

ACC

10000/135/48

10000/135/48

IAF, MILITARY COURIER POLICY
APR. - OCT. 1946

82A

From : Air Forces Sub-Commission, A.C. ROMA.
To : Italian Air Ministry -
General Directorate of Civil Aviation.
Date : 15th October, 1946.
Ref. : 12700/24/AIR.

Reference is made to your letter 5206/3194/0011, dated 11th September, 1946, and further to our conversation with the Air Minister on 15th October, 1946.

2. It seems that according to the Italian Law also Article 748 of the Navigation Code, no Military Aircraft requires an Air Navigation Certificate.

3. The Italian Military Air Courier Service comes under the direct control at the moment of the Allied Commission, and is used for Military purposes. As a concession this Sub-Commission suggested that in view of the wear and tear of these aircraft and the cost of petrol, etc, a Fare Paying Scheme be adopted for certain categories of non-military passengers as is permitted in R.I.A. Transport Command and the American Transport Command, military aircraft which carry civilian passengers; this does not mean they are aircraft any less military than those used in the sphere of purely military activity.

2455

4. Furthermore it is understood that the Insurance Company that the Italian Air Ministry deal with regarding passengers on the Military Courier Service rely entirely on technical control by the Italian Air Ministry and do not require the Navigation Certificate issued for civilian aircraft by R.I.N.A. which, as stated above, is not required by military aircraft anyway.

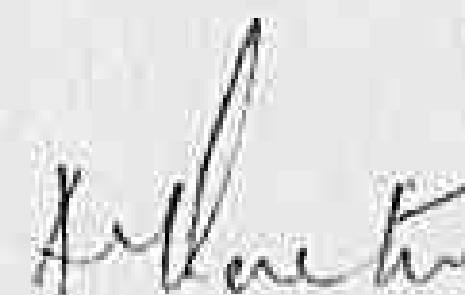
5. Therefore we suggest that all Allied Civilian Passengers who are entitled to travel free of charge on the Italian Military Air Courier Service who are in possession of valid British and American passports should sign the Indemnity Certificate at the back of the Air Travel Order and all Italian Civilian Passengers or American or British civilians without British or American passports should pay the Insurance rates laid down. However civilians holding British or American passports should be permitted to insure (as in the case of other civilians) and it is hoped that you will make arrangements for them to be given that alternative at their request.

Chibul
19/10

- 2 -

6. Thus the British, American and Italian Governments will in no way be implicated if any aircraft operating on the Italian Military Air Courier Service crashes with regard to persons claiming damages, etc.

7. It is suggested that these new instructions (which the Air Minister has verbally agreed) be brought to the attention of all Booking Offices as soon as possible. Instructions will be issued to all Allied passengers concerned as soon as we receive a letter from you confirming that these proposals are satisfactory to you.



A. C. SALTER, S/LR.,
FOR AIR VICE MARSHAL,
DIRECTOR,
A.P.S.C.

2454

81A
(E)TRANSLATION

From : C.A.M. "Stato Maggiore".
Air Military Courier Service.

To : U.S.A.Fs.
S.O.A.M. - Rome,
A.F.S.C., A.C. Rome etc.etc.

Date : 7-10-46.

Ref. : 3786/109/SCM.

OUTGOING MESSAGE

With effect from 2nd October inst, all Deputies will be allowed a discount of 70% on all air Military Courier Service air fares ./ All Savinina Deputies will be allowed free air passage, with exception of the insurance quota on the Roma-Cagliari, Roma-Alghero flights and vice-versa ./

COL. RUSCHIO ./

14/w
p902
211/air

olk Ryl/h

2452

(COL. RUSCHIO)

Translated by Maria Teresa.

78A.

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

To : I.A.F. Stato Maggiore.

Date : 7th October, 1946.

Ref : AFSC/24/Air.

INCREASE OF PASSENGER LOAD.

Reference is made to your letter 5701/9/2 of the 30th September 1946 requesting an authorisation for an increase of the passenger load in respect of Savoia Marchetti 75, 82 and 84 aircraft.

2. The Chief Technical Officer of this Sub Commission has consulted with your General Directorate of Constructions and agrees that the proposed increase can be made without compromising the safety of the aircraft. You are therefore advised that this Sub Commission approves the proposed increases.

3. It would be appreciated if before asking authorisation for any further alterations to all up weights your Directorate of Constructions consult the Technical Department of this Sub Commission.

Christie
2450
C.M.M. GRIFFIN, W/Cdr,
Air Vice-Marshal,
Director,
Air Forces Sub Commission.

77A
(5)TRANSLATION

From : Italian Air Ministry -
Air Military Courier Service - ROME.

To : Unita' Aerea - BARI,
Raggruppamento S.T. - GUILDONIA,
Stormo "III" - CESTOCHELE,
Stormo "IV" - GUILDONIA,
Stormo Baltimore - URBE,
84 Gruppo - VIGNA DI VALLE,
a.f.i. STATO Maggiore - ROME,
A.P.S.C., A.C. - ROME.

Date : 30th September, 1946.

Ref. : 3701/22.

INCREASE ON PASSENGERS TO BE
TRANSPORTED



For your information and before taking any action, we would like to inform you that the General Directorate of Constructions in the Military Air Ministry has approved our proposal to increase the number of passengers to be transported on the under-mentioned aircraft, without compromising the safety of aircraft.

2449

It will, therefore, be necessary, if not already arranged, to construct new seats for passengers, as shown below: -

Aircraft	SM-75	from	26	seats	to	28
"	" 82	"	20	"	"	26
"	" 84 (7A)	"	8	"	"	12

You are urgently requested to inform us of the date the above-mentioned arrangement will be authorised.

cll
2/10.

Translated by Maria Teresa.

CEL. GUSSONE

46A
(T)

TRANSLATION

From : Italian Air Ministry -
Air Military Courier Service - ROME.

To : A.F.S.C., A.C. ROME.

Date : 28th Sept., 1946.

Ref. : No. 3669/42/3369 Coll.

AUTHORITY FOR FREE OF CHARGE AIR PASSAGES

73A.

Reference our letter No. 3347/29, dated 10th September, 1946,
regarding authority for four yearly free of charge ^{return} air passages for
families of Allied Military or civilian personnel by means of military
courier service, we would like to point out that this concession is
granted to families of military personnel only.

It is also confirmed that after completion of the said four
trips - the same personnel will be allowed to travel with a discount
of 70%.

2448

1644
2/10 - 3/10
24/AIR

COL. GISSON

Translated by Maria Teresa.

But are 1.44 for from "dangers" (see 70th)

18-8/10

Handwritten: "Warden"
in the office

74A

TRANSLATION

From : Italian Air Ministry -
General Directorate of the Civil Aviation.

To : A.P.S.C., A.C. ROME.

Date : 11th September, 1946.

Ref. : 5206/3191 Coll.

75/9 P576

my

24/10

CHECK BY THE AIR NAVIGATION REGISTRY ON MILITARY COURIER
SERVICE AIRCRAFT

As agreed with your Sub-Commission, the aircraft allotted to the Military Courier Service are now carrying out a far reaching transport of passengers and freight.

According to the Italian Law now in force (art. 763 and the following articles of navigation code) every civil aircraft should have an air navigation certificate issued by the Italian Aeronautical Registry (R.A.I.) who is the exclusive legislative body according to art. 4 of the R.A.I. regulations, approved by Royal Decree No. 1553 of the 14-6-1944.

Regarding Article 743 of the Navigation Code, the regulations of the Code itself do not affect military aircraft. It must therefore be found out which aircraft, according to Italian legislation, can be qualified military aircraft, so as to ascertain if this qualification can be given to Military Air Courier Aircraft. 2447

Regarding article 745 of the same code, aircraft are considered military only by special laws. This regulation is referred in article 230 of the War Law approved by Royal Decree of the 6th of July, 1938, No. 1445, and reads as follows: -

"The aircraft that are considered as military aircraft, are those used for military purposes, and must therefore comply to the following three points: -

1. Show a military qualification by the legitimate use of aircraft markings of the State to which they belong;
2. They are under the State's direct authority, immediate control and responsibility;

S.S.C. suggest no action be taken on above until A.O.C.'s return to duty.
J.E.M.
1/10

CMH
410.

- 2 -

3. They are commanded by a person whose name is entered on the lists of Military personnel;
4. Are flown by Military personnel or militarised personnel.

The Military Air Courier aircraft though in possession of the a/m regulations of the article in question are not used in the conditions stated above, that is the aircraft will be used for military purposes. These aircraft, effect a fare paying transport of persons and freight opened to public use even though subordinated to a stabilised process of priorities. The Military Air Courier Aircraft are therefore not used in the sphere of military activity.

There is no doubt that, if any accident should occur, the judiciary authorities will consider the aircraft used on the Military Courier Service as civil aircraft. It is therefore obvious that as the aircraft do not come under the regulations laid down by the law regarding flying safety, the Italian Air Force Administration will have to pay considerable sums as damages.

It is a fact that the Navigation Code limits the responsibility of air transport: -

- a) for injuries to persons and damage to freight according to certain fixed figures (art. 943 and following articles, based on the Warsaw Convention, 14th October, 1929).
- b) for damages caused to a third party on aircraft crash, also at certain fixed figures according to the weight of the aircraft (art. 965 and following articles based on the Rome Convention dated 30th of May, 1933).

In order to allow the aircraft to benefit from the a/m conditions, it is essential for the aircraft to be in possession of all the necessary requirements demanded by the Law, which is the most important one of the navigation certificate released by the R.A.I. Should a Military Air Courier Service aircraft crash and it is not in possession of the Navigation Certificate, a person injured in the crash could be in a position to demand from the Italian Air Force Administration the entire payment of damages, without any benefit of limitations. 246

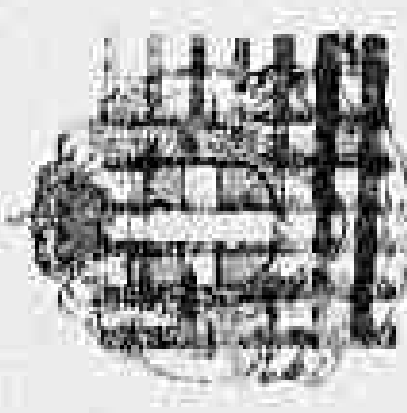
This position, which forces the I.A.F. Administration in the risk of having to meet greater sums of money than it can afford, could be avoided by providing the Military Air Courier Aircraft with a navigation certificate, released by the R.A.I. and subject to the normal technical regulations "checkings".

Before taking any action on the matter, the I.A.M. would like to know the opinion of the A.P.S.C. on the above subject.

(for) THE MINISTER
S. Cacopardo

Translated by Maria T. Chisina.

S.A.



Ministero dell'Aeronautica
Direzione Generale dell'Aviazione Civile e del T.A.

Legislazione
5206 / 3131 C.A.

7444
Roma 17 SET 1946

la AIR FORCES SUB COMMISSION
Tramite Ufficio di collegamento
con la AFSC.

= ROMA =

Proposta del

OGGETTO: Sorveglianza del Registro aeronautico italiano sugli
aeromobili adibiti al servizio dei Corrieri aerei militari.

In seguito agli accordi intercorsi con cotesta Sotto-
missione, gli aeromobili adibiti al servizio dei Corrieri
aerei militari effettuano da qualche tempo il trasporto a pa-
gamento di passeggeri e di merci.

A norma della legislazione vigente in Italia (art. 763 e
seguenti del codice della navigazione) ogni aeromobile civile
deve esser provvisto del certificato di navigabilità, documen-
to rilasciato dal Registro aeronautico italiano (R.A.I.), ente
morale che, per delega legislativa, adempie a tale compito in
regime di esclusività (art. 4 del regolamento del R.A.I., appro-
vato col R. decreto 14 giugno 1941, n. 1558).

Per l'articolo 748 del codice della navigazione, le di-
sposizioni del codice stesso non si applicano agli aeromobili
militari. Giova quindi indagare quali aeromobili, ai sensi
della legislazione italiana, possano aver la qualifica di mi-
litare, per accertare se tale qualifica possa attribuirsi agli
aeromobili dei Corrieri aerei militari.

Per l'articolo 745 dello stesso codice, sono militari gli
aeromobili considerati tali dalle leggi speciali. Tale norma
di rinvio va riferita all'art. 230 della legge di guerra, appro-
vata col R. decreto 8 luglio 1938, n. 1415, che così si esprime:

"Sono considerati aeromobili militari quelli destina-
ti ad uso militare, qualora:

1. dimostrino la qualità militare mediante il legittimo
uso dei segni distintivi adottati, a questo scopo,
dallo Stato, al quale appartengono;

Divisione di Aeronautica
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Il Capo Ufficio per la Sorveglianza e la Sorveglianza aerea e aerea

5206 / 3131 Coll.

= R O M A =

Proposta di legge

OCCORRE: Sorveglianza del Registro aeronautico italiano sugli aeromobili adibiti al servizio dei Corrieri aerei militari.

In seguito agli accordi intercorsi con cotesta Sottocommissione, gli aeromobili adibiti al servizio dei Corrieri aerei militari effettuano da qualche tempo il trasporto a pagamento di passeggeri e di merci.

A norma della legislazione vigente in Italia (art.763 e seguenti del codice della navigazione) ogni aeromobile civile deve esser provvisto del certificato di navigabilità, documento rilasciato dal Registro aeronautico italiano (R.A.I.), ente morale che, per delega legislativa, adempie a tale compito in regime di esclusività (art.4 del regolamento del R.A.I., approvato col R.decreto 14 giugno 1941, n.1558).

Per l'articolo 748 del codice della navigazione, le disposizioni del codice stesso non si applicano agli aeromobili militari. Giova quindi indagare quali aeromobili, ai sensi della legislazione italiana, possano aver la qualifica di militare, per accertare se tale qualifica possa attribuirsi agli aeromobili dei Corrieri aerei militari.

Per l'articolo 745 dello stesso codice, sono ²⁴⁴⁵ militari gli aeromobili considerati tali dalle leggi speciali. Tale norma di rinvio va riferita all'art.230 della legge di guerra, approvata col R.decreto 8 luglio 1938, n.1415, che così si esprime:

"Sono considerati aeromobili militari quelli destinati ad uso militare, qualora:

1. dimostrino la qualità militare mediante il legittimo uso dei segni distintivi adottati, a questo scopo, dallo Stato, al quale appartengono;

./.

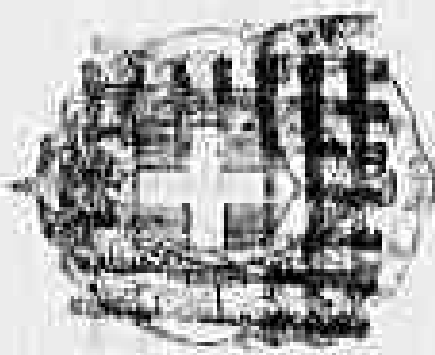
Il presente progetto non ha valore legislativo e non ha valore di proposta di legge.

Il presente progetto non ha valore legislativo e non ha valore di proposta di legge.

Mod. 130 E

Roma, 11 SET 1929

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Ministero dell'Aeronautica

Direzione Generale dell'Aviazione
Civile e del T.A.

Divisione Legislazione

R. D. N. 2

R. D. N. 2

OGGETTO

2. siano sotto l'autorità diretta, il controllo immediato e la responsabilità dello Stato;
3. siano comandati da persona inscritta nelle liste del personale militare;
4. siano equipaggiati da personale militare o militarizzato.

Gli aeromobili adibiti al servizio dei Corrieri aerei militari, pur essendo rispondenti alle condizioni indicate nei quattro numeri dell'articolo in esame, non rispondono al requisito essenziale che costituisce la premessa a quelle condizioni; cioè che l'aeromobile sia destinato ad uso militare. Tali aeromobili effettuano infatti un trasporto remunerato di persone e di cose, con offerta di servizi al pubblico, sia pure subordinati a determinati criteri di precedenza: il che esula, evidentemente, dalla normale sfera della attività militare.

Non sembra dubbio che, nei confronti di eventuali danneggiati, gli aeromobili dei Corrieri aerei militari saranno considerati dall'autorità giudiziaria come aeromobili civili. Ne consegue che, ove tali aeromobili non rispondano alle condizioni imposte dalla legge per la tutela della sicurezza del volo, la Amministrazione aeronautica rimane esposta ad oneri di risarcimento di cospicua portata.

Sta di fatto che il codice della navigazione limita la responsabilità del vettore aereo:

- a) per i danni alle persone e alle cose trasportate, a determinate cifre fisse (art. 943 e segg., modellati sulla convenzione di Varsavia del 14 ottobre 1929);
- b) per i danni ai terzi sulla superficie e per i danni da urto,

Il presente documento è stato depositato e conservato nella biblioteca dell'Archivio Storico dell'Aeronautica.

ISTITUTO FILIPPO MARCO BRUNO SAKO

OGGETTO

2. siano sotto l'autorità diretta, il controllo immediato e la responsabilità dello Stato;
3. siano comandati da persona iscritta nelle liste del personale militare;
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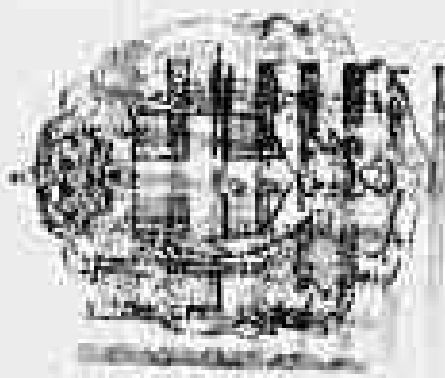
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- a) per i danni alle persone e alle cose trasportate, a determinate cifre fisse (art. 943 e segg., modellati sulla convenzione di Varsavia del 14 ottobre 1929);
- b) per i danni ai terzi sulla superficie e per i danni da urto, ugualmente a determinate cifre, riferite al peso dell'aeromobile (art. 965 e segg., modellati sulla convenzione di Roma del 30 maggio 1933).

Mod. 1302

Brescia 19 June

3-



Ministro dell'Aeronautica

Direzione Generale dell'Aviazione Civile e del T.A.

