

**NOVEMBER PILOT DEVIATION REPORT
FOR EAA CHAPTER 1445
BY
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Things have continued to improve this month, and the numbers are down a bit again, but pilots still persist in making mistakes while flying. From October 15 thru November 10 there were 10 pilot deviations recorded by the FAA SDL FSDO. These deviations were committed by private, commercial, and CFIs, and of the ten deviations made, there were six Brashers issued.

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

There were **Three** IFR deviations committed. One was for a route deviation , and two were for altitude deviations. (One **almost** got a brasher)

There was **One** Class Bravo Airspace deviation, and Runway deviation. The pilot may have violated the Luke SATR, and did violate the Phoenix Class Bravo Airspace, and violated the runway hold short instructions at DVT.

There was **One** Class Charlie Airspace deviation. Pilot got a Brasher.

This is a real mess. The pilots need to know that this happened and decide what should have been done.

Private Pilot Tucson Area and TUS

10/14 Initially the Cessna had only a primary RADAR tag, and it was becoming a conflict with an inbound Regional Jet on an extended final for runway 29R at Tucson International Airport (TUS). The TUS TRACON was able to contact the Cessna and got a callsign on the RADAR primary tag. The TRACON stated the pilot was very disoriented and was looking for the area of San Manuel. The TRACON asked if they could keep the pilot their frequency and issue a landing clearance relayed from the TUS Tower due to the pilot having complications, and the request was approved.

As the Cessna was on short final for runway 29R, an aircraft on taxiway A17 asked the tower what runway the Cessna was lined up for, because it appeared that he was lined up for taxiway Alpha. About the same time, the TRACON had zoomed in their RADAR scope and noticed that the Cessna appeared to be north of 29R and asked if he was lined up ok. The tower controller had binoculars and the light gun out and said the Cessna was too high to tell what surface he was landing on until he was near taxiway A15. Upon recognizing that the Cessna was lined up for the wrong surface, the controller called Approach via the intercom and instructed them to send the aircraft around. The Cessna went around, and didn't overfly any aircraft. The Cessna was less than 50 feet from landing on Taxiway Alpha before he complied. The closest taxiing aircraft to the Cessna on Alpha was a Commuter Aircraft about 2,500 feet down the taxiway followed by a B-737 Air Carrier.

Less than an hour later, the Cessna called TUS Ground Control for taxi instructions outbound. He was asked to call the Tower for **Brasher** information. The pilot stated he did not have a working phone nor access to his pilot certificate number, however, he did give his name, phone number and address over the frequency. The Cessna pilot then struggled with his taxi route enough that instructor pilots from local flight schools were calling the tower with concern. The tower called the Tucson Airport Authority and asked for an escort to the runway.

After further discussion, the tower determined it wanted to validate the pilot's information, and asked him to turn off his aircraft and provide his pilot's license to the Airport Authority vehicle that was escorting him. The Tower also called dispatch and asked for Airport Police to check on the pilot's health and wellness.

At 7:15 pm, the Airport Police called and provided the pilot's pilot certificate number, and the officer also stated they were "on the fence" on his health and wellness. The pilot had told the officer that he was not comfortable flying at night, and he was considering parking the aircraft for the night. The tower told the officer that they thought it was a better if the pilot did not leave that night. The officer was going to call the tower back when they had completed their assessment. Later the police called the tower and stated the pilot did not want to depart that night, and the tower arranged for the Cessna to be escorted to parking.

There were **Three** Class Delta Airspace deviations. One was committed by a Commercial/CFI pilot, and two were committed by Private pilots. All of them entered the Class Delta airspace without first establishing two way radio communications. All three got **Brashers**

There was **One** Runway Incursion. This was a Commercial/CFI helicopter pilot that took off without getting instructions to do so from the tower, and he got a **Brasher** for it.

There was **One** Restricted Airspace Incursion. This was a Private pilot that was warned that there was an active Restricted Airspace in front of him but he flew thru it and got a **Brasher** for doing it.

These deviations did not have to happen if pilots gave a thought about what they were doing.

Please fly safe!