runway 11L at taxiway Delta. Ground Control caught him, and stopped him. The pilot then crossed runway 11R at Delta. The Tower Controller issued a **Brasher** warning and then gave the pilot instructions to depart. The pilot turned towards the substantial under run of Runway 11L and asked how much runway was remaining. The Controller told the pilot to make a 180 to face the runway. The pilot turned around and departed without further incident.

FALURE TO FOLLOW ATC INSTRUCTIONS

11/12 Failure to follow ATC Instructions.

Commercial Pilot

Falcon Field (FFZ)

On arrival, the pilot was unable to read back the Class Delta entry instructions as well as the landing clearance. Once on the ground, the pilot ignored instructions to turn right on Taxiway Delta, but turned left instead where another aircraft was waiting faced the opposite direction. The controller had repeated himself multiple times.

TAXIING WITHOUT AUTHORIZATION

11/27 Taxied On Taxiway System Without Authorization

Private Pilot

Deer Valley (DVT)

The aircraft taxied on Taxiways Delta, Delta 3 and Charlie 3 without ATC authorization. ATC observed the aircraft taxiing to Runway 7R at Taxiway Charlie 3 without establishing communication for taxi instructions. Once the aircraft was holding short of Runway 7R on Taxiway Charlie 3, the pilot called the tower controller to cross the runway for fuel. No other traffic was involved. A **Brasher** was issued.

UNAUTHORIZED PERSON ON TAXIWAY/RAMP

12/4 Person On Taxiway/Ramp Without Authorization

Phoenix (PHX)

A male passenger on a Southwest Airlines airplane opened a rear door and jumped down to the taxiway without deploying the emergency slide while the aircraft was taxiing to the gate. The passenger walked into the Fire Department #19 station and was detained by security. There were no issues on the airplane that should have precipitated an aircraft evacuation. The aircraft taxied to its arrival gate without further incident with all the remaining passengers. The passenger was arrested for trespassing.