Divisione Legislazione

Allegato

Proposta di legge

OGGETTO

Ma presupposto essenziale perchè il vettore possa beneficiare di dette limitazioni, è quello che l'aeromobile risponda a tutte le condizioni volute dalla legge: prima fra tutte trattandosi di sicurezza del volo = quella del possesso del certificato di navigabilità rilasciato dal R.A.I. Ne consegue che, nel caso di danni causati da un aeromobile dei Corrieri aerei militari, il danneggiato potrà far valere la mancanza del certificato di navigabilità, determinando per l'Amministrazione aeronautica l'obbligo di risarcire il danno nella intera misura, senza il beneficio della limitazione.

Tale inconveniente, che espone l'Amministrazione aeronautica ad oneri di portata non calcolabile, potrebbe essere eliminato in un solo modo: determinando, cioè, che anche gli aeromobili dei Corrieri aerei militari siano muniti del certificato di navigabilità, rilasciato dal R.A.I. previa effettuazione dei controlli previsti dai propri regolamenti tecnici.

Prima di impartire disposizioni in proposito, il Ministro dell'aeronautica prega la AFSC di volere far conoscere se nulla osti, da parte propria, in proposito. 2443

p. IL MINISTRO:

OGGETTO

Ma presupposto essenziale perchè il vettore possa beneficiare di dette limitazioni, è quello che l'aeromobile risponda a tutte le condizioni volute dalla legge: prima fra tutte trattandosi di sicurezza del volo = quella del possesso del certificato di navigabilità rilasciato dal R.A.I. Ne consegue che, nel caso di danni causati da un aeromobile dei Corrieri aerei militari, il danneggiato potrà far valere la mancanza del certificato di navigabilità, determinando per l'Amministrazione aeronautica l'obbligo di risarcire il danno nella intera misura, senza il beneficio della limitazione.

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2443

p. IL MINISTRO:

S. Lucapardo-

42A

From: Air Forces Sub-Commission, A.C., Rome.
To : A.C. Liaison Office, 86 Area C.M.F.
Date: 22nd August 1946.
Ref : AFSC/24/Air.

IAF MILITARY COURIER POLICY.

With reference to your letter ACLO 81 dated 15 August 1946.

2. We wish to inform you that the R.A.F. Liaison Office was informed of the establishment of the Italian Booking Office and regret that you were not informed of same.

3. The policy to be followed by your office is to continue booking of Allied personnel in conjunction with the newly established Italian Booking Office.

for,

H. H. Hagan
H. H. HAGAN / 1ST LT.
AIR VICE MARSHAL,
DIRECTOR,
AIR FORCES SUB-COMMISSION.

2442

file 70A

From : Air Forces Sub Commission, A.C., Rome.
To : Chief Commissioner,
through Executive Commissioner.
Date : 8th August, 1946.
Ref : AFSC/24/Air.

ITALIAN MILITARY COURIER
FARE REDUCTIONS

Air Forces Sub Commission Headquarters have received the following signal from the Italian Air Ministry :

Quote : - "STATERED 2572/SCAM/.// ADDRESSES A.P.3.C., A.C., ROME, COMANDO UNITA' AEREA, BARI, COMANDO IST Z.A.T. MILAN ETC /.// FURTHER TO MINISTER'S INSTRUCTION PLEASE ARRANGE IN ORDER THAT ALL PERSONNEL OF THE "CONSTITUENTE" TRAVELLING ON DUTY BE GRANTED A REDUCTION OF 50% ON MILITARY COURIER AIR-CRAFT /.// TICKETS TO BE USED WILL BE THOSE NOW DISTRIBUTED FOR THIS REDUCTION /.// SIGNED CG. REMONDINO /.//"Unquote.

2. This signal undoubtedly indicated the Italian Government's decision on the Chief Commissioner's letter ref. 8752/216/EC dated 18th July 1946 addressed to the President of the Constituent Assembly.

L. E. Jarman 2441

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

Copy to : Dispatch Office.

FILE 24/AIR.

67A

From: Air Forces Sub-Commission, A.C., Rome.
 To : Representatives of Booking Centres.
 Date: 7th August 1946.
 Ref : AFSC/24/Air.

MILITARY AIR COURIER SERVICE.

A new policy has been set up by the Italian Air Ministry of reduced fares on Military air courier aircraft for members of the Constituent Assembly.

All personnel of the Constituent are allowed a 50% fare reduction.

[Signature]
 A. C. KEWELLINGER MAJOR
 AIR VICE MARSHAL,
 DIRECTOR,
AIR FORCES SUB-COMMISSION.

DISTRIBUTION:

M.A.T.C. SECRETARIAT, HQ, ITALY.

AIR TRANSPORTATION, Major BENTLEY.

LIAISON OFFICES: Lt/Col. H. J. BRECHT, M.B.E. Palazzo
 delle Provincie, UDINE.

Major, W. RONNIE, TRIESTE.

A.I.G. VENEZIA GIULIA, Col. A.C. HOWMAN.

BRITISH EMBASSY, ROME

AMERICAN EMBASSY, ROME

AIR FORCES SUB COMMISSION, MILAN

" " NAPLES

" " TARANTO

" " LECCE, BARI.

2440

[Handwritten signature]
 8/8

62 A

TRANSLATIONOUT GOING MESSAGE

From : I.A.P. "Stato Maggiore".
To : A.F.S.C., A.C. ROME,
Comando Unità Aerea - BARI,
" I Z.A.T. - MILAN, etc.etc.
Date : 27th July, 1946.

STATAEREO 2572/SCAM./ ADDRESSSEES A.F.S.C., A.C. ROME, COMANDO UNITA' AEREA, BARI,
COMANDO I Z.A.T. MILAN ETC. ETC./ FURTHER TO MINISTER'S INSTRUCTION PLEASE ARRANGE
IN ORDER THAT ALL PERSONNEL OF THE "COSTITUENTE" TRAVELLING ON DUTY BE GRANTED A
REDUCTION OF 50% ON MILITARY COURIER AIRCRAFT./ TICKETS TO BE USED WILL BE THOSE
NOW DISTRIBUTED FOR THIS REDUCTION./ COL. REMONDINO

(For Col. GISSONI
Capt. CAROCELLI)

*J.H.M.
2/8*
Trsl. by Maria T.C.



2439

57A
(7)

From : I.A.M. State Legation.

To : 2nd S.A.T. Command, Rome.

I.A.M.C., Rome and other addresses, for information.

Date : 20th July, 1946.

Ref : 2466/27/SCM/25860011.

0475

247

14

24/air

REINSTATEMENT U.C.A.M. TRAVISO - RATES ON THE ROME-BOLIGNA-
TRICE-TRAVISO LINE

4817

Alteration is made to para 2 of letter 2463/SCM dated 1st July 1946. We inform you that from the 25th July the Military Air Courier Office at Traviso will be reinstated.

The 2nd S.A.T. Command is requested to issue the necessary instructions. The civilian passengers will therefore be able to leave and arrive from and to this locality.

We inform the U.C.A.M. concerned that the passenger rate, for the different routes is the following.

ROME-TRAVISO	Ticket	Insurance	Total
full fare ticket	4755	560	5315
50% discount ticket	3350	560	3910
50% " "	2360	560	2920
70% " "	1425	560	1985
free ticket	---	560	560

ROME-VALLON

2438

full fare ticket	4755
30% discount ticket	3350
50% discount ticket	2360
70% discount ticket	1425
free ticket	---

1440	5435
1440	3770
1440	2820
1440	1865
1440	560

ROME-BOLIGNA

Unaltered (See old rate)

REINSTATEMENT U.C.A.M. PREVIOUS - RATES OF THE ROUTE-SOLOMON-
VALIEN-MAKINAO JUNE

4817

alteration is made to para 2 of letter 24.3/22 dated 1st July 1946. We inform you that from the 25th July the Military Air Courier Office at Papeete will be reinstated.

The 2nd U.S.A.F. Command is requested to issue the necessary instructions. The civilian passengers will therefore be able to leave and arrive from and to this locality.

We inform the U.S.A.M. concerned that the passenger rate, for the different routes is the following.

ROUTE-PREVIOUS	Ticket	Insurance	Total
full fare ticket	4755	560	5315
30% discount ticket	3330	560	3890
50% " "	2360	560	2920
70% " "	1425	4560	1935
free ticket	---	560	560

ROUTE-VALIEN

2338

full fare ticket	4795	440	5195
30% discount ticket	3330	440	3770
50% discount ticket	2360	440	2820
70% discount ticket	1425	440	1865
free ticket	---	440	440

ROUTE-BOLOGNA

Unaltered (see old rate)

BOLOGNA-VALIEN

full fare ticket	1490	195	1685
30% discount ticket	1045	195	1240
50% discount ticket	745	195	940
70% discount ticket	445	195	640
free ticket	---	195	195

-2-

BOLOGNA-TREVISO	Ticket	Insurance	Total
full fare ticket	1090	315	1405
50% discount ticket	1045	315	1360
50% discount ticket	745	315	1060
70% discount ticket	615	315	930
free ticket	---	315	315

Passengers are not allowed to travel by courier on the route Venice-Treviso, therefore the U.O.A.M. at Venice will not take passengers to Treviso nor the U.O.A.M. at Treviso take passengers to Venice.

The rate of freight on the different routes remains unaltered for the rate for the route Rome-Venice is the same as the one established for the route Rome-Treviso.

The Directorate of Civil Aviation is requested to appoint a civilian employee of the Navigation Company to the U.O.A.M. at Venice, as Mr. Viciani has already returned to Treviso.

The U.O.A.M. at Venice and Treviso will be supplied with tickets and all the necessary forms.

The 2nd L.A.E. Command is requested to notify this S.O.A.M. of the efficiency of the transport services of passengers on the two above-mentioned bases.

Lt. Col. G. GUSMANI.

translated by J. Servadei.

237

passengers are not allowed to travel by courier on the route Venice-Treviso, therefore the U.C.A.M. at Venice will not take passengers to Treviso nor the U.C.A.M. at Treviso take passengers to Venice.

The rate of freight on the different routes remains unaltered - the rate for the route Rome-Venice is the same as the one established for the route Rome-Treviso.

The Directorate of Civil Aviation is requested to appoint a civilian employee of the Navigation Company to the U.C.A.M. at Venice, as Mr. Fiorani has already returned to Treviso.

The U.C.A.M. at Venice and Treviso will be supplied with tickets and all the necessary forms.

The Cmdr J.A.T. Command is requested to notify this S.C.A.M. of the efficiency of the transport services of passengers on the two above-mentioned bases.

translated by J. Bevacqua.

St. Col. G. GUSMANI.

2.37

*Air Force*51A
(c)TRANSLATION

CONSTITUENT ASSEMBLY

The President

Rome, 8 July 1946.

1048

Admiral Ellery W. Stone
 Chief Commissioner
 Allied Commission
 Rome.

With the recent institution of civilian air services and owing to the still existing serious difficulties in railway transportation which does not yet allow speedy travels between the various peripheric localities of the Peninsula and the Capital, many members of the Constituent Assembly, and particularly those residing in Sicily and Sardinia, have expressed the wish to be able to obtain a fair reduction on the prices of the tickets in order to make use of this quick means of transportation without having to meet excessive expenses.

In consideration of the fact that the possibility of an urgent convocation of the Deputies to Rome responds to an absolute necessity of the Assembly, I beg you, Excellency, kindly to examine the possibility of granting to the Deputies the highest reduction possible on the cost of the tickets and, should this be possible, kindly to issue the necessary instructions.

I avail myself of this opportunity to send you, together with my sincere thanks, my most respectful regards.

/s/ Giuseppe Saragat



EC DIST - 11 July

Wk
19/7

ACTION - 2435

INFO - CC

EC
Maj BentleyE.M.
22/7

51A

ASSEMBLEA COSTITUENTE

IL PRESIDENTE

Roma, 8 Luglio 1946

1048

All'Ammiraglio ELLERY S T O N E
Commissario Capo della Commissione Alleata

= R O M A =
=====

Con la recente istituzione dei servizi aerei civili e col perdurare delle gravi difficoltà nei trasporti ferroviari che non consentono ancora rapidi spostamenti fra le varie località periferiche della Penisola e la Capitale, molti Deputati alla Costituente e specialmente quelli residenti in Sicilia e in Sardegna, hanno manifestato il desiderio di poter ottenere una congrua riduzione sul prezzo dei biglietti onde essere posti in grado di utilizzare questo rapido mezzo di locomozione senza dover affrontare una spesa eccessiva.

Tenuto conto che la possibilità di convocare a Roma con celerità gli Onorevoli Deputati risponde ad una imprescindibile necessità dell'Assemblea, la prego vivamente, Eccellenza, perchè Ella voglia cortesemente esaminare la possibilità di concedere agli On.li Deputati la maggiore riduzione possibile sul costo del biglietto e, ove questo sia possibile, voglia compiacersi di impartire le opportune disposizioni.

2134

Si è gradita l'occasione per inviarLe, assieme a vivi ringraziamenti, i sensi della mia distinta considerazione.

Pierrefe Savagat

48 A

(E)

From : I.A.F. Stato Maggiore
Military Air Courier Service

To : 11nd Z.A.T. Command, Padova

Date : July 1st, 1946

Ref : 2043/82/SCAM/2408 Coll

Subject : Establishment of Military Air Courier Office and Landings
at Venezia. (U.C.A.M.)

Copy to: Air Forces Subcommittee, AC, Rome,
I.A.F. Stato Maggiore, 3rd Unit, Rome,
Unita Aerea Command, Bari
Prefect, Venezia
Direction of Civ. Av. and T.A., Rome,
Regroupment, D.T., Guidonia,
Transport Unit, Centocelle,
Insurance "Fiume" Company, Rome
Administrative Office S.C.A.M., HQ
Office of Military Air Courier, Rome,
Office of Military Air Couriers, Treviso,
Office of Military Air Couriers, Bologna.

1. It is being informed that the daily airline communication
ROME-BOLOGNA-TREVISO, will have landing as from July 15, 1946, also in
Venezia, and will follow the itinerary as shown below:

ROME-BOLOGNA-VENEZIA-TREVISO

The aircraft will continue to carry out supplies at Treviso.

The 11nd Z.A.T. Command is requested to establish immediately
a Military Air Courier Office (U.C.A.M.) analogous to those of Treviso
and Bologna, which will have to be located in the premises of the "Ita-
lian Wing" company, as agreed upon by the company itself and according
to the agreement with Ing. Fiaccarini, Director of the Venezia Workshop
of the Italian Wing Company.

Chief of the Venezia U.C.A.M. will have to be a Junior Officer
from the local Garrison, with special abilities for the service with pub-
lic.

The officer appointed for Priorities is Col. BCCALATTE. This
nomination is subject to ratification by Allied Authorities. ✓

2. As a consequence to the establishment of the U.C.A.M. at Venezia,
the airport and the U.C.A.M. at Treviso will cease to function for
all passengers, with the exception of Allied Military Personnel. 2432

With the exception of the latter, all passengers will have to be directed to Venezia to carry out necessary steps regarding the booking of the seat, detachment of the ticket, etc.

For the present it is ruled that the Treviso U.C.A.M. is to hand over under the regular administrative charge of the Venezia U.C.A.M. all the tickets which it possesses (with the exception of a small number of tickets free of charge to be issued to the Military Allied Personnel, who, as it is known, have benefits of such arrangement) as well as forms for transport of goods on payment and all other printed matter, at one time sent by the S.C.A.M. Office, which is now necessary for functioning of the Venezia Office. The report on the transport of this material will have to be sent to this Stato Maggiore - Military Air Courier Service, (S.C.A.M.), Via Regina Elena, 20, Rome.

The tariffs to be applied for Venezia are the same as those established for Treviso.

3. The five Bodies at Venezia authorized to request place in the aircraft are the following:

- a. Allied Commission, for Allied Military and Civilian Personnel.
- b. Venezia Prefecture, for all Italian Civilians.
- c. Army Garrison Command, (or the Body corresponding to it as determined by the War Ministry), for Military Personnel.
- d. Navy Garrison Command, (or the Body corresponding to it as designated by the Ministry for the Navy), for Navy personnel.
- e. Airforces Command, for Airforces Personnel.

The five Bodies mentioned above will send the request forms for the seat, with a priority recommendation of no. 1, up to No 4 (according to the rules on page 6 of the attached Instructions) to Colonel BOCCALATE for the evaluation of the priorities themselves and definite ratification.

Thus ratified requests will have to be sent to the U.C.A.M. for booking.

The departing passengers will have in their possession highest priorities for as many places as there will be on the aircraft.

The priority parity will be carried out according to the discriminating criteria on page 7 of the Priority Instruction.

4. The Venezia Airforces Command will have to provide four rooms at the Pensione Bortoli for the use of the crews. Due to the delicacy of the service performed by the crews of the Air Courier, it is necessary to secure for those accommodations as comfortable as possible in the vicinity of the Airport.

It is also indispensable to settle the question of meals as soon as possible so as to secure good nutrition for the crews at a reasonable cost.

2431

5. The 3rd Unit of the Stato Maggiore is requested to provide for a motorboat to be assigned for the transport of passengers to and from the S. Nicolo Airport of Lido.

In the meantime the above service, as there is a small number of passengers, will be able to be carried out by a motorboat at present on the disposal of the Airforces Command at Venezia.

6. We are transmitting the following for the Chief of the U.C.A.M. at Venezia:

- a. An adequate number of "Priority Requests" to be distributed to the five Bodies, mentioned in the para 3 of this letter.
- b. Two copies of "Instructions on Air Priorities" mentioned in para 3 of this letter (one copy for the Priority Officer: Col Bocalatto)
- c. One copy of the circular on Organisation of the Military Air Courier Service and on duties of U.C.A.M. Chiefs, and Airport Chiefs.
- d. Five copies of the circular and printed matter on the service for payment in force as of July 1st, c.a. and five copies on relative tariffs.

7. Please send us a note of approval urgently.

The underchief of the S.M.
(Col. Pil. A. Remondino)
by order
of the Chief of the Service.

Translation by
Stasha Furlan

47 A

From : Air Forces Subcommittee, AF, Rome.
 To : See Distribution
 Date : 2nd July, 1946
 Ref. : AFSC/24/AIR

Fare Paying Scheme - Italian Military Courier Service.

