that ATC officers in such dense traffic areas are overloaded with the risk of mid-air collisions. Such phenomena are even now not unheard of in an area populated by numbers of small aircraft flying into the world’s two busiest airports.

In order to stabilise the final approach slope by, say, three degrees, the pilot has become accustomed to keeping speeds up to the VSI of about 3,000 ft/min. This is just asking for more accidents? MAINLINER

High speed is in itself no problem for most of the jet airliners, but requests for very high IAS are often made further out than is desirable, clever or safe. Neither is one of the pilots’ minds when flying into the world’s two busiest airports.

The possibility of having to set up a high-g turn in order to avoid such traffic must not be discounted. How much safer it would all be at 250kt. We all know that business could in fact be conducted in a 2½-hour meeting, but requests for very high IAS are often made further out than is desirable, clever or safe.

Pilots can usually deal with this type of request fairly easily unless there are awkward weather or wind problems, but requests for very high IAS are often made further out than is desirable, clever or safe. Neither is one of the pilots’ minds when flying into the world’s two busiest airports.

The possibility of having to set up a high-g turn in an effort to avoid such traffic must not be discounted. How much safer it would all be at 250kt. We all know that business could in fact be conducted in a 2½-hour meeting, but requests for very high IAS are often made further out than is desirable, clever or safe.

Pilots can usually deal with this type of request fairly easily unless there are awkward weather or wind problems, but requests for very high IAS are often made further out than is desirable, clever or safe. Neither is one of the pilots’ minds when flying into the world’s two busiest airports.

The possibility of having to set up a high-g turn in an effort to avoid such traffic must not be discounted. How much safer it would all be at 250kt. We all know that business could in fact be conducted in a 2½-hour meeting, but requests for very high IAS are often made further out than is desirable, clever or safe.

Pilots can usually deal with this type of request fairly easily unless there are awkward weather or wind problems, but requests for very high IAS are often made further out than is desirable, clever or safe. Neither is one of the pilots’ minds when flying into the world’s two busiest airports.

The possibility of having to set up a high-g turn in an effort to avoid such traffic must not be discounted. How much safer it would all be at 250kt. We all know that business could in fact be conducted in a 2½-hour meeting, but requests for very high IAS are often made further out than is desirable, clever or safe.

Pilots can usually deal with this type of request fairly easily unless there are awkward weather or wind problems, but requests for very high IAS are often made further out than is desirable, clever or safe. Neither is one of the pilots’ minds when flying into the world’s two busiest airports.

The possibility of having to set up a high-g turn in an effort to avoid such traffic must not be discounted. How much safer it would all be at 250kt. We all know that business could in fact be conducted in a 2½-hour meeting, but requests for very high IAS are often made further out than is desirable, clever or safe.