

ACC

10000/135/52

10000/135/52

MILITARY COURIER AIR PRIORITIES
JAN. 1944 - JAN. 1947

main

1. The Air Period - Duration in held - the ordering
 Room. 3.7.45. ing.

m

AOC [Signature]

Enclosure 13A in the reply to 12A. and was
 drafted after my discussion with you and with
 Colonel Robinson and Major Birch.

W. J. J. J. J. J.
 5.7.45.

2.

Air I.

(Through D.D.)

We spoke about 2A & the drafting of a similar directive
 for the Station Courier Service. Will you please

make a draft, consulting D.D. & the staff officers
 as necessary. Considerable redrafting will be

Required but we want to put the Station on similar
 procedure to what was D.A.T.S. If you can get

the advice of A.F.H.Q. Priorities, so much. 282/100

25/9

[Signature]

3.

A.O.C.

1 Oct. 45.

Colonel Robinson and Major Birch

W. J. J. J. J.
5. 7. 48.

2.

Air I.

(through D.D.)

We spoke about it & the drafting of a similar directive
for the Italian Council Service. Will you please

make a draft, consulting D.D. & other staff officers

as necessary. Considerable redrafting will be

required but we want to put the Italian on similar

procedures to what was D.A.T.S. If you can get

the advice of A.F.H.G. Priorities, so much the better.

25/9

W. J. J.

A.O.C.

W. J. J.

1 Oct 48.

3.

1. Reference your Air 2. Please see draft directive at 15A. I have not copied much of the A.F.H.G. Priority Board terms of reference but stuck to what I thought essential to achieve a genuine working proposition, and not just a pious hope on paper. The suggested priorities are a simplified version of A.F.H.G.
2. I think that the working of the scheme will depend on getting a capable Italian representative on the board who is (a) relatively incorruptible and (b) in a position to judge the relative importance of Italian applications for Air Travel. I do not think anyone from the Italian Air Force will fill the latter requirement, and suggest that the Italian Government be approached. C.I.O. has some ideas on the subject I think.

W. J. J. J. J.
Air 1

D.D.

4.

Ref Min 3 I have made a number of amendments on 15th. I agree with his policy adopted by S.S.O. & suggest that his remarks concerning the Italian representation be included in interdiction a covering letter to the I.A.P.

2. When you have added your contribution to 13th, I suggest we send it out & call a board meeting to discuss it one week after dispatch. By then, we may have some more up-to-date "Gen" from Casella as Capt Reay-Mackay from A.F.H.Q. called on me this morning - his job is ^{British} Priorities in the newly formed Mediterranean Air Priorities Board.

1/10.

D.D. / ^{the above} 18.4.50
A.D.C. 5

PM
AOC.

1. Reference Min 3. I agree that we should have a representative of the Italian Representation in the Board. Can we find one?

2. Personally, I think we are trying to make a mountain out of a molehill. Really, there's not much to it. The board should decide policies, and inform the governing agencies what they are. The Allied Representation at each of the Courier fields should check each ticket and

more up-to-date 'Gen' from Casella as Capt Reay-McKay
from AFHQ. called on me this morning - his job is priorities
in the newly formed British
Medicoman Air Priorities Board.

1/10.

DD: ^{the above}
for ^{the above} 1/10

ADD

5

PM SOC

1. Reference MWS 3. Request that we should have a square
and join Italian Representative in the Board. Can we find
one? ??

2. Personally, I think we are trying to make a mountain
out of a molehill. Really there isn't much to it. The
board should decide policies and inform the serving
agencies what they are. The British Representative at each
of the Courier fields should check each other and
determine whether or not the persons concerned have
higher priority than they should have. He discovered
anywhere, he should report them to the AFSC so that
Claus give the agency who authorized such priority the
hell they deserve. We want to keep things as simple as
possible in order to prevent a lot of red tape and delay.

3. Letters should be written to IAH. requesting an Italian Representative
be appointed. Also, letter to Chief Commissioner requesting a " "

4. Meeting of Board should be held as soon as the Italian F-72
Representative is appointed.

W.D.D.

Min. 9

Air. 3

COURIER SERVICE

A letter has been despatched by the Minister giving the designation of the Italian members of the Air Priorities Board. A.C.A.S. agreed to a priority system applicable on an equal basis to Italians, and Allies and agreed to a combined Allied and Italian booking centre.

10.

D.D.

I have read 24^a & 25^a with interest. I have marked them with a X here & there where it may be necessary for us to take some action to help - I will be grateful if you will sort them out. 2. The most important point (raised on both 24^a & 25^a) seems to be the alleged Allied financial responsibility for this in the event of a crash - I maintain we have none, whether or not would-be passengers sign a waiver: but I would like you to check up on that point (with the Legal S.C. if necessary).

21/11

P.S. I suppose this file is the most suitable for this type of report

JCS
AOC

2820

SSO WNB

6

Write letter to LHM and Chief Commissioner requesting representation for the Air Priority Board. How can we get letter for my signature if you so desire. Request immediate action. Also, just as soon as the above representatives are appointed, let's have a board meeting. If there is any delay in appointing these representatives, we will have a board meeting on 11 Oct. regardless provided it meets with HOC approval. Immediate action must be taken, because it has come to my attention, unofficially that at the present time, every New York, Luck, & Perry are riding the Courier airplanes on Priority I. Whatever that may be.

WLL D.D.

7.

DD.

I have asked for the N.C. representative and two Lt. Gen. representatives one for policy and the other on the executive side. I will let you know when we get replies to both requests, but I doubt if it will be by 11th October as regards 16A

8 Oct.

WNB

S.S.S.

SSO WNB 9/10

8

O.K. We may wait a few days before we have the first meeting if you think it best to wait for the appointment of the H.C. & Italian representatives. Let's push the deal through and have our first meeting as soon as we can, so that we can get the ball rolling.

WLL
DD.

CIA (T)

From : General Staff I.A.P.
Air Military Courier Service.

To : Major Pilot PERIOTTO Francesco,
Officer i/c Air Priorities Board, Bologna.

For information : II ZAM Command, Padova.
Presidio Aeronautico Command, Bologna.
Air Military Courier Office, Bologna.
A.F.S.C., A.C., Rome.

Date : 24th January, 1947.

Ref. : 4/6/47 Coll.

COMMUNICATION.

With effect from the 1st January 1947 the officer in address will take up the appointment of officer i/c Air Priorities Board.

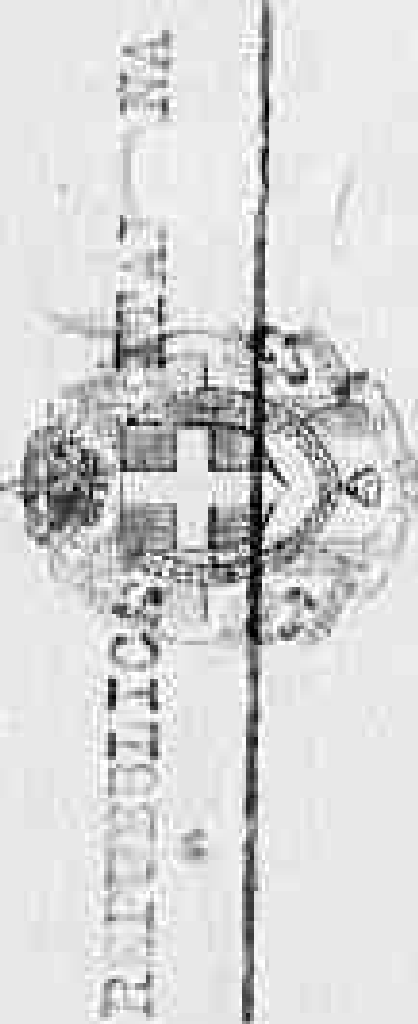
THE DIRECTOR
(Lt.Col.G. GUSLONI).

TRANSLATED BY MR. F.W. BURTON.

origi
in information
14/1

A134 2817

24/3/47



Stato Maggiore R. Aeronautica

Stato Maggiore R. Aeronautica

Servizio Comunicazioni

44/6/49 Cde.

Oggetto: Comunicazione. -

Mod. 112*

617

Gennaio 1947 A

Magg. Pil. PERIOTTO Francesco
Ufficiale alle Ispedienze Aeree

BOLOGNA

COMANDO II° Z.A.T.

PADOVA

COMANDO PR. IDIO AERONAUTICO

BOLOGNA

UFFICIO CORRISP. AER. MILITARI

BOLOGNA

R.O.M.A.

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

Con decorrenza dal 1° Gennaio 1947
la S.V. assume l'incarico di Ufficiale alle
Ispedienze Aeree per Bologna. -



IL CAPO DEL SERVIZIO

Gen. Col. d'Aviazione (Comando)

Guironi

2815

60A

FROM :- AIR FORCES SUB COMMISSION, A.C. ROME.
TO :- GENERAL STAFF ITALIAN AIR FORCE
AIR MILITARY COURIER SERVICE.
DATE :- 23rd DECEMBER, 1946.
REF. :- AFSC/24/3/AIR.

OFFICER TO TAKE CHARGE OF AIR PRIORITIES BOARD AT
BOLOGNA.

1946. Reference is made to your letter 4703/8/SCAM/4063 Coll dated 17th December,
2. There is no objection to the appointment of Major Pilot PERIOTTO Francesco to the vacancy of the officer in charge of Air Priorities Board at Bologna.
 3. Request this Sub-Commission be informed when the appointment has been made.

F.M. Baumgartner
F.M. BAUMGARTNER, CAPT., A.C.
FOR AIR VICE MARSHAL
DIRECTOR
AIR FORCES SUB COMMISSION.

AIR FORCES SUB COMMISSION, A.C. ROME. 1700 A.

AIR HEADQUARTER'S MOVEMENTS ITALY RAF. (R) AMQ MALTA. RAF ELMAS.
61 E.4. RAF LIAISON AFHQ.

UNCLASSIFIED

ABLE ONE FOUR FOUR PD REFERENCE YOUR OBSE MIKE FOUR FIVE FOUR DATED ONE
SEVEN DECEMBER ONE NINE FOUR SIX PD NOT REPEAT NOT POLICY OF SUB COMMISSION
TO RESERVE SENTS ON COURIER SERVICE PD MILITARY PERSONNEL ON DUTY HAVE
PREFERENCE OVER CIVILIANS NO OBJECTION TO FOUR ROYAL AIR FORCE PERSONNEL
BOOKING THREE TIMES WEEKLY PD THE COURIER NOW RUNS FIVE TIME WEEKLY TO
ELMAS PD

AFSC/24/3/AIR

ROUTINE

ORGANISATION

A.M.E. JARMAN/C/C.

A.C. MERRIEN, F/O

2813

58A
(4)

From : General Staff Italian Air Force
Air Military Courier Service

To : A.F.S. 1.2. Name

Ref. : 1007/1007/1007 0011.

Date : 17th December 1947

Subject: OFFER TO THE DEPT. OF AIR FORCE
AIR MILITARY COURIER SERVICE.

It is proposed to appoint Major Emilio I. 100700 Francesco
to the vacancy of officer in charge of Air Military Courier Service
logistics.

The appointment is of present & readily vacant but since
July 1st the above mentioned officer has been totally filled
and pending.

We await your consideration.

Director (through Org)

Major Perotto has always been
willing and cooperative. I
recommended this appointment.

Verjanaghe
20/12

Translated by Mr. P. S. 100700

Director I have no objection

Verjanaghe
21/12

Org

OK by me *Verjanaghe* 23/12

2812



Mod 122*

REPUBBLICA DI LANA

584
Roma, 17 Dicembre 1946

M. Maggiore R. Arcandrea

Al la A.F.S.C. - A.C.

SERVIZIO CORRIERI AEREI MILITARI

ROMA

Aut. N. 4703/8/SCAM *4063* *Cell.*

Proposta al P.N.?

OCCORRENZA Ufficiale alle precedenti Aeree Bologna.-

Il primo ufficio per ogni ufficio in cui si trova a essere in un ufficio

Si propone che il Maggiore Pilota in S.P.E.
PERICITO Francesco assuma l'incarico di Ufficiale alle
Precedenze Aeree per la città di Bologna.-
Attualmente tale incarico è ufficialmente vacante,
per quanto sin dal luglio u.s. l'Ufficiale sopra citato
assolve tale incarico.-

Si resta in attesa di conferma.-

28 11

4703/8/SCAM 4063 0011

Reposta al p. 11.2 del

Ufficiale alle precedenti Aeree Bologna.--

Oggetto

Si propone che il Maggiore Pilota in S.F.E.
PERICOTTO Francesco assuma l'incarico di Ufficiale alle
Precedenze Aeree per la città di Bologna.--
Attualmente tale incarico è ufficialmente vacante,
per quanto sin dal luglio u.s. l'Ufficiale sopra citato
assolve tale incarico.--

Si resta in attesa di conferma.--

28 11

quesso m

XXXXXXXXXXXXXXXXXXXX

(25) LROF V MMXK NR T 44/17 IMPORTANT QVR 1
FROM AIR HEADQUARTERS (MOVEMENTS) RAF ITALY
TO A F S C ROME

RPTD AHQ MALTA - RAF ELMAS - NO 61 EU - RAF LIASON AFHQ ;
BT

OM 454 17/12/46 UNCLASSIFIED . FIRST ADDRESSEE
FOR S/LDR SALTER . APPRECIATE YOU ISSUE ~~THE~~ AUTHY
FOR FOUR SEATS THREE TIMES WEEKLY ON COURIER SERVICE
CAGLIARI TO ROME (.) THIS DUE ~~TO~~ LACK OF TRANSIT
FACILITIES NAPLES SO SEA ROUTE CANNOT BE USED (.)
BT 170930Z.

SENT LF 2120A BBB K

RD 2125 PHB K



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

To : Italian Air Ministry.
Att: Col. Gussoni.

Date: 5th July 1946.

Ref : 24/3/Air

DUTY OF THE CHIEF OF THE AIR PRIORITIES BOARD AT COGLIORI.

Reference is made to your letter 185/APB dated 27th June 1946.

2. Permission is granted to Lt. A.A.R.N. Phil Bollini to take over the duties as Chief of the Air Priorities Board at Cogliori, replacing Lt. Col. Gennari.

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

2804

55A
(6)

From : Allied Commission,
Air Priorities Board,
Cagliari.

To : AFSC., AC, Rome

Date : June 27th, 1946.

Ref : 185/APB

Subject: Duty of the Chief of the Air Priorities Board
at Cagliari.

Copy to: I.A.F. "Stato Maggiore".
Military Air Courier Service, Rome.

The Air Priorities Board at Cagliari informed the Airforces Subcommission with the letter of April 4, 1946, No. 149/APB that Lt. Col. GENNARI Pino, Chief of the Air Priorities Board at the time, should be released from the service for personal reasons.

Lt.Col. GENNARI was suggesting that he be substituted with Lt.A.A.r.n. Pil. BOLLINI Renato, who is his close coworker.

Since it is over a month that Lt. Col. GENNARI was released it would be appreciated if your Subcommission would inform us of the decision on the above subject.

Chief of the Air Priorities Board

Lt. Bollini.

2/7
0106
24/3/2106

2808

ALLIED COMMISSION
AIR PRIORITIES BOARD
CAGLIARI

Cagliari, li' 27-6-46

ALL'ALLIED SUB-COMMISSION

ROMA

Prot. n° 185/APB

Oggetto: Carica di Capo dell'Air Priorities Board di Cagliari.-

e p.c. ALLO STATO MAGGIORE DELL'AERONAUTICA MILITARE

-Ufficio Corrieri Aerei Militari-

ROMA

Con foglio n° 149/APB del 29-4-46 il Ten.Col.GENNARI Pino, allora Capo dell'Air Priorities Board di Cagliari, faceva noto a codesta Allied Sub-Commission di dovere, per ragioni personali, essere collocato a disposizione e, pertanto, lasciare la suddetta carica.-

In tale occasione, il Ten.Col.GENNARI consigliava l'opportunità di sostituirlo con il Ten.A.A.r.n.Pil.BOLLINI Renato, suo diretto collaboratore.-

Poiché il Ten.Col.GENNARI è già stato collocato a disposizione da oltre un mese, si chiede a codesta Allied Sub-Commission quali siano le sue decisioni in merito a quanto sopra.-



IL CAPO DELL'AIR PRIORITIES BOARD

2807

Ten.

J. Bollini

54 A
(C)

From : The "Stato Maggiore"
Rome

To : Air Forces Subcommittee
Allied Commission, Rome
(Attention: Maj. Sass)

Date : May 9, 1946.

Ref. : 1330/SCAM/76/1840 Coll.

Subject: Air-passage-priorities for Palermo.

It became known to this office that the Allied Command for Palermo always claims two reserved spaces on every aircraft of the air-courier, referring to the lack of arrangements in this respect by Allied Commission.

The above is brought to attention of this Subcommittee so that it will issue arrangements on the matter in relation to the rules in effect for the air passage concessions.

Secretary Chief of Staff
"Stato Maggiore"
(Col. A. A. r. n. Pil. A. Remondino)

Translation by
Stasha Furlan



2806

Roma 2/5/1946

AIR FORCES SUB COMMISSION

Uff. del Maj. SASS

= R O M A =

EP/ PROT. N° 1332/25/10000

1840 Coll.

OGGETTO: Precedenze aeree di Palermo.

Risulta a questo Ufficio che il Comando Allente di Palermo pretende tuttora due posti riservati su ogni apparecchio di Corriere Aereo, motivando la mancanza di disposizioni in merito da parte della Commissione Alleata.

Si comunica quanto sopra affinché codesta Commissione possa emanare le disposizioni del caso in relazione alle norme attualmente in vigore per la concessione dei passaggi aerei.

IL SOTTOCAPO DI STATO MAGGIORE
(Col. A.A.R.n. Pil. A. Remondino)

di 'esohne

Spn 10/2/46

2804

file

53A

FROM : AIR FORCES SUB-COMMISSION, A.C. ROME
 TO : ALLIED COMMISSION LIAISON OFFICER
 o/c A.M.C. PALERMO, WESTLY, C.M.F.
 Copies to: Italian Air Ministry
 Transport Officer, Hq. AICOM

DATE : 11TH MAY 1946

REF : AFSC/24/3/AIR

AIR PRIORITY DIRECTIVE

For your information, a copy of the Allied Commission Air Priorities Directive is inclosed.