1. The following amendments are made to the Italian Military Air Courier Service Fare Paying Scheme.
2. Full Fare: All U.N.R.R.A. personnel.
 All civilian business men and their families.
3. Free Travel: The following are entitled to free travel providing they possess travel orders proving they are on duty and it is necessary to travel by air. All personnel not on duty will pay full fare.

International Red Cross
 British Red Cross
 American Red Cross
 Welfare Organisations (WVS, CIL, YMCA, YWCA, etc)
 British and American Embassy Staff,
 British Council Staff.

4. Wife of Allied Service personnel are entitled to 4 Free Return Trips yearly, after which they are charged 70% of the Full Fare.

[Signature]
 A.G. SALIER, S/LDR
 FOR AIR VICE MARSHAL
 DIRECTOR
 AIR FORCES SUBCOMMISSION

Distribution:
 All AFSC Units including Venice
 All Italian Air Force Booking
 Offices,
 Major Bentley - Transportation Subcommittee
 Italian Air Ministry
 UNRRA Air Transportation Office
 All Welfare Organisations - Rome.

2429

FROM : STAFF MAGGIORE R. AIR FORCE
Military Air Courier Service

TO : AIR FORCES SUB-COMMISSION, A.C. ROME
and for information
MAJOR SAMPIER
MAJOR GASS
MAJOR BERTOLINI

DATE : 18TH MAY 1946

REF : 1432/92/SCM

FARE-PAYING SERVICE ON THE MILITARY
AIR LINES

- 1) The enclosed regulations for the fare-paying service on the military air lines are herewith forwarded:-
- 2) We shall send further communication of the Postal Current Accounts serial numbers for the payment to the Air Administration and Insurance Institute.
- 3) The Commands addressed above, while awaiting the undersigned's wire communication of the inauguration of the fare-paying service, are requested to give to the interested U.O.A.M.S (Military Air Courier Office) all necessary instructions regulating the new system in order to allow them to meet the new and various requirements of the fare-paying service. This S.C.A.M. (Military Air Courier Service) will supply the forms and the printed documents referred to in chapter "ADMINISTRATIVE REGULATIONS - ACCOUNTS - and also the labels for luggage and freight.
- 4) Moreover, the above-mentioned Commands are requested to see that the interested local authorized Bodies (Prefecture, Allied Authorities, R. Army, R. Navy), be notified of the present regulations with their immediate application and also of the lists of charges for tickets.
- 5) Will you please acknowledge receipt of this circular.

2:28

0396

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

785017

46B

FARE-PAYING SERVICE ON THE MILITARY
AIR LINES

- 1) the enclosed regulations for the fare-paying service on the military air lines are herewith forwarded:-
- 2) We shall send further communication of the Postal Current Accounts serial numbers for the payment to the Air Administration and Insurance Institute.
- 3) The Commands addressed above, while awaiting the undersigned's wire communication of the inauguration of the fare-paying service, are requested to give to the interested U.S.A.A.s (Military Air Courier Office) all necessary instructions regulating the new system in order to allow them to meet the new and various requirements of the fare-paying service. This S.C.A.A. (Military Air Courier Service) will supply the forms and the printed documents referred to in chapter "ADMINISTRATIVE REGULATIONS - ACCOUNTS - and also the labels for luggage and freight.
- 4) Moreover, the above-mentioned Commands are requested to see that the interested local authorized Bodies (Prefecture, Allied Authorities, R. Army, R. Navy), be notified of the present regulations with their immediate application and also of the lists of charges for tickets.
- 5) Will you please acknowledge receipt of this circular.

THE DEPUTY CHIEF OF THE
STATO MAGGIORE /s/ Col. Remondino
THE HEAD OF THE MILITARY AIR
COURIER SERVICE /s/ Lt. Col. Gussoni

0397

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

785017

STATO MAJESTATE ROYAL AIR FORCE
MILITARY AIR COURIER SERVICE

REGULATIONS FOR THE FARE - PAYING SYSTEM ON THE MILITARY AIR LINES

In agreement with regulations issued by ARSO, it was decided that fares should be charged for the Military Air Courier Service. The date of inauguration of this service will be fixed and communicated by wire at the earliest possible date.

However, it must be pointed out that this service is in no way to be interpreted as an advent of civil air traffic under Air Administration, but as a refund of PCL expenditures (limited to fuel and lubricant and all expenses for ground services for passengers and freight) for air passages which, while being up to now granted for the benefit of all Gov't and private Administrations, were supported only by the Air budget, constituting thus a very heavy burden.

The charges approved by ARSO are those mentioned in enclosure 1, insurance rates against risks of flight included.

A) PASSENGERS

Different Rates:

The tickets will be of the following different types:

- full rate ticket
- 50% discount ticket
- 70% discount ticket
- free

a) The following persons or those travelling on behalf of below mentioned Bodies will be subject to the payment of full fare:

- 1) Private Firms and Companies;
- 2) U.N.N.A.A.;
- 3) Vatican;
- 4) Correspondents not accredited to an embassy;
- 5) Businessmen travelling on Gov't business;
- 6) Political Parties
- 7) Red Cross;
- 8) All persons travelling for private urgent reasons (proved by documents)
- 9) All other passengers who are not included in the following lists:

b) A 30% discount will be granted from the full fare (payment of insurance rate remaining unchanged) to:-

- all employees of the Italian Government travelling on duty (the reliability of the service motive must be proved by the travel order which will be given to the air priorities official)

and freight) for air passages for ground services for passengers for the benefit of all Gov't and private administrations, were supported only by the air budget, constituting thus a very heavy burden.

The charges approved by ARAC are those mentioned in enclosure I, insurance rates against risks of flight included.

A) PASSENGERS

Different Rates:

The tickets will be of the following different types:

- full rate ticket
- 50% discount ticket
- 70% discount ticket
- free

a) The following persons or those travelling on behalf of below mentioned Bodies will be subject to the payment of full rate:

- 1) Private Firms and Companies;
- 2) U.N.M.R.A.;
- 3) Vatican;
- 4) Correspondents not accredited to an embassy;
- 5) Businessmen travelling on Gov't business;
- 6) Political parties
- 7) Red Cross;
- 8) All persons travelling for private urgent reasons (proved by documents)
- 9) All other passengers who are not included in the following lists:

b) A 50% discount will be granted from the full fare (payment of insurance rate remaining unchanged) to:-

- all employees of the Italian Government travelling on duty (the reliability of the service motive must be proved by the travel order which will be given to the air priorities official).

The wording "30% discount" on the charge will be stamped on the air priority request and signed by the Body submitting the priority request.

c) A 70% discount shall be granted (full insurance rate remaining unchanged) to:-

- 1) Wives and children of the Civil and Military R.A. personnel who have the railway identity card, limited to four trips per year. The identity card valid the said discount will be requested by the interested persons according to the following regulations:

In Note: At the 30th (Military Air Courier Service) Via Regina Elena, No. 10. The A.C. will certify on the railway identity card the wanted concession.

Page 2, para 5, add:

3. Air Force military and civilian personnel, serving with the A.C. travelling not on duty, have to pay the full insurance fee, to be submitted by the above mentioned reduction the personnel in question must show:

- A document showing that the person is actually serving in the Air Force.
- The railway season ticket, valid till the end of the year.
- The 1st class form.

2:25

4. Waives and children of Allied military personnel, limited to four trips per year. The Allied Commission can submit the requests for the identity cards to this State Maggiore and see that the same be distributed to the personnel.

d) The following persons will have the right to free transport:-

- 1) Any official either civilian or military of any Allied Government travelling on official business. The request for "free transport" will be confirmed by the A.C. with a proper stamp on the priority request.
- 2) The above-mentioned persons are also exempted from the payment of the insurance rate.
- 3) Correspondents employed by an embassy. In this case also, the request for "free transport" will be confirmed with a proper stamp on the priority request.
- 4) The above said correspondents will pay the full insurance rate. Civilian and military personnel (Allied and Italian) travelling on behalf of or by A.C. orders. The said employees are exempted from the payment of the insurance rate.
- 5) Any military and civilian personnel of the R.A. travelling on official business. The official duty must be evident in the travel order. In the request for "free transport" required for booking (see circular No. 301/SCM dated 25th August 1943) "free transport" for "official business" will be indicated.

Page 2 after para d) add:
e) Children:

Up to 3 years - Free transport

From 3 to 10 years - Full insurance fee payable

Full insurance fee payable by 50%

by 10% of the U.C. rate. Officers will help tariff shown under the "Pickets" column.

From 10 years up - Full transport tariff

All other minor reductions are included in the larger reduction.

Sponsoring Body the same channels for requested.

will be followed with the regular forms and the required visas.

The basic rate for freight must be determined in the same way as that for passengers.

Thus for freight transported on behalf of individuals and Bodies referred to in list a) on page 1 will be charged full rate for those

2:24

In Rome: to the SOAM (Military Air Carrier Service) Via Regina Elena, No. 40. The SOAM will certify on the railway identity card the wanted concession.

In other localities: to the SOAM (Military Air Carrier Service) Via Regina Elena, No. 40. The SOAM will certify on the railway identity card the wanted concession.

2) Wives and children of Allied military personnel, limited to four trips per year. The Allied Commission can submit the requests for the identity cards to this Stato Maggiore and see that the same be distributed to the personnel.

d) The following persons will have the right to free transport:-

- 1) Any official either civilian or military of any Allied Government travelling on official business. The request for "free transport" will be confirmed by the A.C. with a proper stamp on the priority request.
- 2) The above-mentioned persons are also exempted from the payment of the insurance rate.
- 3) Correspondents employed by an embassy. In this case also, the request for "free transport" will be confirmed with a proper stamp on the priority request.
- 4) The above said correspondents will pay the full insurance rate. Civilian and military personnel (Allied and Italian) travelling on behalf or by A.C. orders. The said employees are exempted from the payment of the insurance rate.
- 5) Any military and civilian personnel of the A.A. travelling on official business. The official duty must be evident in the travel order. In the request for "air transport" required for booking (see circular No. 501/SCAM dated 25th August 1945) "free transport" for "official business" will be indicated. With this statement the applicants will have full responsibility for the free concession and will be subject to all administrative measures which may include the full charges of the ticket when the free rate is not justifiable.

The four lists referred to above are final; any questionable case should be reported to this Stato Maggiore which will consult the A.A.C.C. in this respect.

FREIGHT, MAIL AND BAGGAGE

A priority system for transport of freight has been instituted in the same manner as that for passengers. Whichever may be the Sponsoring Body the same channels for requesting airlift for freight will be followed with the regular forms and the required visas. The basic rate for freight must be determined in the same way as that for passengers.

d)

- The following persons will have the right to free transport:-
- 1) Any official either civilian or military of any Allied Government travelling on official business. The request for "free transport" will be confirmed by the A.C. with a proper stamp on the priority request.
 - 2) The above-mentioned persons are also exempted from the payment of the insurance rate.
 - 3) Correspondents employed by an embassy. In this case also, the request for "free transport" will be confirmed with a proper stamp on the priority request.
 - 4) Civilian and military personnel (Allied and Italian) travelling on behalf of or by A.C. orders. The said employees are exempted from the payment of the insurance rate.
 - 5) Any military and civilian personnel of the R.A. travelling on official business. The official duty must be evident in the travel order. In the request for "free transport" required for booking (see circular No. 301/SCA dated 28th August 1945) "free transport" for "official business" will be indicated. With this statement the applicants will have full responsibility for the free concession and will be subject to all administrative measures which may include the full charges of the ticket when the free rate is not justifiable.
- The four lists referred to above are final; any questionable case should be reported to this Stato Maggiore which will consult the A.P.C.C. in this respect.

FREIGHT, MAIL AND BAGGAGE

A priority system for transport of freight has been instituted in the same manner as that for passengers. Whichever may be the Sponsoring Body the same channels for requesting airlift for freight will be followed with the regular forms and the required visas. The basic rate for freight must be determined in the same way as that for passengers.

Thus for freight transported on behalf of individuals and Bodies referred to in list a) on page 1 will be charged full rate for those transported on behalf of Bodies or individuals referred to in list b) will be charged a 50% discount for freight sent on behalf of individuals referred to in list c) ~~and those referred to in list d) will be charged a 70% discount~~ and those referred to in list d) will have free transport.

- a) The following persons will have the right to free transport:-
- 1) Any official either civilian or military of any Allied Government travelling on official business. The request for "free transport" will be confirmed by the A.C. with a proper stamp on the priority request.
 - 2) The above-mentioned persons are also exempted from the payment of the insurance rate.
 - 3) Correspondents employed by an embassy. In this case also, the request for "free transport" will be confirmed with a proper stamp on the priority request.
 - 4) The above said correspondents will pay the full insurance rate. civilian and military personnel (Allied and Italian) travelling on behalf or by A.C. orders. The said employees are ^{2/26} exempted from the payment of the insurance rate.
 - 5) Any military and civilian personnel of the R.A. travelling on official business. The official duty must be evident in the travel order. In the request for "free transport" required for booking (see circular No. 501/SCAM dated 25th August 1943) "free transport" for "official business" will be indicated. With this statement the applicants will have full responsibility for the free concession and will be subject to all administrative measures which may include the full charges of the ticket when the free rate is not justifiable.
- The four lists referred to above are final; any questionable case should be reported to this Stato Maggiore which will consult the A.T.S.C. in this respect.

FREIGHT, MAIL AND PASSENGER

A priority system for transport of freight has been instituted in the same manner as that for passengers. Whenever may be the Sponsoring Body the same channels for requesting airlift for freight will be followed with the regular forms and the required visas.

The basic rate for freight must be determined in the same way as that for passengers.

Thus for freight transported on behalf of individuals and Bodies referred to in list a) on page 1 will be charged full rate for those transported on behalf of Bodies or individuals referred to in list b) will be charged a 50% discount for freight sent on behalf of individuals referred to in list c) ~~will be charged a 50% discount for freight sent on behalf of individuals referred to in list d) will be charged a 70% discount and those referred to in list d) will have free transport.~~

- 5 -

freight is not covered by insurance. They are therefore transported at the risk of the sender.

The freight will be shipped with a form headed "Shipment by payment" (see chapter 6) of the Administrative Accountancy Regulations.

Mail - For the shipment of mail the present tariffs and the internal accountancy system between the Post-Telegraph Administration and the Air Ministry are still in effect.

BAGGAGE

The passenger has the right to take 15 kgs. of luggage. It is understood that the transport of luggage is included in the price of the ticket. No excessive baggage is allowed, except for transfer trips of Italian or Allied Gov't employees, in which case the limit of baggage is increased to 50 kgs. Baggage above the fixed weight will be transported as freight on request of the passenger; in this case they will be subject to the priority system and the tariffs fixed for freight. The passengers' luggage will be duly weighed and labelled appropriately indicating the place of destination and stamped by the issuing U.S.A.M.

The freight, the surplus baggage and any other packages will be also furnished with the said label.

The Commander of the Base will personally check and see that no luggage without the required label be taken on board of the aircraft. The same control will be exercised by the Head of the Base of the arrival which will be in charge of the luggage having no label and will send immediate communication to the Head of the local U.S.A.M. Exception is made for the passenger's personal baggage; however, it is obvious that the label only does not entitle to transport freight and luggage, which must also be indicated in the list accompanied by the form "Shipment by payment" or by the "Shipment for business" in case of material belonging to the Air Administration.

C) PRIORITY POLICY

2423

The priority system at present effective is still in force. The passenger will purchase the ticket if he has the required request for priority with all necessary visas.

For the purpose of avoiding undue payment and consequent reimbursement it is recommended that the practice of attaching the tickets be carried out when the passengers' list has been already compiled that is at 14 hrs of the day preceding the departure and the priority competition is already closed. Exception is made for priority No.1, which entitles to board the aircraft at any time. In this case - which is however, very rare - the ticket will be reimbursed to the disembarked passenger.

D) PERSONNEL

one ticket. No excessive baggage is allowed, except for baggage of Italian or Allied Gov't employees, in which case the limit of baggage is increased to 50 lbs. Baggage above the fixed weight will be transported as freight on request of the passenger; in this case they will be subject to the priority system and the tariffs fixed for freight. The passengers' luggage will be duly weighed and labelled appropriately indicating the place of destination and stamped by the issuing U.C.A.A.

The freight, the surplus baggage and any other packages will be also furnished with the said label.

The Commander of the Base will personally check and see that no luggage without the required label be taken on board of the aircraft. The same control will be exercised by the Head of the Base of the arrival which will be in charge of the luggage having no label and will send immediate communication to the Head of the local U.C.A.A. Exception that is made for the passenger's personal baggage; however, it is obvious that the label only does not entitle to transport freight and luggage, which must also be indicated in the list accompanied by the form "Shipment by payment" or by the "Shipment for business" in case of material belonging to the Air Administration.

C) PRIORITY POLICY

2423

The priority system at present effective is still in force. The passenger will purchase the ticket if he has the required request for priority with all necessary visas.

For the purpose of avoiding undue payment and consequent reimbursement it is recommended that the practice of detaching the tickets be carried out when the passengers' list has been already compiled that is at 17 hrs of the day preceding the departure and the priority competition is already closed. Exception is made for priority No.1, which entitles to board the aircraft at any time. In this case - which is however, very rare - the ticket will be reimbursed to the disembarked passenger.

D) PERSONNEL

As a general principle it must be avoided that military personnel be employed in public for the detachment of tickets and cash service. For this purpose a civilian employee will be assigned as a cashier at every U.C.A.A. Office.

- 4 -

2) GENERAL

The verification of the travel documents of passengers must be effected on the embarkation at the entrance of the aircraft by the Head of the Air Station, assisted by an Agent of Public Safety or a military member of the Royal Carabinieri Corps.

The passenger will produce the following papers before embarking:

- a) the priority request with the required visas;
- b) the ticket proving the payment for the flight on a full or reduced rate or for free transport;
- c) a document of personal identification, valid in accordance with Public Safety laws.

The Head of the Air Base of the arrival will check the passengers leaving the aircraft, remove the part C from their ticket and forward it to the local chief of the WCA Office.

The ticket is registered by the passenger's name and cannot therefore be transferred to others.

The validity of individual travel documents is the following:
The priority request with the required visas, entitles the purchase of the ticket or granting of the ticket on free charge to those entitled to it.

