

## **JUNE PILOT DEVIATIONS**

When you are flying it's imperative that you are aware of the type of airspace you are flying in, or the airspace you may be about to enter, and that you know what the requirements, and limitations are, and what Air Traffic Control (ATC) may be expecting of you, and that you can comply with them. It's very apparent that some pilots are not aware, and wind up with problems. In the time period from May 13 thru June 10, 2021 there were eighteen general aviation pilot deviations recorded by the FAA SDL FSDO. These deviation were committed by students, private, commercial, CFIs with students, and ATPs. Of the eighteen deviations that were made, there were five Brashers issued, and it was also noted that there seemed to be a significant number of runway incursions made during the reporting period.

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

There was one Class Alpha Airspace deviation for entering the airspace without first getting an ATC clearance. A Brasher was issued for the deviation.

There was one Class Charlie Airspace deviation for entering the Charlie Airspace without first establishing two way communications with ATC before entry.

There were five Class Delta Airspace deviations, and all of the deviations were for entering without first establishing communication with ATC. In one case the pilot entered the Delta Airspace and only called the tower when he was on a two mile final for landing. A Brasher was issued to the pilot for that deviation and a Brasher was issued for one of the cases of flying thru the Delta Airspace without contacting the tower.

There were seven cases of runway incursions. One of the runway incursions did not involve an airplane, but was a pedestrian that had climbed over the security fence at Sky Harbor Airport, and wandered out on the active runway, forcing closure of the runway, and rerouting some airliners. Airport Police captured, and arrested the pedestrian. The other incursions were cases of the pilot not holding short of the runway as instructed, but proceeding onto the runway and taking off, and there were cases of the pilot being told to hold short of the runway but taxiing past the hold bars, and holding position, and also a case of taxiing onto the runway, and holding in position on the runway.

In spite of giving a correct read back of the instructions, some pilots still committed a deviation. If you don't understand the ATC controllers instructions, ask for a repeat of the instructions, and follow them. We operate in a very complex, and sometimes crowded airspace, and it will only be safe if everyone operates in a safe and predictable manner. Don't commit a pilot deviation, and fly safe!