

Declassified E.O. 12356 Section 3.3/NND No.

785017

ACC

10000/109/1191
(VOL. 2)

Declassified E.O. 12356 Section 3.3/NND No.

785017

10000/109/1191
(VOL. 2)

COMMERCIAL AVIATION
NOV. 1945 - JAN. 1947

Declassified E.O. 12356 Section 3.3/NND No.

785017

Chief Commissioner.

3305

269
~~Attached~~ is submitted for your ~~signature~~ ^{approval} information

23/4

23/4

[Signature]
E.C.

Declassified E.O. 12356 Section 3.3/NND No.

785017

Ex Comm - 271
Folio 269 In the info of the CC please
Folio 276 also refer. *QWR* 22411 H.L. 23/11

3304

248.

H. 18/10

b6. Folio 217 for info. plus. Folio
244 & 245 refer.

D. M. C. M. 18/10

263.

H.

b6. Please see folio 262 and attachments
249-260. Folio 151 refers.

D. M. C. M. 21/10

265

see Ex Comm.

Folio 264, addressed to the cc for info. per

266

W. C. M. 18/10

C.S.D.

I am certain C.C. has a copy of 264
which passed thru my office but you
may check with May. Sullivan.

7/11

M. C. M. Bay.

E.C. 18/10

268.

see Comm.

please see folio 267 for info.

249-260. Folio 151 refers.

Ly. m/cvt. 21/10

265

see Ex Comm.

Folio 264, addressed to the cc for info, see

ME 266 266 266

C.S.O.

I am certain C.C. has a copy of 264 which passed thru my office but you may check with May. Sullivan.

McAn Brg. EC. 7/11 7/11

7/11 268.

Ex Comm.

Please see folio 267 for info ME 268 21/11

234

Ex Comm.

235
 Folio 1 for the information of the cc. please
 Do AFSEC

Please produce the basic letter now &
 100

always

WS (287001)

To: The Executive Commission: 236

234.
 Contents of Min & duly noted. Basic letter
 attached to pages 232 & 234A.
 J. L. March, H. Col.
 27/5

237

To Ex Comm.

233
 Ref folio 1 and minus 203, the basic

letter is now attached. I regret that the
 commission was not noticed on passing
 the file to you. 238-278

238

Folios A

B.

239
 No, thanks, J. L. 279

None.

234
 5/9

To: The Executive Commission: 236

234
Contents of Min & duly noted. Basis letter
attached to page 232 + 233A.

J. L. March, H. C. L.
27/5

237

To Ex Comm.

233
Ref folio 1 and minor ~~234~~ 235, the basis

letter is now attached. I regret that the
commission was not noticed on passing
the file to you. ~~238~~ 238

238
Pages A — No, thanks, J. L. 8/29
B. — None.
✓ 10/11/5-19

Any comment?

175/27/100.

3302

Chief Commissioner

Attached is submitted for your information
signature

AUG 19 1946

228

Submitted. Para 10 refers to technical details. See by
It is intended that Policy will be dealt with by 330 EC for
Sawmed advised by yourself. MS 17/8

228

esp. by comm.

Folio 227 for the Chief Commissioner's info. per.

MS 23/8
23/8

Chief Commissioner

Attached is submitted for your information
signature

229

AUG 24 1946

3300

It is intended that Policy will be dealt with 97330 [unclear] [unclear]
Document advised by yourself. MS 11718

228.

esp. to Comm.

Folio 227 for the Chief Commissioner's info per.

MS 11718 23/8
A. B.

229

Chief Commissioner.

approval
attached is submitted for your information
signature

MS 11718 24/8

AUG 24 1946

3300

3299

211
 C.S. to be done
 Folio 210 and ends for your info
 and approval please. AWT 16/7 H. 1617

212

Director,
 Air Force S/C.

1. I think AVM. Darvall has made a point in the interpretation of PAN 649. The wording is slightly ambiguous but I believe the correct one is (1) that so far as the reorganisation of the Italian Air Force is concerned, CCS agree with provisos; (2) that so far as civil aviation is concerned the approval is limited to internal civil air lines and does not cover limited private flying; (3) that external civil air lines are, by omission, not approved.

2. May we discuss this afternoon as I am leaving for the North tomorrow morning.

18. July, 1946.

M. J. J.
 Brigadier,
 Executive Commissioner.

213

En Comm.

Ref Min 212, we spoke. I also spoke
 with Mr C.C. and he agrees with my views & has
 approved & agreed the drafts at 205 & 206 respectively with
 minor amendments. No further action by you is required
 at the moment. Thank you for your advice.

2208

1. I think AVL. Darrall has made a point in the interpretation of PAN 649. The wording is slightly ambiguous but I believe the correct one is (1) that so far as the reorganisation of the Italian Air Force is concerned, CCS agree with provisos; (2) that so far as civil aviation is concerned the approval is limited to internal civil air lines and does not cover limited private flying; (3) that external civil air lines are, by omission, not approved.

2. May we discuss this afternoon as I am leaving for the North tomorrow morning.

18. July, 1946.

M. J.
Brigadier,
Executive Commissioner.

213.

Ex Comm.

Ref Min 212, we spoke. I also spoke with Mr. C.C. and he agrees with my views & has approved & agreed the drafts at 205 & 206 respectively with minor amendments. No further action by you is required at the moment. Thank you for your advice.

19 July 46.

3298

Gen. P. P. P.

Dir. AFSC J. 207

p.s. please see Min 214 & 215.

221.

Ex Comm.

4' 219-220 for info. H.S. 1618

191

AF 54c

of mem 179. please see mem 188 & 9.

Blackburn
Cape

-192-

Ex. Comm.

Folio 191 noted by A.F.S.C.

2nd July, 1946.

[Signature]
L.H. Jarnan, C/Comd

197

Ex. Comm.

Please see mems enclosed with folio

198 for info. *[Signature]* 27/11/47

200

Chief Commissioner.

3297

Approved
Attached is submitted for signature

201
17/11/47

201
11/11/47
EC. Dwyer but think copies should
go to BOPAC O WWH

202

Div. AFSCC.

2nd July, 1946.

L. E. Jarmen, C/Comm.

197

Ex Comm.

Please see memo enclosed with folio

198 for info.

APR 97 M. 917

200

Chief Commissioner.

3297

Approved
Attached is submitted for signature

Mr 9/77

EC. Daguee, but Truly copies should
go to BORA O WWH

Div. AFSCC.

Please see C.C.s. ruling

3296

203.

Ex Comm.

Ref Pin 200 x 202 - action taken

MS 117

183

ess to Comm

1) Ref folios 175. min 179 for the
info of Chief Commissioners, please.

2) Please see folios 182 for info.

18/18/6
18/18/6

185.

ess to Comm.

Please see folios 184 for info.

18/20/6
18/24/6

Chief Commissioner.

186

Approval
Attached is submitted for your signature
information

PP 181 - 184.

18/22/6

F.C. What was done on my note to you
opposite? 15/10/6

188

C.C.

3295

185.

eso. to Comm.

Please see folio 184 for info.

J.L. 18/6

18/6
18/6

Chief Commissioner.

186

Approval
Attached is submitted for your signature
information

PP 181-184

18/6/22/16

F.C. What was done at my note to you
opposite 18/6/22/16

↓

188

C.C.

Please see minute 179 of 180... 3295

affore?

F.C.

189

yes cc

28/11

18/6/27/16

Ex. Comm. ~~11/17/76~~
CSO

174.

701100 171-072 for info, please

Ans 3/6

Ex Comm.

176

CSO. 701100 171-072 for info, please

177.

CSO

11/17/76

I presume we are asking XX Capt. Air C. for them

Comments

175/290

178

includes Air Force file

Ref num 177. please confirm what this has been done, and forward a copy of this reply, when received.

178 cont.

Albans Kinsley
Capt. Ex Comm. of 176

The chief Commissioners' wishes to see your reply before it is sent, please 329 1/2

Ans 1/11

178
direct Air Force S/C

Ref min 197. please confirm etat. etis
has been done, and forward a copy of this
reply, when received. x.

178 cont:

The chief Commissioners' wishes to see
your reply before it is sent, please 3294

Auth. 178

Albano Kinsley
12/6
Copy to Ex Com. 178

-25-179-

TO: C.C. INFO: Ex Com.

Reference folio 175, we have received numerous similar applications.

2. Consequently we have decided to adopt a formula as at folio 180 because it is the function of the Italian Government to decide how and where they wish to run internal civil air lines, subject to find approved by I.A.C. who require the details shown in para 2 of folio 180.

3. May I forward a completed pro forma (as at 180) to the originator of folio 175, copy to the Italian Air Ministry.

12th June, 1946.

L. P. Pardi.

Director, A.F.S.C.

MAY 26 1965

095

3293

165

Chief Commissioner,

151/10/10

Approval
Attached is submitted for signature
information

EC Draft call for reply
MS/24/10

mscc

3292

A Director AFSC

(But see here)

Can you elucidate the C.C.'s query. What is it

the AFM was referring to a meeting between

youself, how self a Gen Wilson - when?

PyComm

159

178/3574

Meeting between Gen. Wilson, AFM Proctor, and
 took place in AFM Proctor's office on 25th Meeting
 referred to in message notes to be held in Parisian
 the 29th

WAS

169

Chief Communication

3291

Information

MVC

162

Chief Communication

161

Letter submitted.

17/05/60

3290

01

youself, he is self a Gen. Wilson - when?

Exp. Comm.

159

178/2574

Meeting between Gen. Wilson, AVM. Prodie, and
 both present in AVM Prodie's office on 25th Meeting
 referred to in message which to be held in Paris on
 the 29th

W. H. H.

160

Chief Commission

3291

For information. MSL

162

Chief Commission

3290

Letter to 6 units.

MSL/2574

164

Exp. to Commission

Ref. Radio 101. Letter at 163 for signature
 please. Radio 161 also refer! *exp. up - H. H.*

RECD

169

152.

Acting Director,
Air Forces Sub-Commission.

1. On Page 150 you will see AFHQ's reply to Page 147. I have confirmed by telephone with Major-General McLeod that any specific mention of the TWA agreement has been deliberately omitted and that the agreement is granted in general terms.
2. You will find opposite the letter I propose to send to the Prime Minister. I should be glad if you would cause a copy to be sent to the Minister for Air the day after issue.

MSL

9 Apr. 46.

Brigadier,
Acting Chief Commissioner.

154

EL.

*No advice letters to PMS Min
for Air to refer to latter's letter to me
(of 9 March), as per our conversation - mlt*

WCC 3289

30/IV

154

80 bcc

3288

9 Apr 46.

Brigadier,
Acting Chief Commissioner.

E.L.

No more letters to PMS Min
for PMS to refer to latter's letter to me
of 9 March, as per our conversation - M162

30/IV

3289

156

80 bcc

C.S. bcc on reference.

3288

APR 26 RECD

175/27/4

11:10

E.L.

Scored meeting have taken place by
the 25th when it was not planned till
24th

32

~~MS~~ to Com.

~~1320~~ 1320

132 for info; it all seems rather clumsy
I think you spoke with ARM 7/3.
Brodie on this matter - agreed with
him on the form in which letter should
go out. 14/3

~~MS~~ to Com.

~~1320~~ 1320

7/3

132 for info.

14/3
15/3

15/3

3287

Hester Lane

132

125-71

info.

H 5/3. J.S. 6/3

S.H.

H 6/3

H 140

C.S.O.

P138

Where is the correspondence leading up

to this?

H 25/3.

Ex. 100

145.

Correspondence requested at 140 is at 135-138.

No mention however is made in 140 of
 permission being given for the reorganization
 of the I. A. F.

H 17/3.

F. 27/3.

H 27/3.

145

3286

to 6.

Sir, Please see Serial 147 for info.

J.S. 4/4

H 21

P.A.

149

He shall shortly be receiving a reply

to this.

H 4/4

Chief Commissioner.

122.

Information — 113
Attached is submitted for your approval signature — 117

Please see 1118 re: 117

MAP 1

0935

3285

Mr. [unclear]

OK [unclear]

123.

AFSC.

(17)

Letter to [unclear]

2/3

124.

En Comm.

Ref Dec 123, attached is a letter to [unclear] Minister for Air, for the C.P.'s signature. I have amended para 2 slightly (as shown in pencil at 117), so as to read more easily.

OK-121

Mr. J. P. [unclear]

113

4 March.

Dr. AFSC.

54

3284

112,
 Ex Comm.

Ref 4 110 and in 111. Do you agree
 to reply suggested at para 5 of 110 being
 sent? The original has gone to C.C. &
 he may have indicated what action he
 desires. H.S. 1912

113.

Chief Commissioner.

1. I agree with AVM Brodie's reactions to the letter (Page 110) addressed to you from the Air Minister. I think we should keep correspondence in its proper channels and although there will be exceptions, try to maintain the channels between you and the Prime Minister or the Minister for Foreign Affairs, and the other Ministers with their respective Sections and Sub-Commissions.
2. I agree with AVM Brodie's suggested draft reply.

21. Feb. 46.

Brigadier,
 Executive Commissioner.

114.

FEB 21 1946

1725

F.C.

Would like to discuss this Monday,
 25 II, with you, AVM Brodie & Gentile

113 II

Gentile

3283

115.

P.A.

Chief Commissioner.

1. I agree with AVM Brodie's reactions to the letter (Page 110) addressed to you from the Air Minister. I think we should keep correspondence in its proper channels and although there will be exceptions, try to maintain the channels between you and the Prime Minister or the Minister for Foreign Affairs, and the other Ministers with their respective Sections and Sub-Commissions.

2. I agree with AVM Brodie's suggested draft reply.

21. Feb. 46.

Brigadier,
Executive Commissioner.

FEB 21 RECD

1725

F.C. Would like to discuss this Monday,
25 II, with you, AVM Brodie & Gantree

23 II

Yours
cc

3283

P.A. Please arrange

115.

MS/2342

Ex lms.
MS/2342

124.

Alternative draft letter submitted by A.F.S/C
at 117 in answer to 105- minor 115 reph.

11 27/2. 10. 28/2

P 103

104-

P.A. / 9 will speak to CC

W. 4/2

rec. has spoken
to CC. 1/2

Here
Please see 110 - reply from AFSC to Italian Air
Ministry letter at 105. Although addressed to 3282
CC. suggest we take action & type draft letter,
if Ex.C. approves.

185 18/2

785017

Exec Com

8506 A

JAN 20 1947

TRANSLATION

THE UNDERSECRETARY OF STATE TO THE
PRESIDENT OF THE COUNCIL OF MINISTERS

92235/1.2.2

13 January 1947.

Dear Admiral,

243

With note No. 8502 dated 4 January 1947, you informed the President of the Council of Ministers of the possibility that Italy may become an effective member of the international provisional organization of civil aviation. I have interested the competent Administration on this matter, and thank you for the steps you have personally taken with the American and British Embassies in Rome in favour of Italy's admission to this organization.

(s) Cappa.

Avv. Paolo Cappa.

Admiral Ellery W. Stone
Chief Commissioner
Allied Commission
Rome.

Dist: CC
A.F. S/C.

3281

Cont'd

24

785017

8506 ~~14~~

JAN 6 1947 243

Ref: 8502/CC

4 January 1947.

To : American Embassy, ROME, British Embassy, ROME.

Subject: Admission of Italy as a Member of PICAQ.

I enclose a copy of a letter addressed to the Italian Government stating that Allied Force Headquarters have no objection to Italy applying for full membership of PICAQ (see letter MAAC/4215/AFALS., of 27 December addressed to American and British Polads in reply to letter AFSC/39/AIR of 10 December, copies to Polads (Br) and (A) Allied Commission). NR.

I would be glad if you would take such action with your respective Governments as may facilitate the admission of Italy as a full member of PICAQ. The present position is that Italy is represented at PICAQ conferences merely as an observer.

/s/ Ellery W. Stone

ELLERY W. STONE,
Rear Admiral, USNR
Chief Commissioner

Copies: Executive Commissioner ✓
Air Force S/C.

See 71274

3280

Ref: W502/CC

4 January 1947.

Dear Mr. Prime Minister:

I am glad to be able to inform you that there is no objection from Allied Force Headquarters for Italy to apply to become a full member of the Provisional International Civil Aviation Organization (PICAO). I would suggest that an application should now be made by you through normal diplomatic channels.

In a separate letter I am asking the American and British Embassies in Rome to recommend to their respective Governments that Italy should become a full member of PICAO.

Very truly yours,

/s/ Ellery W. Stone

ELLERY W. STONE,
Rear Admiral, USNR
Chief Commissioner.

Dr. Alcide De Gasperi,
President of the Council of Ministers,
Italian Government,
ROME.

Copies: American Embassy
British Embassy
Air Force Sub-Commission.
Executive Commissioner. ✓

785017

8506. 91

FROM :- AIR FORCES SUB COMMISSION, A.C. I/AF.

TO :- SEE DISTRIBUTION.

DATE :- 20th DECEMBER, 1946.

REF. :- AFSC/39/1/AIR.

COMPLIANCE OF FOREIGN AIRCRAFT TO ITALY

Reference is made to our letter AFSC/39/1/AIR dated 20th November 1946. The following amendments are made:-

2. Para 2 delete "British and American" and add "Allied Military Aircraft".
3. Delete Para 5 and add new paragraph "The above regulations will not apply to Allied Military Aircraft which will be continued to be cleared as at present namely through Air Force Sub-Commission and Mediterranean Allied Air Committee provided Civilian passengers and crews have in their possession passport and Italian Visas".

ALL, S/AFSC. S/AFSC.
AIR VICE MARSHAL
DIRECTOR
AIR FORCE SUB COMMISSION

DISTRIBUTION:-

Chief Commissioner through the Executive Commissioner, ✓
American Embassy.

British Embassy.

French Representative to the Allied Commission.

Russian Representative to the Allied Commission.

Italian Ministry of Foreign Affairs.

Italian Ministry of Finance.

Italian Ministry of Interior.

Swiss Legation.

Spanish Embassy.

Portuguese Embassy.

Dutch Legation.

Swedish Embassy.

Norwegian Embassy.

N.A.C. Secretariat.

CONTINUED ON REVERSE ATTACHED TO MAIN

Reference is made to our letter AFSC/59/1/Air dated 20th November 1945.
The following amendments are made:-

2. Para 2 delete "British and American" and add "Allied Military Aircraft".
3. Delete Para 5 and add new paragraph "The above regulations will not apply to Allied Military Aircraft which will be continued to be cleared as at present namely through Air Force Sub-Commission and Mediterranean Allied Air Committee provided Civilian passengers and crews have in their possession passport and Italian visas".

Amended

A.C. SALTER, S/MR.
PER VICE MARSHAL
AFSC/59/1
AIR FORCE SUB COMMISSION

DISTRIBUTION:-

Chief Commissioner through the Executive Commissioner. ✓
American Embassy.
British Embassy.
French Representative to the Allied Commission.
Russian Representative to the Allied Commission.
Italian Ministry of Foreign Affairs.
Italian Ministry of Finance.
Italian Ministry of Interior.
Swiss Legation.
Spanish Embassy.
Portuguese Embassy.
Dutch Legation.
Swedish Embassy.
Norwegian Embassy.
H.A.A.J. Secretariat.
A.C. ITALY, A.H.C. Malta.
50 RAF Base.
CC RAF Cragmoor.
CC RAF Capetown.
CC RAF Fines.
C.A.C. C.A.F.
A.C. Venice Giulio.
C.A.C. RAF Airfield, Pisa Italy.
C.A.C. Cragmoor Airfield, Rome, Italy.
C.A.C. Capetown Airfield, Naples, Italy.
AFSC Detachment, Milan.
AFSC Detachment, Bari.

3278

3 Copies to each of above.

Capt K

785017

8506 R

NOV 22 1946

270

FROM : A. FORCES SUB-COMMISSION, A., ROME
 TO : ITALIAN AIR MINISTRY
 DATE : 21ST NOVEMBER, 1946
 REF : AFSC/39/1/AIR

CLEARANCE OF FOREIGN AIRCRAFT TO ITALY

269

With further reference to our letter AFSC/38/1/AIR dated 20th November 1946, an office under your control to be known as "The Sub-Office of the Italian Directorate of Civil Aviation attached to AFSC", will be established with this Sub-Commission to assume the duties outlined in above referred letter. This office will be located in the Allied Commission Building, 8th Floor, Room 11, Via Veneto, Rome, Italy. Telephone No. 489061, Extension 213.

2. The purpose for the establishment of this office is to enable your Air Ministry to have full access to Allied communication facilities and to expedite clearance information to Commanding Officer of Allied controlled airfields.

FRANK W. HAREX,
 Lt. Col., Air Corps,
 Deputy Director

Copies:-

Chief Commissioner (2)
 Executive Commissioner ✓
 Ministry of Foreign Affairs
 C.O., Ciampino Airfield, Rome
 C.O., R.A.F., Ciampino Airfield, Rome
 C.O., Capodichino Airfield, Naples
 C.O., Pisa Airfield, Pisa
 AFSC Det., Milan
 AFSC Det., Bari
 M.A.A.C.
 C.O., R.A.F., Bari
 AHQ Italy
 C.O., Campoformido
 AHQ MALTA
 C.O., R.A.F., Elmas
 G.M.C., G.M.F.
 A.M.C. Venezia Giulia

3277

23

H

Capt K

785017

FROM : Air Forces Sub-Commission, A.C., Rome.

TO : Italian Air Ministry

DATE : 20th November, 1946

REF : AFSC/39/1/Air

CLEARANCE OF FOREIGN AIRCRAFT TO ITALY

Reference is made to your letter No. 2884 dated 20 Aug 1946.

2. You are informed that the control of foreign aircraft flights, other than British and American, to and over Italian Government controlled territory is to become the responsibility of the Italian Government with effect from 25th November, 1946. This control will apply to both individual flights and regular airline services to and over such territory.

3. The clearance procedure for foreign aircraft to and over Italy as laid down in this Sub-Commission letter, reference AFSC/36/Air dated 25 March 1946, is cancelled with effect from 25 November 1946, on which date the regulations stated in this letter will come into force.

4. FOREIGN AIRLINE SERVICES TO ITALY. Then it is proposed to inaugurate a foreign airline service to and over Italian Government controlled territory, approval of such service will be given by the Italian Government. If it is intended to operate this service to an Allied controlled airfield in Italy the matter is to be referred to this Sub-Commission for a decision; in all other cases the Italian Government is authorized to make its own decision, informing this Sub-Commission when approval has been given.

5. INDIVIDUAL FLIGHT CLEARANCE TO ITALY. The clearance procedure in respect of individual flights to and over Italian Government controlled territory will be the responsibility of the Italian Government and will be implemented as planned in your above referred letter and this Sub-Commission's letter to AFSC Secretariat, reference AFSC/30/1/Air dated 1st October 1946, copy of which was forwarded to you. It will not at present apply to British and American aircraft which can land provided civilian crews and passengers have necessary valid entry documents and that normal flight entering signals are sent.

6. FLIGHTS OVERFLYING A.M.G. CONTROLLED TERRITORY. Then clearance is requested, under paras 4 and 5 above, for flights that overfly Allied Military Government controlled territory; clearance must first be obtained from this Sub-Commission in accordance with para 7 below, before the Italian Government can authorize final clearance. The Italian Government is to refer all such requests to the Air Force Sub-Commission, allowing adequate time for the clearance to be effected.

7. CLEARANCE PROCEDURE TO ALLIED MILITARY GOVERNMENT CONTROLLED TERRITORY. The clearance procedure in respect of flights to A.M.G. controlled territory

NOV 22 1946 269

than British and American, to and over Italian Government controlled territory is to become the responsibility of the Italian Government with effect from 25th November, 1946. This control will apply to both individual flights and regular airline services to and over such territory.