The ticket is the document which proves the payment made to the Air Administration of the amount for passengers' transport and to the Insurance Company of the insurance rate against the risks of flying. The above-mentioned documents by themselves do not entitle to travel. The travel order is valid when produced with the other and both are registered in the name of the person who can prove to be entitled to it.

The passenger found travelling without ticket will have to pay the amount at the arrival. If he refuses, action shall be taken against him according to the law. The evidence to this effect will be produced by the Public Order Agents, present at the field.

F) RESPONSIBILITY

2422

The Head of the Air Station and the Head of the crew are responsible for the embarkation of the passengers having no document for travelling. In more serious cases action shall be taken against them, on a disciplinary basis, when the payment of the ticket cannot be recovered by the Administration.

2) DOCUMENT

The verification of the travel documents of passengers must be effected on the embarkation at the entrance of the aircraft by the Head of the Air Station, assisted by an Agent or Public Safety or a military member of the Royal Carabinieri Corps.

If a passenger will produce the following papers before embarking:

- a) the priority request with the required visas;
- b) the ticket proving the payment for the flight on a full or reduced rate or for free transport;
- c) a document of personal identification, valid in accordance with Public Safety laws.

The Head of the Air Base of the arrival will check the passengers leaving the aircraft, remove the part of the ticket and forward it to the local chief of the U.S. Office.

The ticket is recovered by the passenger's name and cannot therefore be transferred to others.

The validity of individual travel documents is the following:
The priority request with the required visas, entitles the purchase of the ticket or granting of the ticket on free charge to those entitled to it.

The ticket is the document which proves the payment made to the Air Administration of the amount for passengers' transport and to the Insurance Company of the insurance rate against the risks of flying. The above-mentioned documents by themselves do not entitle to travel. The travel order is valid when produced with the other and both are registered in the name of the person who can prove to be entitled to it.

The passenger found travelling without ticket will have to pay the amount at the arrival. If he refuses, action shall be taken against him according to the law. The evidence to this effect will be produced by the Public Order Agents, present at the field.

F) RESPONSIBILITY

2422

The Head of the Air Station and the Head of the crew are responsible for the embarkation of the passengers having no document for travelling. In more serious cases action shall be taken against them, on a disciplinary basis, when the payment of the ticket cannot be recovered by the Administration.

ADMINISTRATIVE-BOOK KEEPING RULES

A) ACCOUNTING

The tickets issued in four different types already pointed out,

or reduced rate or for free transport;
- 6) - Issuance of personal identification, valid in accordance with Public Order laws.

The Head of the Air Base or the arrival will check the passengers leaving the aircraft, remove the part of their ticket and forward it to the local chief of the U.S. Office. The ticket is returned to the passenger's seat and cannot otherwise be transferred to others.

The validity of individual travel documents is the following:
The priority request with the required visas, entitles the purchase of the ticket or granting of the ticket on free charge to those entitled to it.

The ticket is the document which proves the payment made to the Air Administration of the amount for passengers' transport and to the Insurance Company of the insurance rate against the risks of flying. The above-mentioned documents by themselves do not entitle to travel. The travel order is valid when produced with the other and both are registered in the name of the person who can prove to be entitled to it.

The passenger found travelling without ticket will have to pay the amount at the arrival. If he refuses, action shall be taken against him according to the law. The evidence to this effect will be produced by the Public Order Agents, present at the field.

F) RESPONSIBILITY

2422

The Head of the Air Station and the Head of the crew are responsible for the embarkation of the passengers having no document for travelling. In more serious cases action shall be taken against them, on a disciplinary basis, when the payment of the ticket cannot be recovered by the administration.

ADMINISTRATIVE-BOOK-KEEPING RULES

1) ACCOUNTING

The tickets issued in four different types already pointed out, will be distributed to the U.S.A.A.S. and will be dealt by these accordingly.

For ticket accounts and consequent payment of sums received daily, the U.S.A.S. will adopt the following procedure:

- A register will be kept by every U.S.A.S. Particulars of every issued ticket (full fare, 80% discount ticket, 70% discount ticket, 70% of charge ticket) will be given in a chronological order.

- 5 -

- in an appropriate column of the above-mentioned register the name of the passengers and the corresponding sums received for the ticket and for the insurance sums will be recorded.
 - in the same columns the "transport by payment" of goods will be similarly recorded, indicating also weight and number of packages forwarded, in the "Remarks" column.
- The accounts will be closed at the end of the day in the register. All particulars for the sums paid for the Postal Current Accounts of the Military Air Couriers and for the Insurance Institute will be recorded respectively in the "Remarks" column. Likewise, the parts of the receipt released by the Post Office for payment will be attached.

- The sums received during the day will be in the custody of the Post Chiefs up to the day following the departure of the aircraft, so that it would be made certain that no refunds are to be made (see the following chapter headed "Refunds").

For saving the above-mentioned funds the UCAI Chiefs will use the safe of their respective Commands until they will have a safe for their use and will in any case take all necessary precautions in this matter.

At the end of ten days the UCAI Chiefs will forward to the Home Administrative Office of the Military Air Couriers a report (1 ten-days-report) in which the following will have to be included: type of aircraft, the number and names of the passengers boarded on the aircraft, the sums paid by them for the trip and insurance, and if there is any reliable reason for the reduced rate or the trip free of charge. In the same report will the transport of goods which was carried out during that period of ten days, either on behalf of the passengers or of bodies, will be recorded.

- Attached to the same report will be the "b" and "c" parts of the ticket issued to the passenger and one copy of the form for "shipment by payment" of goods.

If the ticket is refunded or annulled, it will be necessary to write into the column for amounts the words "refunded" or "annulled" and the ticket with all its parts will be transmitted together with the "ten-days-report".

For every day the total of sums received and the particulars of the payment made by the Postal Current Accounts will be indicated.

2421

7) REFUNDS

When the aircraft does not take off because of unfavorable atmospheric conditions or any other powerful reasons the passenger has the right to have the expenses for the ticket refunded as long as the refund is made in the course of the day.

At the end of the given term the refund will be paid by the

the receipt released by the Post Office for payment will be attached.

The sums received during the day will be in the custody of the local Chiefs by the day following the departure of the aircraft, so that it would be possible to contain that no refunds are to be made (see the following chapter headed "Refunds").

For saving the above-mentioned funds the local Chiefs will use the safe of their respective Commands until they will have a safe for their use and will in any case take all necessary precautions in their letter.

At the end of ten days the local Chiefs will forward to the Home Administration Office of the Military Air Corps a report (4 ten-days-report) in which the following will have to be included: the of aircraft, the number and names of the passengers boarded on the aircraft, the sums paid by them for the trip and insurance, and if there is any reliable reason for the reduced rate or the trip free of charge. In the same report will the transport of goods which was carried out during that period of ten days, either on behalf of the passengers or of goods, will be recorded.

Attached to the same report will be the "on" and "no" parts of the ticket issued to the passenger and one copy of the form for "incident by payment" of goods.

If the ticket is refunded or annulled, it will be necessary to write into the column for amount the word "refunded" or "annulled" and the ticket with all its parts will be transmitted together with the "ten-days-report".

For every day the total of sums received and the particulars of the payment made by the Postal Current Accounts will be indicated.

2421

2) REFUNDS

When the aircraft does not take off because of unfavorable atmospheric conditions or any other powerful reasons the passengers have the right to have the expenses for the ticket refunded as long as the request is made in the course of the day.

At the end of the given term the refund will be paid by the Administration Office of the SOA - Rome - to which such a request will have to be made.

When the aircraft will be compelled to interrupt the flight and will not resume it in the course of the day, the passenger will be able to choose between applying for assistance provided by the Administration Office limited to billeting and transportation means for continuation of travel by air, railroad, or road, and refund which will be carried out by the Administration Office of the SOA - Rome further to enquiries and the difference of the trip.

- 3 -

C. Use of various parts of the ticket for passengers and forms for "Shipment by Goods" for goods.

The ticket consists of five parts: a, b, c, d, e.

Parts "a", "b" and "c" will be detached by the UCM office; part "d" will be filed, parts "b" and "c" attached to the ten-days-report (See Chapter I, Administrative - Book Keeping Rules, para 9)

Part "d" will be drawn by the Commanding Officer of the Base on arrival, handed to the local UCM and filed.

Part "e" on thicker paper will remain in passenger's possession as ticket.

The form for "Shipment by payment" of goods, which is necessary for the transportation of goods must be made out in six copies:-

- First copy remains with the UCM office.
- Second copy is given to the sender of goods when received.
- Third copy must be sent to the UCM Base, for control.
- Fourth, fifth, and sixth go with goods; one of these must be given to the UCM on the arrival to the destination together with goods, another signed upon the receipt by the receiver handed back to the UCM office, and the last retained in files.

THE CHIEF OF THE STATO MAGGIORE
/s/ Gen. S.A. Mario Almone Cat

2420

44A

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

To : Municipality of Pantelleria.

Date: 2nd July 1946.

Ref : AFSC/24/Air.

MILITARY AIR SERVICE.

Conference has been held at this Headquarters with a representative of IAM.

2. It is regretted that the Italian Air Ministry Courier will not be able to proceed from Palermo to Pantelleria for the following reasons:

- (1) Air base completely demilitarized.
- (2) No petrol; field in poor condition.
- (3) No Italian garrison at Pantelleria.
- (4) Boat transportation available from Palermo to Pantelleria.
- (5) Under the fare-paying scheme, very few people would use this service.

A. C. Kepplinger
A. C. KEPPLINGER MAJOR
AIR VICE MARSHAL,
DIRECTOR,
AIR FORCES SUB COMMISSION.

2419

h1A
(T)TRANSLATION :

FROM : MUNICIPALITY OF PANTELLERIA,
Province of Trapani.

REF. No. : 3234

10 May 1946.

SUBJECT : Military Air-Service.

TO : Transportation and Shipping Branch
HQ, AC, Rome.

I have submitted an application to establish an air link between Pantelleria and the continent by military plane, to the Air Ministry (through the High Commissary for Sicily).

As the transport difficulties here are very bad, could the Military plane plying between Rome and Palermo proceed twice weekly to Pantelleria until the regular fortnightly air-line opens for traffic.

I apply to the Allied Commission to support and endorse my application, submitted by me on behalf of the entire population of our isle, hoping that Allied Authorities are familiar with mail and passenger transport difficulties we have to face.

(Sgd) Magg. Nicolo Almanza
Mayor.

adm
3/7

2418



Comune di Pantelleria

PROVINCIA DI TRAPANI

Prot. N. 3234

Allegati N.

Risposta a nota N.

Addi 10/5/1946

194

del

Div. Sez.

All' H.C. ALLIED COMMISSION
FOR TRANSPORTATION SUB-COMMISSION

A.P.O. 394

OGGETTO

Servizio aereo militare.-

R O M A

Con separata istanza diretta al Ministero dell'Aeronautica, tramite l'Alto Commissariato della Sicilia e che alligo in copia, ho chiesto che nelle adre dell'istituzione del regolare servizio aereo che collegherà quest'Isola con Trapani-Palermo, venga fatta proseguire qui, 2 volte la settimana, la linea aerea militare Roma-Palermo.

Esimandomi dal ripetere a codesta On. Commissione - la quale ben conosce per averla governata per circa tre anni la deficienza dei trasporti postali e passeggeri di quest'Isola, mi permetto rivolgere una preghiera mia personale ed anche a nome di tutta la popolazione perché venga concesso il nulla-osta e la autorizzazione della chiesta prosecuzione della linea.-

Fiducioso ringrazio.-

IL SINDACO

(Magg. Nicolò Alenza)

J. Peter Hornum

2417

2

TRANSLATION

FROM : MUNICIPALITY OF PANTELLERIA ,
Province of Trapani.

REF.No. : 3234

10 May 1946 .

SUBJECT : Military Air-Service.

TO : Air Traffic Direction,
AIR MINISTRY , Rome.

I have received your note re fortnightly
air-line to be opened for traffic between this isle and
Trapani(Palermo).

This news was accepted with enthusiasm
by the population of the isle, who consider it as the most
suitable solution of the communication problem in Pantelleria.

With a view to the opening of such an
air-line being strictly urgent, as I explained in my letter
No. 1734 of 25 March 1946, I apply to you to establish a
provisory air-line until the regular one opens for traffic.
The provisory service could be done by the military plane
flying between Rome and Palermo. It would be quite satisfactory
if the a/c plane proceeds twice weekly to Pantelleria.

(Sgd) MAGG. Nicolò Alenza,

Mayor.

416

Comune di Pantelleria

PROVINCIA DI TRAPANI

Prot. N. 3236

Allegati N.

Risposta a nota N.

Addi 10/5/1946

194

del

Div.

Sez.

AL MINISTERO DELL'AERONAUTICA
DIREZIONE DEL TRAFFICO AEREO

OGGETTO

Servizio aereo militare.-

R O M A

Mi è giunta notizia della istituzione della linea aerea bi-settimanale che collegherà questa Isola con Trapani e Palermo.-

La notizia è stata accolta con vero entusiasmo da parte degli abitanti, i quali sperano venga così risolto l'assillante problema delle comunicazioni di quest'isola.-

Poiché però la necessità del servizio esige il carattere della massima urgenza ed il provvedimento rimarrebbe inefficace fino a quando il servizio non sarà effettivamente costituito, confermando quanto ha costituito oggetto della mia istanza 25 Marzo u.s.c. N° 1734 - si sono costretti rivolgere a questo M. Mini- stero altra istanza perché in attesa della istituzione della linea regolare sia fatta proseguire due volte la settimana - fino a quest'isola la linea aerea militare Roma-Palermo.-

IL SINDACO
(Magg. Nicolò Almenza)

N. Almenza 2415

37B
(4)ADDITIONS TO SCAM CIRCULAR LETTER NO. 1432 DATED 18th May 1946.Para 2, para 6 add:

2. Air Force military and civilian personnel, serving with the R.A. travelling not on duty, have to pay the full insurance fee. To benefit by the above mentioned reduction the personnel in question must show:

- A document showing that the person is actually serving in the Air Force.
- The railway season ticket, valid till the end of the year.
- The leave form.

Para 2 after para 10 add:a) Children:

Up to 3 years

- free transport
- full insurance fee payable

From 3 to 10 years - transport reduced by 50%
full insurance fee payable
(to stabilize the reduced tariff by 50% the U.C.A.L. offices will half the tariff shown under the "Tickets" column.)

From 10 years up - full transport tariff
full insurance fee payable.

All other minor reductions are included in the larger reduction.

2414

STATO ITALIANO
Servizio Aeronautico

Roma, li 14 Giugno 1946

Prot. N° 1885/92/SCAM

Allegati N° 1

.....indirizzi oncesi

To attention Major K A P P L I N G E R

A.F.S.C. - A.C.

OCCETTO: Servizio a pagamento sulle linee aeree militari.-

A seguito ed integrazione delle norme sul servizio a pagamento di cui alla circolare a stampa trasmessa con foglio 1432/92/SCAM del 18 Maggio 1946, si prega voler disporre per le aggiunte alla circolare stessa di cui all'allegato.

IL CAPO DEL SERVIZIO

P/te P. Col. P. L. G. GUBBONI

L'UFFICIALE ADESSO
P/te P. Col. P. L. G. GUBBONI

Gubboni

2413

STATO MAGGIORE DELL'ARMATA
Servizio Comunicazioni

Roma, li 14 Giugno 1946

Prot. N° 1885/92/SCAM

.....indirizzi omessi

Allegati N° 1

To attention Major KAPFLINGER

A.F.S.C. - A.C.

OCCORRENZA: Servizio a pagamento sulle linee aeree militari.

A seguito ed integrazione delle norme sul servizio a pagamento di cui alla circolare a stampa trasmessa con foglio 1432/92/SCAM del 18 Maggio 1946, si prega voler disporre per la aggiunta alla circolare stessa di cui all'allegato.

IL CAPO DEL SERVIZIO

F.to T. Col. P. G. GUSMANI

LUFFICIALE A. D. E. 13
F. Col. P. G. GUSMANI

2413

AGGIUNTE ALLA CIRCOLARE S.C.A.S. N° 1432 DEL 18/8/1946

A pag. 2 - paragrafo c) aggiungere:

3 - Il personale militare e civile dell'Aeronautica - in servizio - viaggiante per motivi NON di servizio, fermo restando il pagamento della quota di assicurazione nella misura intera.

Per usufruire della suddetta riduzione il personale in questione dovrà esibire:

- un documento da cui risulti che presta effettivamente servizio,
- il libretto ferroviario aggiornato per l'anno in corso,
- il foglio di licenza.

A pag. 2 - dopo il paragrafo d), aggiungere:

e) S a m b i n i:

fino a 3 anni

- trasporto gratuito
- pagamento quota assicurazione intera.

dai 3 ai 10 anni

- trasporto ridotto del 50%
- pagamento quota assicurazione intera.

(Per il computo della tariffa ridotta del 50% gli U.C.A.S. si regoleranno dimezzando la tariffa intera delle tabelle - Solenna "Biglietto").

dai 10 anni in su

- trasporto a tariffa intera,
- pagamento quota assicurazione intera.-

Le riduzioni maggiori assorbono le minori.