2. The priorities officer appointed for Palermo is Lt. Col. Zanchi, who has his office in the A.M.C. Building, Palermo.

3. As you will notice in this Directive, the policy of reserving seats for a particular unit is no longer in effect. All units have an equal chance to use all seats on this courier plane, according to the urgency of the trip, as shown in pages 6, 7 and 8 of this Directive.

W.S. BASS, MAJOR AC
 FOR AIR VICE-MARSHAL
 DIRECTOR A.F.S.C. 2803

52A

FROM : ALLIED COMMISSION, AIR PRIORITIES BOARD, CAGLIARI
TO : ALLIED SUB-COMMISSION, ROME
DATE : 30TH APRIL 1946
REF : 145/APB/1741 Coll

(T)

MILITARY AIR COURIER SERVICE - PRIORITIES

For your Sub-Commission's information, we are forwarding a copy of letter No. 981/R dated 27th April 1946, received by this Office from the High Commissariat from Sardinia, and a copy of letter No. 142/APB dated 30th April 1946, reply sent by this Office to the above said letter of the High Commissariat.

THE HEAD OF THE AIR PRIORITIES BOARD
/s/ Lt. col. GENNARI Pino



2802

FROM : AIR PRIORITIES BOARD OF CAGLIARI
TO : HIGH COMMISSARIAT FOR SARDINIA
DATE : 30TH APRIL 1946
REF : 142/APB

52B
(T)

MILITARY AIR COURIER - PRIORITY

Reference is made to letter No. 981/R dated 27th April 1946 of your High Commissariat. We communicate the following:

- 1) This office, on the occasion of the recent mission to Rome, received complaints from the Stato Maggiore of the R.Air Force. This was due to the fact that many Authorized Organizations were insisting on submitting requests for air passages with priorities higher than those authorized by the provisions at present in effect.
- 2) Moreover, the undersigned received complaints for having very often given his approval to the priorities requested by the Authorized Bodies.
- 3) This Office, has always granted, within the possible limits, the priorities requested by the Military Office of your High Commissariat since it had no doubt whatsoever of the fair and reliable grounds on which your Office usually produced all requests. However, the undersigned wishes to point out that the main task of this Office consists in following a just and impartial procedure in assigning air passages requested by the various Authorized Bodies of Sardinia.
4. I personally have no objection in notifying your office with the changes which shall in the future be made to the priorities requested by High Commissariat; however, I wish to assure you I shall be no longer able to comply with your requests on the subject, as it would result definitely contrary to the provisions regulating the efficient functioning of the Air Priorities Board and the main aims of its constitution.
It must be kept in mind that all priorities will be given within 10,00 a.m. hrs of the day preceding the taking off of the aircraft and that all information concerning the lists of passengers required by the various Authorized Bodies can be obtained after 12 o'clock of the same day, directly and plantfully in the Military Air Courier Office.
Moreover, the undersigned wishes to assure you that, as it was done for the past, he will take into due consideration any requirement or exigencies of your High Commissariat in order to avoid any possible inconvenience or bad functioning of the service in your Organization.

THE HEAD OF THE AIR PRIORITIES BOARD
/s/ Lt. Col. Gennari

RESTRICTED52c
(T)

FROM : THE HIGH COMMISSARIAT FOR SARDINIA - CAGLIARI
TO : AIR PRIORITIES BOARD - CAGLIARI
DATE : 27TH APRIL 1946
REF : 981/R

MILITARY AIR COURIER SERVICE - PRIORITY

It was lately reported that your office changed the priority pointed out in the request for air passage on the Cagliari-Rome military air courier submitted for some officials of this High Commissariat who had to go to Rome for very urgent service reasons.

This change of priority delayed considerably the return of the above mentioned officials who were due to come back to their offices with the same urgency.

I certainly realize that at times, exigencies of various nature make it necessary to change some priorities; however, considering that all the requests sent by this High Commissariat are carefully examined prior to their forwarding to your Office, it would be greatly appreciated that you see that changes be no longer made, especially as far as officials of the High Commissariat are concerned or otherwise, be limited to exceptional cases which however, should be previously pointed out to the Military Affairs Office.

We hope thus that the normal and efficient operations of this Organization be no longer hampered by any inconvenience or irregularity whatsoever.

THE HIGH COMMISSIONER
/s/ Pietro Pinna, General

2800

H. 145
S/S 11/5

L.R. ALLIED SUB-COMMISSION
AIR PRIORITIES BOARD
CAGLIARI

52A

Cagliari, li' 30-4-46

ALL'ALLIED SUB-COMMISSION

ROMA

e p.c. ALLO STATO MAGGIORE DELLA R. AERONAUTICA
-Ufficio Corrieri Aerei Militari-

ROMA

Allegati n° 2

Prot. n° 145/APB*1741 Coll.*

Oggetto : Servizio corriere aereo militare -Precedenza-

Per opportuna e doverosa conoscenza, si trasmettono
a codesta Allied Sub-Commission copia del foglio n° 981/R in data
27 Aprile 1946, pervenuto a questo Ufficio dall'Alto Commissariato
della Sardegna, e copia del foglio n° 142/APB in data 30 Aprile 1946,
col quale questo Ufficio ha risposto al su citato foglio dell'Alto
Commissariato.-



IL CAPO DELL'AIR PRIORITIES BOARD
(Ten. Col. A.A.R. *P. Gennari* Pino)

2799

52B

Cagliari, li 30-4-46

ALL'ALTO COMMISSARIATO PER LA SARDEGNA

C A G L I A R I

Prot. n° 142/APB

Oggetto : Corriere aereo militare - Precedenza -.

Si fa riferimento al foglio n° 981/R in data 27 Aprile 1946 di codesto Alto Commissariato e si comunica:

- 1°)- Questo Ufficio ha avuto, in occasione della sua recentissima missione a Roma, osservazioni da parte dello Stato Maggiore della R. Aeronautica, per incarico dell' Allied Sub-Commission, circa la larghezza con la quale veniva consentito che ancora molti Enti Vaglienti insistessero con l' inoltrare richieste di passaggio in aereo, con precedenza superiori a quelle che, giustamente le vigenti disposizioni, dovrebbero essere richieste.
- 2°)- Allo scrivente è stata rimproverata inoltre la debolezza con la quale spesso confermava le precedenza richieste dagli Enti Vaglienti.
- 3°)- Non avendo lo scrivente mai avuto dubbi circa la scrupolosità con la quale l' Ufficio Militare di codesto Alto Commissariato ha sempre vagliato le richieste di passaggio in aereo, questo Ufficio si è adoperato, nel limite del possibile, a confermare le precedenza richieste, ma non sempre è stato e sarà possibile, in quanto l' unico compito di questo Ufficio consiste nello stabilire insindacabilmente le precedenza per tutte le richieste di passaggio in aereo che gli pervengono dai vari Enti Vaglienti della Sardegna.
- 4°)- Pur non avendo personalmente niente in contrario a segnalare le variazioni che in avvenire verranno apportate alle precedenza richieste di codesto Alto Commissariato, lo scrivente si trova nella impossibilità di aderire a quanto richiesto al riguardo, in quanto ciò sarebbe in netto contrasto con lo spirito delle disposizioni che regolano il funzionamento dell' Air Priorities Board e che ne hanno determinato la costituzione.

-E' da tener presente al riguardo, che, com'è noto, l' assegnazione definitiva delle precedenza avviene entro le ore 10,00 del giorno precedente la partenza degli aerei e che tutte le notizie circa la lista dei passeggeri occorrenti ai vari Enti Vaglienti possono ottenersi, dopo le ore 12,00 dello stesso giorno, direttamente ed esaurientemente presso l' Ufficio Corrieri Aerei Militari.

-Prima di concludere, lo scrivente tiene ad assicurare che, come è sempre avvenuto, terrà conto delle esigenze di codesto Alto Commissariato onde evitare al massimo ogni eventuale inconveniente che, comunque, possa nuocere al funzionamento di codesto Ente.

IL CAPO DELL' AIR PRIORITIES BOARD
(Ten. Col. A. A. R. n. P. G. GENNARI Pino)

C O P I A

R I S E R V A T O

52C

ALTO COMMISSARIATO PER LA SARDEGNA
C A G L I A R I

Cagliari li' 27 Aprile 1946

Prot.n° 981/R

ALL'AIR PRIORITIES BOARD-Presso
Aeronautica della SardegnaC A G L I A R I

Oggetto : Servizio corriere aereo militare - Precedenza -.

E' recentemente accaduto che codesto Ufficio ha modificato la precedenza indicata nella richiesta di posto sul corriere aereo militare Cagliari-Roma, fatta per alcuni funzionari di questo Alto Commissariato che dovevano recarsi nella Capitale per urgentissimi motivi di servizio.

Tale cambio di precedenza ha ritardato sensibilmente il ritorno dei funzionari menzionati che sarebbero dovuti rientrare in sede con altrettanta urgenza.

Al tanto conto che esigenze di varia natura possono, talvolta, imporre il cambio della precedenza; pur tuttavia-nella considerazione che tutte le richieste di questo Alto Commissariato vengano scrupolosamente vagliate prima dell'invio-codesto Ufficio mi farebbe cosa molto gradita se volesse evitare spostamenti di precedenza - soprattutto quando riguardano funzionari di questo Alto Commissariato - e comunque, di limitarle a casi del tutto eccezionali che, in precedenza, dovrebbero essere segnalati al dipendente Ufficio Affari Militari.

Allo scopo di evitare inconvenienti che potrebbero nuocere al normale funzionamento di questo massimo Ente.

L'ALTO COMMISSARIO

(Generale di S.A.-Pietro PINNA)

2797

C O P I A

51A
(T)

From : Allied Commission.
Air Intelligence Ward.
Cagliari.

To : Allied Subcommission, Rome.
and
the I.A.E. "Scato Magliana"
Office for Military Air Operations, Rome.

Ref. 124/AMB/1740 Cell.

Date : April 25, 1946.

Subject : Incident on April 27, 1946.

Due to my temporary absence from the office on 25, 26, and 27th of April for official reasons, I assigned Lt. A. A. B. Pili. Rollini Raneco to take over the full charge of the Air Proprietary Board.

Lt. Rollini is the official attached to the Air Proprietary Board's office and is well acquainted with the work in this office in as much as he was assigned ~~from~~ from the beginning of the setting up of the office in Cagliari.

Upon my return the above mentioned official notified me of the incident which occurred regarding the departure of an aircraft

2796



Mr. J. L. B. "Sato K. Zora"

Office for Military Air to Home, Home.

Ref. 10/1/17/10 Coll.

Date April 29, 1946.

Subject Incident on April 27, 1946.



Due to my temporary absence from the office on 25, 26, and 27th of April for official reasons, I assigned Lt. A. A. N. N. Lt. Hollini to take over the full charge of the Air Priorities Board.

Lt. Hollini is the official attached to the Air Priorities Board's office and is well acquainted with the work in this office inasmuch as he was assigned ~~from~~ from the beginning of the setting up of the office in California.

2796

Upon my return the above mentioned official notified me of the incident which occurred regarding the departure of an aircraft on 27 April, 1946.

The details of the incident itself are given in the attached explanation by Lt. Hollini.

The above is for your information.

Lt. Col. A. A. N. N. Lt. GEN. MARI PIRNO

/signature/

10/1- Col. Geronzi is handling this case. Hon. Frank Emery is not a government employee, but the head of a political party in California. Geronzi, my de.

Cagliari, 26, April, 1946.

To: The Chief of the
Air Priorities Board of
Cagliari,
-It.Col. A.A.F.N. Pil.Gennari Pino.

Ref. no. 143/ABE

Subject: Incident on 27 April, 1946.

I, who was in charge of the Air Priorities Board during your temporary absence for official reasons, would like to make the following statement:

On the 26 April, 1946, at 12.15 there came from the High Commissary for Sardegna three requests for air passages on 27 April, one of which concerned Hon. Iussu Emilio, with priority no. 3, and the following reason was given: "Must proceed urgently to Rome to confer with high state officials."

As you know the requests for air passages are made to this office one day previous to the departure; between 10.00 and 12.00 of the same day, so that the lists of passengers for the following day can be ready, unless there are exceptionally urgent cases when we have a priority higher than three, just as it was established by the Allied Subcommission.

However, I did not deem it opportune to modify the passengers' list because the reason of Hon. Iussu Emilio's request was not such as to become one of those exceptionally urgent cases mentioned already above (Priorities 1 and 2) besides, the passengers included in the list had all urgent reasons for air transport, at least as urgent as that of Hon. Iussu.

At 23.30, while returning to my residence I was informed by the duty officer of the Command for Sardinia and by the official attached to the U.C.A.M. that I was insistently sought by the Commanding General.

2794

On the 26 April, 1940, at 12.13 there came
High Commissary for Sardegna three requests for air pas-
sages on 27 April, one of which concerned Hon. Iussu
Emilio, with priority no. 3, and the following reason
was given: "Must proceed urgently to Rome to confer with
high state officials."

As you know the requests for air passages are made
to this office one day previous to the departure; between 10.00
and 12.00 of the same day, so that the lists of passengers
for the following day can be ready, unless there are
exceptionally urgent cases when we have a priority
higher than three, just as it was established by the
Allied Subcommission.

However, I did not deem it opportune to modify the
passengers' list because the reason of Hon. Iussu Emilio's
request was not such as to become one of those exceptionally
urgent cases mentioned already above (Priorities 1 and 2)
besides, the passengers included in the list had all
urgent reasons for air transport, at least as urgent as
that of Hon. Iussu.

2794

At 23.30, while returning to my residence I was
informed by the duty officer of the Command for Sardinia
and by the official attached to the U.C.A.M. that I was
insistently sought by the Commanding General.

Immediately I got in touch with the General by
telephone and he enquired why Hon. Iussu was not included
on the list of passengers due to take off on 27 April.

To this inquiry I gave the above mentioned reasons.
The General thereupon informed me that the High Commis-
sioner for Sardinia had ordered by telephone that Hon.
Iussu must take off and must be given priority higher
than the other passengers; summary of the telephone
call is attached.

Then I explained that the Air Priorities Board is an office which does not depend either from the High Commissioner for Sardinia, or I.A.P. Command, but only from the Allied Subcommission, and that consequently it is not possible for me, to execute orders given by any other organization which is not the Allied Subcommission itself. In spite of this, because of the respect for the official of the High Commissioner for Sardinia, I asked the Commanding General to suggest what I had to do under the circumstances.

The general replied that he knew very well that no Italian organization in Sardinia could give orders to the Air Priorities Board for making out lists of passengers and that he sought me only to pass on the message given to him by the High Commissioner, however, he suggested to carry on as directed by the Allied Subcommission and to perform my duty, especially if I thought that acting differently would break the rules:-

Thereupon I informed the general that I would not modify the list of passengers, because in my opinion I was thus carrying out my duty.

When I returned to my residence at 00.30 hrs, I was again sought by the duty officer who was asked by Lt. Col. Achenza of the High Commissioner to inform him of the result of my conversation with the general. I reported the matter.

The following morning, at 07.30 hrs., I was called urgently to talk with the general. He notified me that the High Commissioner knowing that Hon. Lussu was not included in the list of the passengers for departure on the 27 April, had threatened to suspend by force the departure of the plane for measures of precaution. He, (the general) however, informed the High Commissioner, that the decision was not within the jurisdiction of Cagliari's Air Priorities Board, and deemed it opportune to intervene personally to prevent similar incidents, in the future by assuming personal responsibility for

overish organization in Sardinia could give orders to the Air Priorities Board for making out lists of passengers and that he sought me only to pass on the message given to him by the High Commissioner, however, he suggested to carry on as directed by the Allied Subcommittee and to perform my duty, especially if I thought that acting differently would break the rules:-

Thereupon I informed the general that I would not modify the list of passengers, because in my opinion I was thus carrying out my duty.

When I returned to my residence at 00.30 hrs, I was again sought by the duty officer who was asked by Lt. Col. Achenza of the High Commissioner to inform him of the result of my conversation with the general. I reported the matter.

The following morning, at 07.30 hrs., I was called urgently to talk with the general. He notified me that the High Commissioner knowing that Hon. Lussu was not included in the list of the passengers for departure on the 27 April, had threatened to suspend by force the departure of the plane for measures of precaution. He, (the general) however, informed the High Commissioner that the decision was not within the jurisdiction of Cagliari's Air Priorities Board, and deemed it opportune to intervene personally to prevent similar incidents, in the future by assuming personal responsibility for the inclusion of Hon. Lussu on the list of passengers.

During my absence forms "A" regarding Hon. Lussu, were taken from the Air Priority Board and after being signed by the General in the space reserved for the priority and date of departure determined, the Hon. Lussu was included, by the UGAM, on the list of passengers for departure by air on 27 April.

/s/ Lt.A.A.r.n.Pil.Bellini
Reneto.

Translation by
Steska Furlan

2792

Cppy.

Telephone call from the High Commissioner to Air Priorities Board, attached to the I.A.F., Sardinia.

Ref. to the telephone call regarding booking for air passages on 27 April, 1946. I request that Hon. Emilio Lussu be given tomorrow higher priority than other passengers.

High Commissioner
Gen. Fiore.

R.C. Montesi
at 20.58 hrs on 26 April, 1946.

ALLIED SUB-COMMISSION
AIR PRIORITIES BOARD
CAGLIARI

51A

Cagliari ,li' 29-4-46

ALL'ALLIED SUB-COMMISSION

ROMA

e p.c. ALLO STATO MAGGIORE DELLA R. AERONAUTICA
-Ufficio Corrieri Aerei Militari-

ROMA

Prot. n°

144/APB

1740 Coll.

Oggetto : Incidente del giorno 27-4-46.-

Essendomi temporaneamente assentato dall'Ufficio nei giorni 25-26-27, per ragioni di servizio, ho incaricato il Ten. A.A.R.N. Pil. BOLLINI Renato di sostituirmi in pieno per tutto quanto riguarda l'Ufficio Precedenze.-

Il Ten. BOLLINI è l'Ufficiale addetto all'Ufficio Precedenze ed ha molta pratica di tutto l'andamento dell'Ufficio stesso, in quanto vi è stato assegnato da quando esso è stato costituito in Cagliari.-

Al mio rientro in sede, l'Ufficiale in parola mi ha messo al corrente di un incidente avvenuto per la partenza dello aereo del giorno 27 u.s.