3. The clearance procedure for foreign aircraft to and over Italy is laid down in this Sub-Commission letter, reference AFSC/26/Air dated 25 March 1946, is cancelled with effect from 25 November 1946, on which date the regulations stated in this letter will come into force.

4. FOREIGN AIRLINE SERVICES TO ITALY. When it is proposed to inaugurate a foreign airline service to and over Italian Government controlled territory, approval of such service will be given by the Italian Government. If it is intended to operate this service to an Allied controlled airfield in Italy the matter is to be referred to this Sub-Commission for a decision; in all other cases the Italian Government is authorized to make its own decision, informing this Sub-Commission when approval has been given.

5. INDIVIDUAL FLIGHT CLEARANCE TO ITALY. The clearance procedure in respect of individual flights to and over Italian Government controlled territory will be the responsibility of the Italian Government and will be implemented as planned in your above referenced letter and this Sub-Commission's letter to MAAC Secretariat, reference AFSC/30/1/Air dated 1st October 1946, copy of which was forwarded to you. It will not at present apply to British and American aircraft which can land provided civilian crews and passengers have necessary valid entry documents and that normal flight warning signals are sent.

6. FLIGHTS OVERFLYING A.N.G. CONTROLLED TERRITORY. When clearance is requested, under paras 4 and 5 above, for flights that overfly Allied Military Government controlled territory, clearance must first be obtained from this Sub-Commission in accordance with para 7 below, before the Italian Government can authorize final clearance. The Italian Government is to refer all such requests to the Air Force Sub-Commission, allowing adequate time for the clearance to be effected.

7. CLEARANCE PROCEDURE TO ALLIED MILITARY GOVERNMENT CONTROLLED TERRITORY. The clearance procedure in respect of flights to A.N.G. controlled territory in Italy (i.e. Udine and Venezia Giulia) applies to all foreign airlines British and American civil aircraft, and is as follows:

3276

All requests for clearance will be referred to this Sub-Commission for approval at least six (6) days before E.D.T. and the following information given:-

- A. Purpose of Flight.
- B. Type and Markings of Aircraft.
- C. Names of crew and passengers.
- D. Route to be followed, and destinations.
- E. Arrival and Departure Dates.

8. None of the above regulations apply to British and American Military aircraft, which can land in Italy provided crews and passengers are travelling

continued

- 2 -

under proper military authority.

9. The Supreme Allied Commander reserves the right at his discretion to reassume control of all aircraft flying into or over Italy.

10. You are requested to inform all interested parties other than those enumerated in the "Distribution List" of the new procedure and of the effective date of its commencement.

11. For ready reference and guidance to all interested parties, the procedure will be as follows:

"Requests for clearance of individual flights are to be made at least five (5) days before E.T.D. (Expected Time of Departure) to the Italian Ministry of Foreign Affairs, Rome, Italy, embodying the following information:-

- A. Purpose of Flight.
- B. Type and Markings of Aircraft.
- C. Names of Crew Members and Passengers, if any.
- D. Dates of Arrival and Departure.
- E. Route to be followed with names of Italian airfields to be used.
- F. Load if any (.) All passengers will be armed that transport of ammunition, explosives, photographic and cinematographic material are, in principle, strictly prohibited."

Frank E. MARE
FRANK E. MARE,
Lt. Col., Air Corps,
Deputy Director.

DISTRIBUTION:

Chief Commissioner through the Executive Commissioner.

American Embassy.

British Embassy.

French Representative to the Allied Commission.

Russian Representative to the Allied Commission.

Italian Ministry of Foreign Affairs.

Italian Ministry of Finance.

Italian Ministry of Interior.

Swiss Legation.

Spanish Embassy.

French Embassy.

Dutch Legation.

Swedish Embassy.

Norwegian Embassy.

M.A.A.C.

A.H.Q. Italy, AHQ Malta.

OC R.A.P. Bari.

OC R.A.P. Campino.

see (C) days before D.T.D. (Expected Time of Departure) to the Italian Ministry of Foreign Affairs, Rome, Italy, embodying the following information:-

- A. Purpose of Flight.
- B. Type and Markings of Aircraft.
- C. Names of Crew Members and Passengers, if any.
- D. Dates of Arrival and Departure.
- E. Route to be followed with names of Italian Airfields to be used.
- F. Load if any (.) All passengers will be "warned that transport of ammunition, explosives, photographic and cinematographic material are, in principle, strictly prohibited."

Frank E. Ware
FRANK E. WARE,

Lt. Col., Air Corps,
Deputy Director.

DISTRIBUTION:

Chief Commissioner through the Executive Commissioner.

American Embassy.

British Embassy.

French Representative to the Allied Commission.

Russian Representative to the Allied Commission.

Italian Ministry of Foreign Affairs.

Italian Ministry of Finance.

Italian Ministry of Interior.

Swiss Legation.

Spanish Embassy.

Brazilian Embassy.

Dutch Legation.

Scottish Embassy.

Norwegian Embassy.

M.A.A.C.

H.Q. Italy, AHQ Malta.

CC RAF Bari.

CC RAF Ciampino.

CC RAF Capodichino.

CC RAF Elmas.

G.H.Q. C.M.F.

AFC Venezia Giulia.

C.O., Ciampino Airfield, Rome, Italy.

C.O., Pisa Airfield, Pisa, Italy.

C.O., Capodichino Airfield, Naples, Italy.

AFSC Detachment, Milano.

AFSC Detachment, Bari.

2 Copies to each addressee.

785017

COPY

TOP SECRET

8506A
COPY TO EXECUTIVE COMMISSIONER
Exec. Comm
NOV 20 1946 267

Confidential

14 November 1946

SUBJECT: Establishment of Internal Civil Airlines

TO : Chief Commissioner, Allied Commission

1. Reference is made to your letter C.G.8502 dated 1st April, and my reply dated 6th April, 1946, requesting details of the proposed internal civil air lines in Italy: 147 150
2. Owing to the difficulty you have experienced in obtaining the necessary details from the Italian Government, this subject has been reviewed and it is now considered that these details are no longer required for the concurrences of the Combined Chiefs of Staff: they should, however, be retained by the Air Forces Sub-Commission.
3. Approval is given for the establishment of Internal Air Lines in Italy (excepting Allied Military Government-controlled territory), within reasonable limits. These limits to be at the discretion of the Air Forces Sub-Commission subject to your approval. All matters of major importance to be reported promptly to this Headquarters.
4. The Supreme Allied Commander reserves the right to exercise his overriding authority in respect of Italian Civil Aviation should any operational commitment arise.

BY COMMAND OF LIEUTENANT GENERAL MORGAN.

3275

T. S. AIREY
Major General
Chief of Staff

cc. MAAC
G-3, AFHQ
G-4 (Air Advisor).
Dist: CC
EC
AF SIC
Capt K

PA 21
11

785017

8506 91

NOV 5 1946 264 -

From : Air Forces Sub-Commission, A.C., Rome.
To : President, Panair Do Brazil, S.A. c/o Brazilian
Embassy, Rome.
Date : 1st November 1946.
Ref : AFSC/67/Air.

ESTABLISHMENT OF BRAZILIAN CIVIL AIR LINES.

231

Please refer to our letter of even reference dated 27
August 1946.

2. Approval is granted for the establishment of Brazilian
Civil Air Lines between Brazil and Italy subject to the signing
in Washington of the Hold Harmless Agreement for use of Ciampino
Airfield.

3. Although it is noted that the Italian and Brazilian
Governments have agreed on the inauguration of the projected civil
airline, it is to be understood that no reciprocal Italian civil
air line to Brazil will be established until a decision has been
made on the operation of Italian external air lines under the terms
of the Italian Peace Treaty.

4. At any time it is desired to change the frequency of the
present schedule, the request is to be referred to this Sub-
Commission for decision.

H. Hagan

for H.H. HAGAN 1st Lt., A.C.
Air Vice Marshal,
Director,
Air Forces Sub-Commission.

Copies to:-

Commanding Officer, 1419 AAFEU, ATC, Ciampino Airfield, Rome.
Italian Ministry of Foreign Affairs.
Italian Air Ministry.
British Embassy.
American Embassy.
Chief Commissioner thru Executive Commissioner.

See 17-265
266

3274

(Capt K)

PA-
7/1/47

801

262.

Translation

PRESIDENZA DEL CONSIGLIO DEI MINISTRI
Gabinetto

Ref: 83571/48233.1/1.2.2

19 October 1946

SUBJECT: Establishment of Civil Air Lines.

TO : The Allied Commission.

Reference is made to your letter No. 8506/151/EC dated 10 April 46, in which Brigadier Lush requested the President of the Council of Ministers for information regarding the establishment of internal civil air lines in Italy. We are enclosing herewith particulars concerning the Societa' Transadriatica, the Aerea Teseo and the Italian Air Lines (L.A.I.).

These particulars are concisely listed in the requisite tables and on some graphs, according to the desire directly expressed by your Commission to the Air Ministry who, in furnishing us with them, have stated that they will communicate further on the matter as soon as possible.

THE UNDER-SECRETARY OF STATE.

Ex Com Dist 21/10/46

See M263

ACTION : Air St.

(attach TB 229 - 260 and Air St 21/10/46)

Info : Ex Com

3273

Learn by cto
21/10/46
(cto)

21/10/46

785017

8506

247

FROM : AIR FORCES SUB-COMMISSION, A.C., ROME
TO : C.O. HQ 1419TH AAF BASE UNIT, CIAMPINO AIRFIELD,
ROME, ITALY
DATE : 16TH OCTOBER, 1946
REF : AFSC/22/1/AIR

OCT 18 1946

CONSTRUCTION OF BUILDINGS AT CIAMPINO
AIRFIELD, ROME

Reference is made to your letters, subjects:
"Utilization of Scrap Material at Ciampino Airfield" and
"Erection of Restaurant Building at Ciampino for TWA",
dated 20th and 26th September, 1946, respectively.

244 &
245

2. You are informed that there are no objections
to the construction by commercial agencies of buildings
at Ciampino Airport, Rome, provided:-

- a) that no expense to the United States Government
will be incurred in present construction and
maintenance, and further, that the United States
Army will assume no liability for future claims.
- b) that any permission granted should be limited to
the period of Allied occupation. Subsequent
occupation of the buildings in question must be
arranged between the agencies concerned and the
Italian Government.
- c) that the commercial agencies in the construction
of their buildings will not be permitted to utilize
scrap material, viz; brick, tile and steel found
in the demolished buildings, unless written
agreement has been reached between the commercial
parties and the Italian Government.

See M 248

3272

PA
10/1/46

(5/comm M.7)

246

- d) that all building operations must have your approval in order to ensure that no infringement is made of safety regulations.

Frank E. Mark
FRANK E. MARK,
Lt. Col., Air Corps
Deputy Director.

Copy to:-

Italian Air Ministry
— Chief Commissioner (through the Executive Commissioner) ✓
American Embassy

3271

245

HEADQUARTERS
1419th AAF BASE UNIT, ROME, ITALY
EUROPEAN DIVISION, AIR TRANSPORT COMMAND
APO 512, U.S. ARMY

26 September 1946

095-TWA

SUBJECT: Erection of Restaurant Building at Ciampino for TWA.

TO : Lt. Col. F.E. Marek
Air Forces Sub-Commission
Allied Commission
Rome, Italy

1. A request has been made to this headquarters by Trans World Airlines for permission to construct a building to be located on this Base and to be used as a restaurant and lounge. It is understood that the restaurant would operate like any airport restaurant, catering mainly to civilian airline passengers. Also, it is to be used for the preparation of in-flight lunches. The building is to be constructed at no expense to the United States Government, and this Headquarters has no objection to such a building.

2. Request authority be granted by your headquarters for this project at the earliest practicable date.

ROGER M. CROW
Lt. Colonel, AC
Commanding Officer

See #. 247

3270

785017

244

HEADQUARTERS
EUROPEAN DIVISION AIR TRANSPORT COMMAND
1419TH AAF BASE UNIT
APO 512, U.S. ARMY

20 September 1946

SUBJECT: Utilization of Scrap Material at Ciampino Airfield.
TO : Director Air Force Sub-Commission, Allied Commission, Italy.
ATTN: Lt. Colonel F.E. Marek.

1. During this period of an increasing amount of air activity by various commercial airlines, both US and other than US, into Ciampino Airfield, several requests have been made upon this Headquarters for the utilization of certain materials located on this Airfield. The material requested has been the brick and tile found in the demolished buildings, and some steel which is available from the old hangars, both materials being of no use in their present location.

2. Specific requests which have been made are: one, by Pan American Airways for the use of a fair amount of steel to be used in bridging across between the two existing hangars in order to form a support for a roof, and a certain amount of brick to be used for walling up the ends in order that hangar and storage space, approximately 45 by 150 feet, may be made available; and secondly, by TWA to permit utilization of brick for the construction of a combined lounge and dining hall which is to be placed directly behind the existing Base Operations Buildings. Both of these projects, as far as construction is concerned, are being made at no expense to the United States Government and are subject to the supervision of the Air Installation officer at this Base. They are permanent buildings and will eventually become a part of the historical record of this field.

3. This construction work is to be undertaken presumably by the commercial agencies, knowing that eventually there is a possibility that if and when this airdrome is taken over by the Italian Government that their rights to these buildings might be withdrawn or at least changed, possibly to rental basis. As it is, there will be no rental charge, in view of the fact that any expense involved is to be born by the Airline Companies. It will be necessary that upon withdrawal by the US Army Air Force from this Base, from a command status, that an agreement be entered into with responsible parties that these installations have been provided as outlined above.

4. It is requested that information be furnished hereon at the earliest possible date as to the concurrence of your Headquarters in the utilization of this material.

3269
ROGER M. CROW
Lt. Colonel, AC
Commanding Officer

See 7.247

785017

8506

243

FROM : AIR FORCES SUB-COMMISSION, A.C., ROME
 TO : ITALIAN AIR MINISTRY
 Directorate of Civil Aviation
 DATE : 1st OCTOBER, 1946
 REF : AFAC/32/6/AIR

OCT 3 1946

AUTHORITY FOR MOVEMENT OF AIRCRAFT

242

Reference is made to your letter B551/5356/3011.
 dated 30th September, 1946.

2. Authority is now given for the transfer by the
 I.A.I. (Societa' Linee Aeree Italiane) from Caspolicchio to Turin
 of 14 type C.47 military aircraft mentioned in your letter
 and recently purchased from ARAR.

3. Upon completion of the above special flights it is
 emphasized that these aircraft are not to be flown again until
 authority has been received from this Sub-Commission.

4. The conditions as to the operation of internal civil
 airlines in Italy as set out in this Sub-Commission letter of
 even number dated 31st August 1946 substantially apply in the
 case of these aircraft.

Frank E. March
 FRANK E. MARCH,
 Lt. Col. AC
 Director

Copies to :- Chief Commissioner (through Executive Council Member)
 Mediterranean Allied Air Committee Secretariat
 American and British Embassies.

3268

P.A.

31/10/46

(C.47)

242

8506 87

FROM : AIR MINISTRY (MAIN OFFICE FOR CIVIL AVIATION AND
TRANSPORT SECTION)

TO : AIR FORCES SUB-COMMISSION, ROME (through Liaison Office
of the Cabinet of the Minister).

REF : 5551/3566 COLL.

DATE : 28TH SEPTEMBER, 1946

AUTHORITY FOR TRANSFER BY AIR OF
14 D.C.3 AIRCRAFT

Reference is made to letters No. 4375 dated 6th August 1946, No. 4550 dated 12th August 1946 and letter No. 4708 dated 23rd August 1946, by which this Main Office requested that the "Transadriatica", the "Aerea Tosco", the "AvioLinea Italiana" and the "Siat" Companies be granted authority to transfer by air the aircraft purchased from ARAR to airfields nearer their respective main offices.

2. The "I.A.I." Company also (Italian Airlines Company) has already come to an agreement with the ARAR for the purchasing of 14 D.C.3 aircraft which are at present on the Capodichino (Naples) airfield. This Main Office, therefore, requests that the above-mentioned Company be granted authority to transfer by air the above referred to aircraft from the Capodichino airfield to the Turin airfield where all necessary modifications can be effected. The route will be as follows:- Naples, Rome, Milan, Turin. Should it be required by technical reasons, intermediary stops will be made at Rome and Milan.

For the Director General
/s/ Cacciopardo

See 243 3265
3267

785017

8506.4

241

HEADQUARTERS ALLIED COMMISSION

Office of the Chief Commissioner

APO 794

OCT 1 1946

CC 8502

30 September 1946.

MEMORANDUM TO: Director, Air Forces Sub-Commission.

I understand that the Italian Air Minister will shortly be submitting its plans for the operation of the internal air lines recently organized to your Sub-Commission for approval.

Before action is taken on these plans, either with the Italian Ministry or with MAC or any other section at AFHQ, I should like to be fully informed of such plans.

/s/ Ellery W. Stone

ELLERY W. STONE
Rear Admiral, USNR
Chief Commissioner

Copy to: Executive Commissioner ✓

Ally
(Capt. L. G.)

3266

AS per
1009

785017

8506

RP.

240

From : Air Forces Sub Commission, A.C., Rome.

To : AVIA Firm, Verocelli.
(Sig. Lombardi).

SEP 10 1946

Date : 9th September, 1946.

Ref : AFSC/36/1/Air.

FLIGHT OF FL3 AIRCRAFT TO SWITZERLAND.

N/E.

Further to my letter of even reference dated 26th August 1946 I am directed to inform you that subject to the provisions set out hereunder there is no objection to the four FL3 aircraft being flown to Locarno, Switzerland.

2. The aircraft must be flown via Linate airfield where they are to be cleared by the airfield customs. They are to be piloted by Swiss pilots.
3. Before final clearance can be granted full details of the flights are required, that is to say date and time of departure, route to be followed, wireless frequencies to be used and pilots names.
4. On receipt of these details final clearance will be granted and all concerned notified.

Chikibum

C.E.M. GREGG, W/Cdr,
for Air Vice-Marshal,
Director,
Air Forces Sub Commission.

Copies to : Chief Commissioner (through Executive Commissioner) ✓
Italian Air Ministry
A.F.S.C., Milan.

3265

(Capt K)

3264

PA 12
A 18

785017

8506. *Ad*

239

SEP 6 1946

From : Air Forces Sub Commission, A.C., Rome.

To : Italian Air Ministry,
Directorate of Civil Aviation.

Date : 5th September, 1946.

Ref : AFSC/39/4/Air.

AUTHORITY FOR MOVEMENT OF AIRCRAFT

HR.

Reference is made to your letter 4708/2999/Coll. dated 23rd August 1946.

2. Authority is now given for the transfer by the SIAT (Societa' Italiana Avialinee Trasporti) from Capedichino to Villanova d'Albenga (Savona) of the 5 type G.47 military aircraft mentioned in your letter and recently purchased from A.R.A.R.

3. Upon completion of the above special flights it is emphasised that these aircraft are not to be flown again until authority has been received from this Sub Commission.

4. The conditions as to the operation of internal civil airlines in Italy, as set out in this Sub Commission letter of even number dated 21st August 1946, automatically apply in the case of these aircraft.

227

Chitibren

G.M.M. GREEN, W/Odr,
for Air Vice-Marshal,
Director,
Air Forces Sub Commission.

Copies to : Chief Commissioner (through Executive Commissioner).
Mediterranean Allied Air Committee Secretariat
American and British Embassies.

3264

PA. 6/9/46
to. 2

785017

8506 ~~AD~~

23 ~~3~~

FROM : AIR FORCES SUB-COMMISSION, A.C. ROME.

TO : THE SPANISH EMBASSY.

DATE : 23 AUGUST 1946.

REF : AFSC/62/AIR.

AUG 26 1946

ESTABLISHMENT OF SPANISH CIVIL AIRLINES TO ITALY

1. Please refer to your letter #224, dated 13th August, 1946.
2. Approval is given for the establishment of the Spanish Civil Airlines to Italy, to operate as detailed in your letter, on the understanding that until notification is received from the United States Government that the Spanish Government has signed the Held Harmless Agreement in respect of these particular flights, the United States Government shall in no way be responsible for the Spanish aircraft landing at American controlled airfields in Italy.
3. If it is desired at any time to make alterations to your plan outlined in above referred letter, the request must be referred to this Sub-Commission for approval before it is implemented.
4. Request this Sub-Commission be informed when official information is received that the Spanish Government has signed the Held Harmless Agreement with the United States Government.

Frank E. March
FRANK E. MARCH,
Lt. Col., Air Corps,
Deputy Director.

Copies to: C.O., 1419th AAFBG, ATC Ciampino Airfield, Rome.
Italian Ministry of Foreign Affairs.
Italian Air Ministry.
British and American Embassies.
Chief Commissioner, through Executive Commissioner

*copy of this
has been sent to I.A.M.
and a copy of scheduled flights
is being forwarded to us
via revision of C.A.B. Schedule
Aug. 2.*

See H. 23.4, 5-6 + 237

3263
PA

326

COPY

EMBAJADA DE ESPANA
EN
I T A L I A

Num. 284

The Spanish Embassy presents its compliments to the Allied Commission and with reference to its letters of August the 10th, 1946 (AIR FORCES SUB-COMMISSION - AFSC/63/AIR), has the honour to send the answers requested to obtain the Allied permission to establish the Spanish regular Airline Madrid-Rome.

A. A copy of the document in which the Italian Government agrees to the establishment of Spanish Civil Airlines to Italy in the required conditions has been given to Colonel Marek of the AIR FORCES SUB-COMMISSION, Rome.

B. The Spanish Airline will use in Italy only the airfield of Ciampino. All the servicing facilities, refueling, landings, etc. will be given by the American Companies T.W.A. and INTAWA, according to the established agreements.

C. Only one flight weekly: On Saturdays if possible.

D. The route will be:- Madrid-Barcelona-Bonifazio-Rome, directly.

Rome, August the 13th, 1946.

TO : The Allied Commission, Rome.

3261

COPY

232A.

C O P Y

ROME, 25TH MARCH 1946

R E P O R T

In reply to Report No. 83 dated 3rd inst., the Ministry of Foreign Affairs has the honor to inform the Ambassador of Spain that, according to recent information from the Air Ministry, the Italian Government has expressed its favorable opinion for the installation of the Spanish Madrid-Barcellona-Milan-Rome air service.

2. The Italian Government has taken into consideration the Spanish obligation to permit as soon as possible the inauguration of an Italian Air Service which, however, will be carried out on the following route:-

Rome - Barcellona - Madrid and Milan - Barcellona - Madrid.

3. For the operating of the above-referred to Spanish Air Service, it is required that the Spanish Embassy make all necessary arrangements with the Air Forces Sub-Commission of the Allied Commission in Rome.

4. The date of the inauguration of the Spanish Air Service and also the assignment of the airfields to be used, which would presumably be the Civil Airfield of Forlanini in Milan and the Ciampino or Centocelle airfields in Rome, will be established after proper instructions have been issued by the above-mentioned Allied Commission.

TO : THE SPANISH EMBASSY
R O M E

For a true copy of the
original, Rome, 12th
August, 1946

THE FIRST SECRETARY OF THE EMBASSY

785017

231

8306

AUG 28 1946

FROM : AIR FORCES SUB-COMMISSION, A.C. ROME.
TO : PRESIDENT, REPUBLIC OF BRAZIL, S.A., C/O BRAZILIAN EMBASSY, ROME.
DATE : 27 AUGUST 1946.
REF : AFSC/67/AIR.