ALLEGATO N. 1

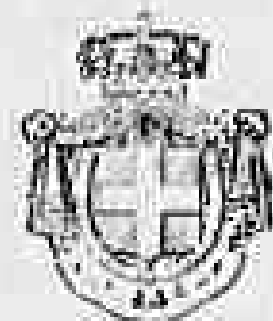


MINISTERO DELL'AERONAUTICA
SERVIZIO CORRIERI AEREI MILITARI

PROSPETTO DELLE TARIFFE PER MERCI E PASSEGGERI
sulle linee dei **CORRIERI AEREI MILITARI**
in vigore dal 15 Maggio 1946

2411

ALLEGATO N. 1



MINISTERO DELL'AERONAUTICA
SERVIZIO CORRIERI AEREI MILITARI

PROSPETTO DELLE TARIFFE PER MERCI E PASSEGGERI
sulle linee dei **CORRIERI AEREI MILITARI**
in vigore dal 15 Maggio 1946

2411

LINEA	TIPO della concessione	TARIFFE			
		MERCI	PASSEGGERI		
		al Kg.	Biglietto	Assicurazione	TOTALE
ROMA - ALGHERO <i>Km. 425</i>	Pagamento intero	53	4240	275	4515
	Sconto 30% . . .	37	2970	275	3245
	" 70% . . .	16	1270	275	1545
	Gratuita	—	—	275	275
ROMA - BARI <i>(via Napoli)</i> <i>Km. 410</i>	Pagamento intero	51	4065	420	4485
	Sconto 30% . . .	36	2845	420	3265
	" 70% . . .	15	1220	420	1640
	Gratuita	—	—	420	420
ROMA - BOLOGNA <i>Km. 328</i>	Pagamento intero	41	3265	245	3510
	Sconto 30% . . .	29	2285	245	2530
	" 70% . . .	12	980	245	1225
	Gratuita	—	—	245	245
ROMA - CATANIA <i>(via Napoli)</i> <i>Km. 610</i>	Pagamento intero	76	6050	480	6530
	Sconto 30% . . .	53	4235	480	4715
	" 70% . . .	23	1815	480	2295
	Gratuita	—	—	480	480
ROMA - CAGLIARI <i>Km. 431</i>	Pagamento intero	51	4290	280	4570
	Sconto 30% . . .	38	3005	280	3285
	" 70% . . .	16	1285	280	1565
	Gratuita	—	—	280	280
ROMA - GENOVA <i>Km. 401</i>	Pagamento intero	52	3985	270	4255
	Sconto 30% . . .	36	2790	270	3060
	" 70% . . .	16	1195	270	1465
	Gratuita	—	—	270	270
ROMA - LECCE <i>(via Napoli-Bari)</i> <i>Km. 568</i>	Pagamento intero	70	5635	620	6255
	Sconto 30% . . .	49	3945	620	4565
	" 70% . . .	21	1690	620	2310
	Gratuita	—	—	620	620
ROMA - MILANO <i>Km. 506</i>	Pagamento intero	63	5040	300	5340
	Sconto 30% . . .	44	3530	300	3830
	" 70% . . .	19	1510	300	1810
	Gratuita	—	—	300	300
ROMA - NAPOLI <i>Km. 200</i>	Pagamento intero	25	1985	210	2195
	Sconto 30% . . .	17	1390	210	1600
	" 70% . . .	8	595	210	805
	Gratuita	—	—	210	210

LINEA	TIPO della concessione	TARIFFE			
		MERCI	PASSEGGERI		
		al Kg.	Biglietto	Assicurazione	TOTALE
ROMA - PALERMO <i>Km. 443</i>	Pagamento intero	55	4400	280	4680
	Sconto 30 % . . .	38	3080	280	3360
	" 70 % . . .	17	1320	280	1600
	Gratuita	—	—	280	280
ROMA - TORINO <i>(via Milano)</i> <i>Km. 653</i>	Pagamento intero	81	6495	495	6990
	Sconto 30 % . . .	57	4545	495	5040
	" 70 % . . .	24	1950	495	2445
	Gratuita	—	—	495	495
ROMA - TREVISO <i>(via Bologna)</i> <i>Km. 477</i>	Pagamento intero	59	4755	440	5195
	Sconto 30 % . . .	41	3330	440	3770
	" 70 % . . .	18	1425	440	1865
	Gratuita	—	—	440	440
NAPOLI - BARI <i>Km. 210</i>	Pagamento intero	26	2080	210	2290
	Sconto 30 % . . .	18	1455	210	1665
	" 70 % . . .	8	625	210	835
	Gratuita	—	—	210	210
NAPOLI - CATANIA <i>Km. 410</i>	Pagamento intero	51	4065	270	4335
	Sconto 30 % . . .	36	2845	270	3115
	" 70 % . . .	15	1220	270	1490
	Gratuita	—	—	270	270
NAPOLI - LECCE <i>(via Bari)</i> <i>Km. 368</i>	Pagamento intero	46	3650	410	4060
	Sconto 30 % . . .	32	2555	410	2965
	" 70 % . . .	14	1095	410	1505
	Gratuita	—	—	410	410
BARI - LECCE <i>Km. 158</i>	Pagamento intero	20	1570	200	1770
	Sconto 30 % . . .	14	1100	200	1300
	" 70 % . . .	6	470	200	670
	Gratuita	—	—	200	200
MILANO - TORINO <i>Km. 147</i>	Pagamento intero	18	1455	195	1650
	Sconto 30 % . . .	13	1020	195	1215
	" 70 % . . .	5	435	195	630
	Gratuita	—	—	195	195
BOLOGNA - TREVISO <i>Km. 149</i>	Pagamento intero	19	1490	195	1685
	Sconto 30 % . . .	13	1045	195	1240
	" 70 % . . .	6	445	195	640
	Gratuita	—	—	195	195

2410

MINISTERO DELL'AERONAUTICA
Servizio Generale Aeronautico Militare

Roma, li 14 giugno 1946

AIR FORCES SUB COMMISSIONE A.C.

COMANDO UNITA' AEREA

COMANDO 1° Z.A.T.

COMANDO 11° Z.A.T.

COMANDO 111° Z.A.T.

COMANDO 1V° Z.A.T.

AERONAUTICA CAMPANIA

AERONAUTICA SICILIA

AERONAUTICA SARDEGNA

U.C.A.M.

U.C.A.M.

U.C.A.M.

U.C.A.M.

U.C.A.M.

U.C.A.M.

U.C.A.M.

U.C.A.M.

U.C.A.M.

U.C.A.M.

U.C.A.M.

U.C.A.M.

U.C.A.M.

Prot. N° 1885/92/SCAM

Allegati N° 1

p.c.

GABINETTO DEL MINISTRO

STATO MAGGIORE R.A. OPERAZIONI

MINISTERO AERON.DIR.AV.CIV.T.A.

RAGGRUPPAMENTO B.T.

RAGGRUPPAMENTO IDRO

STORMO NOTTURNO

STORMO TRASPORTI

STORMO BALTIMORE

84° GRUPPO IDRO

= ROMA =

= BARI =

= MILANO =

= PADOVA =

= ROMA =

= BARI =

= NAPOLI =

= PALERMO =

= CAGLIARI =

= ROMA =

= NAPOLI =

= BARI =

= LECCE =

= CATANIA =

= PALERMO =

= CAGLIARI =

= ALGHERO =

= GENOVA =

= TORINO =

= MILANO =

= BOLOGNA =

= TREVISO =

= ROMA =

= ROMA =

= ROMA =

= GUIDONIA =

= TARANTO =

= GUIDONIA =

= CENTOCELIE =

= AEROP. URBE =

= VIGNA DI V. =

OGGETTO: Servizio a pagamento sulle linee aeree militari.

A seguito ed integrazione delle norme sul servizio a pagamento di cui alla Circolare a stampa trasmessa con foglio 1432/92/SCAM del 18 Maggio 1946, si prega voler disporre per le aggiunte alla circolare stessa di cui all'allegato.



IL CAPO DEL SERVIZIO
Ten. Col. *2409*
Gianni

AGGIUNTE ALLA CIRCOLARE S.C.A.M. N° 1432 DEL 18/5/1946

A pag. 2 - paragrafo c) aggiungere:

- 3 - Il personale militare e civile dell'aeronautica - in servizio - viaggiante per motivi NON di servizio, fermo restando il pagamento della quota di assicurazione nella misura intera.

Per usufruire della suddetta riduzione il personale in questione dovrà esibire:

- un documento da cui risulta che presta effettivamente servizio,
- il libretto ferroviario aggiornato per l'anno in corso,
- il foglio di licenza.

A pag. 2 - dopo il paragrafo d), aggiungere:

e) Bambini:

fino a 3 anni

- trasporto gratuito
- pagamento quota assicurazione intera.

dai 3 ai 10 anni

- trasporto ridotto del 50%
- pagamento quota assicurazione intera.

(Per il computo della tariffa ridotta del 50% gli U.C.A.M. si regoleranno dimezzando la tariffa intera delle tabelle - Colonna "Biglietto").

dai 10 anni in su

- trasporto a tariffa intera,
- pagamento quota assicurazione intera.-

Le riduzioni maggiori assorbono le minori.

2/14

FROM : AIR FORCE'S SUB COMMISSION, ALLIED COMMISSION, ROME.
 TO : HEADQUARTERS MONTANA, AIR ADVISOR, C.A., ALLIED COMMISSION, ROME.
 : CODY TO: MAJOR BENTLEY, TRANSPORTATION S/C, ALLIED COMMISSION, ROME.
 REF. : AF/C/24/ATR.
 DATE : 6th JUNE, 1946.

ITALIAN COURIER SERVICE.

34 A

Reference is made to your letter dated 29th May 1946.

2. The Italian Military Air Courier Service is run for the following personnel
 - (a) Allied Commission personnel Military and Civilian
 - (b) Allied and Italian Military personnel
 - (c) Allied and Italian Civilian personnel travelling in the interests of post war reconstruction, rehabilitation etc.
 - (d) Civilians wives and families of Italian Armed Forces on extreme compassionate grounds.
3. It is essential for Allied Military personnel bona fide travel orders, stating that Air Travel is necessary. *to have.*
4. Major Bentley, Transportation Sub Commission, and myself give the final ruling in all Air Travel Movements. All Army personnel should book their passages through Major Bentley, Ground Floor, Allied Commission, and Air Force personnel through myself, 8th Floor, Allied Commission.
5. A fare paying scheme will be inaugurated in the near future, full details will be forwarded in due course, at the moment Air Travel is free.
6. Italian aircraft used are S.M.75 S, S.M.95 S, S.M.79 S, C.12 S, and S.M.82 S. Enclosed are the present ROUTES and schedules of flights in operation.
7. Any other information required will be forwarded as requested.

347

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2. The Italian Military Air Courier Service is run for the following personnel
 - (a) Allied Commission personnel Military and Civilian
 - (b) Allied and Italian Military personnel
 - (c) Allied and Italian Civilian personnel travelling in the interests of post war reconstruction, rehabilitation etc.
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5. A fare paying scheme will be inaugurated in the near future, full details will be forwarded in due course, at the moment Air Travel is free.
6. Italian Aircraft used are 3.M.75's, 3.M.95's, 3.M.79's, C.12's, and S.M.82's. Enclosed are the present routes and schedules of flights in operation.
7. Any other information required will be forwarded as requested.

A.G. SALTER, G/Lt.
 PER AIR VICE MARSHAL
 DIRECTOR
 AIR FORCE SUB COMMISSION.

Encl sure 1.

26A
(6)ORGANISATION OF THE MILITARY AIR COURIER SERVICE

1. The Organisation of the Military Air Courier Service at the present moment is the following:
 - A Central Unit: Military Air Courier Service (S.C.A.M.) Rome.
 - A Suburb Unit: for every city landing base: office Military air courier service (U.C.A.M.).
 - A series of landing bases: Under command of the officers commanding Wings, everyone headed by a Chief of military landing base.
2. a) Tasks of the Central Unit (S.A.C.M.) Rome, Via Regina Elena 20:
 - Organization of service in all Italy.
 - Control of lines passengers and freight.
 - Time table and frequency of lines.
 - Rules concerning the working of lines.
 - Constitution of new lines.
 - Liaison with the A.F.S.C. for the regularity of the service.
 - Orders to the Wing when his aircraft are necessary.
 - Examination of the requests of special aircraft for the Pre-sidence of the Council.
 - Liaison with the peripheric U.C.A.M., complaints about possible hindrances etc.
 - Inspections to the U.C.A.M. about eventual irregularities.
 - Contacts with the political authorities on arguments concerning the Air Courier.
 - Compilation of the priority requests for R.A. personnel.
 - Authority for loading the material of the Aeronautical Administration and other Administration of the Government.
 - Administrative matters with the Italian post offices for the fare paying of the carried mail.
 - Collecting of statistics on the transport of passengers, mail and material.
 - Dispatching of the periodical documents to A.F.S.C.
- b) Tasks of the Military Air Courier Service (U.C.A.M.)
 - Collecting of the priority requests of all passengers.
 - Booking of seats according to priorities.
 - Control of passengers' documents.
 - Compilation of passengers' list.
 - Control of weight and sealed parcels and sorting out of mail.
 - Compilation of the mail list, parcels and mail bags and mail sacs.

2406

military landing base.

2. e) Tasks of the Central Unit (S.A.C.M.) Rome, Via Regina Elena 20:
 - Organization of service in all Italy.
 - Control of lines passengers and freight.
 - Time table and frequency of lines.
 - Rules concerning the working of lines.
 - Constitution of new lines.
 - Liaison with the A.A.S.C. for the regularity of the service.
 - Orders to the Wing when his aircraft are necessary.
 - Examination of the requests of special aircraft for the Presence of the Council.
 - Liaison with the periphratic U.C.A.M., complaints about possible hindrances etc.
 - Inspections to the U.C.A.M. about eventual irregularities.
 - Contacts with the political authorities on arguments concerning the Air Courier.
 - Compilation of the priority requests for R.A. personnel.
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 - Collecting of statistics on the transport of passengers, mail and material.
 - Dispatching of the periodical documents to A.P.S.C.
- b) Tasks of the Military Air Courier Service (U.C.A.M.)
 - Collecting of the priority requests of all passengers. 2406
 - Booking of seats according to priorities.
 - Control of passengers' documents.
 - Compilation of passengers' list.
 - Control of weight and sealed parcels and sorting out of mail.
 - Compilation of the mail list, parcels and mail bags and mail sacs.
 - Compilation of the loading list of the aircraft.
 - Compilation of statistic data concerning the movement of passengers mail and freight.
 - Agency services (transport, from and to the airfield with the motorcars, information service, time tables, office correspondence, personnel matters etc).
 - Keeping of a resumé registry on which the movement of passengers mail and material is booked in daily.
- c) Tasks of the Chief Base:
 - Control of the passengers' number and of the mail loaded.
 - Control of passengers' list, mail list and loading list.
 - Control of time tables: arrival and departure of aircraft.
 - Assistance of passengers and crews and servicing of aircraft.
 - Transmission radio communications and important broadcasting.

-2-

Book-keeping of P.O.L. and freight.

Use of motorcars for the assistance of passengers and crews.
Eventual prohibition of departure to the aircraft, due to weather conditions.

3. With the introduction of the fare paying, the above mentioned tasks as well for the Central S.C.A.M. as for the U.C.A.M. will be notably increased and particularly the U.C.A.M. must carry out the following duties: distribution of paying tickets.

- Valuable items safe custody.
- Cash counter.
- Administrative service and book-keeping for the sorting of funds to the I.A.P. and to the Assicuration.

2105

pag. 1.

Enclosure 2.

Allied Commission - Air Priorities Board.
Rules A.C.A.P.B. - AFSC/24/3/Air
15th November 1945

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Caracteristics and weight of the communication aircraft + App. B	

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Page 2.

PURPOSES FOR THE INSTITUTION OF THE AIR PRIORITIES BOARD.

The Civil Aviation is prohibited in Italy.

The A.P.S.C. is responsible for the application of such prohibition.

2. The air transport to Italy of passengers who are travelling for the reconstruction, rehabilitation and post-war resumptions or of the Italian Government is authorized by the Italian military aircraft.

3. In order to take advantage of this transport in the best manner an Air Priorities Board has been established, which states the priority of all authorized passengers and of the freight and in order to eliminate all non authorized transport of passengers and freight on Italian Military Aircraft.

4. From the checking of registries it will be decided whether the service is to be increased or reduced.

2403

page 3.

Allied Commission - Air Priorities Board.

MEMBERS

An Allied Commission Air Priorities Board has been formed (A.C.A.P.B.) the members of which are the following:

President	A.F.S.C. Director.
American Representative	A.F.S.C. Dep. Director.
British Representative	Senior officer i/c of A.F.S.C.
Italian Representative	Officer i/c of I.A.F. Stato Maggiore.
Executive Officer (Allied)	A.F.S.C. Officer i/c of the courier control.
Italian Executive Officer	Liaison Officer with the Ministry of Foreign Affairs.

2402

page 4.

ARMED COMMISSION - AIR PRIORITIES BOARD

PURPOSES

This office purpose is to lay down the rules for the Air priorities, passengers and freight allowed by the I.A.M. to use air transport.

2. This office will also point out once in a while, with additions and amendments to these rules, those authorized to make requests of air transport to the Central office, will give degree of priority, and will take note of passengers and freight approved.
3. The office is responsible to grant or refuse any authority or priority which are to be decided.
4. The office will issue orders concerning the baggage of each passenger and will lay down rules relative to the cases in which it is necessary to overcome the limits allowed for the baggage of passengers.
5. The office will supervise the loading service and the personnel responsible for the aircraft freight and for the various registrations.
6. The office will take care that the instructions laid down in the above mentioned paras 1 to 5 be followed.

2:01

Page 5.

ALLIED COMMISSION - AIR PRIORITY BOARD

GENERAL RULES

Only the air transport requests which arrive by normal procedure will be taken into consideration.

2. The system of priorities will have a further development (as said in pages 6, 7). In no circumstances a precise allotment of seats will be done unless it is considered and approved by the office.

3. The priorities granted to persons or freight who travel on transit flights will not be superseded by others granted by the Priorities Boards in the intermediary bases.

4. In case the representatives of the Priorities Board in the intermediary or terminal bases doubt the validity of priorities given to previous bases, they will not keep the passenger or the freight but will contact as soon as possible the executive member of the office in order to make enquiries on the case.

5. Further a recommendation of the Control Office the representatives of the Priorities Board will recommend a priority for a return journey.

6. It must be borne in mind that civilians (as well Allies as Italians) may be dealing with a so vital work as the military one, as far as reconstruction, rehabilitation, post war resumptions or Italian Government are concerned.

7. The Allied personnel (military or civilian) who do not belong to the Allied Commission, must be encouraged to use the Air Allied services working within the Italian territory. The possibilities of the Italian Military Air Courier Service are very limited.

8. Nobody, without a regular travel order will travel by Courier.

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page 7.

ALLIED COMMISSION - AIR PRIORITIES BOARDPRIORITIES ON THE PRIORITIES

If persons of different nationality or of different countries are given a priority category and it is necessary that they all travel for duty reasons of the same importance, they will be given the air transport in the following order :

- a) A.C. personnel (civilian and military)
- b) Allied and Italian Military personnel, Prefects and Allied and Italian civilian personnel of high ranks (in order now is written) from whose work the reconstruction, the rehabilitation and the post-war resumption will take advantage.
- d) Local Government employees, civilian personnel of lower ranks, families of the R.S. Vatican personnel.

