

**ARIZONA SAFETY ADVISORY GROUP
FEBRUARY - MARCH
PILOT DEVIATIONS**

These pilot deviations need to be examined to determine if a common threat exists that we should address to help reduce the number of deviations that occur, and thus enhance aviation safety.

In the time period from February 10 thru March 9 there were eight pilot deviations recorded by the FAA SDL FSDO. These deviations were committed by pilot certificate levels from Private thru Commercial/CFI, and of these eight deviations made, there was a need to issue four Brashers. This month there were also two out of state pilots that committed the deviations. The number of Brashers reported were certainly up for the number of deviations committed this period. (Four Brashers for eight deviations.)

Note, a controller will issue a Brasher notification when further FAA action will be taken, and the controller is thus giving the airman the opportunity to make note of the occurrence, collect information, and their thoughts for their future interaction with Flight Standards.

Pilots need to listen carefully to ATC instructions and follow them, and if you can't comply, tell ATC why you can't. When flying in controlled airspace, pilots should never be creative, but rather, talk to ATC before they do something that differs from the instructions given. Always be aware of what type of airspace you are flying in, or may be about to enter, and know what may be expected of you. Always fly with care and forethought.

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

Two IFR Deviations	2 Brashers
One Class Delta Airspace Deviation	No Brasher
One ATC Instructions	1 Brasher
Two Runway Incursions	No Brashers
One TFR Violation	1 Brasher
One Surface Alignment	No Brasher

The details of the deviations this month are as follows:

IFR DEVIATION

2/18 IFR Altitude and Route
Commercial/CFI Pilot
Albuquerque Center (ZAB)

On the arrival, the aircraft was cleared to cross TFD (Stanfield VORTAC) at or above 4,500 for the ILS into CGZ. The aircraft descended below the altitude issued. On the departure the aircraft was issued the missed approach procedure off of the ILS. The aircraft did not fly the missed approach procedure. The pilot of the aircraft was given a **Brasher**.

3/3 IFR Altitude and Route
Commercial/CFI
Albuquerque Center (ZAB)

At 0153z, the ZAB controller cleared the aircraft for the ILS5 approach to Casa Grande (CGZ). At 0220z, the aircraft called the ZAB controller after the missed approach. The aircraft was at 3,200 feet flying about a 310 degree heading from CGZ. The aircraft did not follow the prescribed missed approach procedures after the ILS5 approach. The missed approach procedures instruct aircraft to climb to 2,100 feet, then make a climbing right turn to 5,900 feet direct to TFD (Stanfield VORTAC) and hold. The pilot was issued a **Brasher** by the ZAB controller at 0221z

CLASS DELTA AIRSPACE DEVIATION

2/6 Entering Class Delta Airspace Without First Establishing Communication
Private Pilot
Out of Oregon
Deer Valley Airport Tower (DVT)

The aircraft entered the DVT class D airspace without establishing two-way radio communications in a timely manner, and conflicted with pattern traffic, but there was no loss of separation.

Note: Pilot's Medical may be questionable.

ATC INSTRUCTIONS

3/2 Failure To Comply With ATC Instructions
Commercial Pilot
Out of California
Mesa Falcon Field (FFZ)

The aircraft was told to enter a left traffic for Runway 22R. The aircraft was observed to make a 180° turn in the downwind, and started flying in the opposite direction of traffic. The aircraft was then instructed to return to the downwind for runway 22R. Another aircraft in the pattern reported the errant aircraft in sight, and the errant aircraft landed without further issue and was issued the **Brasher**.

RUNWAY INCURSION

2/7 Entering A Runway Without Authorization
Commercial Pilot
Tucson International (TUS)

The aircraft was cleared to land, and correctly read back a landing clearance for runway 29L. During the base to final turn, the aircraft pilot thought taxiway Alpha was runway 29R, and changed and landed on runway 29R by mistake. An F16 Fighter was just inside of a one mile final for 29R, and stated he was going around, and almost simultaneously the controller instructed the F16 to go around.

2/8 Entering A Runway Without Authorization

Private Pilot

Prescott Airport (PRC)

Ground Control (GC) instructed the aircraft to turn left on Taxiway Charlie 4 and hold short of Runway 21L. The read back was correct, and the Local Control (LC) cleared a Cessna for takeoff on Runway 21L. The errant aircraft did cross the hold short line of Runway 21L on Taxiway Charlie and GC instructed them to stop. The LC canceled the takeoff clearance of the Cessna and instructed them to exit on Taxiway Delta 4.

TFR VIOLATION

2/12 Entering A TFR Airspace Without Authorization

Private Pilot

Phoenix TRACON (P50)

The aircraft entered the 30NM TFR without a code or talking to ATC. DVT tower issued the **Brasher**. There was no loss of aircraft separation. (This was the Super Bowl TFR)

SURFACE ALIGNMENT

2/18 Aligned With The Incorrect Runway

Unknown pilot certification (Aircraft Had Canadian Registration)

Deer Valley Airport (DVT)

The pilot deviation was reported by DVT when the aircraft overshot his turn to final for RWY 7L, and appeared to align with RWY 7R, thus conflicting with another aircraft.