BRAZILIAN CIVIL AIR LINES

230

1. Please refer to your memorandum to this Sub-Commission, dated 15th August, 1946.
2. Permission in principle is given for the establishment of a Brazilian Civil Air Line between Brazil and Italy. However, it is to be understood that no reciprocal civil air line under Italian supervision can or will be made until the question has been settled whether Italy will be permitted to operate external air lines under the terms of the Italian Peace Treaty.
3. Final approval cannot be given until the actual date of commencement and any further relevant details to this project are communicated to this Sub-Commission. Also, it must be confirmed that the Held Harmless Agreement for use of Ciampino Airfield has been officially executed between the United States and Brazilian Governments.

Frank E. Mark
FRANK E. MARK,
Lt. Col., Air Corps,
Deputy Director.

Copies to: C.O., 1419th AAFBU, ATO Ciampino Airfield, Rome.
Italian Ministry of Foreign Affairs.
Italian Air Ministry.
British and American Embassies.
Chief Commissioner, through Executive Commissioner.

Devy
(Capt R.)

See 7-264

3259/8746
1258/113

230

PANAIR DO BRASIL S.A.

M E M O R A N D U M

DATA: AUG. 12TH 46

AO : DEPUTY DIRECTOR
AIR FORCES SUB-COMMISSION
DEPTO : ALLIED COMMISSION
LUGAR : ROME

DO : PRESIDENT
DEPTO : EXECUTIVE
LUGAR : ROME (PRO TEM)

ASSUNTO : REQUEST FOR USE OF CIAMPINO AIRPORT AND FACILITIES:-

It is hereby formally requested that PANAIR DO BRASIL be permitted the use of Ciampino Airport and its facilities as a terminal point to the RIO DE JANEIRO-ROME service that this Company proposes to operate in the near future.

A once weekly round trip is contemplated for the first six months following inauguration of services. PANAIR DO BRASIL proposes to increase these services to three times a week thereafter, and additional services up to daily schedules are also contemplated at a later date, if traffic requirements should so justify.

Inauguration of services on a once weekly basis is planned to go into effect on or after September 15th, 1946.

PANAIR DO BRASIL intends to fly the following route between Rio de Janeiro and Rome:

RIO - RECIFE - DAKAR - or ILHA DO SAL - LISBON - MADRID - ROME.

As an alternate to the above, the following route has also been submitted: RIO - RECIFE - DAKAR - or ILHA DO SAL - CASABLANCA - ROME.

The Company proposes to operate L - 49 and or C - 54 equipment in the operation of this service, the same as that employed by PANAIR DO BRASIL on that Company's bi-weekly services between Rio and London, Via Lisbon-Paris, in regular operations since May 1st. 1946.

For your information, a similar request was submitted to Commanding Officer, 1419th. AAF BU EURD, ATC.

Your final authorization at an early date would be greatly appreciated.

See 731

PANAIR DO BRASIL 3258
/s/ Paulo Sampaio
President

785017

8506 ~~88~~

227

FROM : AIR FORCES SUB-COMMISSION, A.C. ROME.

TO : ITALIAN AIR MINISTRY.
(DIRECTOR OF CIVIL AVIATION)

DATE : 21 AUGUST 1946.

AUG 22 1946

REF : AFSC/39/4/AIR

AUTHORITY FOR TRANSFER OF AIRCRAFT

NR

NR

Please refer to your letters 4373/2772 Call. and 4550/2853 Call.
dated 6th and 12th August, 1946, respectively.

2. Authority is hereby given to transfer thirteen (13) purchased
C-47 aircraft from Capodichino Airfield, Naples, to the airfields designated
opposite the title of each airline company:

<u>Name of airline company</u>	<u>Name of airfields aircraft are to be flew and grounded</u>	<u>No. of C-47 Aircraft</u>
Trensfaritalia	S. Nicolo', Venice	5
Aerea Teseo	Peretola, Florence	6
Italian Air Linea	Forlanini, Milan	2

3. Upon completion of the above special flights, it is emphasized
that no action is to be taken to operate these aircraft pending authorization
from this Sub-Commission.

4. It is reiterated that no approval can be given to the commencement
of internal civil airlines in Italy until such time as the reply is made
by the Italian Government to the Acting Chief Commissioner's letter (reference
8506/151/EC dated 10th April 1946) is approved by higher Allied Authority.

151

Frank E. Marek
FRANK E. MAREK
Lt. Col., Air Corps,
Deputy Director.

Copies to: Chief Commissioner (through Executive Commissioner)
Mediterranean Allied Air Committee Secretariat
American and British Embassies

3257

See 15-228

(COPY X)

18 25 8

226
File

Ref. : 8506/13

18 August 1946

SUBJECT: MAP 1197

TO : Air Forces 3/3

224

Please delete reference section from the distribution of
Cable No. PK 70545 dated 16 August 46.

By Command of Rear Admiral Stone:

A. W. Anisely.

Brigadier,
Executive Commissioner.

Copy to: CO
Filed A
Filed B
Room 500

3256

Declassified E.O. 12356 Section 3.3/NND No.

785017

Folios 222, 223, 224.

Cable FX 70565
Date 16 Aug 46.

Transferred to Crypto Cable file folios 41, 42, 43. 3255

Reference: Doc 358/3/1946

Date: 2nd August, 1946

Minutes of a Meeting held in the office of the Director A.F.S.C. AUG 15 1946

Allied Commission, Rome at 10.30 hours, Friday 2nd August, 1946.

Subject: Interpretation of Interim Policy for Italian Military and Civil Aviation.

Present: Air Vice Marshal L. Darvall, A.O.C., A.F.S.C., Italy.
Air Vice Marshal I.S. Brodie, Director A.F.S.C./A.C.
Lt. Colonel F. Marsh, Deputy Director A.F.S.C./A.C.
Group Captain L.N. Jamun, Senior Staff Officer.
Wing Commander M. Fisher, A.A.A.C. Secretariat.
Squadron Leader P.M.E. Ward, A.A.A.C. Secretariat.

AGENDA.

Introduction.

1. The Director stated that the meeting was called to discuss signals MAP.113 and P.H. 613 concerning Military and Civil Aviation and to agree on their correct interpretation.

Civil Aviation.

2. A.V.M. Darvall considered that there were three main points which required clarification:

- (i) The Policy on Italian Civil Aviation.
- (ii) The clearance of special flights by foreign aircraft.
- (iii) The policy on Italian aircraft construction.

3. After a lengthy discussion it was decided that the D.D., S.S.C. and the A.A.A.C. representatives should draft a signal for the Supreme Allied Commander to the Combined Chiefs of Staff assuming that the permissive approval given in P.H. 613 is authority for SAC/IED to approve the reasonable requests made by the Italian Air Ministry for a limited amount of private flying, which does not include flying by flying clubs and glider clubs. (It was, later in the day, decided to refer the matter of private flying and aircraft construction to Combined Chiefs of Staff through SAC/IED).

4. The signal was to be drafted in three parts:

- (i) Dealing with Civil Air Lines.
- (ii) Dealing with other Civil Aviation.
- (iii) Dealing with the construction of Civil Aircraft.

Aircraft Clearances.

5. In discussing the problem attached to the clearance of special flights by foreign aircraft over Italy, A.V.M. Darvall said that the 5 day notice at present required for clearance was not sufficient.

5506A 220

ADVISOR.Introduction.

1. The Director stated that the meeting was called to discuss signals H.P. 1113 and P.H. 613 concerning Military and Civil Aviation and to agree on their correct interpretation.

Civil Aviation.

2. A.V.M. Darvall considered that there were three main points which required clarification:

- (i) The policy on Italian Civil Aviation.
- (ii) The clearance of special flights by foreign aircraft.
- (iii) The policy on Italian aircraft construction.

3. After a lengthy discussion it was decided that the D.D., S.S.O. and the A.A.A.C. representatives should draft a signal from the Supreme Allied Commander to the Combined Chiefs of Staff assuming that the permissive approval given in P.H. 613 is authority for SAC/ED to approve the reasonable requests made by the Italian Air Ministry for a limited amount of private flying, which does not include flying by Flying Clubs and Glider Clubs. (It was, later in the day, decided to refer the matter of private flying and aircraft construction to Combined Chiefs of Staff through SAC/ED).

4. The signal was to be drafted in three parts:

- (i) Dealing with Civil Air Lines.
- (ii) Dealing with other Civil Aviation.
- (iii) Dealing with the construction of Civil Aircraft.

Aircraft Clearance.

5. In discussing the problems attached to the clearance of special flights by foreign aircraft over Italy, A.V.M. Darvall said that the 5 days notice at present required for a clearance was unnecessarily long and should be shortened.

6. Wing Commander Fisher explained that a much shorter time was authorized and that he thought that the Air Division in Vienna were not aware of the new regulations. A.V.M. Darvall asked if Cdr. Fisher to send the latest regulations to Vienna, and the Director asked that A.A.A.C. be kept informed of current procedure and future developments.

7. To simplify the general clearance of special flights by foreign aircraft over Italy the establishment of Italian customs posts and immigration offices on certain airfields should be functioned. Also A.A.A.C., D.D., and S.S.O. should draft a memorandum to the Chief of Staff A.A.A.C. on the following lines:-

- (a) Initial warning of special flights by departure signal or minimum of 24 hours notice.

See m-r-1

...../Page 2.

(200)

219

)-2-(

(41) Landings to be made only at controlled airfields.

Aircraft Construction.

During the discussion on Italian civil aircraft construction, it was agreed that A.F.S.C. should be given authority to approve reasonable requests, but that M.A.A.C. should be kept informed. (Later it was decided to obtain approval for limited construction from Combined Chiefs of Staff through SAC/AFM, before this decision is implemented). It was also agreed that no design that would allow modification for internal bomb storage should be permitted, nor any design that would permit the aircraft to be easily armed.

A.F.S.C. Directive.

9. In regards a new directive for the A.F.S.C. or its successor for action, A.V.L. Dervall suggested that the present directive was deficient as it stood, with the addition of a policy covering Italian Civil Air Lines, Italian Civil Aviation and Italian civil aircraft construction. It was agreed that this would be a simpler and much quicker method of obtaining a new directive. The Director asked that the draft memorandum be sent to A.F.S.C. before going to SAC/AFM, for agreement with the Chief Commissioner.

M.A.A.C.

10. The S.F.C. asked for wider power for A.F.S.C. in dealing with civil aviation problems. A.V.L. Dervall considered that the A.F.S.C. should have complete discretion, notifying M.A.A.C. of any decisions made. A statement to this effect should be added to the signal (para.4) for the Combined Chiefs of Staff (on the Italian Civil Aviation).

M.A.A.C.

W. P. Rodin

I.E. SHAW,
AIR VICE MARSHAL,
IN CHARGE,
AIR FORCES EUROPE.

Distribution.

A.F.C., Italy. (A.O.C.).

M.A.A.C. (3).

A.F.S.C. (2).

Chief Commissioner through Executive Commissioner. ✓

3253

785017

8506

218

24 July 1946.

JUL 25 1946
NR

Dear Mr. Pallavicini:

I refer to your letter dated 20 July 1946 in which you request permission to fly your ENDA aircraft for business purposes.

At present authority cannot be given as the directives now in effect do not permit any form of civil aviation with the sole exception that permissive approval has been given to the Italian Government "to operate internal civil air lines".

However, Allied Headquarters Italy have been asked to authorize a plan which covers most types of commercial flying and when this is considered and approved, the Italian Government and Air Ministry will be notified by the Air Forces Sub-Commission, Allied Commission.

It is expected that such approval will include authorization for the type of flights you have requested.

Sincerely yours,

/s/ Ellery W. Stone

ELLERY W. STONE
Rear Admiral, USNR
Chief Commissioner

Mr. Sandro Pallavicini, General Manager,
INCOM, Inc.,
Via Bellini 27,
Rome.

cc: Ex Comm. ✓
Air Forces S/C

(CAPT K)

3252

PA 26/7/46
Q A

FROM: AIR FORCE SUB-COMMISSION,
ALLIED COMMISSION, ROME.

TO: MEDITERRANEAN ALLIED AIR COMMITTEE,
C/O AIR HEADQUARTERS, R.A.F. ITALY,
C.M.F.

DATE: 19TH JULY, 1946.

REF: AFSC/39/AIR.

Confidential

SECRET.

ITALIAN CIVIL AVIATION.

JUL 19 1946

The Directorate of Civil Aviation, Italian Air Ministry, desire to enlarge the scope of Italian Civil Aviation beyond Internal Civil Airlines. They request authority for -

- (1) Companies to operate air taxi services carrying freight on non regular schedules for all types of merchandise, including perishable goods;
- (11) Air taxi services using light aircraft to link up smaller towns and to act as feeders from the main Internal Civil Air Line terminals;
- (111) A limited number of licences for private aircraft used by their owners for commercial and business matters and permission to licence a few aircraft which will be engaged on publicity flying - this does not include private 'pleasure' flying, for which permission would not, for the present, be recommended by the Allied Commission.

2. The Allied Commission recommends that these requests be given approval. It is the opinion of A.C. that C.C.S. intend FAL 649 to be read as approval to SACIEDs relevant recommendation in MAR. 4403 which reads -

"If the Italian Air Force is to be reorganised into an efficient operational service it should be relieved of its present commitments in running courier services to meet largely civil government commitments. I therefore recommend that internal Italian Civil Aviation, including limited private flying, should be permitted both to relieve the Italian Air Force of internal air line commitments and to serve as an aid to internal transport in the economic rehabilitation of Italy and that it should be regulated by the Italian Government under the supervision of the Air Forces Sub-Commission. External air lines will not be permitted until Italian Civil Aircraft safety and operation have reached international standards and then can be negotiated through diplomatic channels".

3. The following are the details of the above requests:-

3251

- (1) For the Air Taxi Freight Companies they intend to use ten aircraft with a load capacity of between 2000 - 4000 kg, the types will probably be SM.75, SM.82, G.12 or DC.47.

enlarge the scope of Italian Civil Aviation beyond Internal Civil Airlines. They request authority for -

- (1) Companies to operate air taxi services carrying freight on non regular schedules for all types of merchandise, including perishable goods;
- (ii) Air taxi services using light aircraft to link up smaller towns and to act as feeders from the main Internal Civil Air Line terminals;
- (iii) A limited number of licences for private aircraft used by their owners for commercial and business matters and permission to licence a few aircraft which will be engaged on publicity flying - this does not include private 'pleasure' flying, for which permission would not, for the present, be recommended by the Allied Commission.

2. The Allied Commission recommends that these requests be given approval. It is the opinion of A.C. that C.C.S. intend PAR. 6.9 to be read as approval to SACIDS relevant recommendation in PAR. 1103 which reads -

"If the Italian Air Force is to be reorganised into an efficient operational service it should be relieved of its present commitments in running courier services to meet largely civil government commitments. I therefore recommend that internal Italian Civil Aviation, including limited private flying, should be permitted both to relieve the Italian Air Force of internal air line commitments and to serve as an aid to internal transport in the economic rehabilitation of Italy and that it should be regulated by the Italian Government under the supervision of the Air Forces Sub-Commission. External air lines will not be permitted until Italian Civil Aircraft safety and operation have reached international standards and then can be negotiated through diplomatic channels".

3. The following are the details of the above requests:- **3251**

(1) For the Air Taxi Freight Companies they intend to use ten aircraft with a load capacity of between 2000 - 4000 kg, the types will probably be SM.75, SM.82, G.12 or DC.47.

(ii) The Air Taxi Services will use aircraft capable of lifting loads of under 1000 kg with engine horse power limited to 200. They do not expect to operate more than 10 aircraft on this service, but permission for 15 first line aircraft is sought by A.F.S.C.

(iii) There is a demand from commercial and business men to fly light aircraft of under 150 horse power for rapid transportation in connection with their work. The applications at present number twenty but they are expected to reach fifty and permission to grant this number of licences is requested.

Continued/2.....

2. H.L. 1217

Min 213

- 246
- (iv) Two licences to operate aircraft for advertising purposes using not more than six aircraft of low horse power is also requested by A.F.S.C.
4. These requests are considered justified as they -
- (1) will give employment to aeronautical workers, the majority of whom are unemployed, and
- (11) will assist in the rehabilitation of Italian commerce and Italian Civil Aviation.
5. The above services will be regulated by the Italian Directorate of Civil Aviation under the supervision of the Air Forces Sub-Commission. The DCA will issue the necessary certificates of airworthiness for aircraft, licences for pilots, and will insist on third party insurance and the acceptance of International Air Traffic regulations by the Companies or individuals concerned.
6. For your information, the Italian Air Ministry has been pressed to hasten the Italian Government to reply to Allied Commission letter 8506/151/30 dated 10th April which asks for certain details before internal civil air lines may be operated. This letter deals with a different aspect of civil aviation and is submitted separately so as not to confuse either aspect.
7. It is believed that the terms of the draft peace treaty would not preclude approval of the above requests, in fact I was told verbally at the British Air Ministry that there would be no objection to gliding either, but authority for that is not recommended by us at present, nor do we, at the moment, recommend flying clubs.


 L.E. HOOTIN,
 AIR VICE-MARSHAL,
 DIRECTOR,
 AIR FORCES SUB-COMMISSION.

Copy to Chief Commissioner, A.C.

3250

The DCA will issue the necessary certificates of airworthiness for aircraft, licenses for pilots, and will insist on third party insurance and the acceptance of International Air Traffic regulations by the Companies or individuals concerned.

6. For your information, the Italian Air Ministry has been pressed to hasten the Italian Government to reply to Allied Commission letter 9506/151/30 dated 10th April which asks for certain details before internal civil air lines may be operated. This letter deals with a different aspect of civil aviation and is submitted separately as as not to confuse either aspect.

7. It is believed that the terms of the draft peace treaty would not preclude approval of the above requests, in fact I was told verbally at the British Air Ministry that there would be no objection to gliding either, but authority for that is not recommended by us at present, nor do we, at the moment, recommend flying clubs.

WJ
L.R. BODIN,
AIR VICE-MARSHAL,
DIRECTOR,
AIR FORCES SUB-COMMISSION.

Copy to Chief Commissioner, A.C.

3250
3250

2058

AIR FORCES SUB-COMMISSION,
ALLIED COMMISSION, FOUR.

A350/357/A/080.

CONFIDENTIAL

19th July, 1946.

JUL 19 1945

1

Thank you for your letter of the 5th July concerning the memo which I hurriedly prepared for the Executive Commissioner in answer to a C-5 request for a brief on the functions etc. of the A.F.S.C. - to be handed to Field Marshal Viscount Montgomery during his visit to A.F.H.Q. Generally, I would have submitted my memorandum to M.A.A.C. for approval, but there was not time and, therefore, you will note that I sent a copy to M.A.A.C. in case M.A.A.C. should disagree with anything I wrote. Presumably, therefore, my corrections to paragraph 15 of my memorandum have already been made at A.F.H.Q. and the only action it remains for me to take is to comply with your para 7, namely to inform the Executive Commissioner of your views, which action I have already taken.

2. It has seemed to me for some time that there has been some misunderstanding as to the intended interpretations of FAM. 649 in reply to MAP. 1403 as between the R.A.F. side of M.A.A.C. and the American side of M.A.A.C, together with Allied Comandees in Rome. It was for this reason that I asked you to come and call on the Chief Commissioner as soon as you were able to do so, and at the same time I wished to discuss with you and the American Member of M.A.A.C. the policy which M.A.A.C. wished the A.P.S.C. to adopt. Your letter confirms that there is some misunderstanding in the interpretation of the above quoted signal.

3. We in Rome have interpreted ENI. 629 to give general approval to all the points mentioned in NAF. 4103, subject to the dotted plan for the reorganization of the Italian Air Force being approved by CCB. However, both in theory and practice it has been the A.F.S.C. policy to regard C.C.B.'s permissive authority as agreement in principle to everything else in NAF. 1103, the details being at the discretion of SACMR.

4. I don't think it necessary to go into a detailed reply to your paragraphs 5, 4, 5 and 6, but I would like to say that paragraph 15 of my Letter APOC/3574/PC dated 13th June are extracts and as far as possible word for word as contained in SAC's signal to COS, HAF.1403. 22/0

5. I think we pretty well covered Italian Civil Aviation, including private flying, raised in your letter, during the conference which I held on the 4th July (notes on which were forwarded to M. A. C. in my letter

Thank you for your letter of the 5th July concerning the memo which I hurriedly prepared for the Executive Commissioner in answer to a C.5 request for a brief on the functions etc. of the A.F.S.C. - to be handed to Field Marshal Viscount Montgomery during his visit to A.F.H.Q. Personally, I would have submitted my memorandum to M.A.A.C. for approval, but there was not time and, therefore, you will note that I sent a copy to M.A.A.C. in case M.A.A.C. should disagree with anything I wrote. Presumably, therefore, any corrections to paragraph 13 of my memorandum have already been made at A.F.H.Q., and the only action it remains for me to take is to comply with your para 7, namely to inform the Executive Commissioner of your views, which action I have already taken.

2. It has seemed to me for some time that there has been some misunderstanding as to the intended interpretations of PAR.629 in reply to MAP.1103 as between the R.A.F. side of M.A.A.C. and the American side of M.A.A.C., together with Allied Commission in Rome. It was for this reason that I asked you to come and call on the Chief Commissioner as soon as you were able to do so, and at the same time I wished to discuss with you and the American Member of M.A.A.C. the policy which M.A.A.C. wished the A.F.S.C. to adopt. Your letter confirms that there is some misunderstanding in the interpretation of the above quoted signal.

3. We in Rome have interpreted PAR.629 to give general approval to ALL the points mentioned in MAP.1103, subject to the detailed plan for the reorganisation of the Italian Air Force being approved by CDS. However, both in theory and practice it has been the A.F.S.C. policy to regard C.C.S.'s permissive authority as agreement in principle to everything else in MAP.1103, the details being at the discretion of SACSEN.

4. I don't think it necessary to go into a detailed reply to your paragraphs 3, 4, 5 and 6, but I would like to say that paragraph 13 of my letter AFSC/357/1/01G dated 13th June are extracts and so far as possible word for word as contained in SAC's signal to CDS, MAP.1103. 3249

5. I think we pretty well covered Italian Civil Aviation, including private flying, raised in your letter, during the conference which I held on the 4th July (notes on which were forwarded to M.A.A.C. in my letter AFSC/39/AIR dated the 12th July on their return from the Chief Commissioner who had no comment except on the distribution. A draft letter to M.A.A.C. concerning Civil Aviation (other than air lines) is now with the Chief Commissioner for approval before transmission to M.A.A.C.; in it we propose to ask for approval to that we consider to be reasonable Italian requests - in view of MAP.1103, the paragraph which starts - "If the Italian Air Force is to be reorganised.....". Incidentally you will note that the above-mentioned conference was held on the 14th July and your letter was dated the 5th July.

6. I will much appreciate a meeting with you, together with Lt/Col. Marek, the present Senior American Member of M.A.A.C, so as to settle any

Continued/2.....

214

-2-

outstanding points (such as aircraft construction), and at the same time to discuss, if you agree, the draft revised Directive for the Air Force Sub-Commission, which the Chief Consultant would like to see before it is submitted to SACMAD.

Yours

[Signature]

Air Vice-Marshal L. Darvall, CB, MC,
Air Officer Commanding,
RAF Headquarters,
RAF, Italy, C.M.F.

842C

785017

8506 98

210

FROM: AIR VICE-MARSHAL SUB-COMMISSION,
ALLIED COMMISSION, ROME.

