Five new aids to air safety in Australia

Control of Australian air routes would soon be as advanced as any in the world, the SA Civil Aviation Director (Mr. Kingsland) said today.

Five of the main aids to air safety being developed by the Civil Aviation Department were visual-aural radio ranges, distance measuring equipment, instrument landing systems, approach control radar, and very high frequency aircraft-to-ground communications.

Visual-aural radio ranges allowed the pilot to fly along his course in any weather and reduced pilot fatigue. Thirty-two were installed round Australia. In SA they were at Oodnadatta, Leigh Creek, West Beach, and Ceduna.

Distance measuring equipment told the pilot his distance from a ground station, operating on a principle similar to radar. It was accurate to within a few hundred yards.

Instrument landing systems told a pilot, among other things, how far he had travelled along the approach path. The systems would be installed at West Beach.

Approach control radar gave the air traffic control centre a complete picture of positions of aircraft near the aerodrome. This system also would be installed at West Beach.

High frequency aircraft-to-ground communications and radio teletype channels between Civil Aviation Department ground stations would first cover all radio-equipped Government aerodromes in SA.

One big problem being tackled was that of controlling, particularly in landing, high-speed, jet aircraft, with high fuel consumption.

The problem was accentuated when jet aircraft were operating with slower, piston-engined aircraft.

Foundations of solutions to these problems had been laid during discussions between senior departmental officials and civil aviation authorities in Washington, London, and Montreal.

The International Civil Aviation Organisation in Montreal was developing world standards to overcome problems caused by advances in flying during the war.