I particolari dell'incidente stesso possono essere rilevati dall'allegato esposto del Ten. Bollini.-

Quanto sopra per opportuna conoscenza.-

IL CAPO DELL'AIR PRIORITIES BOARD
(Ten. Col. A.A.R.N. Pil. GENTARI Pino)

P. Gentari

2790

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

BEST COPY POSSIBLE

Cagliari, 28-4-46

AL CAPO DELL'AIR PRIORITIES BOARD DI CAGLIARI

-Ten.Col.A.A.r.n.Fil.GEMMARI Pino-

Prot.n° 143/APB

Oggetto : Incidente del giorno 27-4-46.-

Il sottoscritto,avendola sostituita nel suo incarico allo Ufficio Precedenze,durante la sua temporanea assenza per motivi di servizio,le rende noto quanto segue,per doverosa conoscenza:

-Il giorno 26-4-46,alle ore 12,15,giungevano dall'Alto Commissariato per la Sardegna n° 3 richieste di passaggio in aereo per il giorno 27 c.m.,tra le quali una relativa all'On.IUSSU Emilio,con precedenza raccomandata n°3 e con la seguente motivazione "deve recarsi urgentemente a Roma per conferire con alte personalità di Stato".-

Come contemplato dalle disposizioni a suo tempo emanate dall'Ufficio Precedenze,la lista passeggeri in partenza con l'aereo del giorno 27 era già pronta dalle ore 10,00 del giorno 26.-

Come lei è a conoscenza le domande di passaggio in aereo pervengono a questo Ufficio entro le ore 10,00 del mattino precedente la partenza,in maniera che entro le ore 12,00 dello stesso giorno possono essere pronte le liste passeggeri per il giorno successivo,salvo casi eccezionali di particolare urgenza che abbiano una richiesta di precedenza piu' alta della terza,giusto quanto stabilito dalle disposizioni dell'Allied Sub-Commission.-

Pertanto non ho ritenuto opportuno modificare ²⁷⁸⁹ la lista passeggeri anche perché la motivazione della domanda dell'On.IUSSU Emilio non era tale da rientrare in quei casi di particolare urgenza su citati (precedenza 1° e 2°),oltre al fatto che i passeggeri già inclusi nella lista di partenza avevano tutti una urgenza di trasporto in aereo almeno pari a quella dell'On.IUSSU.-

Alle ore 23,30, nel rientrare nella mia abitazione, venivo informato dall'Ufficiale di Picchetto del Comando Aeronautica della Sardegna e dall'Ufficiale addetto all'U.C.A.M. di essere stato insistentemente ricercato dal Sig. Generale Comandante.-

Subito chiedevo di conferire telefonicamente col Sig. Generale che mi chiedeva il motivo per il quale l'On. IUSSU non era stato incluso nella lista passeggeri in partenza con l'aereo del giorno 27 c.m.+

A tale domanda rendevo note le ragioni su esposte.-Dopo tale mia risposta, il Sig. Generale mi comunicava che l'Alto Commissariato per la Sardegna aveva ordinato, a mezzo fono, di far partire l'On. IUSSU con precedenza sugli altri passeggeri, fono che si allega in copia.

Facevo allora presente che l'Air Priorities Board è un Ufficio che non dipende né dall'Alto Commissariato per la Sardegna, né dal Comando Aeronautica, bensì solamente dall'Allied Sub-Commission e che, per conseguenza, non mi era possibile eseguire degli ordini impartiti da altri Enti che non fossero l'Allied Sub-Commission stessa. Ciò malgrado, per ragioni di riguardo verso la persona dell'Alto Commissario della Sardegna, chiedevo al Sig. Generale Comandante che mi suggerisse la condotta da seguire in simile circostanza.

Il Sig. Generale mi rispondeva di saper benissimo che nessun Ente Italiano di stanza in Sardegna poteva impartire ordini all'Air Priorities Board per la compilazione della lista passeggeri e che mi aveva cercato solo per assolvere un incarico avuto dall'Alto Commissariato mentre pertanto mi consigliava di attenermi unicamente a quanto disposto dall'Allied Sub-Commission e di fare unicamente il mio dovere, specialmente se ritenevo che l'agire diversamente potesse costituire un precedente o comunque una infrazione.-

Al che rendevo noto al Sig. Generale che non avrei modificato la lista di partenza, perché ritenevo di compiere così il mio dovere.-

Tornato a casa, alle ore 00,30, venivo nuovamente ricercato dall'Ufficiale di Picchetto che era stato incaricato dal Ten. Col. ACHENZA dell'Alto Commissariato onde informarlo del risultato della mia conversazione col Sig. Generale.-Riferivo in merito.-

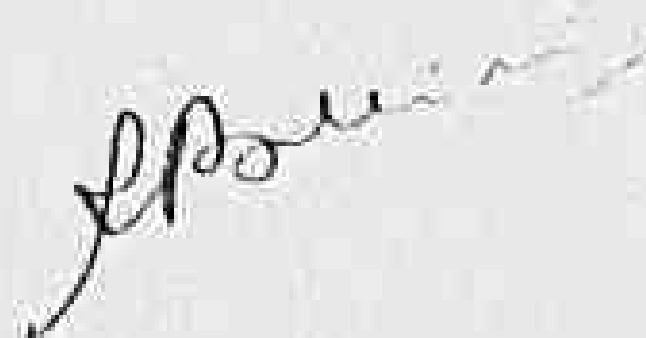
La mattina seguente, alle ore 07,30, venivo chiamato di urgenza per conferire col Sig. Generale.-Questi mi faceva noto che l'Alto Commissariato, saputo che l'On. IUSSU non era stato incluso nella lista di partenza del

giorno 27, aveva deciso di far sospendere con la forza la partenza dell'aereo per misure precauzionali e che, pertanto, egli, pur avendo insistente fatto notare all'Alto Commissariato la inopportunità della posizione assunta nei confronti dell'Air Priorities Board di Cagliari, riteneva opportuno intervenire personalmente per impedire incresciosi incidenti, assumendosi personalmente la responsabilità per l'inclusione nella lista passeggeri dell'On.IUSSU.-

Infatti, in mia assenza, venivano ritirate dall'Air Priorities Board le appendici "A" relative all'On.IUSSU, e dopo essere state firmate dal Sig. Generale nella casella riservata alla precedenza e data di partenza accordata, l'On.IUSSU veniva, dall'U.C.A.M., incluso nella lista passeggeri in partenza con l'aereo del giorno 27 c.m.-

Subordinatamente

Ten.A.A.R.n.Fil.BOLLINI Renato



2787

COPIA

FORO 1° ARSIVO

DA ALTO COMMISSARIATO SARDEGNA AT AIR PRIORITIES BOARD
PUNTO CON MPO LINGUANTICA SARDEGNA

959 RESE FONO PRIMO STORI PASSEGGI PER ALTO DEL 27/4/6 DISMORRO CHE
ON/LE BARELLI LUGEN CIA TUTTO PARTIR COME PIACERANNA SU ALTRI PASSEGGI PTO

ALTO COMMISSARIO GEN. PINNA

RE NOTIZIA AT ORA 20356 LT 28/4/6

2786

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(T)

FROM : ALLIED COMMISSION, AIR PRIORITIES BOARD, CAGLIARI
TO : ALLIED COMMISSION, ROME
DATE : 29TH APRIL 1946
REF : 149/APB/1739 Coll

LT. COL. GENNARI'S RESIGNATION AS HEAD OF THE
AIR PRIORITIES BOARD OF CAGLIARI

I wish to inform your Sub-Commission that, owing to personal reasons, it is very likely to happen that I shall have to resign as Head of the Air Priorities Board of Cagliari. I therefore wish to express my desire that you assign to the said Office Lt. Pilot on permanent service Renato BOLLINI, who from the very constitution of the Air Priorities Board, was my unique and direct collaborator and carried out his work in the said office with the utmost interest and great efficiency in the service.

I thus take the opportunity to point out to your Sub-Commission the advisability, in case of my resignation, of assigning to the Air Priorities Board of Cagliari the above mentioned officer who, however, is due to be promoted Captain very shortly.

Best regards.

THE HEAD OF THE
AIR PRIORITIES BOARD



10/5: Col Gennari will have a man available
for the when Col Gennari resigns.

2785

ALLIED COMMISSION
AIR PRIORITIES BOARD
CAGLIARI

Cagliari, 11' 29-4-46

ALL'ALLIED SUB-COMMISSION

R O M A

Prot.n° 149/APB 1739 Gll.

Oggetto : Cessazione dalla carica di Capo dell'Air Priorities Board di Cagliari del Ten.Col.CENNARI e proposta di detto incarico per il Ten.A.A.r.n.BOLLINI Renato.-

Dovendo a giorni, per ragioni personali, recarmi in breve licenza, per poi, con molta probabilità e per lo stesso motivo, essere collocato a disposizione, sarò costretto a lasciare l'incarico avuto da codesta Allied Sub-Commission, quale Capo dell'Air Priorities Board di Cagliari.-

In tal caso, come già è spesso avvenuto, mi farò sostituire dal Ten.A.A.r.n.Pilota in S.P.E.BOLLINI Renato, il quale, dalla costituzione dell'Ufficio Precedenze, è stato il mio unico e diretto collaboratore, sempre dimostrando molto zelo, grande pratica del servizio e massima serietà.

Colgo l'occasione pertanto di consigliare a codesta Sub-Commission la opportunità, nel caso sarò costretto a declinare l'incarico avuto, di sostituirmi col già nominato Ufficiale che, tra l'altro, quanto prima otterrà la promozione al grado di Capitano.-

Con l'occasione mi pregio inviare distinti ossequi.-

IL CAPO DELL'AIR PRIORITIES BOARD

Ten.Col.A.A.r.n.Pil.CENNARI Pino).



2784
Cennari

AIR 49 A

MEDITERRANEAN BRITISH AIR PRIORITIES BOARDAIR HEADQUARTERS R.A.F., ITALY.Subject:- DIRECTIVE AND POLICY MANUAL. - MARCH, 1946.6th May, 1946.

To:- All concerned.

AMENDMENT LIST NO. 2.Section 9. Page 16.

Delete last paragraph referring to E.N.S.A. personnel.

Applications for travel of E.N.S.A. personnel will now be treated as for all other applications.

W.M. Jeffries. F/O(W.M. Jeffries) Flying Officer.
EXECUTIVE OFFICER
FOR THE CHAIRMAN.

2783

m/s
m/s
EJ 9/5'

File copy.

118A

From : Air Force Sub-Commission, A.C. 2000.
To : Italian Air Ministry.
Date : 6th May, 1946.
Ref. : AFSC/24/3/AIR.

COURIER SERVICES - BOOKING OFFICE AT VENICE

Reference our conversation with regard to the Italian Courier aircraft landing at the Lido at VENICE.

2. There is no objection to the aircraft landing at the Lido to discharge Italian passengers; the aircraft should then proceed straight to VENEZIA with all Allied Personnel.
3. Arrangements should be made to establish the booking office and a motor boat service between the Lido and Venice.
4. This Sub-Commission must be informed when all arrangements have been completed.

Ref. 2731

A. C. SAUER, S/LDR.,
AIR VICE MARSHAL,
DIRECTOR,
AIR FORCE S/G.

SJS 9/5

FROM : AIR PRIORITIES BOARD, A.C. CAGLIARI
TO : ALLIED COMMISSION, ROME
DATE : 29TH MARCH 1946
REF : 106/APB

47A
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REPRESENTATIVE IN THE AIR PRIORITIES
BOARD OF ALGERO

37A
(*)

Reference is made to your letter No. AFSC/24/3/AIR dated 26th February 1946.

Beginning from to-day's date, arrangements will be made for the U.M.R.R.A. Personnel according to your instructions.

We point out that our representative in Alghero is Capt. A.A.R.N. Pilot RACCIONE Mario, as already communicated with letter No. 3/APB of 13 February last.

Capt. RACCIONE resides at the Alghero Airport.

42A

THE HEAD OF THE AIR PRIORITIES BOARD
/s/ Lt. Col. Genari Pino



L.F.
ALLIED COMM. BOARD
AIR PRIORITIES BOARD
CAGLIARI

Air Force sk

Cagliari, li' 29-3-1946

HYA

ALL'ALLIED SUB COMMISSION, A.C.

ROMA

Prot. n° 191/AFB

Oggetto: Rappresentante in Alghero dell'Air priorities board.-

Si fa riferimento alla Vostra lettera prot. n° AFSC 24/3/AIR del 28 Febbraio 1946.-

Dalla data odierna, si regoleremo nei confronti del personale dell'U.N.R.R.A. come da Voi disposto.-

Facciamo presente che il nostro rappresentante in Alghero é, come già comunicata con lettera n° 3/APB del 12 Febbraio scorso, il Capitano A.A.r.n. Pilota MACCIONI Mario.-

Il Cap. MACCIONI ha il suo domicilio nell'Aeroporto di Alghero stesso.-



IL CAPO DELL'AIR PRIORITIES BOARD
(Ten. Col. A.A.r.n. Pil. GENNARI Pino)

Genari

2777

File 2434
 55 1/3
 46A
 (C)

CHILIENT, 10 Feb 1963

ALLIED COMMISSION
 AIR PRIORITIES BOARD
 CAGLIARI

TO: AIR FORCE SUB-COMMISSION, A.C.

and for information
 STAFF OFFICER R.A.

Military Air Courier Service, ROME

File No. 23/APS

SUBJECT: Commission of Inauguration of the Air Priorities Board.

With reference to letter No. 2/APS of 12-22-62, we communicate that this Air Priorities Board should be inaugurated beginning from 15th of this month.

At the same time we wish to inform you that the State Maggiore of the R.A. has previously decided that the following Bodies be authorized to make requests for air passage on the Cagliari-Rome line:

- 1) Allied HQ. for Allied Army personnel;
- 2) Prefecture of Cagliari, for civilians;
- 3) Navy HQ. of Cagliari, for the R.Navy personnel;
- 4) R.F. Transport Detachment, for Army personnel;
- 5) AIR FORCE HQ. of Cagliari, for the R.A. personnel.

and on the Alghero-Rome line:

- 1) Allied HQ.
- 2) Prefecture of Sassari
- 3) Military Naval HQ. of Sardinia-La Maddalena-
- 4) R.F. Transport Detachment, Cagliari
- 5) AIR FORCE HQ. of Cagliari.

However, after the proper agreements had been made with the various Bodies and the particular type of communication and transport facilities taken into account, we have decided to designate the following Bodies authorized to apply for air passage on the Cagliari-Rome line:

- 1) A.I.F. STATION, Air Traffic Officer - Elmas;
- 2) R.F. COMMISSARIAT for Sardinia - Cagliari;
- 3) Navy HQ. - Trip Office, Cagliari;
- 4) R.F. TRANSPORT DETACHMENT, Cagliari;
- 5) AIR FORCE HQ. of Sardinia - Cagliari;

and on the Alghero-Rome line:

- 1) A.I.F. STATION - Air Traffic Officer, Elmas;
- 2) Prefecture of Sassari;
- 3) NAVAL BRANCH COMMAND - La Maddalena;
- 4) R.F. TRANSPORT DETACHMENT, Sassari;
- 5) AIR FORCE HQ. of Sardinia - Cagliari.

24/2.
 26/3/Air.
 2776

Instructions have been sent to all the above-said Bodies and Air

1238
With reference to letter No. 2/AFM of 18-2-2023, we do indicate that this Air Priorities Board shall be inaugurated beginning from 10th of this month.

At the same time we wish to inform you that the State Maggiore of the R.A. has previously decided that the following Board be authorized to make requests for air passage on the Gallipoli-Rome line:

- 1) Allied W. Air Allied Army personnel;
- 2) Representative of Gallipoli for civilians;
- 3) Navy HQ. of Gallipoli, for the R. Navy personnel;
- 4) D.P. Transport Detachment Detachment, for Army personnel;
- 5) Air Transport HQ. of Gallipoli, for the R.A. personnel.

- and on the Air-Rome line:
- 1) Allied W.
- 2) Prefecture of Gallipoli
- 3) Military HQ. of Gallipoli-Rome
- 4) D.P. Transport Detachment Detachment, Gallipoli
- 5) Air Transport HQ. of Gallipoli, for the R.A. personnel.

However, after the above agreements have been made with the various Prefectures and the Air HQ. of Gallipoli, we have decided to assign to the following Board authorized to make requests for air passage on the Gallipoli-Rome line:

- 1) R.A. STATION, Air Traffic Officer - Gallipoli;
- 2) AIR COMMISSARIAT for Gallipoli - Gallipoli;
- 3) NAVY HQ. - Trip Service, Gallipoli;
- 4) AIR TRANSPORT DETACHMENT, Gallipoli;
- 5) AIR TRANSPORT HQ. of Gallipoli - Gallipoli;
- and on the Air-Rome line:
- 1) R.A. STATION - Air Traffic Officer, Gallipoli;
- 2) Prefecture of Gallipoli;
- 3) Military HQ. of Gallipoli - Gallipoli;
- 4) VI BATTALION S.I., Gallipoli;
- 5) AIR FORCE HQ. - Gallipoli - Gallipoli.

21/2.
at M603 277h
26/3/air.
2/2/2

Instructions have been sent to all the above-said Boards and Air Priorities Board of Gallipoli for its operating according to regulations issued by your Sub-Commission.

WRT
2/2/2

THE HEAD OF THE AIR PRIORITIES BOARD
Ten. Col. A. Pil. Gallipoli

Approved by: Air III

Translated by Lydie

ALLIED COMMISSION
AIR PRIORITIES BOARD
CAGLIARI

ALL AIR FORCES SUB-COMMISSION, A.C.

Cagliari, 11^a 19. 2. 46

R O M A

Prot. n° 24/APP

461

Oggetto: Comunicazioni dell'entrata in funzione dell'Air Priorities Board.-

a p.c. ALLO STATO MAGGIORE R.A.
Servizio Corrieri Aerei Militari

R O M A

A seguito del foglio n° 3/APP del 12-2-1946, si comunica che questo Ufficio Precedenze Aeree entra in funzione a partire dal giorno 20 C.M.