TO: CHIEF COMMISSIONER, THROUGH EXECUTIVE COMMISSIONER,
HEADQUARTERS, ALLIED COMMISSION, ROME.

DATE: 15TH JULY, 1946.

REF: AFSC/39/AIR.

Confidential

SECRET.

JUL 15 1946

ITALIAN CIVIL AND MILITARY
AVIATION.

209

I would be grateful if you would read attachment No.1 and my draft
reply at attachment No.2. 207

2. As regards attachment No.2 paragraph 3 first sentence, do you
agree? 205

3. As regards paragraph 5 of attachment No.2, please see attachment
No.3 which is passed to you for approval before transmission to M.A.A.C.
Attachment No.3 is a rehash of a letter from the Italian Air Ministry
which resulted from the conference we held with representatives of the
Italian Air Ministry on the 4th July, and concerning which you saw the
notes. 106

4. I would be glad if you could deal with this ~~very~~ quickly as I hope
to be able to fix a meeting with Air Vice-Marshal Darvall in Udine on or
about the 22nd July.

L. E. Brown

L. E. BROWN,
AIR VICE-MARSHAL,
DIRECTOR,
AIR FORCES SUB-COMMISSION.

See 17-211-213.

Follow 215-17.

3247

(CAPT K)

785017

COPY.

209

From: Air Vice Marshal L. Darvall, C.B. M.C.

Air Headquarters,
Royal Air Force,
Italy.
C.M.F.

5th July, 1946.

600/EC
7310

Dear

I have been looking through your letter AFSC/357/1/Org., dated 13th June, 1946, to the Executive Commissioner. As you will remember this dealt with the functions and responsibilities of the Air Forces Sub-Commission.

2. There are several observations that I would like to make in regard to paragraph 13 of this letter and for easy reference I am quoting this paragraph below, in toto.

13. Aircraft Construction and Civil Aviation. Under the terms of MAP.1105 and FAN.649 :-

- (i) The construction of non-combat type aircraft is permitted.
- (ii) Internal Civil Aviation, including limited private flying is permitted on the condition that it shall be regulated by the Italian Government under the supervision of the A.F.S.C.
- (iii) External Civil Air lines are not permitted until Italian aircraft Safety has reached International standards and can then be negotiated through Diplomatic channels."

3. With regard to (i) above this statement in its present form gives the impression that the Italian Government can build civil aircraft to any extent that they may desire, and without prior authority from the Mediterranean Allied Air Committee; this is not so. The construction of non-combat type aircraft is not permitted except within the competence of the Supreme Allied Commander, and individual requests have to be regarded on their merits and a sufficiently strong reason put forward by your Sub-Commission to the Mediterranean Allied Air Committee before we can make our recommendations to the Supreme Allied Commander for approval or otherwise. As you know, we have allowed a certain latitude on the construction of both civil and military aircraft in the past since we knew that Internal civil aviation would sooner or later be permitted and that we wanted the Italians to be just ahead of the gun.

4. FAN.649 which you have quoted as your authority for the whole of paragraph 13(i), (ii), and (iii) in your letter to the Executive Commissioner only gives approval for the reorganisation of the Italian Air Force to the extent recommended by the Supreme Allied Commander subject to the provision that a

/detailed.....

Air Vice Marshal I.E. Brodie, O.B.E.,
Director,
Air Forces Sub-Commission,
Allied Commission,
ROME.

3246

detailed plan as to the recommended equipping of units, including aircraft types being submitted to the Combined Chiefs of Staff for approval prior to any implementation. In FAN.649 the Combined Chiefs of Staff further approved the establishment of Internal civil airlines by the Italian Government. However, both these approvals were to be considered as permissive only. You will recall that the signal to the Combined Chiefs of Staff NAF.1169 dated 26th June, 1946, outlining our plan for the reorganisation of the Italian Air Force has now been despatched by the Supreme Allied Commander and did not include any overall plan for civil aviation as required.

5. Regarding (ii) above I do not understand how this statement came to be made, as, to the best of my knowledge, there has been nothing either from the Combined Chiefs of Staff or the Supreme Allied Commander which could possibly include private flying under any conditions whatsoever. As I have said above, no plan for civil aviation has been submitted to the Combined Chiefs of Staff yet, and until such time as this is submitted and we have a concrete approval from them we have no alternative but to adhere to the interim policy for the Italian Air Force, with certain modifications, as laid down by the Combined Chiefs of Staff in September, 1945. I consider it most unlikely that the Combined Chiefs of Staff will authorise at the moment private flying, whether regulated by the Italian Government under the supervision of the Air Forces Sub-Commission, or not, due to the shortage of petrol and oil and lack of maintenance and servicing facilities in this country.

6. Finally (iii) above would appear to give the impression that the only obstacle preventing the start of external civil airlines is the fact that Italian aircraft safety has not yet reached International standards. This whole subject of Italian civil aviation including external civil airlines is now under active consideration on a very high level, and will finally emerge under certain clauses of the revised Armistice terms and the Peace Treaty.

7. I would be grateful therefore if you would inform the Executive Commissioner that the statements in paragraph 13 of your letter to him might be misconstrued, and give a wrong impression on our present policy should he become involved in talks with the Italian Government.

Yours

Air Vice Marshal I.E. Brodie, O.B.E.,
Director,
Air Forces Sub-Commission,
Allied Commission,
ROME.

Ref :- MAAF/4018/1/ALS.

3245

DEADLINE:

TO: AIR VICE-MARSHAL L. MONTGOMERY, CB, MC,
A.F.S.C. S.A.F. ITALY.CONFIDENTIAL:
Confidential*Deal*

Thank you for your letter of the 5th July concerning the memo which I hurriedly prepared for the Executive Commissioner in answer to a G.5 request for a brief on the functions etc. of the A.F.S.C. - to be handed to Field Marshal Viscount Montgomery during his visit to A.F.H.Q. Normally, I would have submitted my memorandum to M.A.A.C. for approval, but there was not time and, therefore, you will note that I sent a copy to M.A.A.C. in case M.A.A.C. should disagree with anything I wrote. Presumably, therefore, any corrections to paragraph 13 of my memorandum have already been made at A.F.H.Q. and the only action ^{it remains for me to} ~~immediately~~ take is to comply with your para 7, namely to inform the Executive Commissioner ^{of your views} which action I have already taken.

2. It has seemed to me for some time that there has been some misunderstanding as to the intended interpretations of MM. 649 and ^{in reply to} MM. 1103 as between the R.A.F. side of M.A.A.C. and the American side of M.A.A.C. together with Allied Commission in Rome. It was for this reason that I asked you to come and call on the Chief Commissioner as soon as you were able to do so, and at the same time I wished to discuss with you and the American Member of M.A.A.C. the policy which M.A.A.C. wished the A.F.S.C. to adopt. Your letter confirms that there is some misunderstanding in the interpretation of the above quoted signals.

3. We in Rome have interpreted MM. 649 to give general approval 3242 ALL the points mentioned in MM. 1103, subject to the detailed plan for the reorganisation of the Italian Air Force being approved by CCS. However, both in theory and practice it has been the A.F.S.C. policy to reserve a decision

have submitted my memorandum during his visit to A.F.H.Q. Normally, I would send, therefore, you will note that I sent a copy to M.A.A.C. for approval, but there was not time should disagree with anything I wrote. Presumably, therefore, any corrections to paragraph 13 of my memorandum have already been made at A.F.H.Q. and the only action ^{if necessary for me to} ~~indicated~~ ^{is to comply with your para 7, namely to inform} the Executive ^{of your views,} ~~Commissioner~~ ^{which action I have already taken.}

2. It has seemed to me for some time that there has been some misunderstanding as to the intended interpretations of FM. 649 and ^{in reply to} ~~MAF. 1103~~ as between the R.A.F. side of M.A.A.C. and the American side of M.A.A.C. together with Allied Commission in Rome. It was for this reason that I asked you to come and call on the Chief Commissioner as soon as you were able to do so, and at the same time I wished to discuss with you and the American Member of M.A.A.C. the policy which M.A.A.C. wished the A.F.S.C. to adopt. Your letter confirms that there is some misunderstanding in the interpretation of the above quoted signals.

3. We in Rome have interpreted FM. 649 to give general approval ^{324/ALL} the points mentioned in MAF. 1103, subject to the detailed plan for the reorganization of the Italian Air Force being approved by CCS. However, both in theory and practice it has been the A.F.S.C. policy to regard C.C.S.'s permissive authority as agreement in principle to everything else in MAF. 1103, the details being at the discretion of SACRED.

4. I don't think it necessary to go into a detailed reply to your paragraphs 5, 4, 5 and 6, but I would like to say that paragraph 13 of my letter APOC/37/1/000 dated 13th June are extracts and so far as possible word for word as contained in SAC's signal to CCS, MAF. 1103.

Continued/2/.....

-2-

206

5. I think we pretty well covered Italian Civil Aviation, including private flying, raised in your letter, during the conference which I held on the 4th July (notes on which were forwarded to M.A.A.C. in my letter

APSC/35/AEL dated the 12th July on their return from the Chief Commissioner who had no comment except on the distribution). A draft letter to M.A.A.C. concerning Civil Aviation (other than air lines) is now with the Chief

Commissioner for approval before transmission to M.A.A.C.; in it we propose to ask for approval to what we consider to be reasonable Italian requests - in view of UN.1103, the paragraph which starts - "If the Italian Air Force is to be reorganised". Incidentally you will note that the above-mentioned conference was held on the 4th July and your letter was dated the 5th July.

6. I will much appreciate a meeting with you, together with Lt/Col. Marek, the present Senior American Member of M.A.A.C, so as to settle any outstanding points (such as aircraft construction), and at the same time to discuss, if you agree, the draft revised Directive for the Air Forces Sub-Commission, which the Chief Commissioner would like to see before it is submitted to SPACT.

Take visited by CC before submission
to SPAC? Yes

I.E. HOWIE,
AIR VICE-MARSHAL,
DIRECTOR,
AIR FORCES SUB-COMMISSION 3243

Note: Marek has not seen this. He is away for

in view of AF.1103, the paragraph which starts - "if the Italian Air Force is to be reorganised". Incidentally you will note that the above-mentioned conference was held on the 4th July and your letter was dated the 5th July.

6. I will much appreciate a meeting with you, together with Lt/Col. Marek, the present Senior American Member of M.A.A.C., so as to settle any outstanding points (such as aircraft construction), and at the same time to discuss, if you agree, the draft revised Directive for the Air Forces Sub-Commission, which the Chief Conference would like to see before it is submitted to SACred.

*to be visited by CC before submission
& SAC ? yes*

L.B. BOWLE,
AIR VICE-MARSHAL,
DIRECTOR,
AIR FORCES SUB-COM 3243

Note: Marek has not seen this. He is away for a week. But I think he would agree.

WLB 15/7

late Feb 1977

*2 copies
GWS
cc*

205

DEPT:

TO: MILITARY AIR COMMITTEE,
C/O A.H.S. UNIT, C.M.F.

ITALIAN CIVIL AVIATION

~~Confidential~~

The Directorate of Civil Aviation, Italian Air Ministry, desire to enlarge the scope of Italian Civil Aviation beyond Internal Civil Airlines. They request authority for -

- (i) Companies to operate air taxi services carrying freight ^{non} regular schedules for all types of merchandise, including perishable goods;
- (ii) Air taxi services using light aircraft to link up smaller towns and to act as feeders from the main Internal Civil Air Line terminals;
- (iii) A limited number of licences for private aircraft used by their owners for commercial and business matters and permission to license a few aircraft which will be engaged on publicity flying - this does not include private 'pleasure' flying, for which permission would not be recommended by the ^{for the private}

A.C.

2. The A.C. recommends that these requests be given approval. ~~It~~ ^{It} is the ~~opinion~~ ^{opinion} of A.C. that G.C.S. Interd 321.649 to be read as approval ^{to A.C.}

If the Italian Air Force is to be reorganised into an efficient operational service it should be relieved of its present commitments in running courier services to meet largely civic government commitments. I therefore recommend that Internal Italian Civil Aviation, including limited private flying, should be permitted both to relieve the Italian Air Force of Internal airline commitments and to secure a more efficient service.

3242

enlarge the scope of Italian Civil Aviation beyond Internal Civil Airlines.

They request authority for -

- (i) Companies to operate air taxi services carrying freight ^{on} non regular schedules for all types of merchandise, including perishable goods;
- (ii) Air taxi services using light aircraft to link up smaller towns and to act as feeders from the main Internal Civil Air Line terminals;
- (iii) A limited number of licences for private aircraft used by their owners for commercial and business matters and permission to license a few aircraft which will be engaged on publicity flying - this does not include private 'pleasure' flying, for which permission would not be recommended by the

A.C.

2. The A.C. recommends that these requests be given approval. ^{for the pleasure} It is the ~~ad~~ opinion of A.C. that C.S.S. Interim P.M. 649 to be read as approval ^{to SACMIDE} ~~to SACMIDE~~ recommendation in R.M. 1403 which reads

3242

"If the Italian Air Force is to be reorganised into an efficient operational service it should be relieved of its present commitments in running courier services to meet largely civic government commitments. I therefore recommend that Internal Italian Civil Aviation, including limited private flying, should be permitted both to relieve the Italian Air Force of Internal air line commitments and to serve as an aid to internal transport in the economic rehabilitation of Italy and that it should be regulated by the Italian Government under the supervision of the Air Forces Sub-Commission. External air lines will not be permitted until Italian Civil Aircraft safety and operation have reached international standards and then can be negotiated through diplomatic channels".

3. The following are the details of the above requests:-

- (i) For the Air Taxi Freight Companies they intend to use ten aircraft with a load capacity of between 2000 - 4000 kg, the types will probably be SM.75,

-2-

204
 81482, G. 12 or 10.47.

(ii) The Air Taxi Services will use aircraft capable of lifting loads of under 1000 kg with engine horse power limited to 200. They do not expect to operate more than 10 aircraft on this service, but permission for 15 first line aircraft is sought by A.F.S.C.

(iii) There is a demand from commercial and business men to fly light aircraft of under 150 horse power for rapid transportation in connection with their work. The applications at present number twenty but they are expected to reach fifty and permission to grant this number of licences is requested.

(iv) Two licences to operate aircraft for advertising purposes using not more than six aircraft of low horse power is also requested by A.F.S.C. ~~but~~

4. These requests are considered justified as they -

(1) will give employment to aeronautical workers, the majority of whom are unemployed, and

(2) will assist in the rehabilitation of Italian commerce and Italian Civil Aviation.

5. The above services will be regulated by the Italian Directorate of Civil Aviation under the supervision of the Air Forces Sub-Commission. The DCA will issue the necessary certificates of airworthiness for aircraft, licences for pilots, and will insist on third party insurance and the acceptance of International Air Traffic regulations by the Companies or individuals concerned.

6. For your information, the Italian Air Ministry has been pressed to hasten the Italian Government to reply to Allied Commission letter 9506/151/AC dated 10th April which asks for certain details before internal civil air lines may

3241

their work. The applications at present number twenty but they are expected to reach fifty and permission to grant this number of licences is requested.

(iv) Two licences to operate aircraft for advertising purposes using not more than six aircraft of low horse power is also requested by A.P.S.C. ~~test~~

4. These requests are considered justified as they -

(1) will give employment to aeronautical workers, the majority of whom are unemployed, and

(11) will assist in the rehabilitation of Italian commerce and Italian Civil Aviation.

5. The above services will be regulated by the Italian Directorate of Civil Aviation under the supervision of the Air Forces Sub-Commission.

The ICA will issue the necessary certificates of airworthiness for aircraft, licences for pilots, and will insist on third party insurance and the acceptance of International Air Traffic regulations by the Companies or individuals concerned.

3241

6. For your information, the Italian Air Ministry has been pressed to hasten the Italian Government to reply to Allied Commission letter 2506/151/23 dated 10th April which asks for certain details before internal civil air lines may be operated. This letter deals with a different aspect of civil aviation and is submitted separately so as not to confuse either aspect.

7. It is believed that the terms of the draft peace treaty would not preclude approval of the above requests, in fact I was told verbally at the British Air Ministry that there would be no objection to gliding either, but authority for that is not recommended by us at present, nor do we, at the moment, recommend flying clubs.

785017

8506

47

198

FROM: AIR FORCES SUB-COMMISSION,
ALLIED COMMISSION, ROME.

TO: CHIEF COMMISSIONER, THROUGH EXECUTIVE COMMISSIONER,
HEADQUARTERS, ALLIED COMMISSION, ROME.

DATE: 6TH JULY, 1946.

REF: AFSC/39/AIR.

JUL 8 1946

ITALIAN CIVIL AVIATION.

197

Please see attached notes on conference held at A.P.S.C. on the above subject.

2. I am sending a copy to each of the two Italians who attended the conference so as to remind them as to what action is required of them.

3. I would like to send a copy to P.A.A.C. for information, and it might be advisable to send a copy to the British and American Embassies. Do you agree?

I. E. Brodie.

I.E. BRODIE,
AIR VICE-MARSHAL,
DIRECTION,
AIR FORCES SUB-COMMISSION.

See M-198-202-203.

3240

Ally
(copy X)

PA
15/2

NOTES ON ITALIAN CIVIL AVIATION CONFERENCE
HELD AT H.Q. A.F.S.C. ON JULY 46.

197

Present: A.V.M. Brodie, Lt/Col. Marek, G/Capt. Jernan, W/Cdr. Reid, W/Cdr. Thompson, Lt. Hagen, General Gallo, (Director, Civil Aviation), and Col. Remondino (Deputy Chief of Air Staff).

The Director explained that he had called the conference between A.F.S.C. and representatives of the I.A.M. in order to expedite the inauguration of Internal Civil Air Lines and Civil Aviation generally, and that the Allied Commission were waiting for the Italian Government overall plan for submission to SACRED for final approval.

2. General Gallo said that a new general plan had been submitted which was much the same as the one submitted earlier, the plan includes the number of aircraft, personnel, etc. The Director said that he would like to get the answers to the questions forwarded to the Prime Minister by Executive Commission. General Gallo stated that he had made replies and submitted them to the Prime Minister. General Gallo was asked to expedite this matter with the Prime Minister's office.

3. The Director pointed out that some of the airfields listed in the plan might not be suitable for civil aviation but General Gallo reported that they are. The question of flying over disputed territory was brought up, i.e. Trieste etc. The Director did not think this would be allowed at present, but it was agreed that there was no reason why it should not be planned. Pantelleria and Lampedusa were included in the plan so that the local population and visiting officials could get around.

4. The Director gave instructions for the Italian Air Ministry draft plan, now with A.F.S.C. to be translated quickly so that a staff study can be made in anticipation of the official Italian Government plan being received.

5. The Director suggested that those aircrew who were in civil air lines before the war should be given priority of appointment, especially those who had good war records. General Gallo agreed and said that this would be recommended but that ultimately it remained with the companies. Col. Remondino said that military personnel were displeased that they were not being given preference and that General Gallo had been criticized by the press etc. for favouring the military. The Director said he hoped that those who really did something during the war would be given priority; General Gallo stated that this would be pressed. 15% of the crews would be made up of those who had not been in civil aviation before the war. Col. Remondino thought the figure too low. General Gallo thought that if the military go to the Board of Services, they might get a higher figure; the Director pointed out that A.F.S.C. though favouring this, can't limit appointments.

3239

Director explained that he had called the conference between A.P.S.C. and representatives of the I.A.L. in order to expedite the inauguration of Internal Civil Air Lines and Civil Aviation generally, and that the Allied Commission were waiting for the Italian Government overall plan for submission to SACMD for final approval.

2. General Gallo said that a new general plan had been submitted which was much the same as the one submitted earlier, the plan includes the number of aircraft, personnel, etc. The Director said that he would like to get the answers to the questions forwarded to the Prime Minister by Executive Commissioner. General Gallo stated that he had made replies and submitted them to the Prime Minister. General Gallo was asked to expedite this matter with the Prime Minister's office.

3. The Director pointed out that some of the airfields listed in the plan might not be suitable for civil aviation but General Gallo reported that they are. The question of flying over disputed territory was brought up, i.e. Trieste etc. The Director did not think this would be allowed at present, but it was agreed that there was no reason why it should not be planned. Pantelleria and Lampedusa were included in the plan so that the local population and visiting officials could get around.

4. The Director gave instructions for the Italian Air Ministry draft plan, now with A.P.S.C., to be translated quickly so that a staff study can be made in anticipation of the official Italian Government plan being received.

5. The Director suggested that those aircrew who were in civil air lines before the war should be given priority of appointment, especially those who had good war records. General Gallo agreed and said that this would be recommended but that ultimately it remained with the companies. Col. Remondino said that military personnel were displeased that they were not being given preference and that General Gallo had been criticized by the press etc. for favouring the military. The Director said he hoped that the press really did something during the war would be given priority; General Gallo stated that this would be pressed. 15% of the crews would be made up of those who had not been in civil aviation before the war. Col. Remondino thought the figure too low. General Gallo thought that if the military go to the Board of Services, they might get a higher figure; the Director pointed out that A.P.S.C. though favouring this, can't bring further pressure to bear. The matter of preference in employment should also apply to ground crews with good war service records.

6. The question of flying training was brought up, but as initially all the crews will be in practice, the subject does not at present arise, and in any case would be the responsibility of the companies. As to whether they want refresher flying in a civil or military establishment was not known but the Director preferred it to be civil.

7. On the subject of private flying and air taxi services, the Director said that it was reasonable to suppose that this type of flying would be allowed and suggested a figure of fifty licenses to be given, preferably to rehabilitation workers and industrialists. General Gallo wants authority to

196

use aircraft to carry freight on non-scheduled services and he was told that the Italians would have to originate a letter on this subject giving their plans and necessary details. General Gallo thought it would be better if the matter were dealt with between the A.C. and the Government rather than from the Directorate of civil aviation. The Government should not allow much private flying for reasons such as limited purchase of petrol etc. If the Italian Government give us their requirements for private flying and taxi services, etc, the Director would press for permission to be given.

8. As for flying clubs and gliding, General Gallo said they would be good for training and would help to give work etc, but the Director pointed out that since there is a surplus of pilots at the moment, the training angle does not arise. It is up to the Government to decide whether it is a good time to make this request, but the Director felt that higher authority would probably not be in favour yet. It was agreed to postpone the request for about three months.

9. W/Cdr. Thompson brought up the subject of the power of engines in small aircraft for private flying, the guiding principle being that the power of the engines should preclude the transformation of a civil aircraft into a military one. The Director suggested a limit of 200 H.P., but General Gallo thought the limit could be lower.

10. General Gallo stated that now he had been promoted he would be leaving the Directorate of Civil Aviation; the Director stated he was sorry because he would like to see General Gallo finish the job as he knew the details from the start. However, this remains a matter for the Air Ministry to decide.

11. General Gallo said there was a strong ministerial tendency to have the Directorate of Civil Aviation under the Transport Ministry; the Director agreed that the disadvantages outweigh the advantages until civil aviation has got going and transfers of military personnel, materials, and airfields have been initiated. Again, however, this is a matter for the Italian Government to decide.

12. W/Cdr. Thompson asked if there was a department in the I.A.M. dealing with certificates of airworthiness, and General Gallo said there is.

13. The Director pointed out that if the Italians wished to become members of the Provisional International Civil Aviation Organisation (P.I.C.A.O.), we will endeavour to help them. At present the Italian Consul at Montreal is an 'Observer'.

