

## **Rory Kay: Apply Appropriate Speed Control/Restrictions**

"As an airline pilot, I want the controllers that we work with day in and day out to understand the importance of having my airplane configured at the right place, at the right speed. The speed control is absolutely critical. We are used to flying the initial parts of an approach quite fast, maybe at 190 or 200 knots. But as we start down, it's important for a controller to understand we need to meet the gates that I've already discussed and we need to be on speed. It's not just a physical location issue. Slowing a swept wing jetliner down, as it descends on a glideslope, is quite difficult. So the sooner we can get that speed under control at a target speed we are comfortable with, even before we start down, is very desirable. The bigger that plane the harder it is to slow as it goes down that glideslope. Therefore, I want the controllers to understand just how hard our workload is if they require us to maintain a very high speed until very close-in to the airport. And that is reducing my chances of executing a stabilized approach and increasing my chances that I may have to abandon it and come around and do it again."