All'occasione, si comunica che lo Stato Maggiore della R.A. aveva stabilito che gli Enti che potevano richiedere posti in aereo per la linea Cagliari-Roma erano:

- 1) Comando Albento, per i militari alleati;
- 2) Prefettura di Cagliari, per i civili;
- 3) Comando Marina di Cagliari, per i militari della Regia Marina;
- 4) Distaccamento Delegazione Trasporti R.E., per i militari del R.E.;
- 5) Comando Aeronautica della Sardegna, per i militari della R.A.

e per la linea Alghero-Roma:

- 1) Comando Albento
- 2) Prefettura di Sassari
- 3) Comando Militare Marittimo della Sardegna - La Maddalena-
- 4) Distaccamento Delegazione Trasporti R.E. Cagliari
- 5) Comando Aeronautica della Sardegna.-

Senonché, presi i dovuti accordi con i vari Enti vaglianti e tenuto conto dei particolari difficoltà di comunicazione e dei trasporti della Sardegna, si è venuto nella determinazione di nominare degli altri Enti vaglianti e precisamente, per la linea Cagliari-Roma:

- 1) R.A.F. STATION - Air Traffic Officer - Elmas-
- 2) ARMO COMMISSARIATO della Sardegna-Cagliari-
- 3) COMANDO MARINA - Ufficio Viaggi - Cagliari-
- 4) DELEGAZIONE TRASPORTI DEL R.E. - Cagliari-
- 5) COMANDO AERONAUTICA DELLA SARDEGNA - Cagliari-

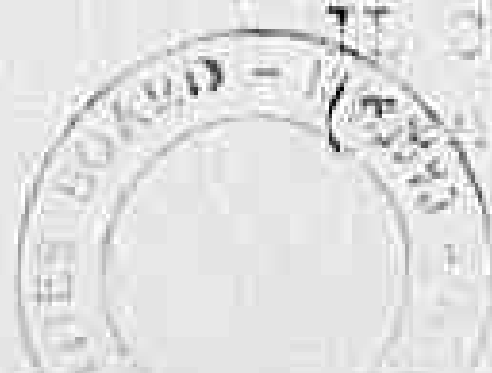
2774.

e per la linea Alghero-Roma:

- 1) R.A.F. STATION - Air Traffic Officer - Elmas -
- 2) PREFETTURA DI SASSARI
- 3) COMANDO DIPARTIMENTO MARITTIMO - La Maddalena-
- 4) VI^a BRIGATA S.I. - Sassari-
- 5) COMANDO AERONAUTICA DELLA SARDEGNA - Cagliari-

Per il funzionamento dell'Ufficio Precedenze in conformità alle norme emanate da codesta Sub-Commission, sono state impartite opportune disposizioni a tutti gli Enti vaglianti soggetti ad all'Ufficio Precedenze Aeree di Alghero.-

IL CAPO DELL'AIR PRIORITIES BOARD
(Cap. Col. A.A.F.M. P. L. PINO)



Germani

ALLIED SUB-COMMISSION
AIR PRIORITIES BOARD
CAGLIARI

ALL'AIR FORCES SUB-COMMISSION, A.C.

Cagliari, 11' 19. 2. 46

ROMA

Prot. n° 24/APP

46A

Oggetto: Comunicazione dell'entrata in funzione dell'Air Priorities Board.

e p.e. ALLO STATO MAGGIORE R.A.
Servizio Corrieri Aerei Militari

ROMA

A seguito del foglio n° 3/APP del 12-2-1946, si comunica che questo Ufficio Precedenze Aeree entra in funzione a partire dal giorno 20 C.M.

All'occasione, si comunica che lo Stato Maggiore della R.A. aveva stabilito che gli Enti che potevano richiedere posti in aereo per la linea Cagliari-Roma erano:

- 1) Comando Allente, per i militari allenti;
- 2) Prefettura di Cagliari, per i civili;
- 3) Comando Marina di Cagliari, per i militari della Regia Marina;
- 4) Distaccamento Delegazione Trasporti R.E., per i militari del R.E.;
- 5) Comando Aeronautica della Sardegna, per i militari della R.A.

e per la linea Alghero-Roma:

- 1) Comando Allente
- 2) Prefettura di Sassari
- 3) Comando Militare Marittimo della Sardegna - La Maddalena -
- 4) Distaccamento Delegazione Trasporti R.E. Cagliari
- 5) Comando Aeronautica della Sardegna.

Nonché, presi i dovuti accordi con i vari Enti vaglianti e tenuto conto del particolare difficoltà di comunicazione e dei trasporti della Sardegna, si è venuto alla determinazione di nominare degli altri Enti vaglianti e precisamente, per la linea Cagliari-Roma:

- 1) R.A.P. STATION - Air Traffic Officer - Elmas -
- 2) AUTOCOMMISSARIATO della Sardegna - Cagliari -
- 3) COMANDO MARINA - Ufficio Viaggi - Cagliari -
- 4) DELEGAZIONE TRASPORTI DEL R.E. - Cagliari -
- 5) COMANDO AERONAUTICA DELLA SARDEGNA - Cagliari -

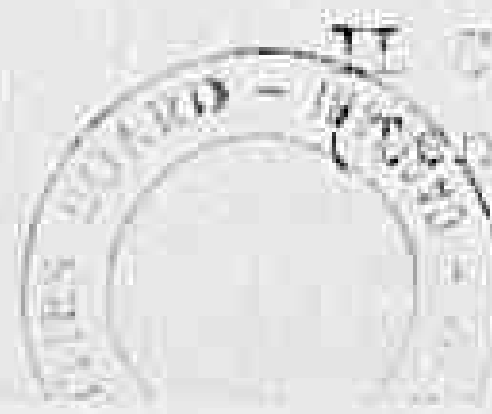
2774.

e per la linea Alghero-Roma:

- 1) R.A.P. STATION - Air Traffic Officer - Elmas -
- 2) PREFETTURA DI SASSARI
- 3) COMANDO DIPARTIMENTO MARITTIMO - La Maddalena -
- 4) VI^a BRIGATA S.I. - Sassari -
- 5) COMANDO AERONAUTICA DELLA SARDEGNA - Cagliari -

Per il funzionamento dell'Ufficio Precedenze in conformità alle norme emanate da codesta Sub-Commission, sono state impartite opportune disposizioni a tutti gli Enti vaglianti suddetti ed all'Ufficio Precedenze Aeree di Alghero.

IL CAPO DELL'AIR PRIORITIES BOARD
(Cap. Col. A.A.r.n. PINO)



Gennaro

45A
(4)

FROM: AIR LEO C. [unclear], AIR PRIORITIES BOARD, CARSTEN

TO: AIR WORKS [unclear] COMMISSION, A.C. [unclear]

REF: 68/888

DATE: 24 MARCH 1948

SUBJECT: INFORMATION IN THE REPORT
OF AIR WORKS [unclear]

44A

Following letter No. 68/888 dated 2 March 1948, after
personal enquiries were carried out by the undersigned, we wish
to bring to your attention that the High Commissioner on requesting
letters of [unclear] by aircraft from [unclear], had no intention
[unclear] of exercising any control over this office.

[unclear]

W 14/3

THE CHIEF OF THE AIR PRIORITIES
BOARD
/s/ Mr. Col. GENTARI



2773

45A

C. L. L. 11' 4-3-46

ALLIANCE FORCES SUB-COMMISSION, A.C.

R O N AProt. n.º 66 ALB

Oggetto: Prescrizione sulle richieste, relative all'Alto Comandamento.-

A seguito del foglio prot. n.º 50/100 del 2-3-46 si precisa che, la funzione personale svolta dallo scrivente, o'vvero che, nelle richieste de parte dell'Alto Comandamento delle liste dei passeggeri in partenza con aerei delle Sestregne, si da escludere assolutamente qualunque intenzione di controllo nei riguardi di questo Ufficio.-

Quanto sopra si comunica per doverosa conoscenza.-

IL CAPO DELL'AIR PRIORITIES BOARD
(Ten. Col. A.A.R. P. L. CENNARI PINO)

P. L. Cennari

2772

~~W~~ 12/3



2771

ALTO COMMISSION

44A

Cagliari, 21 2.3.46

ALL'AIR FORCE SUB-COMMISSION, A.C.

U C M A

Prot. n° 52/493

Oggetto : Comunicazione richiesta Alto Commissariato.

Si fa presente che l'Alto Commissariato per la Sardegna ha richiesto al Comando Aeronautica di aver comunicazione all'Ufficio Collegamento Militare, da parte dell'U.C.A.M. di Cagliari, di tutti i passeggeri, civili e militari, in arrivo e partenza con gli aerei del Corriere Aereo Militare Italiano.

Poiché ho elementi per pensare che questa richiesta sia stata fatta per esercitare un'azione di controllo sull'attività di questo Ufficio, in quanto già tutti gli Enti Vigilanti ricevano, dallo U.C.A.M., l'elenco dei passeggeri in partenza di propria competenza, e poiché ritengo che questo controllo non debba essere esercitato se non da questo Sub-Comission, avevo considerato di non aderire alla richiesta in parole.

Il Comando Aeronautico, invece, ha dato ordine all'U.C.A.M. di fare, all'Ufficio Collegamento Militare dell'Alto Commissariato, le comunicazioni da quest'ultimo richieste.

Il sottoscritto ha comunicato quanto sopra per conoscenza e si riserva di tener informata questa Sub-Commission di qualsiasi controllo dovesse, eventualmente, essere tentato da parte dello Alto Commissariato nei confronti di questo Ufficio.

2769

IN CARPO DELL'AIR PRIORITIES BOARD

R O N A

Prot. n.º 58/APB

Oggetto : Comunicazione richiesta Alto Commissariato.--

Si fa presente che l'Alto Commissariato per la Sardegna ha richiesto al Comando Aeronautica di aver comunicazione all'Ufficio Collegamento Militare, da parte dell'U.C.A.M. di Cagliari, di tutti i passeggeri, civili e militari, in arrivo e partenza con gli aerei del Corriere Aereo Militare Italiano.--

Poiché ne elementi per pensare che questa richiesta sia stata fatta per esercitare un'azione di controllo sull'attività di questo Ufficio, in quanto già tutti gli Enti Tulliani ricevono, dallo U.C.A.M., l'elenco dei passeggeri in partenza di ogni via competenza e, poiché risulta che questo controllo non debba essere esercitato se non da questa Sub-Commissione, dove nominato il non aderisce alla richiesta in parola.--

Il Comando Aeronautica, invece, ha dato risposta all'U.C.A.M. di fare, all'Ufficio Collegamento Militare dell'Alto Commissariato, le comunicazioni da quest'ultimo richieste.--

Il sottoscritto ha comunicato quanto sopra per conoscenza e si riserva di tener informata questa Sub-Commissione di qualsiasi controllo dovesse, eventualmente, essere tenuto da parte dell'Alto Commissariato nei confronti di questo Ufficio.--



UFFICIO COLLEGAMENTO MILITARE ALTO COMMISSARIATO

(TAN, Col. A.A.M.N. Pil. C. M. P. P. P.)

C. M. P. P. P.

4317
(6)

From : Allied Commission Air Priorities Board, Cagliari.
To : High Commissariat, Cagliari, and other addressees.
Date : 14th Feb. 1946.
Ref : 13/APB.

and for information to : A.C., A.F.S.C.

ITALIAN MILITARY AIR COURIER SERVICE

The A.C. in order to employ the communication aircraft in the best possible manner has constituted an Air Priorities Board at Cagliari, in charge of air priorities for passengers and freight on the Italian Military Air Courier.

All those who want to use the aircraft for persons or freight, are to make a suitable application to the High Commissariat. If civilians to the relative Commands, if military personnel they must bear in mind that the High Commissariat as well as the Military Commands will function as units supervising the requests for air passages addressed to them. Therefore, in order that the priorities service be quicker and more practical, a representative (Capt. A.A.R.n. MACCIONI Mario, depending from our office) has been appointed at Alghero airfield, having the same functions as the writer with regard to the departure of the passengers from Alghero. We suggest that the addressees, if they consider it opportune, could install representatives at Sassari and at Nuoro, who could have the same duties as the supervising units at Cagliari. If this suggestion is accepted, it is requested that the supervising unit assigned be notified to this A.C. Air Priorities Board.

It is requested that from the (this information to be supplied later) all air passage requests addressed to the supervising Units be transmitted to the Priorities Boards at Cagliari and Alghero, according to the departure locality chosen by A.F.S.C. This transmission will be effected after the supervising units fill appropriate schedules with their opinion on the requests and priorities. These schedules are to be signed by an officer with the rank of General or by a civilian of similar status or by the Senior Officer of the supervising unit. The proposed opinion and priority will be formulated according to the criterion exposed in the directives issued by the Allied Commission.

0866

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

The A.C. in order to employ the communication aircraft in the best possible manner has constituted an Air Priorities Board at Cagliari, in charge of air priorities for passengers and freight on the Italian Military Air Courier.

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It is requested that from the (this information to be supplied later) all air passage requests addressed to the supervising Units be transmitted to the Priorities Board at Cagliari and Alghero, according to the departure locality chosen by A.F.S.C. This transmission will be effected after the supervising units fill apposite schedules with their opinion on the requests and priorities. These schedules are to be signed by an officer with the rank of General or by a civilian of similar status or by the Senior Officer of the supervising unit. The proposed opinion and priority will be formulated according to the criterion exposed in the directives issued by the Allied Commission. Naturally the requests which are turned down will not be forwarded to this A.C. Furthermore we point out that, when the new rules come in to effect the number of the seats at the disposal of the addressees Units will no longer be reserved.

translated by J. Bevacqua.

9/3 The Chief of the Air
Priorities Board.

11803
20/5/40

ALLIED COMMISSION AIR PRIORITIES BOARD

Cagliari 14 14.2.44 43A

- ALL'ALTO COMMISSARIO
AREA COMUNICAZIONE TRASPORTI
del R. Esercito
- AL COMANDO NAUTICA
Ufficio Viaggi
- R.A.T. SUDAVIA
Air Traffic Officer
- AL COMANDO AERONAUTICA SUDAVIA

CAGLIARI

CAGLIARI

CAGLIARI

EL. 43

ITALIA

Prot. n° 13/APP

Oggetto: Servizio di Corriere Aereo Militare Italiano.

→ e p.c. ALLA COMMISSIONE ALLIATA
ALL'U.C.A.A.
ALL'U.C.A.A...

R.O.A.A.

CAGLIARI

ALLEGATO

Dall'Ally Commission, onde poter strutturare nelle migliore maniera i mezzi Aerei di Comunicazione, ha costituito in Cagliari un Ufficio Precedenze Aeree (Air Priorities Board) con l'incarico di stabilire una precedenza di imbarco per i passeggeri e le merci sul corriere aereo militare italiano. Tutti coloro i quali intendono usufruire del mezzo di trasporto aereo, sia per persone che per merci, dovranno inoltrare apposita richiesta all'Alto Commissariato, se civili, ai relativi Comandi, se militari, tenendo presente che all'Alto Commissariato come i Comandi militari dovranno funzionare come Enti vigilanti delle richieste di passaggio aereo a loro presentate. Ciò premesso, onde rendere il servizio precedente il più rapido e pratico possibile, si è provveduto a nominare un rappresentante alle dirette dipendenze di questo Ufficio presso l'Aeroporto di Alghero nella persona del Cap. A.A.R. E. LACCHIONI Mario, avente le stesse funzioni dello scrivente per quanto riguarda le partenze dei viaggiatori da Alghero. Per gli stessi motivi che hanno consigliato la creazione di un Ufficio Precedenze ad Alghero, gli Enti vigilanti in indirizzo, sempre che lo riterranno opportuno, potranno ognuno delegare in Sassari e in Nuoro un Ente da loro dipendente avendo lo stesso funzioni degli Enti vigilanti di Cagliari. Qualora tale proposta venisse accolta, sarà necessario che l'Ente vigilante delegato venga segnalato a questa Commissione Alleata-Precedenze Aeree. Partanto si prega disporre perché a decorrere dal 1° marzo le richieste d'imbarco inoltrate agli Enti vigilanti vengano inviate agli Uffici Precedenze Aeree di Cagliari ed Alghero, secondo la località di imbarco prescelta dagli interessati. Tale inoltre verrà eseguito dopo che gli Enti vigilanti avranno espresso, negli appositi moduli, i loro pareri in writ. Alle richieste stesse e proposte il grado di precedenza. Tali moduli dovranno essere firmati da un Ufficiale con il grado di Generale o da un civile di grado equiparato e dall'Ufficiale o funzionario

L'Allied Commission, onde poter strutturare nella migliore maniera i mezzi aerei di comunicazione, ha costituito in Cagliari un Ufficio Precedenze Aeree (Air Priorities Board) con l'incarico di stabilire una precedenza di imbarco per i passeggeri e le merci sul corriere aereo militare italiano. Tutti coloro i quali intendono usufruire del mezzo di trasporto aereo, sia per persone che per merci, dovranno inoltrare apposita richiesta all'Alte Commissariato, ai civili, ai relativi Comandi, se militari, tenendo presente che sia l'Alte Commissariato come i Comandi militari dovranno funzionare come Enti Vigilanti delle richieste di passaggio aereo a loro presentate. Ciò premesso, onde rendere il servizio precedenza il più rapido e pratico possibile, si è provveduto a nominare un rappresentante alle dirette aliene del questo Ufficio presso l'Aeroporto di Alghero nella persona del Cap. L. R. M. P. L. ACCIOLINI, avente le stesse funzioni dello scrivente per quanto riguarda le partenze dei vascellatori da Alghero. Per gli stessi motivi che hanno consigliato la creazione di un Ufficio Precedenze ad Alghero, gli Enti Vigilanti in indirizzo, sempre che lo riterranno opportuno, potranno ognuno delegare in Sassari e in Nuoro un Ente di loro dipendenza avente le stesse funzioni degli Enti Vigilanti di Cagliari. Qualora tale proposta venisse accolta, sarà necessario che l'Ente vigilante delegato venga segnalato a questa Commissione Alleata-Precedenze Aeree. Interessa al presa di posto perché si decorra dal (non comunicato) tutte le richieste d'imbarco inoltrate agli Enti Vigilanti vengano 24/6/58 se agli Uffici Precedenze Aeree di Cagliari ed Alghero, secondo la località di imbarco prescelta dagli interessati. Tale invito verrà eseguito dopo che gli Enti Vigilanti avranno espresso, negli appositi moduli, i loro pareri in merito alle richieste stesse e proposte di grado di precedenza. Tale moduli dovranno essere firmati da un ufficiale con il grado di Generale o da un civile di grado equivalente o dall'Ufficiale o funzionario di grado più elevato presente all'Ente vigilante. Il parere da lui espresso di precedenza proposto dovranno essere firmati tenendo presenti i criteri esposti alle direttive emanate dalla Commissione Alleata, e che al presente foglio. Naturalmente dovrà essere omesso l'inoltro a quest'Alte Commissione Alleata di quelle richieste che in base alle pretese civiltive non possono essere prese in considerazione. Si fa inoltre presente che con l'entrata in vigore delle nuove norme di aldiquote dei posti messi a disposizione degli Enti in indirizzo non più riservate dal (non comunicato).

