

**ARIZONA SAFETY ADVISORY GROUP  
APRIL - MAY  
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 reporting period from May 12 thru June 8 there were twelve pilot deviations reported by the FAA SDL FSDO office. It should be noted that this reporting period is one week shorter than usual because of FSDO scheduling issues. As a result, next week's report will be one week longer, with a result the next report will cover a one week longer reporting period, and hence a possibly longer deviation report.

These deviations were committed by pilot certificate levels ranging from Private thru Commercial/CFI. Of these twelve deviations reported, there was a need to issue only one Brasher. In this period's report there were also five out of state pilots that committed the 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 talk to ATC before they do something that differs from the instructions given. Pilots must always be aware of what type of airspace they are flying in, or may be about to enter, and know what may be expected of them. Please fly with care and forethought.

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

3 IFR Deviations	No Brashers
3 Class Bravo Deviations	1 Brasher
1 Class Delta Airspace Deviation	No Brasher
1 ATC Instructions	No Brasher
2 Runway Incursions	No Brashers
2 Wrong Surface Landing	No Brashers

The details of the deviations this month are as follows:

**IFR DEVIATION**

5/11 IFR Route  
Private Pilot (Foreign Based)  
Albuquerque Center (ZAB)

The aircraft had been cleared via after HOGGZ, the HYDRR1 to PHX. Just after passing HOGGZ, the center controller observed the aircraft to be turning about 20 degrees north of course. The controller quickly turned the aircraft back to the south. This turn prevented the aircraft from entering restricted area R2307,

however the aircraft did violate the 3 mile protected airspace of the area. Pilot had made an unauthorized turn direct HYDRR instead of staying on the HYDRR1 route. The event occurred near Roll, in Yuma County. A Brasher was not issued.

5/28 IFR Route  
Private Pilot  
Out of California  
Phoenix TRACON (P50)

When departing Scottsdale (SDL), the pilot deviation was reported by the Phoenix TRACON when the Cirrus turned away from his assigned heading without authorization.

5/29 IFR Standard Instrument Departure (SID)  
Private Pilot  
Out of California  
Phoenix TRACON (P50)

The pilot deviation was reported by the Phoenix TRACON when the Columbia 400 did not fly the published departure procedure. The Columbia departed Phoenix Deer Valley Airport (DVT) on the DVT2 departure and instead of turning left on PXR VORTAC Radial-336, the aircraft stayed on the runway heading.

## **CLASS BRAVO AIRSPACE DEVIATION**

5/12 Entering Class Bravo Airspace Without Approval  
Private Pilot  
Phoenix TRACON (P50)

The Beechcraft departed the Chandler Municipal Airport (CHD) northbound, and entered the Phoenix Class B Airspace without first contacting the Phoenix TRACON and getting permission to enter. The Phoenix TRACON controller had to stop the descent of an inbound airliner to provide the required 1000 feet separation, and began tracking the errant aircraft. The Beechcraft exited the Class Bravo airspace to the north, and continued it's flight to Prescott. The Prescott tower controller issued a **Brasher** to the pilot.

6/1 Entering Class Bravo Airspace Without Approval  
Private Pilot  
Out of Oklahoma  
Phoenix TRACON (P50)

The pilot deviation was reported by the Phoenix TRACON when the aircraft entered the Phoenix Class Bravo Airspace without prior approval.

6/3 Entering Class Bravo Airspace Without Approval  
Private Pilot  
Phoenix TRACON (P50)

The pilot deviation was reported by the Phoenix TRACON when the Piper Aerostar entered the Phoenix Class Bravo Airspace without authorization. There was no loss of aircraft separation.

## **CLASS DELTA AIRSPACE DEVIATION**

5/12 Entering Class Delta Airspace Without First Establishing Communication  
Private Pilot  
Phoenix Deer Valley (DVT)

The Cirrus entered the Deer Valley (DVT) Class Delta Airspace from the east heading 270° at 3500'. The Cirrus transitioned through the entire Delta Airspace without establishing Communication with DVT. The Cirrus did become a conflict with another aircraft prompting the south controller to issue multiple traffic calls for an experimental that was departing DVT southbound. The Cirrus exited the airspace to the east without further incident. A Brasher was not issued.

## **ATC INSTRUCTIONS**

5/5 Failure To Follow ATC Instructions  
Private Pilot  
Phoenix Deer Valley Airport (DVT)

The pilot deviation was reported by the Phoenix TRACON when the Cirrus departed on RWY 25 at DVT, and was issued instructions to fly runway heading. The Cirrus executed the DVT2 departure instead of the runway heading instruction.

## **RUNWAY INCURSION**

5/6 Entering A Runway Without Authorization  
Commercial Pilot  
Out of Iowa  
Mesa Falcon Field (FFZ)

The pilot deviation was reported by FFZ when a Cessna 441 entered the runway without ATC authorization while a Cessna 172 was on short final for the same runway.

6/4 Entering A Runway Without Authorization ?  
Unknown Pilot Certification  
Tucson Ryan Field (RYN)

A Piper PA-28-181 Archer III, and a Hatz CB-1 experimental plane were involved in a ground collision at Tucson-Ryan Field (RYN), Tucson. The sole pilot onboard each aircraft were not injured. The Hatz CB-1 sustained prop strike damage, and the Piper PA28 sustained prop strike damage to the wing.

## **WRONG SURFACE LANDING**

5/26 Landing On The Wrong Surface  
Commercial/CFI  
Chandler Airport (CHD)

The Controller had cleared the PA28 for a touch and go to Runway 22R. The read back was correct. PA28 lined up for Runway 22L and the controller instructed them to go around. PA28 did not read back the go around instructions and did not commence a go around. The PA28 conducted a touch and go to Runway 22L. No other traffic was involved.

6/4 Landing on the Wrong Surface  
Commercial Pilot  
Out of Oregon  
Mesa Falcon Field (FFZ)

The Piper was cleared for a touch-and-go on Runway 4L at FFZ, however, they aligned with and executed a touch-and-go on Runway 4R. No other aircraft were involved.