14. On the question of the transfer of aircraft and airfields, Colonel Remondino stated this would be necessary, though it was up to the companies to make their requests. The Director said it would be better for an airfield to be completely civil and not half-and-half. It was decided that further discussion and a staff study would be needed on the subject of turning over personnel, aircraft, materials and airfields, and this would be done in conference between the I.A.M. D/D, and S.S.C. A.P.S.C, with special reference to Centocelle.

angle does/arise. It is up to the Government to decide whether it is a good time to make this request, but the Director felt that higher authority would probably not be in favour yet. It was agreed to postpone the request for about three months.

9. W/Cdr. Thompson brought up the subject of the power of engines in small aircraft for private flying, the guiding principle being that the power of the engines should preclude the transformation of a civil aircraft into a military one. The Director suggested a limit of 200 H.P. but General Gallo thought the limit could be lower.

10. General Gallo stated that now he had been promoted he would be leaving the Directorate of Civil Aviation; the Director stated he was sorry because he would like to see General Gallo finish the job as he knew the details from the start. However, this remains a matter for the Air Ministry to decide.

11. General Gallo said there was a strong ministerial tendency to have the Directorate of Civil Aviation under the Transport Ministry; the Director agreed that the disadvantages outweigh the advantages until civil aviation has got going and transfers of military personnel, materials, and airfields have been initiated. Again, however, this is a matter for the Italian Government to decide.

12. W/Cdr. Thompson asked if there was a department in the I.A.M. dealing with certificates of airworthiness, and General Gallo said there is.

13. The Director pointed out that if the Italians wished to become members of the Provisional International Civil Aviation Organization (P.I.C.A.O.), we will endeavour to help them. At present the Italian Consul at Montreal is an 'Observer'.

14. On the question of the transfer of aircraft and airfields, Colonel Remondino stated this would be necessary, though it was up to the companies to make their requests. The Director said it would be better for an airfield to be completely civil and not half-and-half. It was decided that further discussion and a staff study would be needed on the subject of turning over personnel, aircraft, materials and airfields, and this would be done in conference between the I.A.M., D/D, and S.S.O. A.T.S.C. with special reference to Centocelle.

15. The Director suggested that the request for private flying and air taxi services should come to us separately from plans for Internal Civil Air Lines, so as not to confuse and delay the latter.

16. Lastly the Director emphasised that the A.T.S.C. are impartial on civil aviation, and that any help we could give will be readily forthcoming. He requested that the Italians keep us informed so that we can speed things up and be in a position readily to answer questions from higher authorities.

San P. P. P.

I.E. BRODIE,
AIR VICE-MARSHAL,
DIRECTOR,
AIR FORCES SURVIVOR COMMISSION.

Date: 5th July, 1946.
Ref: AFCC/39/AIR.

785017

8506 *g.v.*

195

FROM: AIR FORCE SUB-COMMISSION,
ALLIED COMMISSION, ROME.

TO: U.S. AMBASSADOR, AMERICAN EMBASSY, ROME.
U.K. AMBASSADOR, BRITISH EMBASSY, ROME.

COPY: CHIEF COMMISSIONER, THROUGH EXECUTIVE COMMISSIONER, ✓
HEADQUARTERS, ALLIED COMMISSION, ROME.

DATE: 4TH JULY, 1946.

REF: AFSC/39/AIR.

JUL 5 1946

194

The attached copy of a letter despatched to the Italian Air Ministry is forwarded to you for information. It was sent in the hope that the Italian Government would quickly reply to the Acting Chief Commissioner's letter (reference 8506/151/30), referred to in the attached letter, a copy of which was forwarded to you. 151

2. In the meantime the A.F.S.C. is conferring with the Director of the Italian Civil Aviation Department in order to see how the introduction of civil aviation in Italy can be expedited, and in order to ensure that all the information required by SACMND has in fact been submitted by the Italian Air Ministry to the Italian Prime Minister's office.

L. P. Brodie

L. P. BRODIE,
AIR VICE-MARSHAL,
DIRECTOR,
AIR FORCE SUB-COMMISSION.

Copy to: cc.

3238

[Handwritten signature]
1007 K1

[Handwritten signature]
1007 K1

COPY: 194

FROM: AIR FORCES SUB-COMMISSION,
ALLIED COMMISSION, ROME.
TO: ITALIAN AIR MINISTRY.
DATE: 27TH JUNE, 1946.
REF: AFSC/39/AIR.

It is understood that agreements have been signed as between the Italian Government and E.W.A. and between the Italian Government and B.O.A.C. I wish to invite your attention to my letter AFSC/39/1/AIR addressed to Doctor Cevolotto which enclosed a copy of a letter addressed to the Prime Minister from the Acting Chief Commissioner concerning information on certain details which need concurrence by Allied authority before Internal Civil Airlines in Italy are operated. No reply to the last quoted letter has been received, but as soon as it is received, urgent action will be taken to obtain the necessary authority so that internal civil aviation may begin with the least possible delay.

(Sgd) IAN E. BRODER,
AIR VICE-MARSHAL,
DIRECTOR,
AIR FORCES SUB-COMMISSION.

3237

see 195

g

785017

8506 87
2

193

COPYCOPY

From : Italian Air Ministry
Civil General Aviation Directorate, Rome.

JUN 29 1946

To : Allied Commission, Rome.

Date : 25.6.1946

Ref. : 3225

SUBJECT: Civil Air lines.

See para 2 of 197

1. Reference your No 8506/151 A.G. dated 10.4.1946, and further to our No 2209 dated May 1946 addressed to the AFEC, AL.

2. On the 24th June 1946 the Italian Government approved the decree authorising the constitution of the two firms L.A.I. (Linee Aeree Italiane) and A.I.I. (Aerolinee Italiane Internazionali).

As it is in the interest of the Italian Government to facilitate the reopening of Civil Air traffic, this Ministry would like to stipulate as soon as possible the relative concessions for the functioning of the above mentioned air services.

3. Will you kindly give us the authority mentioned in your letter No. 8506/151/EG dated 10 April 1946.

THE MINISTER

EC DIET - 29 June

ACTION - AIR FORCE s/c

INFO - US AMB

BR AMB

US FORAD

BR FORAD

CHIEF COM

EX COM

7. KER

33287

(COPY X)

- 1 - Space -

PA 23
P.

785017

8506

190

FROM: AIR FORCES SUB-COMMISSION,
ALLIED COMMISSION, ROME.

TO: ACTING FIELD COMMISSIONER,
HEADQUARTERS MEDITERRANEAN THEATRE FIELD COMMISSION,
OFFICE OF THE FOREIGN LIQUIDATION COMMISSIONER,
AFO.512.

DATE: 27TH JUNE, 1946.

REF: AFSC/39/4/AIF.

JUN 28 1946

SALE OF SURPLUS AIRCRAFT TO
ITALIAN GOVERNMENT.

It is understood from the Italian Air Ministry that they may, in the near future, wish to purchase certain surplus C.47 aircraft from your organisation, subject to those aircraft being in a reasonably good condition and their price being reasonably low.

2. Purchase by the Italian Government of twenty C.47 surplus aircraft from O.F.L.C. is hereby authorised, subject to a clause being inserted in the sale agreement to the effect:

- 151
- (i) that the aircraft are not to be flown until permission is forthcoming through the A.F.A.C. For your information this permission cannot be given until such time as a reply to H.Q. Allied Commission letter 8506/151/EC of the 10th April 1946 requesting certain detailed information is received from the Italian Government and approved by the Supreme Allied Commander's Staffs.
 - (ii) that all bomb carriers and bomb fittings be removed from the aircraft and not handed over to the Italians.
 - (iii) that these aircraft are allotted to civil aviation and not, without receiving specific Allied approval, to the Italian Air Force.

L. E. Brodie
L. E. BRODIE,
AIR VICE-MARSHAL 3236
DIRECTOR,
AIR FORCES SUB-COMMISSION.

[Signature]
COPY:
Italian Air Ministry.
Chief Commissioner through Executive Commissioner.
M.A.A.C. Secretariat, Caserta.

(COPY X)

[Signature]

785017

HEADQUARTERS ALLIED COMMISSION

APO 794

Office of the Executive Commissioner

Ref. : B506/184/EC.

184
20 June 1946.

MEMORANDUM

Reference recent conversation (French Rep - Brigadier Bush speaking).

The French Rep now advises that the three new French Air Lines to be operated are:-

- 1st. Paris - Rome - Tunis.
- 2nd. Paris - Milan - Rome.
- 3rd. Paris - Milan - Venice and thence Central Europe.

A. Paul Krinsky

ALAN W. KRINSKY,
Capt.

Copy to:- Air Forces Sub-Commission.

See M-185-67.

3235

184

785017

8506 ~~81~~

182

To. Ex Comm.

Nation Civil Aviation

181 JUN 12 1946

Please see attached letter from B.E.A. Div of BOTC.

I will forward a copy of the State-British agreement
to you for the C.C. to see as soon as I receive it.

11 June 46.

For E. Bowdoin
AFSC

See M183-4-5167.

3234

[Handwritten signature]

[Handwritten mark]
(CHPT R)

785017

8506 Ad 181
BRITISH OVERSEAS AIRWAYS CORPORATION

c/o Ala Italiana S.A.
15 Piazza S. Bernardo
Phone: 180782
Rome

I.N.325/1.2

10th June, 1946

JUN 12 1946

Sir,

I have the honour to confirm to you that an agreement for formation of a Joint Italo-British Air Company, to be known as "Aerolinee Italiane Internazionali", was duly signed between this Corporation and the Italian Government on Saturday, the 8th June, 1946.

2. As soon as copies of this agreement, which was signed both in Italian and English language, have been made available to me, copies will be forwarded to you.

3. I hope to obtain these in the course of the next one or two days.

I have the honour to be, Sir,

Your obedient servant

V. Wolfson

H.Q. Representative
B.E.A. Division of

British Overseas Airways Corporation.

A.V.M. I. Brodie, O.B.E.
Director Air Forces Sub Commission
Allied Commission
Rome

see 182

3233

785017

PROFORMA.

180

From: Air Forces Sub-Commission, A.C. Rome:

To:

Date:

Ref: AFSC/39/2/AIR.

ITALIAN CIVIL AIR LINES.

Referring to your letter dated permission to organise and operate internal civil air lines in Italy was conveyed to the Italian Government in a letter from the Chief Commissioner, Allied Commission to the President of the Council of Ministers on 10th April, 1946.

2. Your correct procedure would therefore be to submit your proposals to the Italian Government who would require full information as to:

- (a) Airfields to be used.
- (b) Air routes.
- (c) Types and specifications of aircraft to be used.
- (d) Total numbers of aircraft to be employed.
- (e) Total numbers of aircrew and other personnel to be employed.

3. For your information Italian Civil Air Lines are subject to regulation by the Italian Government under the supervision of the Air Forces Sub-Commission of the Allied Commission.

Copy to Italian Air Ministry (for information).

h. 79. 183. 184. 189. see 191 & 192

3232

92

785017

TRANSLATION

CONFEDERAZIONE GENERALE ITALIANA DEL LAVORO

Secretariat General

File No. 8873/46. 20/AL

Rome, 24 May 1946.

JUN 6 1946

SUBJECT: Institution of civilian air transport services in Italy.

TO : Admiral Hilary E. Stone
 Chief Commissioner
 Allied Commission
 Rome.

It is certainly known to you in what extremely difficult economic conditions is at the present time the personnel of the Italian civilian air lines, and you also know the steps our Secretariat has taken in regard to our Government, in order to agree upon all those provisions which through an imminent and favorable solution of a renewal in the civilian air activities, will safeguard the interests of the airmen.

We take therefore the liberty of calling your attention to the fact that the Allied Military Government of Zone A of Venezia Giulia would not be unwilling to grant its approval for the institution of some lines with management in Trieste.

In this regard, we even know from the news we have received, that the S.I.S.A. has already made a request to the Allied Military Government to be granted the permission for some lines. The Allied Military Government however does not want to decide without first hearing the opinion of the Allied Commission.

We appeal to your wellknown benevolence that a favorable response may be given for the institution of the abovesaid lines, considering that the airlines from Trieste and for Venice would fully solve the problem of all the members of the Syndicate of Air Workers who are out of work and would represent a very important factor for the economic rehabilitation of our region.

We are sure that you will realize the importance of this request and looking forward to a reassuring reply, thanking you, we remain

Yours very truly

THE SECRETARIAT

/s/ Guidi

/a/ illegible

EC DIST - 6 June

ACTION - AIR FORCE S/C

INFO - CC

- EC

- POLAD A

POLAD B

See 177 178 179
 187 188 189
 7180
 COAST K/

323

PA

8506

R

173

From : Air Forces Sub Commission, A.C., Rome.

To : Chief Commissioner (through Executive Commissioner),
Headquarters, Allied Commission, Rome.

Date : 30th May, 1946.

Ref : AFSC/39/Air.

JUN 1 1946

ITALIAN CIVIL AVIATION.

171:172

The attached letters, subject - Civil Aviation - are forwarded for your information.

2. It is regretted that there has been a delay in submitting the letter AFSC/36/Air dated 13th April, 1946.

171

L. E. JARMAN

L. E. JARMAN, G/C,
for Air Vice-Marshal,
Director,
Air Forces Sub Commission.

see M174

3223

PA

(CAPT K)

785017

8506

172

From : Air Forces Sub Commission, A.C., Rome.

To : Mediterranean Allied Air Committee Secretariat,
M.H.Q. Italy, C.M.F.

Date : 30th May, 1946.

Ref : AFSC/39/Air.

JUN 1 1946

ITALIAN CIVIL AVIATION.

With the re-institution of Civil Aviation and establishment of several foreign civil airlines flying over or making landings in Italy the Italian Government have requested authorization to establish offices on all Allied controlled airfields where civilian traffic is operative in order that greater control may be exercised in enforcing Italian custom and immigration laws.

2. In addition, the Italian Government desires to request spot cash payment from civilian pilots making landings on Italian controlled airfields including Milan/Linate (until an R.A.F. Staging Post is installed thereat) for petrol, oil and airfield services if no alternative financial agreement has been previously made. It is also their desire that the British, American and other Embassies and Legations be informed of this ruling if approved by the Allied authorities.

3. Your approval is requested to the above proposed plans.

L. E. Janssen
L. E. JANSEN, C/O,
for Air Vice-Marshal,
Director,
Air Forces Sub Commission.

Copy to : Chief Commissioner, thru Executive Commissioner. ✓

see 173

3223

From : Air Forces Sub Commission, L.C., Roma.

To : Italian Air Ministry.

Date : 13th April, 1946.

Ref : AFSC/36/Air.

JUN 1 1946

CLEARANCE OF AIRCRAFT OTHER THAN BRITISH OR AMERICAN

Reference is made to our letter AFSC/36/Air dated 25th March 1946.

2. Further information is furnished that as the 25th March 1946 the Allied Force permit system for control of entry into Italy from all countries, except Germany and Austria, ceased and responsibility for exercising this control was returned to the Italian Government, who now operate the normal visa and passport peacetime requirements.

3. The above provisions are not applicable to British and American service personnel who may enter Italy on production of valid travel orders.

4. It should therefore be noted that passengers and crews of aircraft landing on Italian controlled airfields, which have not received prior clearance from the Mediterranean Allied Air Committee Secretariat or Air H.Q., R.A.F., Italy, are not to be detained providing that such persons are in possession of the required valid entry documents. The aircraft should be kept under observation until such time as notification of clearance is received by you, either from this Sub Commission, M.A.A.C. Secretariat or Air H.Q., R.A.F., Italy.

5. Passengers and crews, other than British or American service personnel not in possession of such valid entry documents, should be handed over to either:

- (a) Italian public safety airfield control;
- (b) Italian public safety port control;
- (c) the local Questura;
- (d) the local Carabinieri.

6. For your information the Italian Ministry of the Interior have been requested by the Allied Commission, Public Safety Sub Commission to instruct all their Questura offices that they may be called upon by the Italian Air Ministry to enforce the Italian Immigration regulations in the event a foreign aircraft lands on an Italian controlled airfield and it is determined that passengers and crews are not in possession of valid entry documents.

Reference is made to our letter AFSC/36/Air dated 25th March 1946.

2. Further information is furnished that as the 25th March 1946 the Allied Force permit system for control of entry into Italy from all countries, except Germany and Austria, ceased and responsibility for exercising this control was returned to the Italian Government, who now operate the normal visa and passport peacetime requirements.

3. The above provisions are not applicable to British and American service personnel who may enter Italy on production of valid travel orders.

4. It should therefore be noted that passengers and crews of aircraft landing on Italian controlled airfields, which have not received prior clearance from the Mediterranean Allied Air Committee Secretariat or Air H.Q., R.A.F., Italy, are not to be detained providing that such persons are in possession of the required valid entry documents. The aircraft should be kept under observation until such time as notification of clearance is received by you, either from this Sub Commission, M.A.A.C. Secretariat or Air H.Q., R.A.F., Italy.

5. Passengers and crews, other than British or American service personnel not in possession of such valid entry documents, should be handed over to either:

- (a) Italian public safety airfield control;
- (b) Italian public safety port control;
- (c) the local Questura;
- (d) the local Carabinieri.

6. For your information the Italian Ministry of the Interior have been requested by the Allied Commission, Public Safety Sub Commission to instruct all their Questura offices that they may be called upon by the Italian Air Ministry to enforce the Italian Immigration regulations in the event a foreign aircraft lands on an Italian controlled airfield and it is determined that passengers and crews are not in possession of the required valid entry documents.

7. It is requested that all Unit Commanders of Italian controlled airfields be informed of the above provisions and instructed to take positive action to enforce these regulations.

WILLIAM L. LEE,
Brig. Gen. U.S.A.,
Deputy Director,
Air Forces Sub Commission.

173.

8506
#

170

From: Air Forces Sub Commission.

To: Chief Commissioner,
(Through Executive Commissioner).

Date: 28th May, 1946.

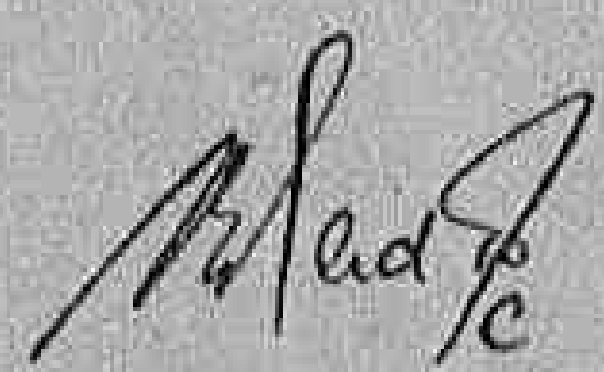
MAY 30 1946

Ref: AFSC/1107/INT

167

Reference our 1122/INT dated 25th May, 1946,
herewith a translation of a further wall-poster entitled
"Open Letter to all Ministers" and drawn up by the
Confederazione Italiana della Gente dell'Aria.

169



M.E. REID W/CDR
for AIR VICE MARSHAL
DIRECTOR
AIR FORCES SUB COMMISSION.

322

See by csa
30/5/46
(CART K)

PD 30/5/46

169

ITALIAN CONFEDERACY OF AIR PERSONNEL.

OPEN LETTER TO ALL MINISTERS

Convention Air Ministry - T.W.A. for the operation of Italian Air Lines.

This Confederacy have been informed that during the next meeting of the Council of Ministers, 10 days before the elections for the Constituency, will take place a discussion concerning the agreement between the Air Ministry and T.W.A. for the operation of Italian civil air lines and request that the discussion be postponed until after the elections for the following reasons:

1. The National Congress for Civil Aviation which took place simultaneously at Rome and Milan (which the participation of Associations, Companies as well as of the Confederacy and private concerns, in addition to leading representatives of the aeronautical world) has approved unanimously a motion against the agreement, which has been defined against the national interest and dignity.
2. The agreement binds for ten years the Italian policy connected with air transport, a policy which has been laid down by a Minister and a General Director of the Italian Civil Aviation and Air Traffic (Col. Luigi GALLO) who, as it results from the first paragraph, have met with the unanimous disapproval and lack of faith of all the experts and people interested in this field. It would therefore be more opportune and more honest that the policy of the air transport should be established of the Constituency.
3. Even the American State Department which is competent in this matter has declared itself opposed to the agreement interms laid down by a private concern, as this would establish an effective monopoly contrary to the deliberations of the Chicago International Conference and all previous international practice which forbids members to acquire privileged positions in the internal affairs of the various countries.
4. Even the Code of Air Navigation prescribes that in any Italian Air Company the portion of Italian capital must be no less than two thirds of the total stock.
5. Up to date the cost for the maintenance of Air Companies, notwithstanding their operational inactivity, has been borne by the Government, awaiting the Allied Permission for the reopening of the service:
Now that permission has been obtained, the largest Italian Company, employing 95% of the civil aviation personnel, is being liquidated in order to form a new Company, and this without any sound and justified motive.

- 2 -

168

This confederacy being aware of the present delicate situation which requires tranquillity and discipline before the imminent elections, confides in the consciousness and the know ability of the Ministers addressed, asking them to obtain the postponement of the above mentioned agreement and remains at their disposal for eventually needed explanations.

Expressing their highest regards

The Director Council.

322

8506-91

167

From: Air Forces Sub Commission.

To: Chief Commissioner.
(Through Executive Commissioner).

Date: 25th May, 1946.

Ref: AFSC/1122/INT

MAY 27 1946

166

On the instructions of the Director, Air Forces Sub Commission, the attached translation of a poster is passed for information.

2. The poster was stuck up at many points in Rome on the morning of 22nd May.

Snihgand
M.E. 1122 W/CDR
FOR AIR VICE MARSHAL,
DIRECTOR,
AIR FORCES SUB COMMISSION.

1 spot at Home Base

AW
29/5

322

Q. R. D.
(CAPT X)

PH
29/5

SCANDAL SCANDAL SCANDAL

TO THE DETRIMENT OF CIVIL AVIATION.

At a distance of only ten days from the Costituente a Minister and a Colonel, branded with the mistrust of all the experts and interested parties in the Air Force, have pledged the Nation's future in aviation for 10 years, compromising the interests of a vast category of workers just at a moment when the resumption of air traffic is permitted.

See 7-167

162

FROM: Italian Air Ministry.
TO : Air Forces Sub Commission.
Date: 11 May 1946.
Ref 2289/1845/Coll.

LONG RANGE PROGRAMME OF ITALIAN CIVIL AIR LINES

151.
With reference to the request made by your sub-commission with letter No. 8506/151/EC dated 10 April 46, we are forwarding you enclosed herewith copy of the Long Range Programme of Italian civil air lines, that this Ministry would like to effect as soon as possible.

air force s/c

The Director of Civil Aviation,
Col. L. Gallo.

translated by J. Bevacqua.

3221

785017

Ref: 8506/152/10.

2 MAY 1946

My dear Mr. Minister:

In reply to your letter of 9th March and with reference to your subsequent letter of 25th March and my reply thereto of 1st April, I find on my return that the Supreme Allied Commander's agreement to the formation of internal civil air lines in Italy has already been conveyed to you in Brigadier Lush's letter of 18th April. This general agreement, of course, includes the specific case referred to in your letter of 9th March.

Very truly yours,

Is/ Ellery W. Stone

ELLERY W. STONE
Rear Admiral, USNR
Chief Commissioner

Avv. Mario Cevalotta,
Minister for Air,
Italian Government,
Rome.

6. 600.
Copy to: Air Force Sub-Com.

3220

785017

155

Draft 8506

CIVILIAN MESSAGE

FROM: AIR FORCES SUB-COMMISSION, A.C. HOME.
 TO: MINISTRY OF CIVIL AVIATION, LONDON
 (R) M.A.A.O. SECRETARIAT, CASERTA.