IL CAPO DELL'AIR PRIORITIES BOARD

(Ten. Col. A. A. T. M. ACCIOLINI Fido)

Accioli

TO : AIR FORCES SUB COMMISSION A.C. ROME
DATE : 12TH FEB.1946
REF. : 3/APB

FORMATION OF THE AIR PRIORITY BOARD OF
CAGLIARI AND ALCHERO



We inform you that on the 12th Feb.1946 the Cagliari Air Priority Board was formed according to the instructions issued by the Air Forces Sub Commission.

We also notify you that on the same date the writer of this letter was appointed representative of the Air Priority Board of Alghero Capt. A.A.r.n. in S.P.E. MACCIONI MARIO.

We would like to point out that the above Office has not been functioning up to the present time because the Comando Aeronautica has not yet received the new regulations cancelling the present ones regarding the assignment of seats on Italian Military Air Courier Service.

The Stato Maggiore have informed us that the regulations will soon be forwarded and that the Office will start operating one week after receiving the orders.

Meanwhile the necessary preparations have been carried out in order to enable this Office to start its activities as soon as the orders are received.

We shall inform you the date the Office will initiate its activities and all the regulations which will be given in order to meet the Air Forces Sub Commission instructions and practical manner in Sardinia considering its particular conditions.

2765

CHIEF OF AIR PRIORITY BOARD
(T.COL.PIL. GENNARI PINO)

92211

L'AZZ. MONDO 192-100100 (M. 2)

Inv. n° 3/128

Oggetto: Costituzione dell'Air Priorities Board di Cagliari ed Alghero.-

Si comunica che in data 12-2-1946 si è costituito in Cagliari l'Air Priorities Board secondo le norme impartite da codesta Sub-Commission.-

Si conviene inoltre che, in pari data, lo scrivente ha nominato al Capitano A.A.R.G. Filone in S.T.M. MASSIMO MARIC suo rappresentante per l'Air Priorities Board di Alghero.-

All'occasione si fa presente che questo Ufficio non ha funzionato fino a questo momento perché al Comando Aeromobili della Sardegna non sono ancora pervenute le disposizioni per annullare quelle precedentemente emanate per l'assunzione del posti dei militari aerei militari italiani.-

Lo Stato Maggiore ha commentato che le dette disposizioni si serviranno prima e che questo Ufficio dovrà compilare e finalizzare una istanza dopo il loro arrivo.-

In queste attese si è già iniziato dato il lavoro preparatorio anche questo Ufficio possa immediatamente entrare in funzione appena in possesso delle disposizioni in parola.-

Si fa riserva di comunicare la data in cui questo Ufficio entrerà in funzione e tutte le disposizioni che saranno impartite perché questo stabilisce da codesta Sub-Commission possa trovare la più rapida e pratica applicazione in Sardegna, in considerazione delle sue particolari condizioni.-

IL DIR. DELL'AZ. PRIORITIES BOARD

(Ten. Col. A.A.R.G. MASSIMO MARIC)

Massimo
2482

File

41

FROM: AIR FORCE'S SUB-COMMISSION, ALIEN COMMISSION HOME

TO : CAPT. CAGLIARI
ATTN: Lt. Col. SPENGLER

REF : A.F.C. 34/3/31P

DATE: 2ND MARCH 1946

NOTES OF THE U.S.A.

Reference your MM/10 of 21 February. We are in complete agreement that all duties of the U.S.A. as laid down in your letter, be carried out by your office other than by the Air Traffic Officer on the airport.

This letter will also serve notice that no office but yours is to be responsible for the safe arrival of passengers and baggage on these carrier aircraft, regardless of possible delays. We trust that one of your U.S.A. employees supervises loading and unloading of all carrier aircraft, for this or other is the only one which can minimize the various abuses you have mentioned.

John W. Gilley
JOHN W. GILLEY, MAJOR A.C.
FOR AIR VICE-MARSHAL
DIRECTOR A.F.C.
A.C. C.M.F.

2763

Copy to:
"to Mr. Gilley"

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

TO : ALLIED COMMISSION AIR PRIORITIES BOARD, CAGLIARI
 atten: LT. COL. GERNARI

REF : AFSC 24/5/313

DATE: 2ND MARCH 1948

Re: your letter 8/2/48, dated 12 February. We appreciate that the occasional departure of special flights from Cagliari or Oristano would make possible an increase in the traffic from Sardinia. However, with the advent of a ferrying scheme in the near future, it will not be possible to have a "special" returning from the island, as the insurance companies will not provide coverage on air planes unless they are employed on a scheduled airline flight.

JOHN V. GILDAY, MAJOR AC,
 FOR AIR VICE-MARSHAL
 DIRECTOR A.P.S.C.
 A.C. C.M.F.

Copy to:
 "Stato Maggiore"

2762

TO: SAC, NEW YORK (100-100000) (P)
FROM: SAC, NEW YORK (100-100000) (P)
SUBJECT: [REDACTED]

RE: [REDACTED]

DATE: 10/10/50

BY: [REDACTED]

MEMORANDUM FOR THE RECORD
OF THE AIR CARRIER BOARD

It may be happen that aircraft of the Military Air Carrier Service system is grounded without adequate, or maybe with no substitution in that service.

It is not therefore advisable to rely on every sort on the special aircraft, or provide passengers to persons who are in urgent need of air transport, as these aircraft arrive unexpectedly and were often late after a short time.

The undersigned, for the purpose of enabling the Air Priorities Board to meet available needs in special aircraft to persons having urgent need of air transport, does not advise that the concerned aircrafts including such aircraft, when ordered to effect special travel to certain, is not to be notified by radioing this office, and in case of aircraft, to the New York Airport, also the Air Priorities Board of New York.

Should your office have the above are well accept this, will get kindly bring to the New York State Department's attention for consideration and consequent application.

See 40A

no

JWS

COPY OF AIR CARRIER BOARD
/s/ Lt. Col. G. 2761

ALLIED COMMISSION AIR PRIORITIES SDGagliari, li' 13-2-46

ALL'AIR FORCES SUB-COMMISSION, A.C.

R.C.N.AProt. n° 9/APP

Oggetto : Preavviso arrivi e partenze aerei straordinari.-

Fu' capitato che aerei straordinari del servizio Corrieri Aerei Militari Italiani, giungano in Sardegna senza un adeguato preavviso ed anche senza preavviso alcuno.-

In tal caso non è sempre possibile fare in modo che i posti degli aerei straordinari siano tutti occupati o, nel caso migliore, vengano fatti occupare dalle persone che maggiormente avrebbero diritto ed usufruire del mezzo aereo, perché detti aerei arrivano improvvisamente e ripartono spesso dopo un breve lasso di tempo.-

Fortanto, lo scrivente ritiene che sarebbe opportuno, perché l'Air Priorities Board possa far usufruire dei posti disponibili degli aerei straordinari alle persone aventi maggior diritto, che i Reparti ai quali appartengono detti aerei, lo facciano sempre conoscere, non appena abbiano avuto ordine di effettuare un viaggio straordinario per la Sardegna con un loro aereo, al mezzo di comunicazione, a questo Ufficio ed anche all'Air Priorities Board di Alghero, se si tratta di aereo diretto all'Aeroporto di Alghero.-

Quanto sopra si è segnalato a Codesto Ufficio, perché, nel caso ritenesse giusta e pratica la proposta, si voglia compiacere di interessare lo Stato Maggiore della R. Aeronautica, per l'attuazione di quanto sopra.-

2759

IL CAPO DELL'AIR PRIORITIES BOARD

(Ten. Col. A.A.R.N. PIU' GENNARE FINE)Genari

58A

OFFICE OF AIR POLLUTION CONTROL
E. H. Calkins, Director

12 FEB 1948

AL CAP. A.A.R.N. FIL. MACCIONI Mario R.A. ALCHERO

Prot. n. 2/PA

Oggetto : Costituzione dell'Air Priorities Board di Alghero.-

s p.c. ALL'ALTO COM. ITALIANO

ALLA DELEGAZIONE TRASPORTI R. Esercito

AL COMANDO MARINA-Ufficio Vieggi-

R.A.F. STATION-Air Traffic Officer-

AL COMANDO AEROPORTO

ALLA COMMISSIONE ALLEATA

ALL'U.C.A.A.

ALL'U.S.A.A.

CAGLIARI

CAGLIARI

CAGLIARI

ELMAS

ALCHERO

ALCHERO

CAGLIARI

ALCHERO

La S.V. quale Capo dell'Air Priorities Board di Alghero, provveda, con ogni sollecitudine, alla costituzione dell'Ufficio in parola che deve funzionare secondo le norme emanate dalla Commissione Alleata.-

Si trasmette copia delle norme ACARB-APSC/24/1/ATR del 15 Novembre 1945 dell'Allied Commission- Air Priorities Board.-

2757

IL CAPO DELL'AIR PRIORITIES BOARD

(Ten. Col. A.A.R.N. FIL. MACCIONI Mario)

Genner

37A

to
550

FROM: AIR FORCE SUB-COMMISSION, A.O. ROME

TO: AIR COMMISSION AIR PRIORITY BOARD, CAGLIARI
att: Lt. Col. Gennari

DATE: FEBRUARY 1946

REF: AFIC 24/2/46

UNCLASSIFIED

36A

Reference your letter 26/46 dated Feb 13, 1946. We are in complete agreement with your suggestion that you personally interview all requests from U.S. personnel and issue necessary papers and priority from your office.

We have also received your detailed report regarding the system you are employing for screening and assigning priorities and agree with the choice of agencies you have made. However, for the completion of our records, would you kindly inform us of the name of your representative in Algiers, and of his address?

W. Gilday
JOHN W. GILDAY, MAJOR A.C.
FOR AIR VICE-MARSHAL
DIRECTOR A.P.P.C.
A.C. C.M.F.

2755

FROM : ALLIED COMMISSION, AIR PRIORITY BOARD, CAGLIARI
TO : AIR FORCE SUB.COMMISSION, ALLIED COMMISSION, ROME.
DATE : 19th FEBRUARY 1946.
REF. : 28/APB.

36A
(L)

File 24/3/AIR

REQUEST OF INFORMATION ON AIR PRIORITIES
FOR U.N.R.R.A. PERSONNEL.

Will you kindly ^{NOT BY} inform us of the Office which is to deal with the Appendix "A" forms for U.N.R.R.A. personnel requesting passages from Sardinia on the Military Air Courier Service.

We would like to point out that the Air Traffic Officer of R.A.F. Station, Elmas, deals only with Allied Military personnel and therefore cannot deal with Italian civilian working with U.N.R.R.A. The High Commissioner for Sardinia is not sufficiently aware of the activities of the above mentioned personnel to be able to give a correct estimation of air passage priorities.

We therefore suggest that we may be authorised to contact the U.N.R.R.A. direct, with a view to place this Association in a position to ear-mark the degree of air priorities for personnel employed by them.

Kindly inform us of your decision on the matter.

*noted & replied
Jan 8.*

CHIEF OF AIR PRIORITY BOARD
(LT.COL. GENNARI PINO)

2754



ALLIED COMMISSION
AIR PRIORITIES BOARD
CAGLIARI

Cagliari, 11' 19-2-46

ALL AIR FORCES-SUB COMMISSION, A.C.

R C M A

Prot. n° 28/APB

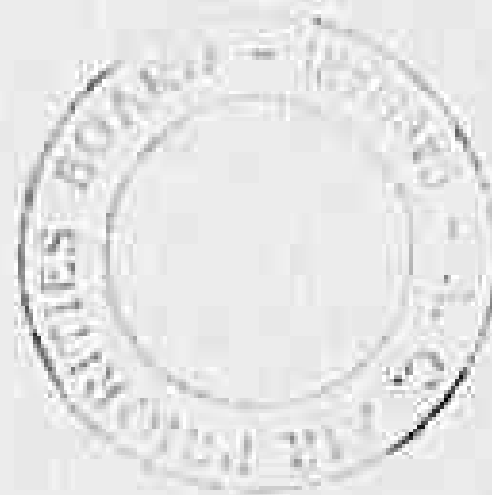
Oggetto: Richieste informazioni circa le precedenza aeree da accordare al personale dell'U.N.R.R.A.-

Si prega codesta Sub Commission di voler precisare quale dev'essere l'Ente che si deve occupare della compilazione delle appendici "A" relative al personale dell'U.N.R.R.A. che, eventualmente, richiede il passaggio su di un aereo dai corridori aerei militari Italiani in partenza dalla Sardegna.-

Si fa presente, all'uopo, che l'Air Traffic Officer della R.A.F. Station di Elmas si occupa solo di militari alleati e, pertanto, non potrebbe occuparsi di quei civili Italiani che del suddetto personale fanno parte. D'altra parte, anche l'Alto Commissariato della Sardegna, non potendo, per il suo particolare impiego, essere molto al corrente dell'attività del personale in parola, non avrebbe sufficienti elementi di giudizio per vagliare giustamente le domande di passaggio aereo che da questo personale gli verrebbero presentate.-

Pertanto, si prospetta a codesta Sub Commission la possibilità di prendere accordi direttamente con l'U.N.R.R.A., considerandola come Ente vagliante per il personale alle proprie dipendenze.-

Si rimane in attesa di un cortese cenno di precisazione in merito a quanto sopra esposto.-



2753
IL CAPO DELL'AIR PRIORITIES BOARD
(Ten. Col. A.A.R.n. Pil. GENNARI Pino)

Gennari

35 A

ALLIED ARMY AIRPORT, 2 FIDELITY, 1946

CAGLIARI, 12 FEB 1946

TO: THE CHIEF OF THE COMMISSION, A.C. 1946

FROM: NO. 7/46

SUBJECT: Air Operations to Allied Army Personnel

A copy of the following verbal information received
by Major Air Corp J. L. 3455, in the enclosed letter we have given
instructions on the priorities to be granted to Allied Army personnel
arrived in Cagliari by aircraft of the Italian Military Air Carrier
and leaving, recommendation for the return travel.

*is included in the ball
w/1.*

CHIEF OF THE COMMISSION
Lt. Col. Gennari

2752

33 B

AIR PRIORITY BOARD

TO: AIR PRIORITY BOARD OF ALGERIA

DATE: 13 Feb 1948

REF NO. 10/APP

For information to: S. S. STATION - Air Traffic Officer
ALGERIA

SUBJECT: Air Priorities for Allied Military Personnel recommended in
Appendix "A" for return travel.

When a list of bodies produce, together with other documents
required for air passage to Algeria, the agencies recommending
return travel for Allied Army personnel arriving in Algeria by air-
craft of the U.S. Military Air Courier, the U.S. (Military Air
Courier Office), shall see that, excepting only special cases,
the above said personnel be granted the return air passage on the
requested date.

CHIEF OF AIR PRIORITY BOARD
/s/ Lt. Col. GERRARD

2750

UNITED COMMISSION AIR PRIORITIES BOARD

Cagliari, li' 13-2-46

AIRMAIL VERDE SUP-COMMISSION, A.O.

A.O.M.A

Prot. n° 6/APB

Oggetto: Precedenze aeree per i militari alleati.-

Si comunica che, con lettera allegata in copia, è stato disposto, giunto quanto verbalmente comunicato dal Major Air Corp L.W. GILBART, circa la precedenza da dare ai militari alleati giunti in Sardegna con un aereo dei Corrieri Aerei Militari Italiani ed aventi le raccomandazioni per il viaggio di ritorno.-

IL CAPO DELL'AIR PRIORITIES B.
(Gen. Col. Pil. *Germani* fino)

2749

ALLIED COMMISSION AIR PRIORITIES - MRD

Cagliari, li' 13-2-46

ALL' AIR PRIORITIES BOARD DI AIGHERO

Prot. n° 12,1A PB

Oggetto : Precedenza ai militari alleati per i quali nell'appendice "A" é stato raccomandato il viaggio di ritorno.-

e p.c. ALLA R.A.F. STATION - Air Traffic Officer- E I M A S

Nel caso fossero presentate da parte degli Enti vaglianti, come documentazione delle richieste, naturalmente a mezzo delle prescritte appendici "A", le appendici con le quali i militari alleati sono giunti in Sardegna con un aereo dei Corrieri Aerei Militari Italiani, Portanti la. Paco= comandazione per il viaggio di ritorno, da parte di codesto U.C.A.M. dovrà essere fatto in modo che, per la data raccomandata, a meno di casi eccezionali, i predetti militari ot= tengano il passaggio in aere.-

IL CAPO DELL' AIR PRIORITIES BOARD
(Ten. Col. G. A. R. n. P. 27 GENNAIO 1946)

Deianni

0 8 8 3

FROM : ALLIED COMMISSION, AIR PRIORITY BOARD, CAGLIARI.

TO : AIR FORCES SUB.COMMISSION, A.C., ROME.

DATE : 21ST FEBRUARY 1946.

REF. : 37/APB.

DUTIES OF THE U.C.A.M.

A number of interested Units have asked us to arrange so that the passengers do not report to the U.C.A.M. (Town Agency) at a stabilised time, a few minutes before the departure of the passengers bus to the Airport, but proceed direct to the Airport where all the necessary Agency formalities would be carried out.

The undersigned did not agree with the above mentioned request for the following reasons:

1. To avoid that any duties of the U.C.A.M., no matter how insignificant, be carried out by a different Unit which due to inability might create confusion, irregularities and disjunction of services.
2. Because one of the duties of the U.C.A.M. consists in the control of the passengers baggage weight must be checked by the Agency a few minutes before the departure of the passengers bus to the Airport.
3. The Agency (U.C.A.M.) is responsible to see that the passengers sign Appendix "A" form relating to the "Civilian Indemnity Certificate".
4. To avoid that persons, especially if influential, present themselves at the Air Traffic Offices on the Airport and influence the personnel in obtaining an air passage even if not in possession of the regular priority authority from this Office.

34 A
LE

28/2.

ob m6/4

24/3/air

See 41 A
JWJ

- 2 -

5. To avoid the the Air Traffic Offices, the Airport take any initiative in matters concerning the loading of passengers and freight, but strictly comply with the passengers and freight lists forwarded by the U.C.A.M. Agency.

