



AUSTRALIA'S AERIAL NETWORK

A.N.A. Routes shown in Green, others in Black
 Australian National Airways' network covers 7,242 route miles, and it stretches from Thursday Island to Perth.
 The longest hops in the present flying schedules are the best known — Brisbane-Sydney (454 Miles) and Sydney-Melbourne (440 Miles), although Melbourne-Perth (1,823 Miles) tops the total for a day's flight.
 So accustomed are we in Australia to flying huge distances that, of the thousands of passengers who have made this run, probably few realise an equivalent flight in Europe would carry them from London to a point beyond Moscow.

AUSTRALIAN NATIONAL AIRWAYS PTY. LTD.

D. W. PATERSON CO. PTY. LTD. PRINT



Flying..



WITH AN EAR TO THE GROUND

THE REASON

For Airways Traffic Control and Instrument Approaches to Airports

Travellers by air see only a few of the countless operations that make flying so efficient, dependable and SAFE. Indeed, many of the most important safety precautions pass unnoticed by passengers relaxing above the clouds. Did you know, for instance, that in bad weather conditions, known in airline parlance as "overcast" . . . two of the most important developments in airline safety came into operation . . . "AIRWAYS TRAFFIC CONTROL" and "INSTRUMENT APPROACH TO AIRPORT."

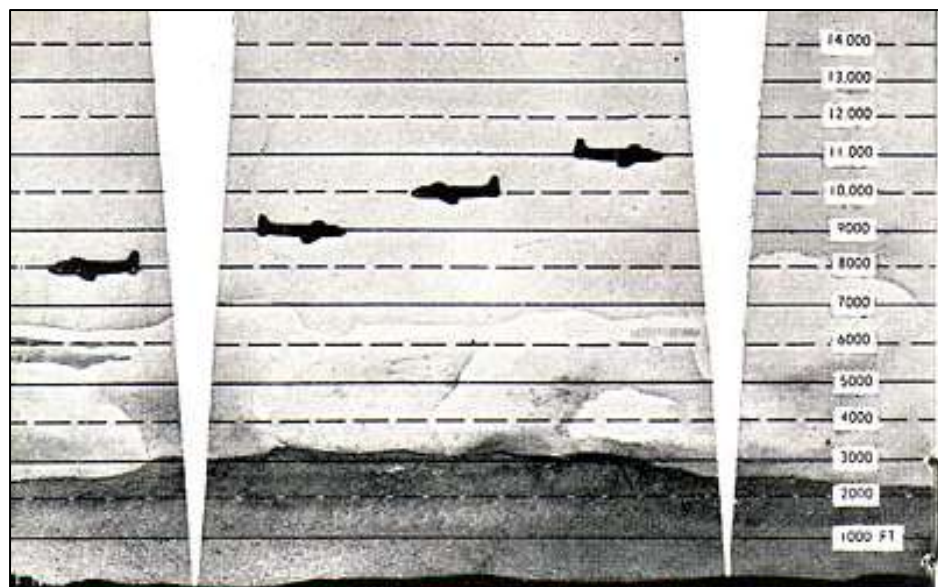
At all times during such operations, your A.N.A. Captain is in radio telephone contact with the Traffic Control Tower and following a thorough and precise "let down" procedure which guarantees your safety. Although this procedure occasions some delay in landing at a busy airport and time is precious to busy passengers, we believe you will find the following information an aid towards the better understanding of this phase of safe airline operation.



Incoming and outgoing air traffic at all main terminal air ports is supervised by a central "AIRWAYS TRAFFIC CONTROL." Thoroughly trained men, with complete air traffic maps before them showing all planes in the air, direct the approach and landings at the airport and instruct as to direction and time of landing.

When conditions are overcast and cloudy, these Government Control Tower Officers operate a "stop-go" system of regulating the airliner approach so that approaches and landings can be made without confusion.

In the case of an "INSTRUMENT APPROACH," that is, when the Captain is in a position to "let down" through the overcast, he asks permission to descend. If no other traffic is approaching, permission is given to descend and land.



