

- 8.1.2 Speed control will not be applied to aircraft entering or established in a holding pattern.
- 8.1.3 Speed adjustments should be limited to those necessary to establish and/or maintain a desired separation minimum or spacing. Instructions involving frequent changes of speed, including alternate speed increases and decreases, should be avoided.
- 8.1.4 The flight crew will inform the ATC unit concerned if at any time they are unable to comply with a speed instruction. In such cases, the controller will apply an alternative method to achieve the desired spacing between the aircraft concerned.
- 8.1.5 Speed adjustments should be expressed in multiples of 10 kt based on indicated airspeed (IAS). At or above F240, speed adjustments may be expressed in terms of Mach numbers in 0.01 increments for turbojet aircraft with Mach meters. Do not assign speed adjustment to aircraft at or above F390 without pilot consent.

Note 1.— When an aircraft is heavily loaded and at a high level, its ability to change speed may, in cases, be very limited.

- 8.1.6 Aircraft will be advised when a speed control restriction is no longer required.

8.2 METHODS OF APPLICATION

- 8.2.1 In order to establish a desired spacing between two or more successive aircraft, the controller should first reduce the speed of the last aircraft, or increase the speed of the lead aircraft, then adjust the speed(s) of the other aircraft in order.
- 8.2.2 In order to maintain a desired spacing using speed control techniques, specific speeds need to be assigned to all the aircraft concerned.

Note 1.— The true airspeed (TAS) of an aircraft will decrease during descent when maintaining a constant IAS. When two descending aircraft maintain the same IAS, and the leading aircraft is at the lower level, the TAS of the leading aircraft will be lower than that of the following aircraft. The distance between the two aircraft will thus be reduced, unless a sufficient speed differential is applied. For the purpose of calculating a desired speed differential between two succeeding aircraft, 6 kt IAS per 1 000 ft height difference may be used as a general rule. At levels below 8000 ft the difference between IAS and TAS is negligible for speed control purposes.

Note 2.— Time and distance required to achieve a desired spacing will increase with higher levels, higher speeds, and when the aircraft is in a clean configuration.