~~We~~ We shall provide the U.C.A.M. at Cagliari with all the necessary requirements to carry out the prescribed Agency duties (freight and baggage weights etc.) so as to avoid the Air Traffic Offices on the Airports from dealing with matters pertaining to the U.C.A.M.

We have also informed the Military personnel of the Air Traffic Office, R.A.F., Station Elmas, not to report to the Agency in town as they are billeted on the Airport itself.

The above is past on to you for information.

CHIEF OF THE AIR PRIORITY BOARD
(LT. COL. GENNARI PINO)

2746

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

785017

BEST COPY POSSIBLE



34A

ALLIED COMBAT COMMAND
AIR TRAFFIC BOARD
CAGLIARI

Cagliari, 11/ 21-2-46

ALL'ALZ PERIODS SUB-COMMISSION, A.C.

R O M A

Prot. no 34/PPB

Oggetto: Compiti degli U.C.A.M. -

Alcuni Enti Vigilanti hanno chiesto a questo Ufficio Precedenze Aeree di ottenere che i viaggiatori potessero presentarsi all'Aeroporto direttamente per la partenza degli aerei, senza passare preventivamente alla U.C.A.M. (Agenzia di città), all'ora stabilita e cioè poco prima della partenza dell'autobus che trasporta i passeggeri all'Aeroporto, per tutte le presunte operazioni di Agenzia.

Lo scrivente non ha consentito questo richiestogli per i seguenti motivi:

- 1°) Per evitare che qualsiasi operazione di competenza degli U.C.A.M., anche la più insignificante, venga svolta da altre Enti che, per non averne la competenza e capacità, possono creare confusioni, irregolarità e disordini. Perché, dato che uno dei compiti degli U.C.A.M. consiste nel controllare quei bagagli trasportati dai passeggeri, occorre che tale operazione venga svolta nell'Agenzia stessa e precisamente poco prima della partenza dell'autobus che trasporta all'Aeroporto i passeggeri e le merci.
- 2°) Perché è compito dell'Agenzia (U.C.A.M.) far firmare ai passeggeri parte di biglietti e biglietti, in parte dell'Appendice "A" relativa ai "Civilian Identity Certificate".
- 3°) Per evitare che qualsiasi persona, specie se influente, si presenti agli Uffici del Traffico Aereo dell'Aeroporto e possa far il perso le per ottenere un passaggio in aereo anche quando non è stato in grado di ottenere un passaggio in aereo anche quando non è stato in grado di ottenere un passaggio in aereo.
- 4°) Per evitare che gli Uffici del Traffico Aereo degli Aeroporti si presentino all'Agenzia di città, circa il carico dei passeggeri e delle merci, ma che, invece, si presentino direttamente a questo stabilito dalle liste passeggeri e merci, inviate agli Uffici U.C.A.M. competenti.

Dopo quanto esposto, lo scrivente, quanto prima, farà attrezzatura U.C.A.M. di Cagliari con tutto quanto possa occorrergli per espletare le prescritte operazioni di Agenzia (passo merci, bagagli ecc.) ed evitare che qualsiasi operazione, di sua competenza, venga svolta dagli Uffici Traffic.

file 33A

From : Air Forces Sub-Commission, A.C. ROME.
To : Commanding Officer, "Regia Aeronautica" - SARDINIA.
Date : 25th January, 1946.
Ref. : AFSC/24/3/AIR.

ITALIAN MILITARY AIR COURIER SERVICE

This is to inform you that Lt.Col. GENNARI has been appointed as air booking and priorities representative of the Allied Commission Air Priorities Board for the two air courier stops in Sardinia, Cagliari and Alghero. He will put into practice the principles of the air priorities system and will be responsible only to the Allied Commission Air Priorities Board while carrying out his duties in this respect.

We are vesting in Lt. Col. GENNARI the authority to choose a priorities and booking representative at Alghero and to supervise the activities of that office.

This authority however, does not extend to any supervision over the actual operations of the air-courier planes.

The choice of this representative meets with the full concurrence of the air-courier supervisor of the Italian Air Ministry (Stato Maggiore).

W. Gilday
J. W. GILDAY,
MAJOR, AIR CORPS,
AIR VICE MARSHAL,
DIRECTOR,
AIR FORCES SUB-COMMISSION.

DISTRIBUTION:

Italian Air Ministry (2 copies)
Lt.Col. GENNARI 1 "
File.

2744

32A

From : Mediterranean Allied Air Committee Secretariat.
To : Air Forces Sub-Commission, Allied Commission, ROME.
Date : 19th December, 1945.
Ref : MAAC/4214/ALS

Air Priorities Board.

30A

Reference is made to your letter AFSC/24/3/AIR dated 7th December, 1945 and you are informed the copies of the documents referred to therein were not enclosed with your letter.

2. This fact was verbally mentioned during a telephone conversation with your Sub-Commission but the documents are still awaited.



W. B. Ward
(MAXWELL FISHER)
Wing Commander,
Secretary to The
Mediterranean Allied Air Committee.

sent 11
27/12 *11/20*

2742

31A

Whist at CASERTA on the 5th December I had a telephone conversation with W/Cdr. Newman and interviewed W/Cdr. Cooke and P/Lt. Hattrill (Movements A.H.Q.). I asked W/Cdr. Newman to advocate at the meeting of the Air Priorities Board in London on the 14th December that the Italians should take over the majority of the feeder lines now operated by R.A.F.T.C. in Italy, Sardinia and Sicily; he will do so.

2. I arranged the following procedure with W/Cdr. Cooke and P/Lt. Hattrill, that Hattrill should take the following action with MND/MS where there is an Air Traffic Conference on the 19th December:

(i) A.H.Q. to signal MND/MS to include on the agenda for the meeting, the taking over of certain services in Italy by the Italians from the R.A.F.T.C., drawing attention to appendix "B" of our Monthly Air Report No.35 (October).

(ii) To discuss at MND/MS this problem, linking it up with existing courier services; Will Air III please send a copy of the Italian Military Courier Service Schedule to P/Lt. Hattrill by D.O. letter, stating that it is being forwarded as the result of my conversation with Hattrill.

3. The meeting at MND/MS on the 19th December is an Air Traffic Movements meeting where it is decided whether or not certain services are in fact required by Movements. When it is agreed that certain services are required the job is then handed over to Air Staff, and Air Staff MND/MS will be asked to consider the substitution of Italian Military Courier Services for R.A.F.T.C. Will D.D. please take up the problem on similar lines with Colonel Davies, R.A.F.T.C. with a view to the possibility of the Italians taking over any of the U.S.A.T.C. internal feeder services in Italy. It is understood that Captain Johnstone, U.S. Air Priorities, thinks it is a good idea, but it is doubtful whether he has taken any action.

4. I asked P/Lt. Hattrill to obtain a copy of our Air Priorities Directive from W/Cdr. Newman or from MND Secretariat, and I told him that we think our directive is a better one than the new R.A.F. Transport Command directive!

5. Will D.D. please state his opinion as to whether it would be a good thing for Major Gilday to accompany P/Lt. Hattrill to Cairo for the meeting on the 19th December. From a purely military point of view I do *not think it* think that it would be a good thing to put the A.H.Q. and the Italian Air Force, on the map, especially with an American Officer, if only to indicate to the powers that be in Cairo that the A.H.Q. is an integrated formation, and that consequently any policies referred to them with regard to the Italian Air Force will receive the recommendations of both the Americans and the British - in other words ~~for~~ *with* Major Gilday, ~~an educational~~ *an educational* mission ~~at~~ *at* MND/MS.

2741

Good.
 (ii) to discuss at 1500/45 this problem, linking it up with existing courier services; will Air III please send a copy of the Italian Military Courier Service Schedule to E/It. Hattrill by H.O. letter, stating that it is being forwarded as the result of my conversation with Hattrill.

3. The meeting at 1500/45 on the 18th December is on Air Traffic Movements meeting where it is decided whether or not certain services are in fact required by Movements. When it is agreed that certain services are required the job is then handed over to Air Staff, and Air Staff (M/42) will be asked to consider the substitution of Italian Military Courier Services for R.A.F.M.C. Will D.D. please take up the problem on similar lines with Colonel Davies, U.S.A.F.C., with a view to the possibility of the Italians taking over any of the U.S.A.F.C. internal feeder services in Italy. It is understood that Captain Johnstone, U.S. Air Priorities, thinks it is a good idea, but it is doubtful whether he has taken any action.

4. I asked E/It. Hattrill to obtain a copy of our Air Priorities directive from U/Cdr. Newman or from MAC Secretariat, and I told him that we think our directive is a better one than the new R.A.F. Transport Command directive!

5. Will D.D. please state his opinion as to whether it would be a good thing for Major Gilday to accompany E/It. Hattrill to Cairo for the meeting on the 18th December. From a purely military point of view I do *not* think it Force, on the way, especially with an American Officer, if only to indicate to the powers that be in Cairo that the A.F.S.C. is an integrated formation, and that consequently any policies referred to them with regard to the Italian Air Force will receive the recommendations of both the Americans and the British - in other words ~~for~~ *with* Major Gilday, ~~it will be done~~ an educational mission ~~at~~ 1500/45.

2741

W.D.
 I.E. HODGE,
 AIR VICE-MARSHAL,
 AIR OFFICER COMMANDING.

Air Forces Sub-Commission,
 Allied Commission, Rome.
 Date: 6th December, 1945.
 Ref: AFSC/24/3/AIR.

file 24 air 30A

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

TO : MAAC SECRETARIAT.
ATTN: W/C Fisher

DATE : 7 December 1945.

REF : AFSC/24/³Air.

AIR PRIORITIES BOARD

For your information we attach hereto copy of the Allied Commissions Air Priorities Board directive and copy of current schedule of Italian Military air courier flights.

2. It is also noteworthy that a bi-weekly service to Catania via Naples and one to Genoa are to be inaugurated in the near future.

J.W. GILDAY
MAJOR, AIR CORPS
AIR VICE MARSHALL
AIR OFFICER COMMANDING

2 enclosures

Wgg 8/12

2749

29A

From Air Force Sub-Commission,
Allied Commission,
c/o Allied Military Govt.,
Naples Commune, A.P.O.394.

To :- Air Forces Sub-Commission,
Allied Commission, Rome.

Date:- 3rd December, 1945.

Ref :- AFSC/N/24/3/Air.

AIR PRIORITIES BOARD.

1. The present passenger allocation in Naples for the Rome-Naples-Lecce service is restricted to only one person ~~per~~ aircraft. This provides a total of 3 single seats per week for both Allied and Italian personnel in each direction which is subject to cancellation in the event of Italian Air Ministry in Rome claiming priority.

2. The Italian Regional Headquarters here have understood that this seat allocation would be increased, and in view of the number of personnel stationed in this area it would be appreciated if at least two seats per aircraft may be authorised.

*New flight to
Catania will give
Naples 13-20 extra seats
per week
J.W.G.*

W.G. Watkins

(L.G. Watkins)

Flight Lieutenant, Commanding
Air Forces Sub Commission
Naples Detachment

Copy to:-

Comando Nucleo Aeronautica
della Campania, Napoli.



28A

IN FORCE OF THE COMMISSION
MILAN COMMISSION, ROME

3 DECEMBER 1945

MEMO: for File. 24/3/Air
AIR PRIORITIES

On a recent visit to the Milan office the writer discussed the following points with Major Forro.

1. A new "Indemnity & release" form has been made up by Major Forro protecting the courier line & its sponsors not only in case of accident but for property damaged or loss of property as well. See appendix.
2. Two Italian officers have been sent to Major Forro to be trained in this work but he claims neither was satisfactory for the job. The writer intends to discuss the matter with Col. Gussoni and accept his recommendations for a candidate.
3. Major Forro pointed out that under the present workable setup at Milan there is no agency to issue "Official" travel orders for civilians not falling under "Reconstruction", "Rehabilitation, or Gov't," classifications & he therefore requested that we accept the "Airlift request" form with his signature as sufficient orders. In as much as he personally screens and books all of these people, the writer agreed that same would be acceptable.
4. Major Forro keeps a "Black list" of all persons who abuse the privileges offered them by this courier service (in not cancelling reservations before plane time etc.). When these people again approach him for passage the stock answer is, unless there be sufficient grounds for reconsideration, "Take the train!"
5. The writer is assured by Major Forro that the principles laid down by the A.C.A.P.R. are being strictly adhered to.

must
appendix
standards?

appendix X
standards?

Good.
apply
standards?
Good

Am. 2. was his appropriate standard - should be

JWS
J.W. GILDAY
MAJOR, AIR CORPS
AIR VICE MARSHALL
AIR OFFICER COMMANDING

2738

6/12

WOT 8/12

G. J. J. J. J.

I, the undersigned, fully understand that I travel in a vehicle or
(Io, sottoscritto, perfettamente comprendo che viaggerò in automez-
aircraft of the Allied Commission / Allied Military Government or Italian
zo o aereo della Commissione Alleata / del Governo Militare Alleata o in
Military Aircraft at my own risk and in the event of an accident and/or
aereo Italiano e' a mio proprio rischio, cioè, nel caso di incidente e/o
loss or damage to property, I may not make any claim against the Allied Com-
perdita o danno alla proprietà, non mi e' permesso reclamare contro la Com-
mission, the Allied Forces, or the Italian Government.
missione Alleata, le Forze Alleate o il Governo Italiano.)

2737

Date

.....
(Signature)

2/A

MEDITERRANEAN BRITISH AIR PRIORITIES BOARD
AIR HEADQUARTERS, ROYAL AIR FORCE, ITALY

1st. December, 1945

Dear Air Vice Marshal Brodie,

You will remember in our recent conversation I stated that the next meeting of the Mediterranean British Air Priorities Board would be on the 5th. December. Owing to the absence of two members of the Board, it has been agreed that the Board will postpone its next Board Meeting until after the London Conference, which takes place on the 11th. December.

It is expected, therefore, that the next Board Meeting will be on or about the 19th. December, 1945.

Yours sincerely,

Gordon Newman.

DD 24/8/12

While we can do NOT have to be at Conference on the 5 Dec, however

will see Newman and have a preliminary check before he meeting in London on the 11th

Send out for filing

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



2736

TO: D/D, S.S.O. AIR III.

WING COMMANDER NEWMAN, Executive Officer, Mediterranean British Air Priorities Board, called on me this morning and we agreed on the following action:

(i) Reference enclosure 81A this file. Wing Commander Newman will take up the matter of the Internal Courier Services which can be taken over by the Italians from the British, and possibly from the American Carriers, with Wing Commander Cooke, Movements A.H.Q. Italy. He will also discuss the matter with Wing Commander Fisher and Air Commodore Elton who is Chairman of the Mediterranean Priorities Board. The next Board Meeting is on the 5th December when this matter will be discussed and decisions reached if possible; I propose to attend the meeting with Major Gilday, or in his absence Major Sass.

(ii) We discussed with Wing Commander Cooke (on the telephone - Freedom 731) the matter of would-be passengers on R.A.F. Transport Command Aircraft paying their fares in sterling. A.H.Q. Italy entirely agree that this method of payment is most irregular, and Flight Lieutenant Hatrill is shortly returning from Cairo where he has taken up this question with a view to getting higher authority to agree that the fares should be paid in lire as is the practice with the U.S. A.T.C. I have informed Major Bentley. Wing Commander Cooke will inform us of any decision reached in Cairo.

2. I handed a copy of our Priorities Board Directive (obtained off Major Gilday's desk) to Wing Commander Newman for his comments in due course. (Will Air III please ensure that copies of our directive are sent to M.A.A.C. Secretariat for information.)

A.F.S.C. A.C. 1933.

DATE: 22nd November, 1945.

1 copy on file AFSC/26/AIR.

1 copy on file AFSC/24/3/AIR.

A.O.C.

2735

REPORT ON TRIP TO BOLOGNA

25A

16 November 1945

The undersigned arrived at Bologna on 29 October 1945 and proceeded to Captain Winterstein's (A) office. I was informed that he was in the hospital and that during his absence Major Turner was handling booking and priorities. He also was out, so I talked with his secretary and checked the air travel applications and booking file. Found that they were in good order\$.

2. I had a long talk with Major Turner, the following day, and he informed me that his office had never received any directives as to how to operate the booking or who could ride on the planes. I explained to him how the complete system was operating at the present time. He brought up the question, "Who is responsible in case of accident?", and brought to my attention that in case of an accident a claim could be filed against the American or British Governments, by the Italian civilian, because of the fact that we are booking passage. I suggested that he make up a waiver and have the civilian passengers sign it along with travel application. X

3. The following day I had a talk with Lt Col Walters (B) and Major Turner explaining to them that our office would like some Italian Government Agency or Italian Officer to screen the civilian passengers and to refer authorized passengers to their office, with the thought in mind that the Italian Agency could take over the booking when the Allied Commission leaves Italy. Both officers preferred to handle the booking at present, in view of the fact that very few passengers were requesting passage. They stated that they could interview some reliable Italian Officer or Government Official to take over when they leave. Col Walters believes that Italian Air Force officers are generally more competent and would do the job better, and I am inclined to agree with him.

4. Thursday, 1 November 45, was the first operational day, due to weather, since I arrived and I went to the airport with a Sgt from Major Turner's office. The office generally sends an Italian speaking LM to check the passengers and pick up courier mail. He also furnishes transportation for incoming passengers. Due to the shortage of personnel, some mornings, the message center driver does the job. This morning several planes landed in Bologna due to bad weather in the Milan area. The Milan plan later flew on to Torino. I checked these planes for overloading and also checked most of the passengers for official orders and found that everything was in proper order. The last plane to land "buzzed" the field at approximately 50 to 100 feet and then pulled up, made a 180 degree approach and landed. Upon landing I checked the plane and found it to be

Final Report
11/10/45
JH

-2-

25A

the mail plan. I took the pilot's name and plane number and reported the accident to Major Gilday upon my return to Rome. The Italians have an English speaking Air Force (pilot) Officer on the field checking the passengers and taking care of the manifesting. He seems to be doing a good job. The rest of the morning I spent discussing the radio facilities. The Italians have a shortwave station at the airport and its functions are receiving departures of plane from other fields to Bologna, sending arrivals and departures of planes at Bologna and checking weather. The station also has contact with the planes to and from Bologna. There is a R.A.F. control tower on the field but they do not have contact with the Italian planes. They use the Addis Lamp for Italian aircraft. One other thing that was observed was the R.A.F.'s very limited and ineffective crash and fire equipment.

