

LAHSO, PRM, ASRs and UAL



*Terry McVenes (PHL)
Chairman, Central Air Safety Committee*

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Most industries today bombard us with an alphabet soup of acronyms. The airline industry certainly is no different. As a US Airways pilot, the issues of Land and Hold Short Operations (LAHSO), Precision Runway Monitored (PRM) approaches, Air Safety Reports (ASRs) and United Air Lines (UAL) certainly have, or should have, significant meaning in today’s operating environment.

Land and Hold Short Operations (LAHSO)

As of this writing, ALPA is in the midst of a moratorium on LAHSO operations. Consistent with ALPA National Policy, your Central Air Safety Committee strongly urges that US Airways pilots adhere to that recommendation, and not participate in any LAHSOs until all safety considerations are fully resolved. This recommendation applies not only to pilots told to hold short of a runway on landing, but also to pilots on departure operating “full length” on a runway that intersects with a hold-short runway.

One of the comments I have heard during this moratorium is, “Why should I not do a LAHSO when there is 9000 feet of runway for me to land on prior to the intersection?” The answer to that question is because of RLP (yes, another one), or Rejected Landing Procedure. Should you have to go around for whatever reason, there are no assurances that you will be able to maintain separation from a departing aircraft. ATC would like you to maintain your own separation, though you may not even know where that airplane is.

ALPA is continuing to work with the FAA to reach a resolution on this issue. In the meantime, if LAHSO is advertised on the ATIS, you can make it easier on everyone if, on your initial contact with approach control, tell them you are “UNABLE LAHSO.” If departing, advise ground control that you will “not be able to depart on a runway that landing aircraft are holding short of.”

For more information take a look at the latest ALPA newsletter dedicated to LAHSO issues, *Critical Juncture*, and consult the US Airways ALPA website. If you have any further questions, please contact any member of the Central Air Safety Committee.

Precision Runway Monitored approaches (PRM)

Capacity enhancement tools continue to be developed in order to increase the number of airplanes that can land and takeoff at our nation’s airports. Since building more concrete doesn’t seem to be an option anymore, we will continue to see procedures developed to put more and more airplanes in less and less airspace.

As with LAHSO, PRM has several components that do not ensure an adequate safety environment. By now, we have all been trained on these approaches and will continue to do so. But until all the issues are resolved, US Airways pilots should not participate in actual PRM approaches.

The Descending Breakout (DBO) and the positioning of TCAS in “TA only” instead of TA/RA are two of the issues ALPA is diligently working with the FAA to resolve. The PRM



approach in PHL is scheduled to go online in November, but your Central Air Safety Committee will not endorse that operation until it is satisfied that all safety concerns are met. And we just aren't there yet.

Air Safety Reports (ASRs)

A key element for getting critical safety information to the Company is the ASR. As we move down the road to finalize our Aviation Safety Action Program (ASAP) here at US Airways, the ASR will play a major role. Back in the mid-1990s, in an effort to promote the free flow of information, the Company established a "Non Reprisal Policy," which can be found in the Flight Operations Manual. This Non Reprisal Policy is important since it states that if you are the sole source of the report, no disciplinary action can be taken against you.

The US Airways Corporate Safety Department is responsible for collecting and analyzing those reports, contacting the departments involved to resolve the safety issues, if appropriate, and finally, de-identifying those reports. In no case should your Chief Pilot's Office get those reports. Your Chief Pilot should not ask for, nor should you EVER give him an ASR

report. If the Chief Pilot's Office needs the information, a separate statement can be provided. In those cases, contact your elected representatives and/or the ALPA Legal Department for help in preparing that statement.

United Air Lines (UAL)

Finally, it would be prudent to mention a few words about the proposed merger with UAL. There is probably no issue that will have a bigger impact on our lives. Obviously, this is the big topic of conversation throughout the system.

At the same time, however, it is imperative that in the cockpit, we maintain our focus on conducting a safe and professional operation. There will be plenty of time to discuss this issue over your beverage of choice on the overnight.

None of us can afford to let any distractions get in the way of providing a safe operating environment. We owe it to ourselves, our families, and the traveling public.



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