251800 APRIL 46.

APR 20 1946

CONFIDENTIAL

A.100 FOR INFO. THRU AIR VICE MARSHAL BRODIE ED OFFICIAL AIRER
 WILSON VICE PARLIAMENT TWA WOULD LIKE TO DISCUSS CIVIL AVIATION IN
 EUROPE AND MEXICO WITH BEAC AND BRITISH MINISTRY OF CIVIL AVIATION ED
 HE WILL BE IN PARIS FROM ^{night} THURSDAY TO THURSDAY AMEL INCLUSIVE AND
 PROPOSES TO BEING IN U.S. STATE OFFICIAL WHO WILL BE IN PARIS ED
 SUGGEST YOU AND DEPLANCHER MEET WILSON AT RITZ HOTEL PARIS ON MONDAY

24 APRIL AND THAT YOU GIVING DATE AND TIME TIME TO WILSON THE OFFICE
 23 RUE DE LA PAIX AND TO ME ED REQUEST FOR ADVISE USE HEAD TO SEE
 THIS APPOINTMENT NO WILSON'S WAS DISCUSSED WITH WILSON TODAY ED

A/C-C

To En Com

3219

Forwarded for information. Above meeting took

Place with Gen de present. I spoke to Ambassador

who decided to send message to P. S.

APR 20 1945

CONFIDENTIAL

Declassified E.O. 12356 Section 3.3/NND No.

785017

A.100 FOR LIVE THREATS FROM AIR VICE MARSHAL BRODIE IS GENERAL ANTHUR
 WILSON VICE PRESIDENT TWA WOULD LIKE TO DISCUSS CIVIL AVIATION IN
 EUROPE AND MEET WITH BRAC AND BRITISH MINISTRY OF CIVIL AVIATION ED
 HE WILL BE IN PARIS FROM THIRTY-THIRD TO THIRTIETH APRIL IMMEDIATE AND
 PROPOSES TO BRING IN U.S. STATE OFFICIAL WHO WILL BE IN PARIS ED
 SUGGEST YOU AND DEPLANCHER MEET WILSON AT FIVE HOTEL PARIS ON MONDAY

29 APRIL AND THAT YOU CONFIRM DATE AND TIME WHEN TO WILSON TWA OFFICE
 23 RUE DE LA PAIX AND NO ME IS WILSON FOR AGING ONE 1942 TO 1944
 THIS APPOINTMENT NO WILSON'S ONE ENCOUNTERED WITH WILSON THAT IS

A/C.C
 To EnCom

Forwarded for information. Above meeting took
 place with you in present. I spoke to Ambassador
 who decided to send agent himself to Br Foreign
 Office - on above lines.

3-11-45

APCC/39/ALB.

Gen. E. Brodie

1011

ATSC

25/4.

MS. 26/14

DIRECTOR, A.P.S.O. A.C. ROOM.

See 10/10-162

AIR VICE-MARSHAL

AIR VICE-MARSHAL

(CSC)

785017

8506
CONFIDENTIALEx Commr 153
~~6211~~ALLIED FORCE HEADQUARTERS
APO 512

AG 580 GCT-O

17 April 1946

APR 23 1946

SUBJECT: Institution of Italian Military Passenger Air Service
to PARIS and LONDONTO : President
Allied Commission
APO 394132-ARB-90 *referred*

1. This headquarters has been requested by the State Department, through the War Department, to inform you of the United States Government's position relative to any recommendation which you may make with respect to the institution of Italian Military Passenger Air Service to PARIS and LONDON.

2. The United States Government concurs with the view of the British Government that it is undesirable to grant such permission at this time, and feels that it would be more advisable to grant permission for individual flights, in the light of existing circumstances at the time of application, rather than to allow a scheduled Italian military air transport service to PARIS and LONDON.

3. The views of the two Governments are hereby made effective.

4. When it is proposed to clear an aircraft for Paris, authority should be sought by the Air Forces Sub-Commission from the French Member of the Allied Commission. When this is obtained, the Air Forces Sub-Commission should then effect final clearance from the Mediterranean Allied Air Committee. In the case of flights to London, Air Forces Sub-Commission should clear direct with the Mediterranean Allied Air Committee.

BY COMMAND OF LIEUTENANT GENERAL MORGAN:

3618

Ralph C. Tilley
RALPH C. TILLEY
Colonel, AGD
Adjutant General

Ec Dist. 23 Apr

Action - Ex Comm
INFO - Air Forces SE.*132-ARB-90*
CONFIDENTIAL*132-ARB-90*
132-ARB-90

785017

HEADQUARTERS ALLIED COMMISSION

Office of the Chief Commissioner

APO 394

Ref: 8506/151/EC.

10 April 1946.

My dear Mr. Prime Minister:

Further to my letter CC 8502 of 22 March 1946, I have been instructed by the Supreme Allied Commander to inform you that subject to the under-noted information being made available to him and to the concurrence of the Combined Chiefs of Staff to the figures given, agreement is granted by the Supreme Allied Commander to the formation of internal civil air lines in Italy. These air lines will be subject to regulation by the Italian Government under the supervision of the Air Force Sub-Commission of the Allied Commission.

Full information is required as to:

- (a) Airfields to be used.
- (b) Air routes.
- (c) Types and specifications of aircraft to be used.
- (d) Total numbers of aircraft to be employed.
- (e) Total numbers of aircrew and other personnel to be employed.

I am also directed to make it clear to your Government that, notwithstanding any concurrence in the establishment of internal civil air lines in Italy given by the Combined Chiefs of Staff, it will always be subject to the Supreme Allied Commander's overriding responsibilities should any operational commitment arise. In effect, all airfields and installations could be called upon for use by the Air Forces coming under the jurisdiction of the Supreme Allied Commander.

Very truly yours,

3217

(Sgd) M.S. Lusk

Brigadier,
Acting Chief Commissioner.

Copy to: US Ambassador
UK Ambassador
US Polad
UK Polad
Air Forces S/C
Chief Com
Lunch Rpt to AC.

Dr. Alcide de Gasperi,
President of the Council of Ministers,
Italian Government,
ROME.

See him 152, 164 & 165

seen by CSO
13/4

see 7-190

785017

5780

8506

CONFIDENTIAL

C. L. Morgan 156

ALLIED FORCE HEADQUARTERS
Office of the Chief of Staff

APR 8 RECD

APR 13 1946

6th April, 1946

Subject : Establishment of Internal Civil Airlines

To : Chief Commissioner, Allied Commission.

1. Reference is made to your letter CC.8502 dated 1st April, 1946.
2. Subject to the undernoted information being made available to the Supreme Allied Commander and to the concurrence of the Combined Chiefs of Staff to the figures given, agreement is granted to the formation of internal civil airlines in ITALY. These airlines will be subject to regulation by the Italian Government under the supervision of the Air Forces Sub Commission.
3. Full information is required as to :
- (a) Airfields to be used.
 - (b) Air routes.
 - (c) Types and specifications of aircraft to be used.
 - (d) Total numbers of aircraft to be employed.
 - (e) Total numbers of aircrew and other personnel to be employed.
4. It should be made clear to the Italian Government that, notwithstanding any concurrence in the establishment of internal civil airlines in ITALY given by the Combined Chiefs of Staff, ~~and~~ it will always be subject to the Supreme Allied Commander's overriding responsibilities should any operational commitment arise. In effect all airfields and installations could be called upon for use by the Air Forces coming under the jurisdiction of the Supreme Allied Commander.

BY COMMAND OF LIEUTENANT GENERAL MORGAN:

3-1

M 152-154 mwm mae/cod

M.W.M. MacLEOD,
Major General,
Chief of Staff.

cc. MAAC
G-3, AFHQ
G-4 (Lt.Col. QUINN)

7161

CONFIDENTIAL

785017

CONFIDENTIAL
HEADQUARTERS ALLIED COMMISSION
Office of the Chief Commissioner
APO 394

CC 8502

1 April 1946.

APR 2 1946

SUBJECT: Establishment of Internal Civil Airlines.

TO : Supreme Allied Commander, Mediterranean Theater.
(Attention: Chief of Staff).

1. Reference is made to your signal FX-63896 of 30 March in reply to my signal 2091 of 25 March.

2. Pursuant to paragraph 4 of your signal FX-63896, I have replied to the Air Minister as set forth in the attached copy of my letter to him of today.

3. Pursuant also to paragraph 4 of your signal FX-63896 there is forwarded herewith translation of letter dated 9 March from the Air Minister together with copy of the agreement made between the Air Ministry and the Transcontinental and Western Air, Inc., dated 11 February 1946.

4. In my personal letter CC-8502 of 9 March to the Supreme Allied Commander I referred in the enclosed memorandum of 8 March to two proposals which I intended to make when forwarding the Transcontinental and Western Air, Inc., agreement to you for approval in accordance with paragraph 17 of the agreement:

(a) That the agreement specifically state that it would not become effective or operative until the resumption of internal civil airlines in Italy had been authorized, and

(b) That paragraph 16 of the agreement be modified to require both parties to the agreement to agree to any change which might be necessary in order to comply with any directive from the Combined Chiefs of Staff.

5. Since my memorandum of 8 March, however, the Combined Chiefs of Staff have given permissive approval to the establishment of internal civil airlines by the Italian Government with no other restriction than is contained in your MAY 1103, which is that internal civilian aviation "should be regulated by the Italian Government under the supervision of the Air Force Sub-Commission".

6. For this reason, it is recommended that the agreement in question either be approved or preferably, as provided in paragraph 17 thereof, the Air Ministry be informed that no approval of

CONFIDENTIAL

785017

Subject: Establishment of Internal Civil Aviation 1 April 1946

CONFIDENTIAL

the agreement as such is necessary, subject to the conditions recommended in the following paragraph.

7. I further recommend that the Italian Government be officially informed by the Allied Commission that any airlines established pursuant to the permissive approval already given by the Combined Chiefs of Staff will be subject to regulation by the Italian Government under the supervision of the Air Forces Sub-Commission, and that pursuant to this requirement the Italian Government will submit to the Air Forces Sub-Commission for its review, and approval where necessary, full detailed plans for implementation of their agreement. Such plans, inter alia, will include details of the routes to be flown, types and numbers of aircraft to be employed, landing fields to be used and to what extent, and aids to navigation and meteorological and communication facilities to be provided.

8. Obviously, such operating plans cannot be formulated until the Air Ministry is permitted to proceed with the initial stages of organizing a company or companies for internal civil aviation, which in turn will engage the staffs to prepare such plans.

/s/ Ellery W. Stone

ELLERY W. STONE
Rear Admiral, USN
Chief Commissioner

Copy to:
U.S. Ambassador
British Ambassador

AC DISTRIBUTION:
US POLAD
BI POLAD
Air Forces S/C
Ex Comm ✓
CC Files

CONFIDENTIAL

3213

785017

145

CC 8502

1 April 1946.

My dear Mr. Minister:

Replying to your letter of 25 March, the contents of which were telegraphed to the Supreme Allied Commander on that date, I have been instructed by the Supreme Allied Commander to inform you that he cannot consider the withdrawal of your letter of 9 March.

Accordingly, pursuant to the terms of your letter of 9 March, I am forwarding your letter of 9 March and the agreement dated 11 February 1946 between the Air Ministry and Transcontinental and Western Air, Inc., to the Supreme Allied Commander.

Very truly yours,

/s/ Ellery W. Stone

ELLERY W. STONE
Rear Admiral, USNR
Chief Commissioner

Avv. Mario Cevalotto,
Minister for Air,
Italian Government,
Rome.

CC DISTRIBUTION:
SACMED
US AMBASSADOR
BR "
US POLAD
BR "
Air Forces S/C
Ex Commr ✓
CC Files

3212

785017

FX 63896

MAR 302223B

Mar 310930B

IMMEDIATE

FREEDOM SIGNED SACMED

SECRET

ALCOM

SECRET.

Confidential

Your 2091 of 25 March paragraph 4.

1. Supreme Allied Commander is required by Combined Chiefs of Staff to provide them with full details of any proposed reorganisation of Italian Air Force prior to implementation
2. He must therfor examine any proposal for establishment of Civil Air Lines in the light of its possible effect on re-equipment and reorganisation of the Italian Air Force
3. For this reason do not agree with Air Ministers intention that it is no longer necessary to ask approval of Allied Force Headquarters regarding that of agreement between Air Ministry and T.W.A.
4. You should therfor inform him that Supreme Allied Commander cannot consider withdrawl Air Ministers letter of 9 March. Agreement should therfor be submitted for approval to Supreme Allied Commander.

SECRET

3211

785017

8506
CONFIDENTIAL

MAR 26 1946

HQ ALCOM ACSCC FROM ADMIRAL STONE

251800 MARCH 1946

AFHQ FOR SACMMD

2091

131

142

CONFIDENTIAL

MY LETTERS OF SECOND AND NINTH MARCH REFER PD

ON MARCH NINTH AIR MINISTER WROTE ME REFERRING TO ARTICLE SEVENTEEN OF THE TWA AGREEMENT AND ASKED IF AFHQ WOULD EXAMINE THE AGREEMENT PURSUANT TO ARTICLE SEVENTEEN PD

PARA TWO PD IT WAS THE VIEW OF THE DIRECTOR AIR FORCES SUBCOMMISSION AND MYSELF THAT IN VIEW OF DISCUSSIONS TO BE HELD BETWEEN THE CHAIRMAN OF TARE WILLIAM ABLE AND REPRESENTATIVE OF BAKER OBOE ABLE CHARLIE IT WOULD BE PREFERABLE TO DELAY ACTION ON THE MINISTERS REQUEST PD

PARA THREE PD ON MARCH TWENTY SECOND CMA PURSUANT TO AUTHORITY FROM CHIEF OF STAFF THROUGH GEORGE FIVE CMA I INFORMED ITALIAN GOVERNMENT THAT CHARLIE CHARLIE SUGAR HAD GIVEN PERMISSIVE APPROVAL TO THE ESTABLISHMENT OF INTERNAL CIVIL AIRLINES BY THE ITALIAN GOVERNMENT PD

PARA FOUR PD I HAVE JUST RECEIVED LETTER FROM THE AIR MINISTER DATED TODAY READING AS FOLLOWS COLON QUOTE REFERENCE YOUR LETTER TO THE PRESIDENT OF THE COUNCIL OF MINISTERS REGARDING AUTHORIZATION WHICH THE COMBINED CHIEFS OF STAFF HAVE GIVEN THE ITALIAN GOVERNMENT TO REORGANIZE AND ACTIVATE THE INTERNAL CIVIL AIRLINES CMA I THINK IT IS NO LONGER NECESSARY TO ASK APPROVAL OF ALLIED HEADQUARTERS REGARDING TEXT

PAGE 1 OF 2 PAGES

CONFIDENTIAL

See 7-147

(CSA)

141
145

PA 7/12

CONFIDENTIAL

PAGE 2 OF 2 PAGES

2091

CONFIDENTIAL

OF THE AGREEMENTS BETWEEN THE AIR MINISTRY AND THE TRANSCONTINENTAL AND WESTERN AIR
INC ABOUT WHICH I HAD WRITTEN YOU ON NINE MARCH ONE NINE FOUR SIX PD PARA I ASK
YOU THEREFORE CMA TO CONSIDER WITHDRAWN MY LETTER OF THE NINTH MARCH PD UNQUOTE
PARA FIVE PD MAY I HAVE INSTRUCTIONS AS TO WHAT REPLY IF ANY SHOULD BE SENT TO THE
AIR MINISTER IN RESPONSE TO HIS LETTER OF TODAY

DISTRIBUTION:

US Ambassador
BR Ambassador
Air Forces S/C
Ex Commr
CC

PRIORITY

Chief Commissioner

222

ELLERY W. STONE, Rear Admiral, USNR
Chief Commissioner

CONFIDENTIAL

3209

MAR 26 1948

143

143A

PERSONAL

CG 8502

9 March 1946.

Further to my letter of 2 March 1946, I am enclosing herewith a memorandum setting forth a conversation which I had yesterday with Minister Cevolotto at an interview which he requested.

Copies of the enclosed have been supplied, as you will note, to both embassies.

Today, Mr. Gerard d'Erlanger, the Chief Executive Officer of British European Airways which is now being formed within the British Overseas Airways Corporation, has arrived with a letter of introduction from my friend Ivor Thomas and, I understand, will hold discussions with both the Italian Government and TWA to see if joint participation cannot be arranged without waiting for a directive from the Combined Chiefs of Staff.

I will keep you informed as to progress.

/s/ Ellery W. Stone
ELLERY W. STONE
Rear Admiral, USNR
Chief Commissioner

Lieutenant General Sir William Morgan, KCB, DSO, MC,
Supreme Allied Commander, Mediterranean Theater,
Allied Force Headquarters,
APO 512.

3208

Surf
6502

785017

8506

142

MAR 26 1946

TRANSLATION

THE AIR MINISTER

Rome, 9 March, 1946.

Dear Admiral,

You are aware of the agreement made between the Air Ministry and the Transcontinental and Western Air Inc., on the 11 February, 1946.

I must now propose, for the approval of the Italian Council of Ministers, a decree-law of the Lieutenant General authorizing the Italian Government to intervene in the formation of the L.A.I. Company, and to provide the necessary capital.

I must therefore, according to Article 17 of the Agreement, have the approval of General Headquarters of the Allied Forces in Italy.

I would be most grateful if you would have General Headquarters examine the Agreement, and obtain their approval.

Thanking you, with best regards,

I remain,

Yours truly,

/s/ CEVOLOTTO

3206

Admiral Ellery W. Stone,
Chief Commissioner,
Allied Commission,
Rome.

See 142

CC DISTRIBUTION:
Air Forces S/C
Ex Commr

(MISS S)

785017

TRANSLATION

THE AIR MINISTRY.

Rome, 25 March 1946.

Dear Admiral,

Reference your letter to the President of the Council of Ministers, regarding authorisation which the Combined Chiefs of Staff have given the Italian Government to reorganize and activate the internal civil air-lines, I think it is no longer necessary to ask approval of Allied Headquarters regarding text of the agreements between the Air Ministry, and the Transcontinental and Western Air Inc., about which I had written you on 9 March, 1946.

I ask you therefore, to consider withdrawn my letter of the 9 March.

With best regards.

Yours truly,

(s) Avv. Mario Covolotto.

Admiral Ellery W. Stone

Chief Commissioner

Allied Commission

ROME.

See 147

3205

785017

8506 86

HEADQUARTERS ALLIED COMMISSION
Office of the Chief Commissioner
APO 394

MA 138

MAR 23 1946

CG 8502

22 March 1946.

My dear Mr. Prime Minister:

I have been instructed by the Supreme Allied Commander to inform your Government that the Combined Chiefs of Staff have given permissive approval to the establishment of internal civil airlines by your Government.

It is not the intention of either the Supreme Allied Commander or the Allied Commission to make a press announcement on this matter since it is our view that any press announcement on this subject should be made by your Government.

Very truly yours,

/s/ Ellery W. Stone

ELLERY W. STONE
Rear Admiral, USNR
Chief Commissioner

Dr. Alcide De Gasperi,
President of the Council of Ministers,
Italian Government,
Rome.

DISTRIBUTION

US Ambassador
BR Ambassador
G-5 AFHQ
EC
CC Files
Air Force S/C

(19335)

See in 1410 144

8148204

TRANSLATION

THE MINISTER OF THE AIR.

Rome, 22 March 1946

138

Illustrious Admiral,

I received from Air Vice Marshal I.E. PRODIE, Director of the Air Force Sub Commission, a copy of the communication referring to the authorisation for the internal Civil Aviation, for which I thank you.

Hereby I inform you that, in agreement with the President of the Council of Ministers, I will release this news to the Press on coming Monday.

With best regards

Signed: Avv Mario Cavellotto

To H.E. The Admiral

ELLERY STONE

Chief of the Allied Commission

R O M E

3203

13 March 1946

MEMORANDUM:

During the negotiation of the agreement between the Italian Government and TWA, which was actually concluded on February 11th, the views of the U.S. and U.K. Governments in this connection were communicated to the Italian Government by the two Embassies. The only position taken by the Allied Commission, serving both Governments, was first, that any contract which might be signed should not become effective until internal civil aviation had been authorized for Italy by the Combined Chiefs of Staff before whom this question is pending, and second, that the parties to the contract would agree to modify it if necessary to conform to any directive received from the Combined Chiefs of Staff as to participation in the Italian aviation company proposed to be organized and as to any other conditions which they might prescribe.

E. W. S.

13p

TRANSLATION

THE AIR MINISTER

Rome, 9 March 1946.

Dear Admiral,

You are aware of the agreement made between the Air Ministry and the Transcontinental and Western Air Inc., on the 11 February 1946.

I must now propose, for the approval of the Italian Council of Ministers, a decree-law of the Lieutenant General authorising the Italian Government to intervene in the formation of the L.A.I. Company, and to provide the necessary capitals.

I must therefore, according to Art 17 of the Agreement, have the approval of General Headquarters of the Allied Forces in Italy.

I would be most grateful if you would have General Headquarters examine the Agreement, and obtain their approval.

Thanking you, with best regards,

I remain,

Yours truly,

(s) Cevolotto.

Admiral Ellery W. Stone,

Chief Commissioner

Allied Commission

Rome.

CC Distribution

Air Forces S/C
Ex Comm
O.C.

3201

COPY

FILED: 161533Z
PRIORITYPARAPHRASE UNNECESSARY
TOP SECRET

AFSC N 1240/16

135

FROM: AGWAR FROM OCS

BOOK MESSAGE

TO : AFHQ FOR MORGAN INFO CABINET OFFICES FOR BRITISH CHIEFS OF STAFF

REF NO THIS MESSAGE: W80894

16 March 1946

Confidential

This is PAN 649.

The Combined Chiefs of Staff approve the re-organization of the Italian Air Force to the extent recommended in NAF 1103, subject to the provision that a detailed plan as to the recommended equipping of the units, including aircraft types, be submitted to the Combined Chiefs of Staff for approval, prior to implementing action, and with the understanding that arrangements made at present for the development of the Italian Air Force will NOT prejudice final decision on limitations to be imposed by the Treaty of Peace with Italy. They further approve the establishment of internal Civil Air Lines by the Italian Government.

The approvals noted above are to be considered as permissive only and are NOT to be transmitted to the Italian Government as requirements for the establishment of an Air Force of the size and composition delineated in NAF 1103.

NOTE: NAF 1103 IS FX 56901 MC OUT 1194 21/12/45 C/S
HAS BEEN RELAYED TO C IN C MED

ACTION: G-3(AFHQ) ACTION CHANGED TO RAF 18/3/46 jm.

INFORMATION:	SACS	G-3(MTO)	RAF	USPOLAD	BRITPOLAD
	GAO	G-5	USN		G-2
	G-4	NLO	+	+	

IN 2452 16 March 46

PARAPHRASE UNNECESSARY
TOP SECRET

2155A

REF NO

30894210
af/j

134

Ref: 9272/18/EC

9 March 1946

SUBJECT: Misleading statements in the Italian Press.

TO : Public Relations Branch.

1. Attached are copies of articles published in "IL GLOBO" and "ITALIA NUOVA" dated 2 March 1946.

2. An official denial from the Allied Commission to the second paragraph of the article in "IL GLOBO" should be made. Neither the Director nor the Deputy Director of the Air Forces S/C of the Allied Commission were present at any phase of the negotiations between TWA and the Italian Government.

