

12/1/2023

FOR YOUR INFORMATION

2023-198/8-10

To: Airport Manager, Phoenix Sky Harbor International (PHX) AZ, FAA (AAS-1, 2037098
ATM P50 TRACON)

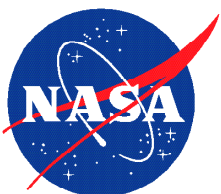
Info: FAA (AFS-200, AVP-1, AVP-200, AAS-300, AJV-A, AWP-600, AFS-260, AFS-400, AJI
-144, Director of Air Traffic Operations WSA, Runway Safety Team), ATSG, AFA,
ALPA, IFALPA, APA, APFA, ASAP, A4A, IATA, CAPA, ICAO, ICASS, IPA, NTSB,
RAA, SWAPA

From: Becky L. Hooey, Director
NASA Aviation Safety Reporting System

Re: PHX Runway Assignment Issues

We recently received ASRS reports describing a safety concern that may involve your area of operational responsibility. We do not have sufficient details to assess either the factual accuracy or possible gravity of the report. It is our policy to relay the reported information to the appropriate authority for evaluation and any necessary follow-up. We feel you should be aware of the enclosed deidentified report.

To properly assess the usefulness of our alert message service, we would appreciate it if you would take the time to give us your feedback on the value of the information that we have provided. Please contact Dr. Becky Hooey at (408) 541-2854 or email at becky.l.hooey@nasa.gov.



Aviation Safety Reporting System
P.O. Box 189 | Moffett Field, CA | 94035-0189



ACN 2037098

DATE / TIME

Date of Occurrence	202309
Local Time Of Day	0601 to 1200

PLACE

Locale	PHX.Airport
State	AZ

AIRCRAFT / EQUIPMENT X

ATC / Advisory - TRACON	P50
Make Model Name	Commercial Fixed Wing
Operating Under FAR Part	121

PERSON 1

Function - Flight Crew	Captain
Function - Flight Crew	Pilot Flying
ASRS Report Number	2037098

EVENTS

Anomaly	ATC Issue - All Types
Anomaly	No Specific Anomaly Occurred - Unwanted Situation
Detector - Person	Flight Crew
Result - Flight Crew	Became Reoriented
Result - Flight Crew	Requested ATC Assistance / Clarification

NARRATIVE 1

The very early morning approach to Runway 7R into PHX was, in my opinion, an unnecessarily demanding and potentially unsafe situation. The morning sun, full and very bright, was directly in line with the runway and situated just above the departure end of the runway. I was able to pick up the runway by looking slightly away from the centerline of the runway until touchdown, and very late in the approach. As a result of the sun being directly in my line of sight, I was seeing spots on the taxi in to park. I have never understood why PHX requires Crews to always fly into the sun. The potential for a go-around was high for the vast majority of the approach. Flying a CAT III was a distinct possibility, on a perfectly clear and beautiful day. I know that PHX ATC has always done this; landing east in the morning and then landing west in afternoon.

SYNOPSIS

Air carrier pilot reported PHX Tracon routinely assigns landing direction requiring aircrews to look directly into the sunlight preventing them from seeing the runway in a timely manner.