6440

Something
must be
wrong with
RAF tower
at Treviso
Cause I
could not
contact
tower on
22/11 when
I landed
there

5. The following morning 2 November 45 I went back to the Airport. The planes were late due to weather at Treviso. The plane from Rome arrived about 1100 hours. I checked and found everything in order. As the plane was about to taxi for take-off to Treviso, the R.A.F. Operations informed the Italian Liaison Officer that the plane could not leave because the Treviso airfield was closed. A few minutes later the Italian radio received a departure from Treviso. I went to the R.A.F. operations and asked why the field was closed. They said that Treviso was closed to aircraft not having contact with control tower. I had them call Treviso to see if the control tower could give instructions to the Italian radio at Treviso and relay the message. I could see no reason why the plane was grounded. Treviso called later and said if I would brief the pilot to land on the hard surface and to use the hard surface taxiways, that he was cleared for takeoff. I briefed the pilot and let him take-off. I checked the plane going to Rome and everything was in order. Three passengers had requested transport to Rome from Bologna and only one was present leaving a vacant seat.

6. The following days I made routine checks of the planes landing at the airport.

7. Suggestions for improvement at Bologna and Treviso.

- a. More cooperation between RAF and IAF Liaison Officers.
- b. Give Bologna office until 1500 hrs each day to fill the two vacant seats and notify Treviso if 20th seats are not used. In that way they could utilize the full capacity of the planes.

No seats are supposed to be reserved for anyone. I don't understand 7B.

Carol E. Underwood
CAROL E. UNDERWOOD,
1st Lt, Air Corps,

24A

REPORT OF VISIT TO MILAN AND TURIN
COURIER SERVICE OFFICES FOR BOOKING
AND PRIORITIES INSPECTION AND ORIENT-
TATION ON 29 OCTOBER - 5 NOVEMBER.

7 November, 1945

Reported upon arrival, in Milan, on 29 Oct 45 to Major Conliffe (A), Exec - Officer of Commission Headquarters, and Major McNamara (B), Headquarters Commandant. These two Officers are in charge of screening, booking, and priorities. Obtained permission from Exec-Officer to inspect requests for air travel, orders for authorizing same, and plane manifests. Major McNamara processes majority of requests. Major Conliffe processes civilian requests and establishes policies in doubtful cases. It was evident that much of the actual work was being done by an American Pfc, due mainly to inability of Officers concerned to devote much of their time to this service, an additional duty - primary duties forbid them to spend any more time thereon.

Manifests for two previous weeks were checked against official orders with special attention given to cases of over or under loading.

All passengers were given proper air travel authorization. It is suggested that all civilians, or other personnel not employed by our respective governments, and not entitled to compensation in case of accident, be required to sign a waiver absolving us of any responsibility in the event of accident, thereby freeing us from possible future claims.

On 29 October 1945, a G-12 type aircraft, proceeding to Rome, carried only thirteen passengers due to excessive personal baggage of transferring Officers. A G-12 is scheduled, at present, to carry only eighteen passengers. This occurs occasionally, according to Enlisted man in charge. Weight limit of 50 lbs will be maintained in the future. Major McNamara had just obtained new scales that will be put into operation immediately for the weighing of baggage. On 20 Oct 45 three passengers failed to report for flight on SM 79 type aircraft. Not much can be done about this, except to direct criticism against responsible parties.

Booking agency should be notified by responsible party
It was also noticed that on several occasions military personnel on Swiss Tour orders have been granted air travel from and to Rome. As far as is known Commands in this Theater are to use railway service for this purpose.

2732

The following other personnel using the Courier Service were:

U.S.R.R.A. official on business.
Italian newspaper correspondents certified
on official orders as on AC business.

Good copy
H. H. H.

J. J.

Transferring military personnel and in some instances their Italian wives.
 Italian officials on AC business.
 Military personnel on AC business.
 Priests on Vatican business.
 Italian State and Ministry officials.
 Many orders authorize air travel for male military personnel and female civilian AC employees on some orders and such business certified as official.

Screening agent will have to watch this!

I intended to check incoming and outgoing flights while in Milan but due to inclement weather no flights arrived or departed during the period of my visit. Weather and flood journey to Turin until Sunday 4 Nov 45, but office was closed upon my arrival. Did visit Lt Barone O/C at Turin for an hour or so, the morning of 5 Nov 45 prior to my departure to Rome. Found that five flights from Rome landed 4 Nov 45, the majority of the passengers traveling to Milan. These were transported to Milan by truck. Lt Barone is Adjutant at the AC Headquarters and stated that pressure of his primary duties forbids him to devote much time to the Turin courier service. A Capt. Antonelli, IAF, at the air field gives him much assistance in screening civilian requests, and seemed to be a very capable official. It appears that Lt. Barone is conducting courier service office in a satisfactory manner. He requests assistance, if possible, as he has lost personnel thru transfer and no replacements have been furnished. *Where from?*

Departed Turin on IAF courier plane at 1100 hrs - 5 Nov 45. Pre-flight procedures seemed adequate and weather conditions are continuously relayed from other fields, by radio to the operations Officer. Capt. Antonelli checked passengers against manifest. All passengers and baggage were loaded before engines were started. Capt. Antonelli briefed crew members and it was noticed that IAF personnel have a great deal of respect for him and do very little talking and a great deal of listening!

Discrepancy noted was that on take-off and during rough weather no one was checked for safety belts, and it was noticed that majority of passengers did not have their belts fastened when required. Crew disappeared in control compartment and stayed there till we landed in Rome.

Safety officer note.
af 2/4/46

It was further observed that while on this visit that co-ordination between Turin and Milan booking offices was good and every attempt seems to be made to insure capacity loads. There were no indications of overloading on available records and if overloading had occurred in the past, it is evidently not made of record.

Recommendations:-

2731

1. That AFSC representative assigned to Milan be given written authority to completely control booking and priorities and obtain coordination from present O/C only when AC officials are requesting air travel. Officers now in charge may be a bit reluctant to relinquish total jurisdiction, otherwise.

24A

2. That bookings have been handled by Officers too busy with primary duties, to enable them to devote necessary time to this service.

X 7/2
3. That a reliable IAF officer be designated in Milan to assist booking and priorities Officer in screening Italian civilian air travel requests and learn procedure.

Who? X
4. That an Officer check all flights for discrepancies and for safeties sake at the courier stations.

*Should have Italian
A.F. officers.*

Shaw
George F. Porro
GEORGE F. PORRO
Major, Air Corps.

2730

Translation.

27/10/45. 23 A

Dear

In reply to your letter dated 5th October, para. 5 I wish to inform you that Capt Mondini, Bruno is the Italian representative who is to assist the Committee of Priority Flights.

2. As regards the Italian Representative with the Commission who will have executive powers in granting powers and priorities to the Italians, I would nominate Lt. Col. Gussoni, Carlo and Captain Caroselli as substitute, when necessary, instead of an employee from the Police or the Treasury who are in my opinion incompetent for such an appointment.

3. I have limited my choice to the above mentioned officers because Captain Mondini is at present in charge of Air Bookings at the Ministry whilst Lt. Colonel Gussoni and Captain Caraselli are similarly employed at the R.A.

THE MINISTER.

*No reply necessary
at this time
for 2.*

2728



IL MINISTRO DELL'AERONAUTICA

32281/5851 Coll.

Roma, 11 27 OTT. 1945

Caro Maresciallo

in risposta al n.5 della Sua lettera in data 5 ottobre c.a., Le segnalo il nominativo del Capitano pilota in S.P.E. MONDINI Bruno, quale rappresentante italiano, che dovrà coadiuvare il Comitato delle Precedenze Aeree nelle determinazioni di più alta politica.

2. Per quanto riguarda il rappresentante italiano che in seno alla Commissione stessa dovrà agire come autorità esecutiva nella designazione delle precedenza degli ordini italiani di viaggio, designerei il Ten.Colonnello pilota in S.P.E. GUSSONI Carlo, con facoltà di farsi sostituire, quando impegnato, dal Capitano A.A.r.s. CAROSELLI Ferdinando, anziché un funzionario della Questura o del Tesoro, in quanto i funzionari di dette Amministrazioni non ritengo siano provvisti delle cognizioni necessarie per avere la specifica competenza in materia.

3. Ho fatto cadere la scelta sui predetti Ufficiali, tenendo presente che il Capitano MONDINI è tutt'ora in servizio presso la Presidenza del Consiglio dei Ministri con l'incarico di disciplinare le prenotazioni dei posti sugli aerei di competenza della Presidenza stessa e che il Ten.Colonnello GUSSONI ed il Capitano CAROSELLI svolgono analogo incarico per quanto riguarda i viaggi aerei del personale militare della R.Aeronautica. =

Vn M. M. M.

A.V.M. - I.E.BRODIE - O.D.E.

Air Officer Commanding (Director)

Air Forces Sub Commission - A.C.

ROMA

2729

From:- Air Forces Sub-Commission,
Allied Commission, Lecce.

To:- Air Forces Sub-Commission,
Allied Commission, Rome.
(For the attention of Major Gilday).

Date:- 10th. October, 1945.

Ref:- AFSC/L/24/2/ALC.

ITALIAN COURIER SERVICE.

Further to our conversation of yesterday, I have to-day interviewed the Prefect of Lecce and found out the following information.

2. The Prefecture at present control the vetting of civilians and authorise air travel in the case of personnel engaged in industry, reconstruction etc. When they approve air travel they request a seat by direct communication with Unita' Aerea, Bari, but merely provide papers of identity. Bari allot all seats for civilians from Lecce.

3. I also interviewed the Captain of the Air Line on the Airfield here, and he also confirms that any other seats available are also allotted by Bari, and he merely receives a passenger list from Bari. The one exception is the one seat which is made available to the Commanding Officer of the Raggruppamento, Bombardamento e Trasporti, and he allots a passenger for this.

4. Under the new system which we discussed yesterday, the Prefect would be the obvious choice as he is already conversant with present procedure, and could easily adopt any changes made necessary by the new directive.

*Direct - separate
arrangements to be
made with Bari
J.W.G.*



W.C. Ollason
W.C. OLLASON. G/CAPT.
Officer Commanding,
Air Forces Sub-Commission,
Lecce Detachment.

2727

TRI TO MILAN, TURIN, TREVISO, . D BOLOGNA

Re: Air Priorities Board.

On Thursday and Friday, 18 and 19 October 1945, the writer in company with Major Forro and Lt. Underwood visited the northern posts of the Italian Air Courier Service. We wished to ascertain the existing priorities and booking arrangements and to determine how they may be improved upon more in accordance with present plans for inaugurating a priorities system.

Our findings are as follows:

2. Milan	Screening	Priorities	Booking
Allied	Division heads Milan Gov't	Maj MacNamara Hdqs Adjutant	Sgt Galanga Hdqs Booking Clerk.
Italian	1. Division heads 2. Maj Cunliff Hdqs Exec.	"	"

On paper the above set-up seems satisfactory to a certain extent. Personnel on A.C. business are accepted almost without question. Italian State and military personnel receive next priority ~~over~~ A.C. and Allied personnel. Italian civilians are screened both by divisional heads and then by Major Cunliff who determines policy as to who shall ride. Then Major MacNamara, Hdqs Adjutant gives priority. A.C. and Allied personnel are assured a seat before any travel orders are made up. Others are given available seats to best fill their requirements. Sgt Galanga books only two days ahead. He composes the manifests, checks loadings and orders at the airport each morning.

2726

Major Cunliff's scheme for priorities seems worth considering. In order, they are as follows:

- a. (1) A.C. personnel assigned (civilian & military)
- b. (2) Italian State officials or Italian civilians on A.C. business.
- c. (3) Local Gov't officials and big business men working in connection with rehabilitation, etc.
- d. (4) Miscellaneous to fill up plane.

Our findings are as follows:

2. Milan	: Screening	: Priorities	: Booking
Allied	: Division heads	: Maj MacNamara	: Sgt Galanga
	: Milan Gov't	: Hdqrs Adjutant	: Hdqrs Booking
			: Clerk.
Italian	: 1. Division heads	: "	: "
	: 2. Maj Cunliff		
	: Hdqrs Exec.		

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- d. (4) Miscellaneous to fill up plane.

Only freight carried is approximately 75 kilos of mail each day.

Comments:

1. There is a "nigger in the woodpile" here someplace but we do not know yet just where. Sgt Galanga intimated that Maj Cunliff and Maj MacNamara are showing favoritism. Maj Cunliff took us aside to intimate that Maj MacNamara passes out favors sometimes, and from other sources we were told that Maj Cunliff may be doing the same. And from outside sources came reports that too many seemingly unauthorised people are riding these courier planes and that money is changing hands in this connection.

Discussed matter of Italian personnel at conference. It was decided to get the Italian personnel to write letters to the major, from the Italian side to the American side.

20A

MS 2/10

2/10

2. The Italians play no part whatsoever in the priorities and booking set-up.

3. Scales are needed for the weighing in of personal baggage and mail.

4. It should be born in mind that under the new proposed system Maj Cunliff's priority ideas would apply where there be a backlog of requests under a certain priority class (ie Class 3,4, and 5). The only alternative if it is desired to show no favoritism, is the principle of "first come, first served".

TURIN

Booking and priorities by Lt Barone, A.C. 2675th Regt Adjutant. Area Division heads accept and approve requests for air travel and forward to Lt Barone who gives final screening priority and booking.

Comments:

1. These planes are not being filled at Turin and yet only one I.A.F. personnel is allowed passage every 15 days. Practically no Italians ride except those on A.C. business.
2. No Italians have anything to do with priorities and booking.
3. Only cargo carried is small amount of mail.

TREVISO (Padua)

Contacted a Major Salter by phone from the airfield. There have been no complaints from this terminal point and apparently the priorities and booking are well executed. An allotment is made of 6 seats out of 8 per day for Padua, 4 to A.C. personnel and 2 to Italians. Priorities are given approximately as follows:

- | | |
|---|------|
| a. (1) A.C. personnel. | |
| b. (2) Ministers, State Officials, etc. | 2724 |
| c. (3) Industrialists. | |
| d. (4) Correspondents, personnel on leave, etc. | |

Comments:

With an established priority system, this station should

Adjutant. Area Division heads accept and approve requests for air travel and forward to Lt Barone who gives final screening priority and booking.

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- c. (3) Industrialists.
- d. (4) Correspondents, personnel on leave, etc.

2724

Comments:

With an established priority system, this station should give us no trouble as apparently the present system is well managed and free from abuse.

BOLOGNA

This station is small, in fact, consideration might be given to discontinuance of courier stops. Only 2 seats per day are allotted and these are filled by A.C. people. Yet we are told that someone is overloading at this point. We did not have an opportunity to run-down this rumor at the time.

Captain Wintersteen of the detachment claims there is definite need for a man to straighten out the traffic control, booking and freight problem. Lt Underwood will visit Bologna in the near future for this purpose.

W. G.
J. W. GILDAY,
Major, Air Corps.

Decided to make use of freight

Good. The staff station is cooperation.

** For hand the higher work is being done.*

Yes

20 A

AIR FORCES SUB COMMISSION, A.C.
ITALY

MINUTES OF MEETING - A.C. AIR PRIORITIES BOARD
HELD AT ROME ON 25TH OCTOBER 45

Date: 25 October 1945.
Ref: AFSC/24/3/Air.

Present: A.O.C. AVM I.E. BRODIE
D.D. BRIG GEN W.L. LEE
A.D.D. COL R.F. WORDEN
S.S.O. W/CDR. W.M. BISDEE
ORG I S/L. F.L. BRADSHAW
AIR III MAJOR J. W. GILDAY
MAJOR BENTLEY
MAJOR G. F. FORRO

Inf. or
action by:

Minute.

1. Major Gilday gave review of priority systems in effect at Air Courier Stations.
2. Screening of Rome passengers discussed and a change suggested by removing Captain Moudini, Italian Officer who is now handling priorities in Pres. Council. Count Fabricatti suggested as executive to screen Ministry, State Officials, and Italian Civilians.
3. Two seat allotment to islands to be dispensed with and will be conducted on a priority basis.
4. AVM Brodie suggested turning over of compassionate and hardship cases from Bradshaw to Fabricatti. Bradshaw will submit memo outlining how these cases have been screened and handled.
5. Priority system as outlined in draft by Major Gilday, discussed and revisions made. Final draft will be submitted by Major Gilday including these revisions.
6. General Lee will investigate use of air for civilian mail.
7. Major Gilday will check on travel of correspondents with Mr. Brown, A.C.
8. Vatican members are to be treated as Italian civilians in bookings.
9. Major Gilday will check procedures used by ATC and RAFTC in connection with travel of babies.

ORG I.

AIR III

D.D.

AIR III

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8. Vatican members are to be treated as Italian civilians in bookings.
9. Major Gilday will check procedures used by ATC and RAFTC in connection with travel of babies.
10. UNRRA and International Red Cross granted use of air travel.
11. Legal papers and newspapers given priority two.
12. Baggage of transferring personnel given priority four.
13. Rations (Whiskey, etc.) given priority four - or one or two special Baltimore flights a month will be authorized.
14. It was suggested that priorities close at 1600 in Rome.

ORG I.

AIR III

D.D.

AIR III

AIR III

AIR III

24 Jan 45
ATC 3-4-45
RAF 3-4-45
RAF 3-4-45

AIR III

AIR III

15. Use of extra planes to catch up on backlog to be referred to Major Gilday.
16. President of Council planes are to continue operating as heretofore. Safety will be checked and abuses reported. Daily manifest will be inspected by Major Gilday.
17. System of four priorities was decided upon with notes and amendments to App B.

G. F. FORRO,
Major, Air Corps.

2721

19A

TRIP TO LECCE AND BARI - PRIORITIES BOARD

On 9 October 1945 Lt Leos and the writer visited the A.C. representatives at Lecce and Bari for the purpose of explaining the functions of the Priorities Board and its representatives. It was pointed out that these men, W/C Allason at Lecce, and F/Lt. Lawrenson in Bari, would represent the board in their respective localities.

2. W/C Allason seemed to greatly approve of the idea as he has experienced some instances where the existence of a priorities system would have eliminated what were otherwise embarrassing and uncomfortable situations.

3. Any A.C. or Allied personnel will be screened and granted a priority by him.

4. As for Italian personnel both military and civilian the suggested plan will be adhered to ie: personnel will first be screened by the local Prefect and then granted priority by a board representative. It was suggested by W/C Allason that an I.A.F. Officer who at the present time is screening and booking personnel be the logical choice for Italian Priority Officer. The writer feels that this is a splendid, workable plan inasmuch as W/C Allason works closely with this officer and could supervise and train him carefully in his job. Then when the Allies move out there will remain a well-functioning Italian priorities team.