3. Reference extract from "ITALIA NUOVA" dated 2nd March the mis-statement in the first paragraph should be corrected in that the alleged "English statement, according to which, on the basis of the Armistice terms "Italy is forbidden to have civil aviation" is inexact" - is, in fact correct, and in case there is any misunderstanding. Italy is forbidden Civil Aviation at this time.

signed: C.R. BRAYBROOKE

for

Brigadier
Executive Commissioner

Copy to: Air Force S/C.
Polad 'A'
Polad 'B'
8506/EC

Air Force S/C letter
AFSO/39/1/Air of 5 Mar refers.

3198

[Handwritten signature]

[Handwritten initials and signature]

8 March 1946.

MAR 11 1946

MEMORANDUM:

Minister of Aviation Cevolotto called on me at 1000 hours today to inform me that he had planned to submit a decree to the Council of Ministers to provide for the organization of a company for internal civil aviation which could give effect to the agreement recently concluded with TWA.

I informed him that I felt such a step should not be taken until approval of the TWA agreement had been secured from AFHQ as provided for in para 17 of the TWA agreement.

He replied that the decree would be a broad or generic one which need not necessarily be construed as a step in implementation of the TWA agreement.

To this, I replied that I felt that even a generic decree would nevertheless be construed as a step in implementation of the TWA agreement and advised him not to take steps in this direction until he had submitted the TWA agreement through the Allied Commission to AFHQ and had received SACMEP's approval.

I further informed the Minister that it would be the Commission's policy in forwarding the agreement to make two recommendations for alterations to bring the TWA agreement in line with my letter to the Minister of 2 February; namely,

- (a) That para 17 be modified, or a new paragraph added, to state specifically that the agreement would not become effective or operative until the resumption of internal civil aviation in Italy had been authorized by the Combined Chiefs of Staff, or by the peace treaty, whichever occurs earlier, and
- (b) That para 18 be modified to substitute the word "will" for "could" and to add after the word "participants" the words "and in other respects". Para 18 would then read as follows:

"18. Both parties agree that this Agreement will be modified as to other participants and in other respects in order to comply with any directives from the Combined Chiefs of Staff."

The Minister accepted all of my views.

DISTRIBUTION:

US Ambassador

Br. Ambassador

Air Forces S/C (2)

Exec Comar

CC (MSSS)

/s/ Ellery W. Stone

ELLERY W. STONE
Rear Admiral, USNR
Chief Commissioner

8752.46

132

MAR 14 1946

N.A.A.C.
NEGATIVE COORD. SIGNER: ✓

182

Reference the attached letter, in order to save time and work it has been suggested by the Executive Commissioner that A.F.H.C. should delegate authority for ad hoc flights to the Allied Commission, but that you would be informed of any flight which will be arranged.

Please refer also to our letter AFSC/24/AIR dated 4th March 46 in which we have asked various authorities to whom these flights should be notified.

Copy to: CA Sec (PS S/C)

See M. 1320.

In P. Prodn.

13/3

3A

Miss S.

Let CAS (PS) also

Division Dir. have copies of this + attachments

(L.)
MISS S

132A

FROM: AIR FORCES SUB-COMMISSION,
ALLIED COMMISSION, ROCE.
TO: ITALIAN AIR MINISTRY. (2 copies).
DATE: 13TH MARCH, 1946.
REF: AFSC/24/AIR.

FLIGHTS BY ITALIAN MILITARY AIRCRAFT TO
LONDON AND PARIS.

Authority in principle has now been obtained from the British Foreign Office in agreement with the United States State Department for flights to London and Paris by Italian Military aircraft. Authority is on an "ad hoc" basis, permission having to be obtained for each individual flight. Arrangements to obtain similar "ad hoc" authority from the French Government in regard to flying to France are also being made.

2. This authority has been obtained to enable delegations sponsored by the Italian Government to attend international conferences without undue strain being imposed on Allied Air Transport services.

3. Action has been initiated in order to create the necessary machinery for the smooth running of these flights outside Italy, but the extent to which this end is achieved will depend largely on the amount of warning which is given to the Allied Commission by the sponsoring authority.

4. It is requested that you will inform the Italian Government Ministries of the above concession and that you will tell them that when the occasion arises they should communicate their requirements simultaneously to you and to the Allied Commission (Executive Commissioner). This procedure should ensure that adequate warning is given in order to obtain timely authorisation from other authorities.

5. The contents of this letter should not be construed as having any bearing whatsoever in the scope of Italian non-military aviation outside Italy and when Civil Aviation is permitted.

L. P. Proctor
L. P. PROCTOR,
AIR VICE-MARSHAL,
DIRECTOR,
AIR FORCES SUB-COMMISSION.

COPIES TO: EXCO. COMD'G. ✓
M.A.A.C. (3).
BRITISH EMBASSY.
U.S. EMBASSY.
FRENCH EMBASSY.

C.A. Sec (PS/SC)

785017

8752

98

13210

FROM: AIR FORCES SUB-COMMISSION,
ALLIED COMMISSION, ROME.

TO: ROYAL AIR FORCE TRANSPORT COMMAND HEAD-QUARTERS,
AIR TRANSPORT COMMAND, HEAD-QUARTERS, PARIS.
OFFICE OF FRENCH REPRESENTATIVE, ALLIED COMMISSION, ROME.

DATE: 4TH MARCH, 1946.

REF: ANSC/24/AIR.

19 5 1946

SPECIAL FLIGHTS - ITALIAN MILITARY
AIRCRAFT - PARIS AND LONDON.

Authority in principle (in British Foreign Office telegram No. 245 of 21st February) for such flights has now been given to the Allied Commission by the British Foreign Office in agreement with the U.S. State Department, which has informed the U.S. War Department. The authority only covers flights on an ad hoc basis, permission having to be obtained for each individual flight.

2. In the past it has been found that when we have been asked to organise such special flights, although it has been possible to obtain an authority for the flight, it has been impossible to ensure the smooth running of flights after leaving Italy. It is believed that this is because information has not been passed to those responsible for ensuring smooth running.

3. It is requested, therefore, that the British and American addressees of this letter notify those concerned that such special flights are liable to occur, and to notify this Sub-Commission of the addressees to whom warning of flights should be made.

4. In the case of flights to Paris, it is requested that the French representative of Allied Commission, Italy, will obtain similar authority in principle (on an ad hoc basis), and also take similar action to that in paragraph 3 above.

I. P. Brodie
I. P. BRODIE,
AIR VICE-MARSHAL,
DIRECTOR,
AIR FORCES SUB-COMMISSION.

William L. Lee
WILLIAM L. LEE,
BRIGADIER GENERAL, USA,
DEPUTY DIRECTOR,
AIR FORCES SUB-COMMISSION.

Copies: Executive Commissioner, Allied Commission, Rome. ✓
Mediterranean Allied Air Committee Caserta (3 copies, Attention G.5).
British Embassy, Rome.
American Embassy, Rome.
French Embassy, Rome.

See M. 132C.

See F-132.

(14553)

785017

8506

86

Ex Com

131

MAR 4 1946

CC 8502

2 March 1946.

I am enclosing herewith a copy of the agreement as signed between the Italian Government and TWA. As I told you last evening, when the contract is formally submitted to the Allied Commission for your approval, I shall have some recommendations to make to bring it into line with my letter of 2 February to the Minister for Aviation.

I am also enclosing a copy of the "Sunday Times" of 24 February. The article in question appears on page 5.

/s/ Ellery W. Stone

ELDERY W. STONE
Rear Admiral, USNR
Chief Commissioner

Lieutenant General Sir William D. Morgan,
KCB, DSO, MC,
Supreme Allied Commander, Mediterranean
Theater,
Albergo Ambasciatori, Rome.

See 144

3183

FAV 73

Copy to: E.C.
Air Force S/C
SC File

See Min 132

(11355)

Copy

130

MINISTERO DELL'AERONAUTICA

AGREEMENT DRAWN UP ON 28TH. FEBRUARY 1946
BETWEEN THE ITALIAN MINISTER OF AERONAUTICS, AND THE TRANSCONTINENTAL
& WESTERN AIR, INC. (TWA)

Considering that the Italian Government intends to encourage the resumption with all possible speed of an efficient Italian civilian air service for the transportation of passengers, goods and mail, both in Italy and, in so far as it may be permitted with foreign territories;

Considering that the aforesaid Italian Government considers it advantageous to avail itself for this purpose of the equipment and good will of Transcontinental & Western Air, Inc., (TWA), which is willing to co-operate in securing the achievement of this purpose in the best and most rapid way on the conditions stated below;

Considering that TWA has already secured from the Civil Aeronautics Board of the United States authorization to engage in the transportation by air of passengers, goods, and mail between the United States of America and Italy;

The Minister of Aeronautics, in accord with the President of the Council of Ministers and with the Minister of Finance, and Mr. Richard Massarrini, regional manager of TWA, under authority of the attached power of attorney of said Corporation, also representing in this act the Chairman of the Board of TWA General Thomas B. Wilson, domiciled in Washington, D.C., U.S.A., on behalf of TWA, have agreed as follows:

1) Within 60 days of the signing this agreement an Italian share company will be formed with the participation of TWA, for the object of operating air lines in Italy and to the extent permitted in other countries and for carrying on all other operations connected with that object. To achieve this aim the Minister of Aeronautics shall propose at once to the Council of Ministers the issue of a decree-law authorizing the formation of the said company.

In particular, the new company may :

- a) purchase, erect, operate and take over under concessions, aerodromes, hangars, workshops, buildings and structures of any kind intended for the service of air navigation;
- b) set up and operate all services which directly or indirectly form part of or are of interest to the Company's business or in any way connected therewith, as, for instance, hotels, automobile and motor-bus services between the airports and towns, etc.;
- c) engage and train employees for all the services referred to under the previous letter;

MINISTERO DELL'AERONAUTICA

- 2 -

129

d) carry out all the operations and exercise all the economic, industrial, and financial activities which directly or indirectly contribute to the improvement and more efficient working of air transportation services.

2) The Company - which will have a duration of fifteen years - will be registered under the name of "Linee Aeree Italiane - Società per azioni" (LAI) (Italian Air Lines, Incorporated). The share capital, the amounts of which will be fixed by agreement between the participating members when the deed setting up the Company is drawn up, will be subscribed in cash or by grants in kind - as duly agreed to by the participating members - to the extent of 40% by TWA and of 60% by the State or by Corporations designated for that purpose by the Italian Government and/or Italian nationals or juridical persons of Italian nationality, the participation of which Corporations and persons must, however, be previously notified to and accepted by TWA.

The shares of the LAI to be formed may not be transferred without the consent of the Board of Directors.

3) At any time after two years from the date of registration of LAI, TWA will have the right to require, provided notice of such request has been served six months in advance, that the Italian Government purchase or cause to be purchased by Italian interests the shares registered in TWA's name at a price corresponding to the value of the Company's assets as shown by the last balance-sheet, plus interest at 8% per annum on the nominal value for no more than the first five years, less the total amount of dividends received.

Should TWA avail itself of this right, it shall also be entitled to receive, simultaneously with the receipt of the amount payable for the shares, any sums which may be due to it for whatever reason from LAI.

LAI will provide for these payments, and in the event of default, the Italian Government will replace the said Company as regards any claims to which TWA is entitled.

4) The Italian Government shall grant exclusively for a period of ten years to LAI the right to operate the following air lines, also shown on the attached map, for the transportation of passengers, goods, and mail on conditions to be fixed in a convention to be drawn up between the Ministry of Aeronautics and the said Company:

MINISTERO DELL'AERONAUTICA

- 3 -

128

(a) Rome-Genoa; (b) Rome-Milan; (c) Rome-Venice-Belzane; (d) Rome-Bari-Lecce; (e) Rome-Naples-Bari-Lecce; (f) Rome-Palermo; (g) Rome-Cagliari; (h) Turin-Milan-Venice-Trieste; (i) Rome-Florence-Turin; (j) Rome-Florence-Bolegna-Milan; (k) Rome-Naples-Palermo-Catania; (l) Rome-Alghero-Cagliari; (m) Genoa-Porto Canto-Cagliari-Palermo-Catania-Reggio Calabria; (n) Cotrone-Bari-Ancona-Venice.

Moreover, the Italian Government empowers LAI to hire out airplanes and to make flights over routes not included in those of LAI, and will do its utmost to facilitate this branch of the Company's business.

5) As regards the mail service, subject to the necessary agreement with the Post and Telegraph Ministry, it is agreed that in the deeds making the concessions, the right to carry mail will be granted without any limitations, and therefore will cover the right to carry parcels by post.

6) The Italian Government will grant the LAI for the whole duration of the concession, the gratuitous use of the government airports selected as the regular starting and landing stations of the lines and of its emergency landing grounds along the routes, and of all hangars, warehouses, equipment and aeronautic services owned by the Government or operated by it in the aforesaid airports and landing grounds.

The Italian Government shall moreover give its full support to the Company for securing the use of the airports, landing grounds, and services above referred to for which the consent of the General Headquarters Command of the Allied Forces in Italy is required.

7) Besides granting LAI under the provisions of the previous article, the gratuitous use of the wireless land stations of the several administrations, subject to understandings with each administration, the Italian Government will empower the said Company to open and operate wireless stations it may deem necessary for the safety of the flying services.

8) The customs' exemptions and fiscal facilities contemplated by the R.D.L. of October 23, 1927, n. 2323, amended by the Act of January 17, 1929, n. 95, will be granted to LAI, as also exemption from the general tax on the price of all importations mentioned under art. 1 and 2 and for the acts referred to under art. 3 of the aforesaid R.D.L. of October 23, 1927, n. 2323.

3190

MINISTERO DELL'AERONAUTICA

- 4 -

127

9) LAI will be administered by a Board of Directors of ten members, four of whom will be nominated by TWA. The Board will elect from among its members its President who will be of Italian nationality and a Vice President who will be a citizen of the United States of America. The Board will also elect a Managing Director of Italian nationality who will also act as General Manager of the Company.

The Company in addition will have a Technical Manager and a Business Manager, both acceptable to TWA.

The accounts of LAI will be supervised by a Board of Audit, consisting of five full members of whom two will be designated by TWA.

10) Unless otherwise arranged between the parties to this agreement:

(a) at a General Shareholders Meeting, be it a first or second meeting - special or ordinary - , a resolution shall be deemed passed when approved by a majority of at least two thirds of the capital stock of the Company.

(b) at Board Meetings a resolution shall be deemed passed when approved by a majority of at least two thirds of the members of the Board.

11) To ensure the satisfactory equipment and the most efficient operation of the services managed by LAI, TWA places at its service, and, insofar as necessary, at the service of the Italian Government, in return for reimbursement in the United States of actual expenses incurred, its own organization for the purchase outside of Italy of air-craft, spare parts, equipment, etc., and, if required, for the engagement of staff.

LAI, and should it be necessary the Italian Government, will grant TWA the requisite powers for making such purchases or engagements.

TWA also undertakes to arrange, if so requested by LAI, any conversion plans which may be necessary for adapting the aircraft purchased as above to the uses to which it would be put, and to carry out, or have carried out the said conversions. As soon as practicable, separate agreement will be made up between TWA and LAI setting forth the financial terms and other conditions under which the aforesaid services will be carried out by TWA.

MINISTERO DELL'AERONAUTICA

- 5 -

126

12) The Italian Government, in accord with the Treasury Minister, will permit the transfer to TWA in the United States the amounts to which TWA will be entitled for dividends, or reimbursement of the capital invested by TWA in LAI.

13) This agreement will remain in force for the whole duration of LAI and any subsequent prolongations, unless TWA should exercise the right stated under art. 3.

14) Any difference which may arise between the parties to this Agreement pursuant to the interpretation of the clauses of same and/or its application, shall be submitted to a Board of Arbitrators. Such Board shall consist of three members which shall be appointed, on request of the parties, as follows: one by the Italian Minister of Aeronautics for the Italian Government; one by the Ambassador of the United States of America accredited to the Italian Government for TWA, and the other by the Swiss Minister accredited to the Italian Government. The latter member shall act as Chairman of the Board of Arbitrators.

The meetings of the Board of Arbitrators shall be held in Rome. The Board of Arbitrators shall try the case or cases submitted to them and shall issue their award according to the principles of justice and equity. The Board shall be free to set the procedure as they may think fit.

15) Any communications and notices to be served in relation to the agreement will be made:

(a) for the Italian Government, to the Ministry of Aeronautics - Department of Civil Aviation;

(b) for TWA, to 1740 - G Street, North West, Washington, D.C., U.S.A., or to any other domicile TWA may hereafter notify for this purpose.

16) LAI will accept this agreement which will be signed for this purpose by its legal representatives as soon as registered.

17) The parties to this agreement recognise that the performance of the provisions of this agreement may be subject to the approval of the General Headquarters of the Allied Forces in Italy, and that consequently it cannot be given effect until the parties obtain such approval or ascertain that the said approval is not necessary.

MINISTERO DELL'AERONAUTICA

- 6 -

125

18) Both parties agree that this Agreement could be modified as to other participants in order to comply with any directives from the Combined Chiefs of Staff.

19) This agreement is signed in four copies, two in Italian and two in English. The parties signing it will hold a copy in each of the two languages.

20) The present agreement is recognized as being in the public interest, and therefore is free from stamp and registration duties and is consequently written on usual unstamped paper.

Rome, February 11th., 1946

3167

8506 91

121

Headquarters Allied Commission,
Office of the Chief Commissioner,
A.P.O. 394.

AFSC/53/AIR.

4 March 1946.

Mr dear Mr. Minister:

Thank you for your letter 3631/579 dated 8 February. I have consulted the Air Forces Sub-Commission concerning their advice to your Ministry for the construction of 6 SM.75 type aircraft, rather than 6 SM.95s.

I understand that higher authority has already approved the construction of SM.75s but has twice refused the construction of SM.95s pending the results of the air tests of the prototype SM.95 now in England and certain policy decisions which are awaited from the Combined Chiefs of Staff. As soon as the appropriate moment arrives it is the intention of the Air Forces Sub-Commission to press Allied Force Headquarters for approval of the construction of the 6 SM.95s, if still required by you, and for the construction of a further 6 SM.95s or 12 SM.75s if a certain policy is agreed to by the Combined Chiefs of Staff in a directive which I am now awaiting.

I also understand from the Air Forces Sub-Commission that their letter AFSC/36/1/4/AIR of the 23 January was forwarded to supply you with technical advice in relation to the Military Courier Services, as distinct from civil air services, although the latter now has some bearing on the matter. I am satisfied that the A.P.S.C. has given you correct advice from the technical and economical view-point, and that there is no intention of the Air Forces Sub-Commission, or anyone else, to force you to purchase SM.75s rather than SM.95s - a decision which must be made in your Ministry, consistent with the above.

The Director of the Air Forces Sub-Commission informs me, however, that he asked you to consider giving an order for 6 SM.75s (already approved by higher authority), as soon as possible in order to keep the firm S.I.A.L. alive, solely in the interests of the Italian aircraft construction, and I understand that he asked you verbally to inform S.I.A.L. that a promise of an order or a firm order would be given as soon as it could be decided what aircraft to build and what types, in order to prevent the firm from going bankrupt which would result in the dismissal of an appreciable number of employees.

Finally I am satisfied that the Air Forces Sub-Commission has done all in its power to help you, and at the same time to comply with directives from higher authorities, and that no further action for the construction of SM.95s can be taken immediately.

Very truly yours,

(s) KILPATRICK W. STONE,
Rear Admiral, USNR,
Chief Commissioner.

See M. 122-4

Copy: A/F/3.0.

Ex. Comm. ✓

PAK
LH3

785017

HEADQUARTERS ALLIED COMMISSION

APO 394

Office of the Executive Commissioner

Ref: 8506/10

26 February 1946

Memo to Air Forces 9/C.

SUBJECT: Italian Military Passenger Air Service.

Ref conversation w/Genl Bindee-Capt. Braybrooke.

1. Herewith a copy of F.O. telegram 245 of 21.2.46 accepting a modified service to London and Paris.
2. Will you please prepare a draft to AFHQ for Chief Commissioner's signature

For the Chief Commissioner,

C. R. BRAYBROOKE

Brigadier
Executive Commissioner

3183

785017

INCOMING

190/3/46

119

Cypher/OTP

telegram from Secretary of State, Foreign Office
to Rome

No. 245 of 21.2.46

d. 18.38 on 21.2.46

r. 09.30 on 22.2.46

Addressed to Rome, telegram no. 245 February 21st.
repeated to Washington, saving and Paris saving.

Your telegram no. 69

ALS

We have agreed with State Department that
Italian military air service should only be grant-
ed authority for flights on an ad hoc basis. The
State Department have so informed United States
War Department.

2. Permission should be obtained for each
individual flight.

3184

See 7-120

785017

8506

9V

118

Secret.

FROM: AIR FORCES SUB-COMMISSION,
ALLIED COMMISSION, ROME.

TO: CHIEF COMMISSIONER, THROUGH EXECUTIVE COMMISSIONER,
HEADQUARTERS, ALLIED COMMISSION, ROME.

DATE: 26TH FEBRUARY, 1946.

REF: AFSC/53/AIR.

FEB 26 1946

ITALIAN AIRCRAFT CONSTRUCTION.

With reference to my memorandum AFSC/53/AIR of the 15th February, concerning which we conferred on the 25th February, and in particular to paragraph 4, it has since been verbally confirmed by Wing Commander Fisher of M.A.A.C. Secretariat that the Combined Chiefs of Staff policy, as it now stands, is that there shall be no civil aviation nor construction of civil aircraft - (see letter MAAC/4214/ALS of the 8th October 45 paragraph 3 which was sent to you under cover of my letter AFSC/53/AIR dated 22nd October 45).

2. The following is a quotation from the interim policy for the Italian Air Force (AG.091.711/231. SAC S-O dated 23rd September 1945 paragraph 3g:)

"aircraft factories and material in the North will be permitted to complete the manufacture of certain aircraft.....".

From this I think that my last sentence in paragraph 4 of my letter to you reference AFSC/53/AIR dated 15th February, 1946 is, in fact, correct.

3. However, as there seems to be some doubt as to the interpretation of directives from COS to us through SAC, I have avoided the controversy in the new draft letter attached - paragraph 2.

I. E. Brodie

I.E. BRODIE,
AIR VICE-MARSHAL,
DIRECTOR,
AIR FORCES SUB-COMMISSION.

See m. 121.
122.
123.

(MISS S)

DRAFT:

TO ITALIAN MINISTER FOR AIR.

Dear

Thank you for your letter 3631/579 dated 8th February. I have consulted the Air Forces Sub-Commission concerning their advice to your Ministry for the construction of 6 SM.75 type aircraft rather than 6 SM.95s.

2. I understand that higher authority has already approved the construction of SM.75s but has twice refused the construction of SM.95s pending the results of the air tests of the prototype SM.95 now in England and certain policy decisions which are awaited from the Combined Chiefs of Staff. As soon as the appropriate moment arrives it is the intention of the A.F.S.C. to press for approval of the construction of 6 SM.95s. ^{if still approved by you} ~~an air policy in a post-war world~~ ^{for the construction of 6 SM.95s or} ~~for the construction of 6 SM.75s if certain policy is agreed by the Combined Chiefs of Staff~~ in a directive which ^{is full} ~~is now~~ awaiting.

3. I also understand from the A.F.S.C. that their letter AFSC/36/1/1/AIR of the 23rd January was forwarded to ^{supply to} ~~your~~ technical advice in relation to the Military Courier Services, as distinct from civil aviation, although the latter now has some bearing on the matter. I am satisfied that the A.F.S.C. has given you correct advice from the technical and economical view-point, and that there is no intention of the A.F.S.C. or anyone else, to force you to purchase SM.75s rather than SM.95s - a decision which must be made in your Ministry, consistent with the above.

