

3/26/2025

FOR YOUR INFORMATION

2025-73/8-8

To: Airport Manager, Phoenix Sky Harbor International (PHX) AZ, FAA (AAS -1, ATM P50 TRACON, ATM PHX Tower) 2213873

Info: FAA (AFS-200, AVP-1, AVP-200, AAS-300, AJV-A, AWP-600, AFS-260, Director of Air Traffic Operations WSA), 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 ATC Departure Procedure Concerns

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 2213873**DATE / TIME**

Date of Occurrence	202502
Local Time Of Day	No Local Time Of Day Stated

PLACE

Locale	PHX.Airport
State	AZ

ENVIRONMENT

Flight Conditions	VMC
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AIRCRAFT / EQUIPMENT X

ATC / Advisory - Tower	PHX
Make Model Name	B737 Undifferentiated or Other Model
Operating Under FAR Part	121

AIRCRAFT / EQUIPMENT Y

ATC / Advisory - Tower	PHX
Make Model Name	Commercial Fixed Wing
Operating Under FAR Part	121

PERSON 1

Function - Flight Crew	Captain
Function - Flight Crew	Pilot Not Flying
ASRS Report Number	2213873

EVENTS

Anomaly	ATC Issue - All Types
Anomaly	Inflight Event / Encounter - Wake Vortex Encounter
Detector - Person	Flight Crew

NARRATIVE 1

Have had a bunch of departures out of PHX the last few months. The whole "do you have the previous aircraft in sight" and "maintain visual" when receiving our takeoff clearance is unsafe. We are not VFR aircraft.

Secondly, I can't figure out why, but without fail on every departure, we encounter significant wake turbulence from the preceding aircraft that we're supposed to keep in sight. I'm guessing they departing us too close together, or it could be the atmospheric conditions. Either way, I think there has to be some separation standards here.

SYNOPSIS

Air carrier Captain reported the usage of visual separation for departures at PHX Airport is unsafe and also noted that the lack of proper separation between aircraft departures may be causing significant wake turbulence encounters.