Note I - The civilian Allied personnel (es: U.N.R.R.A., Embassies, Legations, Correspondents, etc) will be considered as military personnel. According to the urgency of the mission the use of Allied Air transport or any other transport available will be encouraged as much as possible.

" II - The children under three years of age will be able to travel free of charge if accompanied. Above three years of age they will be issued with a regular travel order.

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page 8.

ALLIED COMMISSION - AIR PRIORITIES BOARDEXAMPLES AS GUIDE IN THE PRIORITIES ASSIGNMENT.

	Priority
1. Urgent supplies in refrigerated parcels (plasma, penicillin)	I
2. Mail from military personnel, (Allied) diplomatic and official mail.	I
3. Urgent official conferences.	I or II
4. Couriers, bags and official documents.	I or II
5. Urgently necessary replacements.	II
6. Actors (for military shows).	II
7. Supplies or personnel (doctors) urgently necessary.	II
8. Legal papers and Allied newspapers.	II
9. Air mail.	II or III
10. Officers attached to High Commands - Ordinary missions.	II or III
11. Films, advertising matter.	II or III
12. A.C. or Italian Government ordinary matters.	II or III
13. Transport in cases in which the air transport is preferable or when the sea transport is not possible (es. Sardinia).	III
14. Leaves for strong compassionate grounds (according to the urgency).	III or IV
15. Ration cards easy to be stolen if not transported by air.	IV
16. Strong compassionate cases.	IV
17. Baggage in case of permanent change of station.	IV

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Page 9.

ALLIED COMMISSION - AIR PRIORITIES BOARD

PERSONAL BAGGAGE

1. Passengers are allowed to carry up to 15 kilograms of baggage.
2. Personnel on permanent change of station are allowed to carry up to 50 kilograms of baggage.
3. The baggage exceeding such a weight will be taken into consideration only in the case that the passenger needs an additional equipment in order to carry out his duties. In such cases an additional request is to be made.

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ALLIED COMMISSION - AIR PRIORITIES BOARD

LEAVES ON STRONG COMPASSIONATE GROUNDS

The priority to leaves on strong compassionate grounds will be granted according to the urgency of the request.

2. Usually the priority No. 4 is granted, but also another can be given if the urgency is so strong as to require it.

3. The priority to leaves on strong compassionate grounds can be given to people belonging to the Allied or Italian Armed Forces if the validity of the request can be proved.

4. Before an air passage request is taken into consideration the person requesting will produce an application of his own unit or office signed by an officer of the rank of Brigadier General or higher or by a civilian of the same rank than the officer, or higher.

5. The civilians or the Government employees (either Allies and Italians) will produce to the representatives of the Priorities Board all the written documents showing the validity of their request before this can be taken into consideration.

6. Urgent sanitary reasons for military and civilian personnel and also very strong compassionate cases (only for the families of the Italian military personnel) will be taken into consideration as shown in paras 1-5 above.

page 41.

ALLIED COMMISSION - AIR PRIORITIES BOARD.FREIGHT BOARD

After the priorities are given or submitted to the representatives in charge of the registration or the loading, these authorities will give their opinion and will supervise the loading in the following manner.

Priority I - Mail for all the Allied troops.

Diplomatic and official mail,

Passengers.

Freight.

" II - Passengers.

Freight.

" III - Passengers.

Freight.

" IV - Passengers.

Freight.

2. In the case of bounding passengers or freight with urgent priority, priority is given to passengers.

Allied Commission - Air Priorities Board.

GENERAL PROCEDURE

The Agencies or persons who have been given the power of attorney will decide which persons or organisations may make requests provided these are approved by the office.

2. The personnel and freight to be transported by air will pass through the following channels :

- a) Original or sponsoring Agency.
- b) Selecting authority.
- c) Representative to the air priorities.
- d) Authority to the registrations and freight.

3. The travel orders will be issued by the sponsoring Agency, or, in special cases, by the selecting authorities. No requests will be taken into consideration by the representatives of the office if the requesting person is not supplied with a regular travel order. No priorities will be allowed for any special flight by the Priorities representatives.

4. The sponsoring agency will issue approved travel orders and forms for "Air passage request". The requesting person passes then through the selecting Agency which approves the air passage requests and recommends the due priority. After this the council of priorities' representative gives the final approval and decides the priorities. At last the requesting person is put on the list for the first seat available, with regard to the priority granted.

5. The same priority is given for the freight movement.

6. In certain cases and particularly in the stations in which there are only a few requests of air passages, the sponsoring agency and the selecting one will be joint in the person of only one authority.

7. No tickets will be issued; the traveller will be given an opportune travel order and a form of "Request for air passage" which will have room enough to contain the priority recommended by the selecting agency, the priority given by the representative the priorities Board and information about the flight number, the date of departure, the time etc. to be filled up by the agent of the registrations (booking).

8. Passengers will have with them the travel order, the form "Requests for air movement" and identification form for the time during the loading of the aircraft and during the flight.

page 13.

ARMED COMMISSION - AIR PRIORITIES BOARD

Responsibilities and tasks of the units concerned for the presentation of demands, of the control offices and of the representatives of the priorities office and of the employees in charge of booking and loading.

1. Sponsoring authorities :

- a) Control whether or not the requesting people have the necessary documents for the journey.
 - (1) Official travel order.
 - (2) Form of request of air movement.
 - (3) Identification.

b) Decide whether or not the air passage requests are justified.

c) Control whether the requesting persons are ready to leave.

2. Selecting Agencies (Control - N.D.T.).

- a) Authenticate requests of air passage.
- b) Recommend the priority.
- c) Control whether the requesting persons are ready to leave.
- d) The Selecting Agency is the only one allowed to issue a travel order before the same is approved by the Priorities representative.

3. Representatives to the priorities.

- a) Take into consideration the requests recommended and grant the priority according to this office's policy.

4. Agents to the registration (booking - N.D.T.).

- a) Receive the requesting persons where they report and book the first set available according to the priority granted.
- b) The agents to the registration only receive the requesting persons to whom priority has been granted by one of the office representatives.
- c) The departure lists will be closed between 16 and 17 hours of the day before the flight; after this time nobody will be put on the list except the following persons:

(1) Very important persons (Brigadiers Generals and civilians of the same rank).

(2) Passengers and freight with priority No 1.

d) If the list, after having been completed, is added with very important persons and freight with priority No 1, the passengers and freight of a lower priority will be cancelled, if necessary, in order to avoid

- a) Control whether or not the requesting people have the necessary documents for the journey.
- (1) Official travel order.
 - (2) Form of request of air movement.
 - (3) Identification.
- b) Decide whether or not the air passage requests are justified.
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 - (2) Passengers and freight with priority No 1.
- d) If the list, after having been completed, is added with very important persons and freight with priority No 1, the passengers and freight of a lower priority will be cancelled, if necessary, in order to avoid an extra-load. (See enclosed loading list).
- e) Take care that the passengers are ready to travel and have the necessary documents.
- (1) Travel order.
 - (2) Form of air passage request.
 - (3) Identification.
5. Agent of the loading :
- (a) Is in charge of the loading on the aircraft according to the procedure laid down, taking care that they are not extra loaded (see enclosed load-list).

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page 11.

- (b) Checks the travel orders, the forms of request of air passage (see Appendix A and the identification forms).
- (c) In case that a seat already booked is not used, the priority will not be valid for a further flight.

From : I.A.F. Stato Maggiore.

To : A.F.S.C., Rome.

Ist Z.A.T. Nucleus Command, Milan.

IInd Z.A.T. Nucleus Command, Padova.

Date : 27th March, 1946.

Ref : 824/13/SCAN/1262/Coll.

CONSTITUTION OF THE MILITARY AIR COURIER OFFICES
IN NORTHERN ITALY.

In order that the organization of the Military Air Courier Service be unified in the whole of Italy, and pending the introduction of the fare paying scheme on the air lines - in agreement with the A.F.S.C. - instructions are being issued that a Military Air Courier Office (U.C.A.M.) in Milan, Turin, Bologna, Treviso, (be established like those already existing in the cities main landing bases of the military air lines in the Southern Italy and Islands.

The U.C.A.M. offices act as town agencies for the military air courier service, are under the temporary command of the Territorial Commands regarding organization and discipline and receive instructions for the employment of the military air courier service (S.C.A.M.) whose main office is in Rome and comes under the I.A.F. "Stato Maggiore".

The tasks of U.C.A.M., the offices working under them, and the duties of the Chiefs of the Air bases, are explained in detail at Enclosure No 1.

1.

Constitution of the U.C.A.M. - Personnel - Function.

The main offices of U.C.A.M. are the following:

MILAN : with the Allied H.Q., with the present organisation.
BOLOGNA : possibly with the Allied H.Q. If this is not possible, with the Air Force Garrison.

TREVISO
TURIN

if it is impossible to obtain accommodation at the local Allied H.Q. the premises should be found in the central part of the town possibly with a touristic agency, in a friendly agreement, with the help from political authorities, or by force of requisitioning. In this case the expenses concerning rent, general expenses, etc. will have to be met by the Territorial Commands.

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Declassified E.O. 12956 Section 3.3/NND No.

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BOLOGNA : possibly with the Allied H.Q. If this is not possible, with the Air Force Garrison.

if it is impossible to obtain accommodation at the local Allied H.Q. the premises should be found in the central part of the town possibly with a touristic agency, in a friendly agreement, with the help from political authorities, or by force of requisitioning.

In this case the expenses concerning rent, general expenses, etc. will have to be met by the Territorial Commands.

The U.C.A.M. offices are the centres where the passengers must report to on departure and arrival, and therefore the offices are to be equipped so that the fare paying passengers be given the necessary amount of comfort; furthermore the office must have scales for baggage weighing, a typewriter and telephone.

The vehicles for transport between the airfield and the town will be supplied by the Allied Command for Milan, Bologna, Treviso, Turin.

The U.C.A.M. offices are to make necessary arrangements with the Allied Authorities in order that the M.T. vehicles are

at the disposal of the passengers at the fixed hours shown on the time tables.

The U.C.A.M. office is headed by an I.A.F. Junior Officer in charge of the military air courier office, deputised by an N.C.O. and one or two airmen.

It is requested that the four officers who are to be in charge of U.C.A.M. offices be sent to Rome for a very short period on a course of instructions. The courses will be held: for Milan and Treviso, from 26th March to 29th March. for Turin and Bologna, from 29th March to 1st April.

The personnel to be chosen as they have to come to contact with civilians, will have to possess a certain amount of tact and an energetic character.

2. System for Air Priorities. The air priorities system already enforced in Milan, Turin, Bologna and Treviso is to be rigorously adhered to. The U.C.A.M. are in fact the executive organs of the Air priorities Committee and are represented in the following towns by the undermentioned personnel:

Milan	: Maj. A.A.r.n. MUSCH Gerardo.
Turin	: Lt. ROY Barone (Allied).
Treviso	: Col. VAN Eerde (Allied).
Bologna	: Col. WALTERS (Allied).

It is absolutely forbidden to reserve a fixed number of seats on aircraft to any unit or authority.

The air priorities system is briefly explained hereunder to give a better idea of the instructions contained in Enclosure No 2.

In all the four above mentioned cities persons who wish to obtain an air passage are to contact, according to whether they are military or civilians, one of the following five units concerned:

Allied Command.
Prefect.
H.Q. R. Army Garrison.
H.Q. R. Navy Garrison.
H.Q. I.A.F. Garrison.

2390

The units H.Q. will have the enclosed air priority request forms (Enclosure No 3) filled in triplicate copies, and will suggest a priority degree (according to the importance of the motive for air transport, mentioned in page 6 of enclosure No 2 and filled in the appropriate space on the left hand side on the back of the form.

2. System for Air Priorities. The air priorities system already enforced in Milan, Turin, Bologna and Treviso is to be rigorously adhered to. The U.C.A.M. are in fact the executive organs of the Air priorities Committee and are represented in the following towns by the undermentioned personnel:

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It is absolutely forbidden to reserve a fixed number of seats on aircraft to any unit or authority.

The air priorities system is briefly explained hereunder to give a better idea of the instructions contained in Enclosure No 2.

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Allied Command.

Prefect.

H.Q. R. Army Garrison.

H.Q. R. Navy Garrison.

H.Q. I.A.F. Garrison.

2390

The unit H.Q. will have the enclosed air priority request forms (Enclosure No 3) filled in triplicate copies, and will suggest a priority degree (according to the importance of the motive for air transport, mentioned in page 6 of enclosure No 2 and filled in the appropriate space on the left hand side on the back of the form.

All the requests filled up in this manner are to be forwarded to the local representative of the Air Priorities Committee, who will examine the priority suggested, authorises it, keeps a copy of the form and forwards the other two to the U.C.A.M.

The U.C.A.M. takes note, on an appropriate register, of all the requests received, marks against each name the priority given, keeps the second copy of the form and hands the third one to the passenger in the form of a ticket.

The passengers who will leave first are those with the highest priority and according to the seats available on the aircraft. People who cannot find a seat can have a passage book-

-3-

ed on the following flight as long as their priority is not by higher ones. The U.C.A.M. offices are to bear in mind that in case the degrees of priority are the same the decision of the Allied Authorities will be considered final in accordance with page 7 of the "Instructions" as shown in Enclosure No 2.

The list of passengers leaving the following day is to be ready by 17,30 hours each day. No other names will be inserted on the list after 17,30 hours, except in case of a priority No 1, which guarantees the passenger a seat on the aircraft up to the moment of the take-off.

3. Rules for the allotment of seats to I.A.F. personnel.

According to circular 301/SCAM dated 25/8/45 - Forwarded to the Commands addressed above, military personnel and I.A.F. civil employees, in order to obtain a seat on an aircraft must enclose the following documents to the priority request:

- a) the travel order or the leave form on strong compassionate grounds.
 - b) a request of air transport from their command or the unit which is employing them on the mission, stating the urgency of the reasons for air-travel. The relations of I.A.F. personnel limited to wives and children only, are allowed by the Allied Authorities to use air transport, provided they enclose with the priority request a doctor certificate proving that due to poor health conditions the person in question cannot be allowed to travel by other means.
4. Forms and Regulation Publications of transport. The four officers chosen by the Commands addressed above as the heads of the U.C.A.M. offices at Milan, Turin, Bologna and Treviso when they come down to Rome will receive besides the necessary instructions, the prescribed forms to be filled with the lists of passengers and mail, for the transport of equipment, as well as an adequate number of requests of priorities (Encl. No 3) which the five units concerned will be responsible for further distribution.

Conclusion. The operations for the constitution of the U.C.A.M. offices must be carried out as soon as possible (maximum time a week from this date).

As soon as the constitution is formed, the commands addressed above are to notify the undersigned address, telephone

enclose the following documents to the priority request:

- a) the travel order or the leave form on strong compassionate grounds.
- b) a request of air transport from their command or the unit which is employing them on the mission, stating the urgency of the reasons for air-travel. The relations of I.A.F. personnel limited to wives and children only, are allowed by the Allied Authorities to use air transport, provided they enclose with the priority request a doctor certificate proving that due to poor health conditions the person in question cannot be allowed to travel by other means.

4. Forms and Regulation Publications of transport. The four officers chosen by the Commands addressed above as the heads of the U.C.A.M. offices at Milan, Turin, Bologna and Treviso when they come down to Rome will receive besides the necessary instructions, the prescribed forms to be filled with the lists of passengers and mail, for the transport of equipment, as well as an adequate number of requests of priorities (Encl. No 3) which the five units concerned will be responsible for further distribution.

Conclusion. The operations for the constitution of the U.C.A.M. offices must be carried out as soon as possible (maximum time a week from this date).

As soon as the constitution is formed, the commands addressed above are to notify the undersigned address, telephone number of the U.C.A.M. offices, and the names of the heads of sections. As well as the address and telephone number ^{2384e} local representative of the air priorities Committee.

Please acknowledge receipt.

Col. Remondino.

translated by J. Bevacqua.

STATO MAGGIORE
Servizio

AERONAUTICA

Servizio Militari

842/V3/Scam

AL COMANDO 1° A.T.

AL COMANDO 11° Z.A.T.

ALL'A.F.S.C. = A.C.

= MILANO =

= PADOVA =

= ROMA =

OGGETTO: Costituzione degli Uffici Corrieri Aerei Militari in Alta Italia.-

Allo scopo di unificare l'organizzazione del Servizio Corrieri Aerei Militari in tutta Italia ed in previsione della prossima introduzione del servizio a pagamento sulle linee aeree - presi gli accordi con l'A.F.S.C. si dispone la istituzione nelle città di Milano - Torino - Bologna - Treviso di un Ufficio Corrieri Aerei Militari (U.C.A.M.) in analogia a quelli già esistenti nelle città Sedi di scalo delle linee aeree militari per il Sud e le Isole.

Gli U.C.A.M. hanno le funzioni di agenzia in città dei Corrieri Aerei Militari; sono temporaneamente alle dipendenze organiche e disciplinari dei rispettivi Comandi Territoriali e ricevono disposizioni per l'impiego dal Servizio Corrieri Aerei Militari (S.C.A.M.) che ha Sede in Roma e dipende dallo Stato Maggiore R.A.-

I compiti degli U.C.A.M., le dipendenze, le funzioni dei Capi-Scalo, risultano in dettaglio dall'allegato N°1.-

1.- Costituzione degli U.C.A.M. - Personale - Funzionamento.

La Sede degli U.C.A.M. è fissata come segue:

a MILANO :) Presso il Comando Alleato usufruendo dell'attuale organizzazione.
a BOLOGNA :) Possibilmente presso il Comando Alleato - In caso contrario presso il Presidio Aeronautico.

a TREVISO : : Ove non sia possibile ottenere la sistemazione presso il locale Comando Alleato le ricerche dovranno essere orientate verso locali in un punto centrale della città, possibilmente presso un'agenzia turistica, dietro accordi amichevoli, avvalendosi dell'appoggio dell'Autorità politiche o mediante requisizione.-
e TORINO : : In tal caso le spese relative ai fitti, manutenzione etc. dovranno far carico ai Comandi Territoriali.

