

AIRLINES IN THE SOUTH PACIFIC ADOPTING RADIOTELEPHONY FOR AIRCRAFT

COMMUNICATIONS

MONTREAL, 12 October 1950 -- The Far East and Pacific Office of the International Civil Aviation Organization has announced that an informal meeting began 10 October in Sydney, Australia between government and airline representatives to discuss the introduction of long-range radiotelephony facilities for en route airground communications across the South Pacific.

The meeting is being attended by representatives of Australia, Canada, France, New Zealand and the United States and of airlines operating in the South Pacific Region.

Up till now radiotelephony has been used only in that Region for short-range communications with aerodrome control towers or over areas where receiving stations have been located relatively close together along the route. This has meant that long-range communications have had to be sent by radiotelegraphy using the morse code; in radiotelephony the pilot is able to talk directly to controllers on the ground as if over the telephone.

During the past 3 years ICAO has recommended at several Regional Air Navigation Meetings that governments should experiment in the use of radiotelephony for long-range communications; the result of these experiments has been found so successful in the South Pacific as to warrant the immediate introduction of this method of communication.

Some airlines have been using radiotelephony exclusively on their routes between Honolulu and Seattle, San Francisco and Los Angeles for some time and have expressed complete satisfaction in its use on what are three of the longest over-water routes in the world. The new radiotelephony stations needed to provide continuous voice communications for the entire route from Australia to North America are scheduled for installation at Canton Island,

Fiji, New Caledonia and Sydney, Australia. These stations are expected to be in operation by 15 November this year, it is announced by the representatives of the governments concerned.

One of the difficulties in using radiotelephony between the pilot and controllers on the ground has been found when different languages are spoken by the individuals concerned. ICAO Headquarters in Montreal is conducting a study at the present time on possible means of overcoming this obstacle. In the meantime, the efficiency gained by the use of radiotelephony has been sufficiently important to deal with the language and other problems on a regional basis by such meetings as the one being held in Sydney, and it is believed that until a solution is found to the language problem, such difficulties as may exist at the present time can be overcome by the provision of interpreters at the ground stations.

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