



**Speed limits**

First of all, let me thank and congratulate you for your extremely valuable and interesting publication!

While studying your article about English language proficiency requirements (ASW, 11/08, p. 34), I noticed (with a smile) that the cited language sample would equally serve in an article about sources of approach and landing accidents. For possibly good reasons, the pilots of an arriving aircraft request to

reduce their speed. The controller's response sounds so familiar to me: "Only if you want to join the back of the pack."

The pilots, conditioned to maintain ambitious schedules, react accordingly: "Okay, we'll pin our ears back." Years of campaigns for stabilized approaches just vanished in seconds.

Both the pilot's and the controller's reaction were not adequate. Where the controller must take safe speeds into account when planning his traffic flow,

the pilots must insist on their request (the controller will not take the blame for the overrun). Under any circumstance, the response to a pilot's request must never be a threat such as delaying the flight.

Thanks again for helping to keep the sky safe!

Capt. Matthias Schmid  
Saferflight  
Ueken, Switzerland

**FSFSeminars 2009**

Exhibit and Sponsorship Opportunities Available

**EASS 2009**

**March 16–18, 2009**

Flight Safety Foundation, Eurocontrol and European Regions Airline Association  
21st annual European Aviation Safety Seminar

Hilton Cyprus Hotel, Nicosia, Cyprus



**CASS 2009**

**April 21–23, 2009**

Flight Safety Foundation and National Business Aviation Association  
54th annual Corporate Aviation Safety Seminar

Hilton Walt Disney World, Orlando, Florida



© Dainis Dertcs/Stockphoto.com; Tom Kelly/Stockphoto.com