2388

Presso l'U.C.A.M. fanno capo i passeggeri per le operazioni di partenza e di arrivo e pertanto gli uffici dovranno contenere il minimo di attrezzatura e di conforto che, specie con il servizio a pagamento è necessario Prestare agli utenti delle linee aeree - l'ufficio dovrà inoltre essere munito di bilancia per la pesa dei bagagli, macchina da scrivere e telefono.

Gli automezzi di collegamento aeroporto-città verranno forniti : per Milano - Bologna - Treviso - Torino - dal Comando Alleato.

Gli U.C.A.M. dovranno svolgere l'opportuno collegamento con le Autorità Alleate perchè gli automezzi siano a disposizione dei passeggeri nelle ore stabilite dagli orari.

/././

/././

L'U.C.A.M. è retto da un Ufficiale inferiore R.A., Capo Ufficio Corrieri Aerei Militari, coadiuvato da un sottufficiale e da 1 - 2 - avieri di governo.

Per mettere sollecitamente in grado i 4 ufficiali che nelle città sopramenzionate dovranno assumere le funzioni di Capi U.C.A.M. si prega disporre perchè essi vengano inviati a Roma per un brevissimo periodo d'istruzione secondo il seguente turno:

Milano e Treviso	dal 26 marzo al 29 marzo
Torino e Bologna	dal 29 marzo al 1 aprile

Gli elementi designati - in vista dei frequenti contatti col pubblico - dovranno essere in possesso di particolari doti di fatto e signorilità non disgiunte dalla necessaria energia.-

2. - SISTEMA DELLE PRECEDENZE

Il sistema delle precedenzae, in vigore per gli scali di Milano Torino Bologna e Treviso, deve essere rigorosamente rispettato - Gli U.C.A.M. sono appunto gli organi esecutivi del Comitato delle Precedenze aeree il cui rappresentante, come è noto, per le città interessate è il seguente:

Milano	: Magg. A.R.N. MUSCH Gerardo
Torino	: Ten. ROY Barone (alleato)
Treviso	: Col. VAN Berde (alleato)
Bologna	: Col. WALTERS (alleato)

E' fatto assoluto divieto di riservare un numero fisso di posti ad un qualsiasi Ente o Autorità.

Per maggior chiarimento si riassume di seguito il sistema delle precedenzae che figura in esteso nell'unità istruzione (all.3)

Presso ognuna delle 4 città sopracitate coloro che aspirano ad un posto in aereo devono rivolgersi - a seconda della loro 2387 li ta di militari o civili - ad uno dei seguenti 5 enti vaglianti:

- Comando Alleato
- Prefetto
- Comando Presidio R.Esercito
- Comando Presidio R.Marina
- Comando Presidio R.Aeronautica

Gli Enti vaglianti faranno riempire in triplice copia la ac cluse richiesta di precedenza aerea, (allegato n.3) e proporranno una precedenza secondo i criteri di cui a pagina 6 dell'allegato n.3 nel l'apposito spazio a sinistra in calce al modulo.

Tutte le richieste così compilate dovranno essere inviate al locale rappresentante del Comitato delle Precedenze Aeree, il quale e= samina la precedenza proposta, la conferma o meno, trattiene una co- pia del modulo e invia le altre due all'U.C.A.M.

/././

1.1.1

Quest'ultimo prende nota su apposito registro di tutte le richieste che gli pervengono, segna a fianco di ciascun nominativo la precedenza accordata e trattiene a sua volta una copia del modulo lasciando l'ultima in possesso del passeggero come biglietto.

I partenti saranno ovviamente coloro in possesso della precedenza più alta fino alla concorrenza dei posti disponibili sull'aereo. Coloro che non riuscissero trovar posto possono essere eventualmente prenotati per la corsa successiva della quale potranno fruire sempre che non vengano nuovamente superati da precedenza più alte. Gli U.C.A. dovranno tener presente che a parità di precedenza il criterio discriminante è quello fissato dalle autorità alleate a pag. 7 della "Istruzione" (allegato n. 2).

Per le ore 17,30 dovrà essere definitivamente fissato l'elenco dei passeggeri partenti il giorno successivo. Dopo tale ora non sarà ammessa la riapertura della distinta eccettuato il caso si tratti di precedenza N.1 le quali possono trovar posto sull'aereo fino all'atto della partenza.

3. - MODALITA' PER LA CONCESSIONE DEI POSTI AL PERSONALE DELLA R.A.

Si rammenta che ai sensi della circolare stampa 301/30AM del 11/8/1945 - a suo tempo inviata ai Comandi in indirizzo - i militari e i funzionari civili della R.Aeronautica per ottenere la concessione del posto in aereo devono allegare alla richiesta di precedenza:

- a) - il foglio di viaggio o la licenza per gravi motivi di famiglia.
- b) - una richiesta di trasporto aereo del Comando cui sono in forza e dell'ente presso cui hanno svolto la missione, comprovante l'urgenza dei motivi del viaggio stesso.

I congiunti del personale della R.A. - limitatamente alla moglie ed ai figli - per concessione delle autorità Alleate - possono fruire del mezzo aereo semprechè allegghino alla richiesta di precedenza un certificato medico comprovante menomate condizioni di salute tali da non consentire il trasporto per via ordinaria o provino con documenti il caso d'indigenza.

4. - MODALI E STAMPATI

I 4 Ufficiali designati dai Comandi in indirizzo quali Capi U.C.A.M. di Milano Torino Bologna e Treviso, riceveranno a Roma, oltre alle istruzioni necessarie, i modelli prescritti per la compilazione delle distinte passeggeri e posta, per la spedizione del materiale di servizio - nonché un congruo numero di richieste di precedenza (allegato n. 5) della cui successiva distribuzione ai 5 enti vigilianti saranno in seguito tenuti responsabili.

1.1.1

1./././

5. - CONCLUSIONE

Le operazioni per la costituzione degli U.C.A.M. dovranno essere condotte a termine nel più breve tempo possibile (massimo una settimana, a partire dalla data della presente).

A costituzione avvenuta i Comandi in indirizzo comunichino con tutta urgenza allo scrivente l'indirizzo, il numero telefonico dell'U.C.A.M. ed i nominativi dei Capi Ufficio - nonché indirizzo e numero telefonico del locale Rappresentante del Comitato delle preccedenze aeree. =

6. - ASSICURARE

IL CAPO DI STATO MAGGIORE
(Gen. S. ... #. ALMONI CAT)
d'ordine

IL SOTTOCAPO DI STATO MAGGIORE
(Col. A.A.r.n. - A. REMONDINO)

P.C.C.

IL CAPO DEL SERVIZIO

(Gen. Col. A.A.r.n. - G. Gussone)

Ofr 60 m

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1963
 842/13/1000
 AL COMANDO 1° A.T. = MILANO =
 AL COMANDO 11° A.T. = PADOVA =
 e p.c. ALL'A.F.S.C. = A.C. = ROMA =

OCCORRENZA: Costituzione degli Uffici Corrieri Aerei Militari in Alta Italia.-

Allo scopo di unificare l'organizzazione del Servizio Corrieri Aerei Militari in tutta Italia ed in previsione della prossima introduzione del servizio a pagamento sulle linee aeree - presi gli accordi con l'A.F.S.C. si dispone la istituzione nelle città di Milano - Torino - Bologna - Treviso di un Ufficio Corrieri Aerei Militari (U.C.A.M.) in analogia a quelli già esistenti nelle città Sedi di scalo delle linee aeree militari per il Sud e le Isole.

Gli U.C.A.M. hanno le funzioni di agenzia in città dei Corrieri Aerei Militari; sono temporaneamente alle dipendenze organiche e disciplinari dei rispettivi Comandi Territoriali e ricevono disposizioni per l'impiego dal Servizio Corrieri Aerei Militari (S.C.A.M.) che ha Sede in Roma e dipende dallo Stato Maggiore R.A.-

I compiti degli U.C.A.M., le dipendenze, le funzioni dei Capi-Scalo, risultano in dettaglio dall'allegato N°1.-

1.- Costituzione degli U.C.A.M. - Personale - Funzionamento.

La Sede degli U.C.A.M. è fissata come segue:

- a MILANO :) Presso il Comando Alleato usufruendo dell'attuale organizzazione.
- a BOLOGNA :) Possibilmente presso il Comando Alleato - In caso contrario presso il Presidio Aeronautico.
- a TREVISO
e TORINO :) Cve non sia possibile ottenere la sistemazione presso il locale Comando Alleato le ricerche dovranno essere orientate verso locali in un punto centrale della città, possibilmente presso un'agenzia turistica, dietro accordi amichevoli, avvalendosi dell'appoggio dell'Autorità politiche o mediante requisizione.-
- In tal caso le spese relative ai fitti, manutenzione, etc. dovranno far carico ai Comandi Territoriali.

Presso l'U.C.A.M. fanno capo i passeggeri per le operazioni di partenza e di arrivo e pertanto gli uffici dovranno contenere il minimo di attrezzatura e di conforto che, specie con il servizio a pagamento è necessario Prestare agli utenti delle linee aeree - l'ufficio dovrà inoltre essere munito di bilancia per la pesa dei bagagli, macchina da scrivere e telefono.

Gli automezzi di collegamento aeroporto-città verranno forniti : per Milano - Bologna - Treviso - Torino - dal Comando Alleato.

Gli U.C.A.M. dovranno svolgere l'opportuno collegamento con le Autorità Alleate perchè gli automezzi siano a disposizione dei passeggeri nelle ore stabilite dagli orari.

/././

L'U.C.A.M. è retto da un Ufficiale inferiore R.A., Capo Ufficio Corrieri Aerei Militari, coadiuvato da un sottufficiale e da 1 - 2 - avieri di governo.

Per mettere sollecitamente in grado i 4 ufficiali che nelle città sopramenzionate dovranno assumere le funzioni di Capi U.C.A.M. si prega disporre perchè essi vengano inviati a Roma per un brevissimo periodo d'istruzione secondo il seguente turno:

Milano e Treviso	dal 26 marzo al 29 marzo
Torino e Bologna	dal 29 marzo al 1 aprile

Gli elementi designati - in vista dei frequenti contatti col pubblico - dovranno essere in possesso di particolari doti di fatto e signorilità non disgiunte dalla necessaria energia.

2. - SISTEMA DELLE PRECEDENZE

Il sistema delle precedenza, in vigore per gli scali di Milano Torino Bologna e Treviso, deve essere rigorosamente rispettato - Gli U.C.A.M. sono appunto gli organi esecutivi del Comitato delle Precedenze aeree il cui rappresentante, come è noto, per le città interessate è il seguente:

Milano	: Maggiore R.N. MUSCH Gerardo
Torino	: Ten. ROY Barone (alleato)
Treviso	: Col. VAN Berde (alleato)
Bologna	: Col. WALTERS (alleato)

E' fatto assoluto divieto di riservare un numero fisso di posti ad un qualsiasi Ente o Autorità.

Per maggior chiarimento si riassume di seguito il sistema delle precedenza che figura in esteso nell'unità istruzione **2383**

Presso ognuna delle 4 città sopracitate coloro che aspirano ad un posto in aereo devono rivolgersi - a seconda della loro qualità di militari o civili - ad uno dei seguenti 5 enti vaglianti:

- Comando Alleato
- Prefetto
- Comando Presidio R. Esercito
- Comando Presidio R. Marina
- Comando Presidio R. Aeronautica

Gli enti vaglianti faranno riempire in triplice copia la scheda richiesta di precedenza aerea, (allegato n.1) e proporranno una precedenza secondo i criteri di cui a pagina 6 dell'allegato n.2 nell'apposito spazio a sinistra in calce al modulo.

Tutte le richieste così compilate dovranno essere inviate al locale rappresentante del Comitato delle Precedenze aeree, il quale esaminando la precedenza proposta, la conferma o meno, trattiene una copia del modulo e invia le altre due all'U.C.A.M.

/././

Quest'ultimo prende nota su apposito registro di tutte le richieste che gli pervengono, segna a fianco di ciascun nominativo la precedenza accordata e trattiene a sua volta una copia del modulo lasciando l'ultima in possesso del passeggero come biglietto.

I partenti saranno ovviamente coloro in possesso della precedenza più alta fino alla concorrenza dei posti disponibili sull'aereo. Coloro che non riuscissero trovar posto possono essere eventualmente prenotati per la corsa successiva della quale potranno fruire sempre che non vengano nuovamente superati da precedenza più alte. Gli U.C.A.M. dovranno tener presente che a parità di precedenza il criterio discriminante è quello fissato dalle autorità alleate a pag.7 della "Istruzione" (allegato n.2).

Per le ore 17,30 dovrà essere definitivamente fissato l'elenco dei passeggeri partenti il giorno successivo. Dopo tale ora non sarà ammessa la riapertura della distinta eccettuato il caso si tratti di precedenza N.1 le quali possono trovar posto sull'aereo fino all'atto della partenza.

3. - MODALITA' PER LA CONCESSIONE DEI POSTI AL PERSONALE DELLA R.A.

Si rammenta che ai sensi della circolare stampa 301/30AM del 25/8/1945 - a suo tempo inviata ai Comandi in indirizzo - i militari e i funzionari civili della R.Aeronautica per ottenere la concessione del posto in aereo devono allegare alla richiesta di precedenza:

- a) - il foglio di viaggio o la licenza per gravi motivi di famiglia.
- b) - una richiesta di trasporto aereo del Comando cui sono in forza e dell'Ente presso cui hanno svolto la missione, comprovante l'urgenza dei motivi del viaggio stesso.

2382

I congiunti del personale della R.A. - limitatamente alle moglie ed ai figli - per concessione delle autorità Alleate - possono fruire del mezzo aereo semprechè allegghino alla richiesta di precedenza un certificato medico comprovante menomate condizioni di salute tali da non consentire il trasporto per via ordinaria o provino con documenti il caso d'indigenza.

4. - MODILI E STAMPATI

I 4 Ufficiali designati dai Comandi in indirizzo quali Capi U.C.A.M. di Milano Torino Bologna e Treviso, riceveranno a Roma, oltre alle istruzioni necessarie, i modelli prescritti per la compilazione delle distinte passeggeri e posta, per la spedizione del materiale di servizio - nonché un congruo numero di richieste di precedenza (allegato n.3) della cui successiva distribuzione ai 5 enti viglianti saranno in seguito tenuti responsabili.

/././

1.1.1.1

5. - CONCLUSIONE

Le operazioni per la costituzione degli U.C.A.M. dovranno essere condotte a termine nel più breve tempo possibile (massimo una settimana, a partire dalla data della presente).

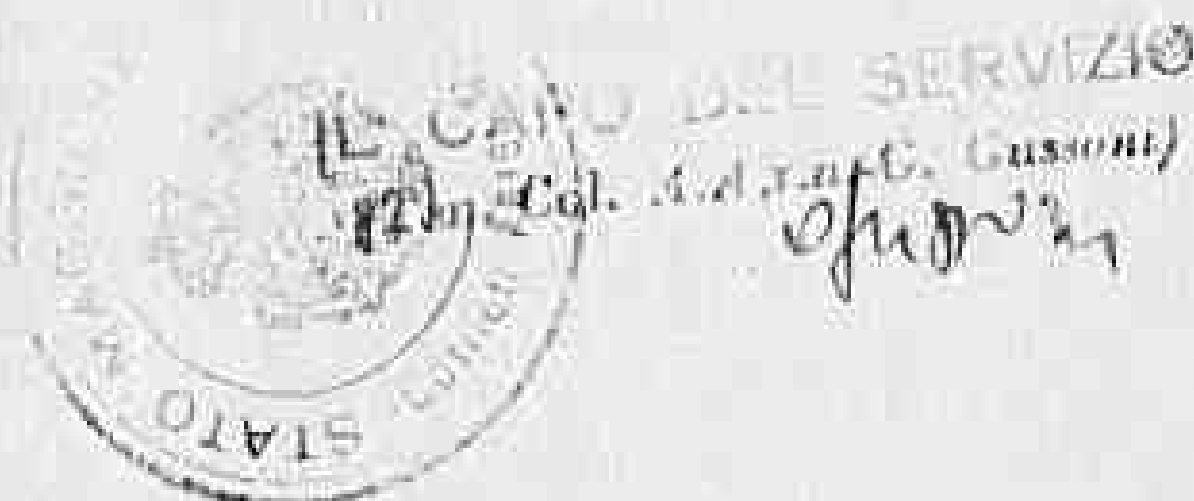
A costituzione avvenuta i Comandi in indirizzo comunichino con tutta urgenza allo scrivente l'indirizzo, il numero telefonico dell'U.C.A.M. ed i nominativi dei Capi Ufficio - nonché indirizzo e numero telefonico del locale Rappresentante del Comitato delle pre-cedenze aeree. -

6. - ASSICURARE

IL CAPO DI STATO MAGGIORE
(Gen.S. ... ALMONI CAT)
d'ordine

IL SOTTOCAPO DI STATO MAGGIORE
(Col.A.A.r.n. - A.REMONDINO)
F/to: REMONDINO

p. c.c.



2381

18A

From:- Air Forces Sub-Commission,
Allied Commission,
c/o Naples Liaison Group, APO.394.

To :- Officer Commanding,
British Troops in Sicily, Catania.

Date:- 16th May, 1946.

Ref :- AFSC/N/24/Air.

ITALIAN AIR FORCE COURIER SERVICE.

1. Confirming our conversation on the subject of granting authority for Allied personnel in Sicily to travel by the I.A.F. Air Courier service from Catania, enclosed herewith supply of "Request for Air Movement" Forms, Time Tables, and selected pages from the Allied Commission Air Priorities Board Directive.
2. The procedure is to complete the forms in duplicate, add a priority in accordance with the enclosed Directive, and pass to the R.A. office located in the C.I.F., Catania. Passengers should be notified that for flights further north than Rome they will have to call at the Allied Commission office there to arrange aircraft.



L.G. Watkins

(L.G. Watkins)
Flight Lieutenant, Commanding
Air Forces Sub Commission **2380**
Naples Detachment

Copy to:-

Air Forces Sub-Commission,
Allied Commission,
ROME.