Skyliners on the regular airways are kept separated through regulations of Air Traffic Control by at least one-third of a mile vertically, and forty miles from front to rear. All skyliners bound in one direction fly in odd thousands of feet of elevation, whereas all skyliners flying in the opposite direction maintain even thousands of feet elevation. All are required to stay on the Radio Beam.

Should, however, another aircraft be approaching prior to the request, the Captain is instructed to remain at a definite altitude where he is to fly back and forth awaiting his turn to descend. While doing this, your skyliner is flying safely away from any other planes held aloft for the same reason, for each ship is assigned a specific area and altitude in which to cruise before descending.

As the traffic is cleared on the airport, permission to descend and land is given by the Control Tower.



INSTRUMENT NAVIGATION

When clouds obscure the ground, your Captain follows the "Radio Beam" which gives him a marked pathway to follow from point to point and city to city. The "Sound Highway" is just as definite to the Captain as streets are to the motorist. When nearing the destination

airport, your "Skyliner" passes over "Marker Beacons" which accurately determine the Skyliner's position in relation to the airport.

Should clouds obscure the airport, an instrument "let down" and approach procedure is then put into operation.

FLIGHT PLAN

Before an A.N.A. Skyliner ever departs on a flight, your Captain makes a thorough study of the latest weather information throughout the route he will be flying. If your Captain and the Meteorological Officer agree the conditions are suitable, the Captain prepares his "Flight Plan" or "sailing orders," which includes the course and altitude he will fly, the speed he will operate, and the

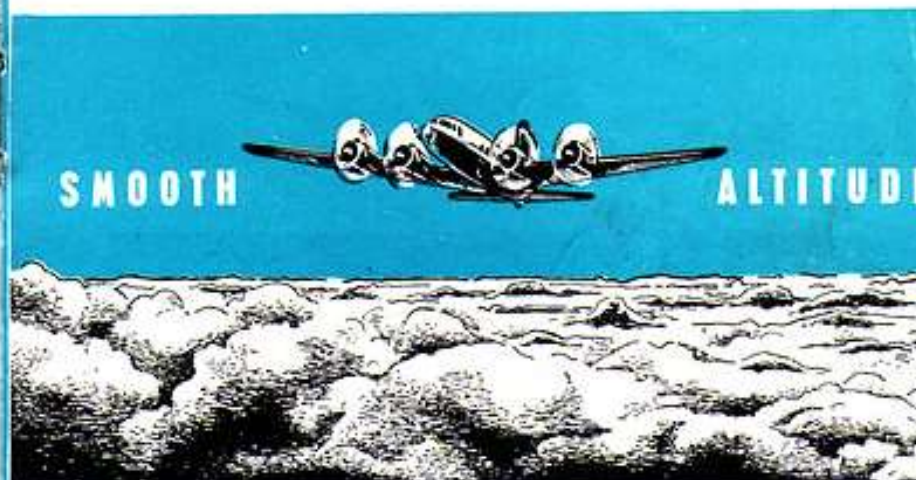


The Airways Traffic Control Offices are the nerve centres of the airways. Maintained by the Government, each office keeps accurate control of the Skyliners within its area.

estimated time of his journey. All Flight Plans must also receive the official O.K. of the Flight Superintendent.

At regular intervals the Captain reports to ground stations by radio telephone along the route, giving the Skyliner's position, speed, etc. Both he and the Government Flight

Control Officer keep a log of actual progress, thus your Skyliner is constantly charted both aground and aloft. The Captain uses information on winds and local conditions in selecting levels that will be the smoothest and most comfortable for his passengers. That is why A.N.A. Skyliners fly in the smooth upper air, in sunshine above the "overcast" —over the turbulent air experienced at lower levels.



Your Skyliner carries a reserve of fuel far in excess of that needed for your flight including any necessary for Traffic Control delay — enough to proceed to an alternate airport



plus a reserve if weather conditions at your airport are below A.N.A.'s standard for landing.

