

**Please note: The information below supersedes
Safety Bulletin 07SAB09 issued 10 October.**

Modifications to RNAV procedure test at KPHX

ALPA International has issued the following bulletin concerning a change to arrivals procedures at Phoenix Sky Harbor International Airport (KPHX).

BACKGROUND:

The implementation of the MAIER ONE and EAGUL ONE RNAV STARS commenced on October 10, 2006 (*see IFALPA Safety Bulletin 07SAB09*). Due to competing turbojet and turboprop traffic flying the same ground path over STAR arrival fixes, a 90-day test was implemented and procedures were established for coordinating the issuance of “descend via” clearances on the RNAV STARS. The “descend via” clearance allows for the full use of both the vertical and lateral capability of the RNAV procedures.

However, during the initial phase of the 90-day test, instances of incorrect pilot phraseology and automation issues were noted. In addition, during certain landing configurations, aircraft assigned an RNAV procedure were often vectored off the STAR cancelling the “descend via” clearance for these aircraft. This occurred when PHX was in a west landing configuration, using the EAGUL RNAV Arrival; and when PHX was in an east landing configuration, using the MAIER RNAV Arrival. The revised test incorporates procedures to address these matters and will be in effect for 30 days from the effective date of this notice.

On January 2, 2007, ABQ ARTCC began issuing one of two clearances described below to all aircraft assigned the EAGUL1 or MAIER1 STARS, based on Phoenix Airport landing configuration and underlying turboprop arrival traffic.

DESCEND VIA CLEARANCES

Pilots can expect to hear one of the following clearances when operating into PHX and should be clear about what each one means. They are:

1. “Descend via the EAGUL/MAIER ONE Arrival.”

Upon receiving the above clearance, pilots are expected to comply with all lateral and vertical restrictions as well as any published speed constraints on the STAR.

2. “Descend via the EAGUL/MAIER ONE Arrival except after HOMRR/BRUSR maintain 12,000.”

This clearance allows for the pilot to descend via the depicted STAR route and altitude, but stops the descent at HOMRR/BRUSR. Both HOMRR and BRUSR are crossing fixes on the boundary between ABQ Center and PHX TRACON airspace.

RECOMMENDATIONS:

1. Pilots should read back with correct responses to “descend via clearances” by repeating the clearance as stated by ATC. Proper use of phraseology is integral to the success of the programme.

2. Pilots cleared for vertical navigation using the phraseology “descend via” shall inform ATC upon initial contact with a new frequency by stating “descending via...”, or in the case of the conditional clearance - “descending via.....except aftermaintaining XXXX feet”. Use of clear and concise phraseology will reduce frequency congestion and read-back or hear-back errors.



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