*Copy seen and
approved infer dispatch*

egs 21/5

uff 21/5

Eg 13/5

AKS-124/ain10A
(t)

SUBJECT : Fare Paying System for the Italian Air Courier Service

The fare-paying system was at the time authorized by your Sub-Commission; however, in view of the Civil Companies to take over the whole air passages organization, Mj. Gilday decided that all activities concerning the fare-paying system should be suspended.

Only recently we were requested by your Sub-Commission to reinstate the above said system.

We wish to point out that the fare-paying system organization constitutes a considerably complicated problem which brings about a large movement of money; therefore all present laws on administrative matters must be strictly followed both for the sale of tickets and for insurance for the passengers. Our duty is also to control all payments to the State Treasury Office.

It can thus be easily understood that the inauguration of the fare-paying system will be postponed. Such delay will be also caused by the inevitable waste of time required by the exchange of correspondence between this Office, which is a technical body with no administrative powers whatsoever, with the interested bodies.

We wish to assure you that all possible efforts will be made to see that all administrative matters be settled and the fare-paying system inaugurated at the earliest possible date.



2379

14 A
AIR FORCES SUB-COMMISSION, ALLIED COMMISSION,
ROME.

AFSC/24/ATR.

PERSONAL.

20th May, 1946.

Dear

I would be glad if you would inform me of any difficulties there may be in introducing fare paying by certain classes of passengers on the Italian Military Courier Services, as it is thought that this system should be introduced immediately.

2. I must emphasise that the decision as to whether or not fare paying is to be introduced remains with the Italian Government, rather than the Allied Commission, but it seems to me that it would ~~probably~~ be desirable for the system to be introduced.

3. Italian Air Ministry letter reference 1890.Coll dated 15th May refers.

13 A

Yours


SSO - msg 21/5
Org
Avr 1 21/5
21/5

2378

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

13A

FROM : AIR FORCE (STATO MAGGIORE)
TO : AIR FORCES SUB-COMMISSION, A.C. (Through the Liaison Office)
DATE : 15TH MAY 1946
REF : 1890 Coll

TARE-PAYING SYSTEM FOR MILITARY AIR LINES

See 8A

This Stato Maggiore has already completed the preparatory works for the inauguration of the tariff-paying service. About a week ago a circular was forwarded to the Minister. The said circular contains technical regulations for the application of the same tariffs which were established in accordance with the directives of your Commission.

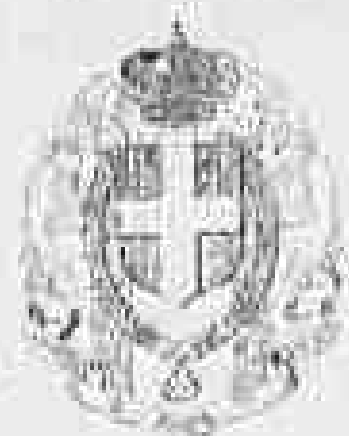
2. We shall see that the said circular be printed and distributed as soon as the Minister will send it back. Tariffs will become effective immediately after.

THE DEPUTY CHIEF OF STATO MAGGIORE
/s/ Lt. Col. GUSONI

2377



Mod. 122*



L.R.

Roma, li 15 Maggio 1946 A

Stato Maggiore R. Aeronautica

Al AIR FORCE COMMISSION
SIOE - A.C. (tramite Ufficio di Collegamento)
= ROMA =

1122/51/308/1890 Bll.

Risposta al f. N.° del

OGGETTO Servizio a pagamento sulle linee aeree militari. =

e, per conoscenza:

AL CABINETTO DEL MINISTRO
- Rif. foglio AFSC/24/AIR del 29/4/46 -

= S. S. D. E. =

Tutto il lavoro preparatorio per l'introduzione delle tariffe a pagamento è stato da tempo completato da questo Stato Maggiore. Da una settimana circa è stato inoltre già inviato in visione al Sig. Ministro la circolare contenente le norme tecniche per l'applicazione delle tariffe stesse, norme fissate secondo le direttive di codesta Commissione.

Non appena la circolare verrà restituita dal Sig. Ministro si procederà alla stampa ed alla diffusione della stessa dopo di che le tariffe andranno immediatamente in vigore. =

IL SOTTOCAPO DI STATO MAGGIORE
(Col. A. A. R. N. - A. REMONDINO)

IL CAPO DEL SERVIZIO
(Ten. Col. A. A. R. N. - A. REMONDINO)

G. J. 202

La presente circolare per essere debitamente esecuta, deve essere accompagnata da un'istanza di esenzione da pagamento.

12A

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

TO : ITALIAN AIR MINISTRY

Copies to: AIR FORCES SUB-COMMISSION, ALCON
TRANSPORT OFFICER, ALCON
MILAN DETACHMENT AFSC
AIR DOCKING OFFICE, ALCON MILAN

DATE : 10TH MAY 1946 *ALCON 2nd Bologna.*

REF : 1250/24/ALR

COURIER SERVICE - MILAN, BOLZANO

There have been several requests from the Allied Commission Detachment at Bolzano for scheduled courier flights to carry a few passengers, mail, and priority freight.

2. As the Baltimore Detachment stationed at Milan is not very busy, it is requested that these planes be used to start a scheduled service between Milan and Bolzano running three times weekly. The planes should go to Bolzano and return to Milan the same day, eliminating their being weathered in at Bolzano where there are no facilities for maintaining them.

3. It is requested that we be notified when this service is ready to start.

2375

48
E.O. SASS, MAJOR AC
FOR AIR VICE-MARSHAL
DIRECTOR A.F.S.O.

*4/6 m
8/5*

file

9A

FROM : AIR FORCES SUB-COMMISSION, A.C. ROME
TO : ITALIAN AIR MINISTRY
Copy to Major Bentley - Transportation Office - A.C.
DATE : 29TH APRIL 1946
REF : AFSC/24/AIR

CHECKING OF PASSENGERS IN AIRCRAFT -LEAVING OFF
AND LANDING AT CENTOCELLE AIRPORT

In addition to Major Bentley's check, Col. Gussoni C. is authorized by this Sub-Commission, Transportation Sub-Commission to check all passengers' travel orders taking off or landing at Centocelle.

2. If he is not satisfied with the validity of their travel orders, he has the right to cancel their air passage.
3. Any passengers travelling without the correct authority should be referred to Major Bentley if he is on the airfield at the same time, and this Sub-Commission must be informed as soon after as possible.
4. Enclosed is your authority to carry out the above mentioned checks.

2374

[Signature]
S/L A.G. SALTER
FOR AIR VICE-MARSHAL
DIRECTOR A.F.S.C.
A.C. C.M.F.

File

8A

FROM : AIR FORCES SUB-COMMISSION, A.C. ROME
TO : ITALIAN AIR MINISTRY
Copy to Major Bentley - Transportation Office - AC
DATE : 29TH APRIL 1946
REF : AFSC/24/AIR

FARE PAYING - ITALIAN COURIER SERVICE

The fare paying scheme has been duly authorized and was scheduled to commence on May 1st 1946.

2. It is understood that a further delay is necessitated by the tickets not being ready.

3. This Sub-Commission requests that all efforts be made to commence Fare Paying on the Courier Service on May 8th 1946 and a sufficient number of tickets should be made available on that day.



2373

S/L A.G. SALTER
FOR AIR VICE-MARSHAL
DIRECTOR A.F.S.C.

(6A)

From : Air Forces Sub-Commission, A.C. ROME.
To : I.A.F. "Stato Maggiore".
Date : 25th April, 1946.
Ref. : AFSC/24/AIR.

ROME - GENOA AIR LINE

Reference is made to your letter Prot. No. 1019/91/SCAM/1486 Coll. of 12th April, 1946, requesting the increase of flights on the Rome - Genoa courier line from 2 flights, as at present, to 3 flights a week.

It is suggested that this increase be delayed until the supply of POL for the courier service are improved.

Our Equipment Office is constantly getting requests to help straighten out POL shortages for the courier service, particularly in the Milan area, and it is not thought advisable to increase flights anywhere as long as this difficulty still exists.

27/4
E. J. SASS,
MAJOR, AIR CORPS,
AIR VICE MARSHAL,
DIRECTOR,
A.F.S.C.

GOND RAND SHIPPING COMPANY INC.
New York (U. S. A.) - Habana (Cuba) - Bogotá (Columbia) - Lima (Perù) - Guayaquil (Ecuador) - Caracas (Venezuela)
AGENZIA GENERALE DELLA FERROVIA PENNSYLVANIA RAILROAD COMPANY
NEWHAVEN (Inghilterra)

Società Nazionale di Trasporti Fratelli Gondrand

ANONIMA - CAPITALE DI L. 25.000.000 INT. VERSATO
U. P. E. MILANO N. 269

ROMA

PIAZZA AUGUSTO IMPERATORE, 92
TELEFON : 68.928-68.919-63248

DELEGAZIONE DELLA DIREZIONE GENERALE

Air-plane L. 250 for each passenger

(b) For luggage in excess of the maximum to which passengers are entitled on the airplane for the journey to and from the airport (L.)

(c) Withdrawal from passenger's residence and delivery of luggage or goods at the assembly point

(d) Withdrawal from the arrival assembly point and delivery of luggage or goods at the passenger's residence

L. 150.- for each service up to a maximum of 70 kg.

L. 150.- for each service up to a maximum of 50 kg.

As we think there will be no hitch of luggage or goods in excess of 50 kg we have not given rates for more than that weight, but should you wish we could do so.

Should it be thought advisable we could also organise a service for picking up passengers at their residences and taking them to the assembly point in touring cars, and should you wish this we will submit an offer. meantime please note that we could undertake this service in 2371 at the rate of 250 lire per passenger.

We think it might be in the interest of the passengers and might also suit you that the charges for the latter (a) service should be fixed not at a flat rate for all towns but as a percentage of the air-service fare. We should be pleased to study such an arrangement if you will kindly inform us of the air-transportation fares for the several distances.

As you undoubtedly know, our Company has branches, agencies and correspondents in all the more important towns of Italy and has well-furnished offices and a specialised staff.

AGENTI E CORRISPONDENTI IN ITALIA E IN TUTTI I PRINCIPALI CENTRI DEL MONDO:
S. F. T. GOND RAND
Newhaven Harbour Station Sussex
31. Cressburg

air-plane 1,000 for each passenger

(b) For luggage in excess of the maximum to which passengers are entitled on this airline for the journey to and from London (a)

1. 5.- per kg.

(c) withdrawal from passenger's residence and delivery of luggage or goods at the assembly point

1,150.- for each service up to a maximum of 10 kg.

(d) withdrawal from the arrival assembly point and delivery of luggage or goods to the passenger's residence

1,150.- for each service up to a maximum of 10 kg.

As we think there will be no dispatch of luggage or goods in excess of 50 kg we have not given prices for more than that weight, but should you wish we could do so.

Should it be thought advisable we could also organize a service for picking up passengers at their residences and taking them to the assembly point in touring cars, and should you wish this we will submit an offer. Meaning please note that we could undertake this service in 2371 at the rate of 250 lire per passenger.

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AGENTI E CORRISPONDENTI IN ITALIA E IN TUTTI I PRINCIPALI CENTRI DEL MONDO:

S. F. T. GONDRAND
31, Crueschur
LONDON (Inghilterra)

S. F. T. GONDRAND
Newhaven Harbour Station Sussex
NEWHAVEN (Inghilterra)

GONDRAND SHIPPING COMPANY INC.

New York (U. S. A.) - Habana (Cuba) - Bogota (Colombia) - Lima (Peru) - Guayaquil (Ecuador) - Caracas (Venezuela)

AGENZIA GENERALE DELLA FERROVIA PENNSYLVANIA RAILROAD COMPANY

Società Nazionale di Trasporti
Fratelli Gondrand

ANONIMA - CAPITALE DI L. 25.000.000 INT. VERSATO
U. P. E. MILANO N. 2091

DELEGAZIONE
DELLA DIREZIONE GENERALE

ROMA

PIAZZA AUGUSTO IMPERATORE, 32
TELEFON: 681928-681319-63248

We should therefore be glad to arrange for the tickets to be sold through our organization, and we hold ourselves at your service for discussing arrangements in this connection also.

Hoping that you may give a favorable reception to our offer, we hold ourselves at your service for any further details you may desire.

With high esteem, we beg to remain

Yours faithfully,

P. S. V. O. P. ILL. GONDRAND

P. S. V. O. P. ILL. GONDRAND

Good idea

This is a matter of the I.A.D. Suggest you have copy of this sent to the I.A.D. for such action as they may want it take as we have no objection to agents handling payments for tickets but the Military Service Bureau must not be contacted without known and written. Also please have a letter sent to them from saying that a copy of this letter has been sent to I.A.D.

PS
AIR/ Please write letters

22/4
23/4

2370

0473

Declassified E.O. 12356 Section 3.3/NND No. 785017

DELEGAZIONE
DELLA DIREZIONE GENERALE

We should therefore be glad to arrange for the tickets to be sold through our organization, and we hold ourselves at your service for discussing arrangements in this connection also.

Hoping that you may give a favourable reception to our offer, we hold ourselves at your service for any further details you may desire.

With high esteem, we beg to remain

Yours faithfully,

P. F. T. GONDRAND

1 June

Good idea

This is a matter for the I.A.D. Suggest you have copy of this sent to the I.A.D. for such action as they may wish to take as we have no objection to agents handling payment for tickets but the Military Service Agency must not be contacted before being sent action. Also please have a letter sent to the firm saying that a copy of this letter has been sent to I.A.D.

2370

AGS
AIR/ Please write letter

25/4

AGENTI E CORRISPONDENTI IN ITALIA E IN TUTTI I PRINCIPALI CENTRI DEL MONDO:
S. F. T. GONDRAND
31, Greenwich
LONDON (Inghilterra)
GONDRAND SHIPPING COMPANY INC.
New York (U. S. A.) - Habana (Cuba) - Bogota (Colombia) - Lima (Perù) - Guayaquil (Ecuador) - Caracas (Venezuela)
AGENZIA GENERALE DELLA FERROVIA PENNSYLVANIA RAILROAD COMPANY

0474

Declassified E.O. 12356 Section 3.3/NND No. 785017

TRANSLATION

From : I.A.F. "Stato Maggiore".

To : Comando Unita' Aerea
 " IV 2.A.T.
 " I.A.F. CAMPANIA
 " I.A.F. SICILY

a.f.i. U.C.A.M.
 A.F.S.C., A.C.
 PRESIDENCE OF THE COUNCIL
 Ministry of War - Transp.
 Ministry of Marine
 Raggruppamento B.T.
 U.C.A.M.
 U.C.A.M.

- BARI
 - BARI
 - NAPLES
 - PALERMO
 - ROME
 - ROME
 - ROME
 - ROME
 - ROME
 - GUIDONIA
 - NAPLES
 - CATANIA

Date : 13th April, 1946.

Ref. : Prot. No. 1029/SCAM/46/1512 Coll.

AIR PASSAGES ALLOCATION TO NAPLES AIR BASE

Reference is made to our letter no. 617/SCAM, dated 11th March, 46.

2. Allocation of air passages for the air lines to NAPLES will be as follows: -

ROMA - NAPLES, CATANIA and Vice Versa

ROME - NAPLES - BARI - LECCE and Vice Versa

No. 5 seats

On the S.79 1 seat
 " " G.12 5 seats

2369

FOR COL. REMONDINO
 Lt.Col. GUSSONI.

Translated by Maria Teresa.

Declassified E.O. 12356 Section 3.3/NND No. 785017

BEST COPY POSSIBLE

STATO MAG. 3RE R. AERONAUTICA
Servizio

Roma, 11 13 Aprile 1946

COMANDO UNITA' AEREA
COMANDO IV Z.A.T.
COMANDO AERON. CALABRIA
COMANDO AERON. SICILIA
U.C.A.M.

= BARI =
= BARI =
= NAPOLI =
= PALERMO =
= ROMA =

e p.c. A.V.S.C. - A.C.
(Traslate Uff. Collegamento)
PRESIDENZA DEL CONSIGLIO
MINISTERO GUERRA - S.M. TRASP.
MINISTERO MARINA - GARIBOLDI
RACCOMUNICAZIONE B.T.
U.C.A.M.
U.C.A.M.

= ROMA =
= ROMA =
= ROMA =
= ROMA =
= GUIDONIA =
= NAPOLI =
= CATANIA =

Prot. N° 1029/SCAM/46/ 1512 602

OCCETTO: Assegnazione di posti allo Scalo di Napoli.-

A seguito e modifica del foglio in data 11 Marzo c.a.
N° 617/SCAM si dispone la seguente assegnazione di posti al
lo Scalo di Napoli sulle due linee aeree in transito per
detta Città: 2368

ROMA - NAPOLI - CATANIA E VICEVERSA N° 5 Posti
ROMA - NAPOLI - BARI - LECCE E VICEV. - Su appar. 3.79: N° 1 posto
Su appar. 0.12: " 5 posti

IL S.CAPO DI STATO MAGGIORE
(Col. Pil. A. - REMONDINO)



L'ordine
IL CAPO DEL SERVIZIO
(Ten. Col. A. M. G. G. G. G.)

dm 8888

MINISTERO GUERRA - S.M. TRASP. = ROMA =
 MINISTERO MARINA - CABINETTO = ROMA =
 RAGGRUPPAMENTO M.T. = CULIONIA =
 U.C.A.M. = NAPOLI =
 U.J.A.E. = CATANIA =

Prot. N° 1029/SCAM/46

1512 62

OCCORRENZA: Assegnazione di posti allo Scalo di Napoli.-

A seguito e modifica del foglio in data 11 Marzo C.A.
 N° 617/SCAM si dispone la seguente assegnazione di posti al
 lo Scalo di Napoli sulle due linee aeree in transito per
 detta Città:

2368

ROMA - NAPOLI - CATANIA E VICEVERSA N° 5 Posti
 ROMA - NAPOLI - BARI - LACCE E VICEV: = Su appar. S.79: N° 1 posto
 Su appar. G.12: " 5 posti

IL S. CAPO DI STATO MAGGIORE
 (Col. Pil. A. - REMONDINO)



IL CAPO DEL SERVIZIO
 (Ten. Col. A. Remondino, Comandante)

qu soon

0479