4. The Director of the A.F.S.C. informs me, however, that he asked you

2. I understand that higher authority has already approved the construction of SM.75s but has twice refused the construction of SM.95s pending the results of the air tests of the prototype SM.95 now in England and certain policy decisions which are awaited from the Combined Chiefs of Staff. As soon as the appropriate moment arrives it is the intention of the ^(in full) A.F.S.C. to press for approval of the construction of 6 SM.95s. ^{if still required by you} ~~and to press for approval of the construction of 6 SM.95s. and to press for approval of the construction of 6 SM.95s.~~
3. I also understand from the A.F.S.C. that their letter AFSC/36/1/1/AIR of the 23rd January was forwarded to ^{supply to} ~~your~~ technical advice in relation to the Military Courier Services, as distinct from civil aviation, although the latter now has some bearing on the matter. I am satisfied that the A.F.S.C. has given you correct advice from the technical and economical view-point, and that there is no intention of the A.F.S.C. or anyone else, to force you to purchase SM.75s rather than SM.95s - a decision which must be made in your Ministry, consistent with the above.
4. The Director of the A.F.S.C. informs me, however, that he asked you to consider giving an order for 6 SM.75s (already approved by higher authority), as soon as possible in order to keep the firm S.I.A.I. alive, solely in the interests of Italian aircraft construction, and I understand that he asked you verbally to inform S.I.A.I. that a promise of an order or a firm order would be given as soon as it could be decided what aircraft to build and what types, in order to prevent the firm from going bankrupt, which would result in the dismissal of an appreciable number of employees.

Continued/2.....

-2-

116

5. Finally I am satisfied that the Air Forces Sub-Commission has done all in its power to help you, and at the same time to comply with directives from higher authorities, and that no further action for the construction of SM-95s can be taken immediately.

3181

785017

FROM: AIR / CES SUB-COMMISSION,
ALIA COMMISSION, ROME.

TO: CHIEF COMMISSIONER, H.Q. A.C. POME.
COPY: EXECUTIVE COMMISSIONER, H.Q. A.C. POME. ✓
POLAD "A"
POLAD "B"

DATE: 15TH FEBRUARY, 1946.

REF: AFSC/53/AIR.

FEB 16 1946

With reference to the Air Minister's letter 3631/579 dated the 8th February, a copy of which has been sent to each of the abovementioned addressees, I attach a copy of our letter to the Italian Air Ministry relating to the advantages and disadvantages of the SM.75 and SM.95 for Military Air Courier Services as distinct from Italian Civil Aviation; the remarks contained in our letter now partially apply to civilian aviation too. The object of the Deputy Director's conversation and mine with the Air Minister on the 21st January, and our letter of the 23rd January concerning this matter was written on technical grounds and not political, bearing in mind that authority for the construction of 5 SM.75s had already been given by Caserta, whereas authority for the construction of SM.95s had been refused (for the second time) on the 10th December by Caserta (M.A.A.C.), pending a decision from OCS on Civil Aviation and aircraft factories etc.

2. It has never been the intention of this Sub-Commission to "force" the Italians to purchase the SM.75s, but only to advise the Air Minister on the relative advantages and disadvantages of the two types of aircraft, especially as it is believed that the Air Minister had not consulted his technical advisors at the Air Ministry. There is no doubt, however, that the SM.95 looks a better aeroplane, but it is not the more economical.

3. If the reply from OCS to SACRED's signal on the future of the Italian Air Force approves of the construction of non-combat aircraft in Italian Aircraft Factories, it is the intention of M.A.A.C. Caserta, to give authority for construction of a certain number of aeroplanes including 6 SM.95s or alternatively a further 12 SM.75s as desired by the Italian Air Ministry, for either military courier services or for civil aviation.

4. With all due respect I take umbrage to the Air Minister's letter to you, because he infers that the Air Forces Sub-Commission is hindering the rebirth of Civil Aviation in Italy and that you have authority to help him where the A.F.S.C. cannot. I would mention that the authority for the construction of these six SM.75s was given before any discussion on Civil Aviation in Italy was permitted either by SACRED, or by yourself, and the whole subject bore no relation to Civil Aviation. I must further add that SAC has no authority from the OCS to allow of any aircraft construction in Italy, although in the past some construction has been permitted by A.F.H.O. in order that the Italian Military Courier Services could be main-

2 →

785017

FROM: AIR: CCS SUB-COMMISSION,
ALLIED COMMISSION, ROME.

TO: CHIEF COMMISSIONER, H.Q. A.C. ROME.
COPY: EXECUTIVE COMMISSIONER, H.Q. A.C. ROME. ✓
POLAD "A"
POLAD "B"

DATE: 15TH FEBRUARY, 1946.

REF: AFSC/53/AIR.

FEB 16 1946

With reference to the Air Minister's letter 3631/579 dated the 8th February, a copy of which has been sent to each of the abovementioned addressees, I attach a copy of our letter to the Italian Air Ministry relating to the advantages and disadvantages of the SM.75 and SM.95 for Military Air Courier Services as distinct from Italian Civil Aviation; the remarks contained in our letter now partially apply to civilian aviation too. The object of the Deputy Director's conversation and mine with the Air Minister on the 21st January, and our letter of the 23rd January concerning this matter was written on technical grounds and not political, bearing in mind that authority for the construction of SM.75s had already been given by Caserta, whereas authority for the construction of SM.95s had been refused (for the second time) on the 10th December by Caserta (M.A.A.C.), pending a decision from CCS on Civil Aviation and aircraft factories etc.

2. It has never been the intention of this Sub-Commission to "force" the Italians to purchase the SM.75s, but only to advise the Air Minister on the relative advantages and disadvantages of the two types of aircraft, especially as it is believed that the Air Minister had not consulted his technical advisors at the Air Ministry. There is no doubt, however, that the SM.95 looks a better aeroplane, but it is not the more economical.

3. If the reply from CCS to SACRED's signal on the future of the Italian Air Force approves of the construction of non-combat aircraft in Italian Aircraft Factories, it is the intention of M.A.A.C. Caserta, to give authority for construction of a certain number of aeroplanes including SM.95s or alternatively a further 12 SM.75s as desired by the Italian Air Ministry, for either military carrier services or for civil aviation.

4. With all due respect I take umbrage to the Air Minister's letter to you, because he infers that the Air Forces Sub-Commission is hindering the rebirth of Civil Aviation in Italy and that you have authority to help him where the A.F.S.C. cannot. I would mention that the authority for the construction of these six SM.75s was given before any discussion on Civil Aviation in Italy was permitted either by SACRED, or by yourself, and the whole subject bore no relation to Civil Aviation. I must further add that SAC has no authority from the CCS to allow of any aircraft construction in Italy, although in the past some construction has been permitted by A.F.H.C. in order that the Italian Military Courier Services could be main-

7 →

785017

February, a copy of which has been sent to each of the above-mentioned addressees, I attach a copy of our letter to the Italian Air Ministry relating to the advantages and disadvantages of the SM.75 and SM.95 for Military Air Courier Services as distinct from Italian Civil Aviation; the remarks contained in our letter now partially apply to civilian aviation too. The object of the Deputy Director's conversation and mine with the Air Minister on the 21st January, and our letter of the 23rd January concerning this matter was written on technical grounds and not political, bearing in mind that authority for the construction of 6 SM.75s had already been given by Caserta, whereas authority for the construction of SM.95s had been refused (for the second time) on the 10th December by Caserta (M.A.A.C.), pending a decision from OCS on Civil Aviation and aircraft factories etc.

2. It has never been the intention of this Sub-Commission to "force" the Italians to purchase the SM.75s, but only to advise the Air Minister on the relative advantages and disadvantages of the two types of aircraft, especially as it is believed that the Air Minister had not consulted his technical advisors at the Air Ministry. There is no doubt, however, that the SM.95 looks a better aeroplane, but it is not the more economical.

3. If the reply from OCS to SACED's signal on the future of the Italian Air Force approves of the construction of non-combat aircraft in Italian Aircraft Factories, it is the intention of M.A.A.C., Caserta, to give authority for construction of a certain number of aeroplanes including 6 SM.95s or alternatively a further 12 SM.75s as desired by the Italian Air Ministry, for either military courier services or for civil aviation.

4. With all due respect I take umbrage to the Air Minister's letter to you, because he infers that the Air Forces Sub-Commission is hindering the rebirth of Civil Aviation in Italy and that you have authority to help him where the A.F.S.C. cannot. I would mention that the authority for the construction of these six SM.75s was given before any discussion on Civil Aviation in Italy was permitted either by SACED, or by yourself, and the whole subject bore no relation to Civil Aviation. I must further add that SAC has no authority from the OCS to allow of any aircraft construction in Italy, although in the past some construction has been permitted by A.F.H.Q. in order that the Italian Military Courier Services could be maintained pending receipt of an interim policy or Peace treaty.

5. It is suggested that your reply to the Italian Air Minister might be as follows:-

"Dear

Thank you for your letter 3631/579 dated the 8th February. I have consulted the Air Forces Sub-Commission concerning their advice to your Ministry for the construction of 6 SM.75 type aircraft rather than 6 SM.95s.

2. I understand that higher authority has already approved the construction of SM.75s but has twice refused the construction of SM.95s as no policy has yet been announced from Washington, and therefore A.F.H.Q. Caserta is unable to give authority for the construction of SM.95s at present. It is, however, the intention of the A.F.S.C. to press Caserta to give authority for the construction of 6 SM.95s or a further 12 SM.75s if certain

See M 111-12-17-14-15

Continued

171557

C.C. informed E.C. that he would
himself take the point up with Dr. Casati.

Finally I would ask that on matters pertaining to
Italian aviation you would address yourself to the Director
of the AFSC & that if you consider ^{any} matter should
be brought to my personal attention you should
ask the P.M. to communicate with me. 3179

-2-

policy is agreed by the Combined Chiefs of Staff in a directive which we are now awaiting.

3. I also understand from the A.F.S.C. that their letter APO/36/1/1/ATR of the 23rd January was forwarded to you as technical advice in relation to the Military Courier Services, as distinct from Civil Aviation, although the latter now has some bearing on the matter. I am satisfied that the A.F.S.C. has given you correct advice from the technical and economical viewpoint, and that there is no intention of the A.F.S.C. or anyone else, to force you to purchase SM.75s rather than SM.95s - a decision which must be made in your Ministry, *consult with the State*.

4. The Director of the A.F.S.C. informs me, however, that he asked you to consider giving an order for 6 SM.75s (already approved by higher authority), as soon as possible in order to keep the firm S.I.A.I. alive, solely in the interests of Italian aircraft construction, and I understand that he asked you verbally to inform S.I.A.I. that a promise of an order or a firm order would be given as soon as it could be decided what aircraft to build and what types, in order to prevent the firm from going bankrupt which would result in the dismissal of an appreciable number of employees.

5. Finally I am satisfied that the Air Forces Sub-Commission has done all in its power to help you, and at the same time to comply with directives from higher authorities, and that no further action for the construction of SM.95s can be taken immediately.

Yours

L. P. P. 3178

I. E. BRUCE,
AIR VICE-MARSHAL,
DIRECTOR,
AIR FORCES SUB-COMMISSION.

COPY: 108

FROM: AIR FORCES SUB-COMMISSION,
ALLIED CO. SECTION, ROME.

TO: ITALIAN AIR MINISTRY.

DATE: 23RD JANUARY, 1946.

REF: AFSC/36/1/1/AIR.

SM.75 vs SM.95 for Air-Courier Flights.

With reference to the conversation between the Air Minister and the Director and Deputy Director of the A.F.S.C. on the 17th January on the question of whether six SM.75s should be ordered from S.I.A.I.

2. Inasmuch as some consideration must be given to the purchase of additional aircraft to augment the existing types now employed by the internal military air-courier services, it is our opinion that the SM.75 is the best Italian aircraft for this purpose.

3. We have investigated this question from several angles and list the following arguments to substantiate our opinion:

(a) Passenger Capacity - the SM.75 seemingly is capable of transporting comfortably as many passengers with ample room for storage of freight and luggage, as can the SM.95. Although the latter is capable of lifting a greater load of weight than the SM.75, seating capacity must be determined in terms of passenger comfort.

(b) Economy. As the expenditures for POL supplies are of the most importance at this time due to the existing conditions, it cannot be disregarded that a saving will be realized by the employment of tri-motored rather than four-motored transports.

(c) Spare parts - The Savoia Marchetti firm claim that many of the parts of the SM.75 are interchangeable with those of the SM.82 and that stores of these parts are at present available in their factories. Furthermore, they have the materials on hand to commence production immediately, assuring us that first deliveries could be made within 3 months.

(d) Price - The most important observation to be made, however, is the great difference in the prices of these two types. We have discussed this matter with your technical people who inform us that, when negotiations are eventually completed it is quite possible that the SM.95 will sell for twice the amount asked for the SM.75. With the present economical and financial situation, we feel that a saving should be realized whenever possible; and there is no denying the fact that a saving of several million lire on the PURCHASE of just one aircraft merits considerable thought before a choice is made.

2. Inasmuch as some consideration must be given to the purchase of additional aircraft to augment the existing types now employed by the internal military air-courier services, it is our opinion that the SM.75 is the best Italian aircraft for this purpose.

3. We have investigated this question from several angles and list the following arguments to substantiate our opinion:

(a) Passenger Capacity - the SM.75 seemingly is capable of transporting comfortably as many passengers with ample room for storage of freight and luggage, as can the SM.95. Although the latter is capable of lifting a greater load of weight than the SM.75, seating capacity must be determined in terms of passenger comfort.

(b) Economy. As the expenditures for POL supplies are of the most importance at this time due to the existing conditions, it cannot be disregarded that a saving will be realized by the employment of tri-motored rather than four-motored transports.

(c) Spare parts - The Savoia Marchetti firm claim that many of the parts of the SM.75 are interchangeable with those of the SM.82 and that stores of these parts are at present available in their factories. Furthermore, they have the materials on hand to commence production immediately, assuring us that first deliveries could be made within 3 months.

(d) Price - The most important observation to be made, however, is the great difference in the prices of these two types. We have discussed this matter with your technical people who inform us that, when negotiations are eventually completed it is quite possible that the SM.95 will sell for twice the amount asked for the SM.75. With the present economical and financial situation, we feel that a saving should be realized whenever possible; and there is no denying the fact that a saving of several million lire on the PURCHASE of just one aircraft merits considerable thought before a choice is made.

4. It has been proven by flight tests that both types have similar handling characteristics and are aerodynamically stable. Admittedly the SM.95 will have a greater range and a cleaner appearance but considering the short duration of all the internal flights, we do not feel that these arguments outweigh the obvious practicability and the saving to be realized in the employment of the SM.75 rather than the SM.95 in the near future.

5. We would appreciate your comments and likewise we would be glad to hear of any decisions which you propose taking in respect of the construction of the six SM.75s, which has already been authorized by the Allies.

SGT. I.E. ENOCH,
AIR VICE-MARSHAL,
AIR OFFICER COMMANDING.

785017

8506 87

107

Ref: AFEC/39/1/AIR.

12 February 1946.

FEB 12 1946

SUBJECT: Italian Civil Aviation.

TO : US Embassy.
BR Embassy.

106

1. A copy of a letter received from the Italian Air Ministry by the Director of the Air Forces Sub-Commission is forwarded herewith for your information.

2. No action has been, or will be, taken by the Allied Commission as a result of this letter.

M. S. LUSH

Brigadier.
Acting Chief Commissioner.

copy to: Ex. Com ✓

MA.

3176

(MISS)

PA
14/2
10

785017

IL MINISTRO DELL'AERONAUTICA.

106
E. 11th February, 46.

See 7-107
Dear Air Vice-Marshal,

I consider it my duty to keep you informed of the progress of our talks with the Transcontinental and Western Air Inc, even though Admiral Stone has given me a free hand to sign contracts dealing with Italian Air Lines, provided these are not put into operation before Civil Aviation is once more permitted in this country.

2. These dealings are rapidly drawing to a close now that the Governments of the United States and Great Britain are in agreement on this question.

3. As a matter of fact the Secretary General of the Italian Ministry of Foreign Affairs, has informed the British Embassy, at its request, of the General Scheme for the reconstruction of our civil aviation suggested by American sources.

The British Embassy states that the Government of the U.S.A. has been kept informed of the contacts of the British Government with the Italian Government, in reply to the request which during the Anglo American conversations on civil aviation at Bermuda, the U.S.A. delegation made to the British delegation in order to know if British interests wished to participate in the T.W.A. project for the reorganisation of Italian Air Lines.

4. In consequence of these contacts, the wish of the British Secretary of State for Foreign Affairs that the opportunity be given him to decide if he wishes or not to take part in the project will be borne in mind, and in the final and preliminary contract with the T.W.A. a clause will be added which will allow for the participation of others.

5. The decision as to whether the Air Lines will be State owned or privately owned has not yet been taken. At the moment an Air Line is foreseen with the major part of its capital endowed by the State, i.e. a society which is practically State owned. It is not, however, to be excluded that eventually it will be decided to cede part of this majority to private capital. This question must be decided by the Prime Minister, Minister of Finance and the Minister for Air.

6. I contend that I have tried to balance the interests and wishes of everyone.

Sgd. M. CEVOLOTTO,
Minister for Air.

See 3475

785017

Translation

The Air Force Minister

3631/579

Rome, 8 Febr. 1946

To : Rear Admiral Stone
Chief of the Allied Commission

Rome

Dear Admiral,

Following our conversation in which you showed great interest and understanding for the problems of our aviation, I would like to call your attention on the new courier planes.

The Air Forces Sub-Commission (Air Vice Marshal Brodie) recently authorized the construction of six tri-motor planes of the S.M. 75 type, to be appointed to the Italian courier lines.

After the excellent test made by the quadrimotor plane, of the S.M. 95 type, lately constructed by the S.I.A.I. Firm, and whose first model was tried out by English pilots with excellent results, and is still being held back in England, I asked the A.F.S.C.'s authority to have six S.M. 95 constructed instead of the S.M. 75.

Mainly because of the purchasing and operating costs, the A.F.S.C. didn't seem inclined to accept the proposal and stated its preference for the S.M. 75 type.

This decision is in part owing to the fact that the S.I.A.I. Firm is in favour of building S.M. 75 and intends utilizing part of the plane already constructed and ready in its warehouses.

Against A.F.S.C. arguments, I reasserted the reasons why preference should be given to the modern S.M. 95.

They are principally the following :

- the conditions of land and sea transportation in Italy will remain in the present critical stage for a long time, certainly until after the peace treaty. We foresee and hope that such a treaty will allow us to exercise internal air lines on which there will be a strong afflux of passengers keen on using efficient, comfortable and safe planes.
- A modern plane like the S.M. 95 is undoubtedly better able to carry out such services than the old fashioned S.M. 75, this is obvious, even from an aesthetic point of view, especially by comparison with the planes of the international services, which will land in Italian airports.
- The extra power of the S.M. 75 gives a greater guaranty of security if one keeps count of the geographic configuration of Italy, the presence of high mountains, and the frequent meteorologic perturbations. The necessity

9
(1946)

see 121

1946

- 2 -

104

to fly over tracts of sea for connection with the islands, makes a quadrimotor preferable to a trimotor.

- The excellent characteristics of the S.M. 95, which is stable and easy to pilot, have been recognized and appreciated by English pilots, and make this plane particularly suitable for landing in small fields and in fields surrounded by obstacles - such as some Italian landing fields - especially at night time, or in conditions of bad visibility.

The above mentioned reasons, whether general or of national interest cannot but be taken in just consideration by those who must also think of favouring and not hindering the re-birth of our civil aviation, which they are controlling, this in relation with the services with a national character which we shall be allowed to have, and in a spirit of collaboration with similar and connected allied activities.

I allowed myself to call your attention to this problem thinking it worthy of your authority and competence, and considering it deserves your intervention while you so generously gave to so many other problems for the good of our Country.

Yours sincerely,

S. Cavolotto

a/c

E.C.O. 157 11 Feb

Action: Air Force 5/0 (1)

Info: C.C.

E.C.

Volad 'A'

3178

785017

HEADQUARTERS ALLIED COMMISS' N
Office of the Chief Commissioner
APO 394

CC 8503

2 February 1946.

FEB 2 1946

My dear Mr. Minister:

I have just seen your letter to the attorney for T.W.A. dated 1 February in which it is stated that the Director of the Air Forces Sub-Commission of the Allied Commission has advised you that it is not possible for you to sign any agreements dealing with civil aviation until you are authorized to engage in operations.

I am afraid, my dear Mr. Minister, that there is some misunderstanding because Air Vice Marshal Brodie's letter to you dated 23 January imposes no such limitation but merely states that you may not engage in civil aviation operations until authority is received from the Combined Chiefs of Staff.

There is absolutely no restriction on you against the signing of any agreements with respect to civil aviation provided only that they do not become operative until authority for operations is received from the Combined Chiefs of Staff and are implemented in accordance with such instructions as are then received.

Very truly yours,

/s/ Ellery W. Stone

ELLERY W. STONE
Rear Admiral, USNR
Chief Commissioner

Doctor M. Cevalotto,
Minister for Air,
Italian Air Ministry,
Rome.

See him 104.

Copy to: Air Forces S/C
T.W.A. Representative, Rome.

Ex Com

(MISS)

3172

8506

102

From : Air Forces Sub Commission, Rome.
To : Ministry of Foreign Affairs.
Date : 24th January, 1946.
Ref : AFSC/39/Air.

JAN 24 1946

AIR SERVICE : ITALY - SWITZERLAND

With reference to paragraph 3 of your Memorandum for the Allied Commission dated 12th January, 1946, on the above subject, your attention is drawn to paragraph 2 of our letter to you under reference AFSC/39/Air dated 5th November 1945.

2. It would appear that no arrangements negotiated within the framework of a reciprocity right are likely to be approved by Allied higher authority.

W.N. Bisdée W/COR.

W.N. BIDSÉE, W/Cdr,
Air Vice-Marshal,
Air Officer Commanding.

Copy to : Liaison Branch A.C. ✓

3171

(19470)

PA.
29/1/46
E.C.

785017

8506 87

101

OUTGOING SIGNAL

FROM : AIR FORCE SUB COMMISSION, A.C. ROME
TO : M.A.A.C. SECRETARIAT - CASERTA

UNCLASSIFIED A 960

26
0945 24 NOV 1945

SUBJECT IS SWISS CIVIL AIRLINE

REFERENCE AFHQ LETTER AC 530/199 GEG - O DATED 23 AUGUST TO
CHIEF COMMISSIONER SWISS WHICH RUN WEEKLY SERVICE ZURICH ROME
AND HAVE SUBMITTED PROPOSED ROUTE /./ SERVICING TO BE CARRIED
OUT BY ITALIAN AVIOLINEE COMPANY /./ IN VIEW OF ATO AUTHORITY
FOR USE OF CIAMPINO CONTAINED IN LETTER H.Q. EUROPEAN ATO TO
MISOUSA REFERENCE 360.4 DATED 3 NOVEMBER COPY TO GENERAL LEE
FOR INFORMATION MAY AUTHORITY FOR SERVICE TO COMMENCE BE GIVEN /✓

ROUTINE

W N Indivale

M. N. BIDDER, W/C
SENIOR STAFF OFFICER
A.F.S.C. ROME

3170

COPY TO : Liaison Section A.C. ✓
O.C. Ciampino

56/11 - ✓

File

8

8

