



## Request for Support Message

- **Safety Subject:** Increasing range of speeds
  - **Origin:** European Air Navigation Service Provider
  - **Date:** 06/06/2008
  - **Distribution:** Aviation Safety Professionals
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### YOUR SUPPORT IS REQUIRED

- **The aviation safety professionals, particularly Aircraft Operators and Air Navigation Service Providers, are kindly invited to share experience and good practices regarding the below mentioned subject;**

### SYNOPSIS

- One ANSP has reported that they are currently experiencing an increasing range of speeds during climb and descent between different Aircraft Operators of the same aircraft type.

### ANALYSIS

- ANSPs providing ACC Service have no basis to predict aircraft climb and descent speeds except their general past experience of the way Operators in their airspace fly the aircraft type.
- Historically, variation in Operator Policy on speeds for the same aircraft type has mainly been in cruising speeds, which are required to be filed in the Flight Plan and are therefore apparent for ATC tactical planning purposes (speed changes of more than 5% from that indicated in the FPL shall be reported to ATC).
- Since the reported diversification of flight parameters is believed to be a consequence of increased fuel prices and a varying focus on cost control between Operators, it seems likely that this problem will continue.
- This is an issue that may have possible safety implications. It changes the operational environment by requiring ATC not to assume a speed profile.
- It was reported that cost Index flying is becoming a concern, especially for ATC in oceanic environment, and developments are being monitored.

### AWARENESS

- All ANSPs are therefore alerted to the additional difficulty which this situation may present in achieving safe traffic separation and are specifically recommended to observe, and if necessary directly establish, the climb and descent speeds being flown.
  - In this context, it may be worth noting that, between FL200 and FL250, a transition between IAS and Mach number speed control will often occur and this might have the effect of altering the initially observed or established climb and descent airspeeds.
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