5. At Bari, we did not encounter the same situation. Apparently traffic from that point is neither heavy nor demanding. F/Lt. Lawrenson who is, if we recall, a supply officer, knew practically nothing about the Air Courier Service. He advised that when request for air lift is made by A.C. personnel he simply advises the Italian air operations people located in the same building to allot a seat or two, whatever the request may be. He knew nothing about the booking for Italians.

6. We contacted an Italian Captain who is chief of the operations room. He advised that all Italian requests for air lift first originate with a parent organization ie: Army, Navy etc., and are then approved by the secretary of Unita Aereo. We were not able to discuss the matter with this officer as he apparently does not work afternoons.

7. It is believed that priorities may be granted in Bari in accordance with the above methods. As there apparently is an abundance of requests from Italian civilians, the secretary of Unita Aereo should be able to serve both as the Italian screening and priorities agency for them. F/Lt. Lawrenson will control Allied and A.C. requests.

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8. Freight carried at this time both from Lecce and Bari consists only of small amounts of mail. This makes for no overloading when a full quota of passengers is carried.
9. The writer intends to visit Bari in the near future to again discuss the above suggested plans.
10. As a matter of interest W/C Allason stated his belief that there is enough backlog of passengers to warrant a daily courier to and from Lecce. After the priorities system is in effect and when we have had opportunity to determine the amount of high priority passengers being carried, it might be well to consider inaugurating daily service to that area.

J. W. GILDAY,
MAJOR, AIR CORPS.

Yes, though
certain about
it. I hope
on word by
great department - OK

Yes
I confirm

Approved to be a daily courier between Bari & Lecce
by Gen. Borneo - Lecce, in which latter case I doubt
the necessity for a daily run 1/15/23/10 - carrying 3 day's amount
Good work. JWG

HEADQUARTERS ALLIED COMMISSION
OFFICE OF THE HEADQUARTERS COMMANDANT

APO 394

HQC/1c/8

10 October 45

SUBJECT: Allied Commission Air Priorities Board.
TO : Air Forces Sub-Commission,
AC, Rome.

Reference your letter AFSC/24/3/Air, dated 5 October 1945,
addressed to Executive Commissioner's Office, and passed to this of-
fice for comment.

It is considered that the Dispatch Officer should be a mem-
ber and has the approval of this office.



May Bentley
Eliot J. Bocchino
ELIOT J. BOCCCHINO,
Major, Infantry,
Asst Hq Commandant

2719

file

17A

INTERDEPARTMENTAL MINUTE.

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

To:- Executive Commissioner's Office.

Date:- 24th October, 1945.

Ref:- AFSC/24/3/Air.

ALLIED COMMISSION AIR PRIORITIES BOARD.

1. Authority has just been obtained for a scheme of increased Allied Supervision of the Italian Air Force Courier Services involving the setting up of an Air Priorities Board charged with organising and running an Air Priorities System on Allied lines.
2. It is requested that a representative of the Allied Commission on the Air Priorities Board be appointed, and it is suggested that the Despatching Officer would be a suitable person for this appointment.
3. Details of the Air Priorities Scheme will be forwarded to all concerned as soon as the Board has deliberated on its constitution, functions and policy.

W. N. Bisset W.C.

(W. N. Bisset, W.C.),
AIR VICE MARSHAL,
AIR OFFICER COMMANDING.

AIR FORCE SUB-COMMISSION, AND COMMISSION,
ROME.

5th October, 1945.

Dear

It has recently come to my notice that the success of the Italian Air Force Courier Service in facilitating the rehabilitation and Government of Italy is being impeded by lack of a proper priorities system for passengers and freight.

2. It does not appear at present to be clearly laid down who is responsible for determining whether the movement of passengers or freight is of an urgency requiring land or air travel. Moreover, there is apparently no system enabling those booking air passage to know what degree of urgency attaches to orders authorising air travel.

3. The results of this appear to be on the one hand that the Courier aircraft are not carrying passengers and freight in order of priority best calculated to facilitate the aims of the Italian Government and the Allied Commission, and on the other hand that aircraft are not infrequently overloaded because of the difficulty of knowing whose air passage should be delayed when too many applicants present themselves at the aircraft.

4. Air travel on Allied Aircraft has been subject to a rigorous priority system during and since the war to the manifest advantage of the Government concerned. I am therefore proposing to set up a Board will to begin with, consist mainly of Allied Personnel but with Italian representation.

5. In order to facilitate these proposals I would be obliged if you would give urgent consideration to the appointment to the proposed Priorities Board of two Italian representatives, one to assist in the determination of higher policy and the other to act in an executive capacity by allotting priorities to Italian travel orders. I suggest that the latter appointment might best be filled by a member of the Quersura or Ministry of Finance, and at all events by a person in a position to judge as to the relative importance of air passages sponsored by the various Ministries.

6. In order to give you a better idea as to the functions of the Priorities Board, a copy of the proposed directive is forwarded herewith for your information. This directive will be discussed at the first meeting.

of the Italian Air Force Courier Service in facilitating the success of the Italian Air Force Courier Service in facilitating the rehabilitation and Government of Italy is being impeded by lack of a proper priorities system for passengers and freight.

2. It does not appear at present to be clearly laid down who is responsible for determining whether the movement of passengers or freight is of an urgency requiring land or air travel. Moreover, there is apparently no system enabling those booking air passage to know what degree of urgency attaches to orders authorizing air travel.

3. The results of this appear to be on the one hand that the Courier aircraft are not carrying passengers and freight in order of priority best calculated to facilitate the aims of the Italian Government and the Allied Commission, and on the other hand that aircraft are not infrequently overloaded because of the difficulty of knowing whose air passage should be delayed when too many applicants present themselves at the airport.

4. Air travel on Allied Aircraft has been subject to a rigorous priority system during and since the war to the manifest advantage of the Governments concerned. I am therefore proposing to set up a Priorities Board to deal with the Italian Military Courier Service and to begin with, consist mainly of Allied personnel but with Italian representation.

5. In order to facilitate these proposals I would be obliged if you would give urgent consideration to the appointment to the proposed Priorities Board of two Italian representatives, one to assist in the determination of higher policy and the other to act in an executive capacity by allotting priorities to Italian travel orders. I suggest that the latter appointment might best be filled by a member of the Quersura or Ministry of Finance, and at all events by a person in a position to judge as to the relative importance of air passages sponsored by the various Ministries.

6. In order to give you a better idea as to the functions of the Priorities Board, a copy of the proposed directive is forwarded herewith for your information. This directive will be discussed at the first meeting.

7. It should be understood that my object in this case is not to impose greater Allied Control of the Courier Service than exists at present, but to assist in increasing the efficiency of the Courier Service by applying tried Allied methods for dealing with Governmental Air Transport.

Yours

Doctor M. Cevolotto,
Minister for Air,
Italian Air Ministry,
ROME.

AIR FORCES SUB-COMMISSION, ALLIED COMMISSION,
ROME.

15/10

Reference: AEGC/24/2/Air.

Date:- 5th October, 1945.

MEMORANDUM FOR THE CREATION OF AN AIR PRIORITIES SYSTEM
ON ALLIED LINES COMMUNICATING PASSAGE ON ITALIAN MILITARY
AIRCRAFT.

INTRODUCTION.

1. Italian Civil Aviation in Italy is prohibited. The Air Forces Sub-Commission is responsible for seeing that this term is complied with.
2. Air Transportation in Italy of passengers travelling for A.C. or Italian Government purposes is permitted in Italian Military aircraft.
3. There has been up till now no priorities system, as such in force to cover passages on Italian Military aircraft.
4. It is desired to eliminate unauthorised movement of passengers and cargo on Italian Military aircraft and to determine the priority of all authorised passengers and cargo.

INTERPRETATION.

5. To arrange for the operation of an Air Priorities System to cover all passengers and freight carried on Italian Military aircraft. 2716

EXECUTION.

6. An Allied Commission Air Priorities Board (A.C.A.P.B.) is hereby constituted consisting of the following members:

Chairman	Director A.F.S.C.
American Representative	Deputy Director A.F.S.C.
British Representative	Senior Staff Officer A.F.S.C.
Italian Representative	To be appointed by Italian Government.
A.C. Representative	O.C. Despatch Office, A.C.
Executive Officer (Allied)	A.F.S.C. Officer i/c Courier Supervision.
Executive Officer (Italian)	To be appointed by Italian Government.

Note: The Italian Representative will not necessarily be an Italian Air

Sub-Commission is responsible for seeing that this term is complied with.

- 2. Air transportation in Italy of passengers travelling for A.C. or Italian Government purposes is permitted in Italian Military aircraft.
- 3. There has been up till now no priorities system, as such in force to cover passages on Italian Military aircraft.
- 4. It is desired to eliminate unauthorised movement of passengers and cargo on Italian Military aircraft and to determine the priority of all authorised passengers and cargo.

INTENTION.

- 5. To arrange for the operation of an Air Priorities System to cover all passengers and freight carried on Italian Military aircraft. 2716

EXCEPTION.

- 6. An Allied Commission Air Priorities Board (A.C.A.P.B.) is hereby constituted consisting of the following members:

- Chairman - Director A.F.S.C.
- American Representative - Deputy Director A.F.S.C.
- British Representative - Senior Staff Officer A.F.S.C.
- Italian Representative - To be appointed by Italian Government.
- A.C. Representative - O.C. Despatch Office, A.C.
- Executive Officer (Allied) - A.F.S.C. Officer i/c Courier Supervision.
- Executive Officer (Italian) - To be appointed by Italian Government.

Note: The Italian Representative will not necessarily be an Italian Air Force Officer, he might for example come from the Ministry of Finance.

- 7. The A.C.A.P.B. is to be responsible for ensuring that passage on the Italian Courier Service is only granted to passengers and freight where transportation by air is in the interests of the Allies and the rehabilitation or Government of Italy, and that such passengers and freight are carried in order of priority commensurate with the requirements of rehabilitation and government.
- 8. The Allied Commission Air Priorities Board will meet from time to time to decide who shall be permitted to authorise travel on the Italian Air Courier Service, and who shall be responsible for allocating priorities for passengers and goods when authorisation has been made and hereafter known as screening authorities. Proposals for the initial list of screening authority permitted to authorise travel and allocate priorities are shown at Appendix "A".
- 9. The Board is also to be responsible for giving or refusing sanction for any

14A
FROM: AIR FORCE AND COMMISSION, A.G. ROME.

TO : A.F.S.C. DEPARTMENT, LEGOS, MILAN,
CARI, NAPLES.

DATE: 29th July, 1945.

REF: AFSC/24/3/101.

ALL AIR COMMISSION.

13A
Enclosed herewith is copy of letter
received from Headquarters, Allied Commission,
forwarded for your information.

W.D. HUGHES, W/COM.
AIR VICE-MARSHAL,
AIR COMMISSION COMMISSIONING.

2711

- 2 -

authorisations or priorities that are in doubt or dispute.

10. As soon as the A.C. Priorities Board starts to function no passage on Italian Military Courier Service aircraft will be permitted except to persons with a travel order issued by one of the screening authorities designated by the Board as competent to authorise air travel. Steps will be taken by the Board to ensure that no passengers without such orders are allowed to board any Courier aircraft on any of the air routes in Italy.
11. When passage on the Courier Service is authorised, the travel order is to be made out in triplicate, and is to state reasons for travel. The original and copies are to be sent to the priority allocator who after allotting priority is to send original to booking agent and one copy to the executive officer of the A.C.A.P.B. and C. other copy to the Italian Air Ministry.

2715

APPENDIX "A".

PROPOSED LIST OF PERSONS TO BE DESIGNATED AS COM-SECT TO AIRBORNE AIR
TRAVEL ON ITALIAN MILITARY COURIER AIRCRAFT TOGETHER WITH THOSE RESPONSIBLE
FOR ALLOCATING PRIORITIES AND BOOKING.

Serial No.	Place of Embarkation.	Authorizing Travel.	Priority by	Booking by
a	b	c	d	e

Allied Commission Personnel.

=====

- | | | | | |
|----|------------|---|----------------|--|
| 1. | Rome | HQ Commandant at
request of S. Come. | HQ. Commandant | Despatch
Officer.
(All seats to Nth.
(2 seats to Sth. |
| 2. | Provinces. | Senior A.C. Represent-
ative. | A.C. | Airfield Staging
Post. |

Italian Government and Services.

- | | | | | |
|----|------------|--|--|---|
| 3. | Rome | Cabinet
Air Ministry
Ministry of War
Ministry of Marine
Cavallinieri
Finance
Foreign Affairs
Education
Health
Interior
Industry & Commerce
Agriculture & Food
Refugees
Holy See | Italian Repre-
sentative of
Air Priorities
Board. | (1) North.
Despatch Office
A.C.

27 (2) South.
Despatch Booking
Office. Via
Regina Helena. |
| 4. | Provinces. | | Prefect | Italian Courier
Post. |

1. Rome HQ Commandant at HQ. Commandant Despatch Officer.
request of S. Comms. (All seats to Nth.
(2 seats to Sth.

2. Provinces. Senior A.C. Represent- A.C. Airfield Staging
ative. Post.

Italian Government and Services.

3. Rome Italian Repre- (1) North.
sentative of Despatch Office
Air Priorities A.C.
Board.
27 (2) South.
Exterior Booking
Office. Via
Regina Helena.

Cabinet
Air Ministry
Ministry of War
Ministry of Marine
Carriniard
Finance
Foreign Affairs
Education
Health
Interior
Industry & Commerce
Agriculture & Food
Refugees
Holy See

4. Provinces. Prefect Prefect Italian Courier
Post.

Allied Personnel other than Allied Commission.

5. Rome British Embassy A.F.S.C. - Executive Officer
American Embassy
French Embassy ?
Soviet Embassy ?

6. Provinces

APPENDIX "B".PROPOSED SCHEME OF PRIORITIES.

PRIORITY I

Priority to be given in exceptionally urgent cases only.

II

Priority when it is essential for official purposes that passengers or freight to arrive by a fixed time in the immediate future and at short notice.

III

Priority when it is necessary for passengers or freight to be transported by air as soon as possible.

IV

Priority where air passage is justified but where there is no urgency.

V

Priority where air passage is only justified if the aircraft would otherwise not be full.

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YHEADQUARTERS ALLIED COMMISSION
APO 394
Office of the Headquarters Commandant

HQC/10/8

RHR/ejb
3 July 1945

SUBJECT : AC Air Courier.

TO : Regional Commissioner, Piemonte Region
(ATTN: Transport and Air Dispatch Office)

1. Reference your cable, 3 July, in regard to travel on Italian military aircraft. The following personnel are authorized in the order shown :

- a) Allied and Italian personnel with competent travel orders;
- b) Personnel of Allied units other than AC or AMG with official movement orders (air);
- c) Personnel of the Italian Ministries travelling on official business.

2. Return trips from ROME to TURIN should be authorized by your office, but priority of return will be decided at this Headquarters. The urgency of the return trip, stated by you on the passenger's travel order, will be taken into consideration by this Headquarters. Passengers travelling from ROME to TURIN may safely be regarded as being authorized to return to ROME. The priority of booking, unless marked by this Headquarters on the travel order, will, naturally, be decided by you or the officer appointed by you to make such decisions.

3. The bearer of this letter, Sgt. Hill from/Dispatch Office of this Headquarters, can amplify the above should any amplification be necessary. It is also suggested that as Sgt. Calanga of the Dispatch Office is at present at HQ, Lombardia Region, he may also be contacted for any amplification that may be necessary from time to time.

/s/ R. H. ROBERTSON, Colonel
Hq. Commandant.

INCOMING MESSAGE

HEADQUARTERS ALLIED COMMISSION

Originator's Reference:

Date/Time of Origin:

JULY

Message Centre No: E/563

Date Time Rec'd: JULY 031310

Precedence: ROUTINE

FROM: HQ PIV CANN REGION

TO: ALCOM FOR HQ COMDT AND AIR FORCE SO

RESTRICTED

ACTION

RESTRICTED.

Para 1. Request precise instructions as to who is authorized to travel on Italian aircraft, priority to be used and if return trip is to be authorized by this HQ.



DFT

ACTION HQ COMDT
" AIR SC
INFO CHIEF COMMISSIONER
EST SEC
FILE 2
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RESTRICTED

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ALLIED FORCE HEADQUARTERS
APO 512

ADMINISTRATIVE MEMORANDUM)

NUMBER

9)

17 February 1945

E-X-T-R-A-C-T

Requests for Air Travel I

* * * * *

I -- REQUESTS FOR AIR TRAVEL

Paragraph 6a, Section II, AFHQ Administrative Memorandum Number 1, 1945, is rescinded and the following substituted therefor:

"6a. Compassionate reasons, including compassionate leave or furlough, compassionate posting and emergency rotation, and temporary duty for rehabilitation, recuperation, and recovery. The Chairman, Air Priorities Board, is authorized to consider, on its own merits, each such case which has been personally approved in writing by an officer of the Allied Forces of the grade of Brigadier General or higher grade, or its equivalent in the other services. In case of travel for temporary duty for rehabilitation, recuperation, and recovery, the Chairman, Air Priorities Board, is authorized to grant priorities for travel by aircraft in accordance with provisions Section V, War Department Circular 369, 1944."

* * * * *

BY COMMAND OF FIELD MARSHAL ALEXANDER:

s/ C. W. Christenberry,
t/ C. W. CHRISTENBERRY,
Colonel, AGD
Adjutant General

Reproduced, APL, AFHQ

21 February 1945

TRUE EXTRACT COPY:

Robert T. Johnson

R. T. JOHNSON, Capt, AC

RESTRICTED

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RESTRICTEDALLIED FORCE HEADQUARTERS
APO 512

ADMINISTRATIVE MEMORANDUM)

NUMBER

1)

4 January 1945

E-X-T-R-A-C-T

*	*	*	*	*	*	*	*
Requests for Air Travel							II
*	*	*	*	*	*	*	*

II - REQUESTS FOR AIR TRAVEL

Section I, Administrative Memorandum Number 51, 1944, is rescinded and the following substituted therefor:

"6. Air Travel for Personal Reasons.

a. Compassionate reasons, including compassionate leave or furlough, compassionate posting and emergency rotation. The Chairman, Air Priorities Board, is authorized to consider, on its own merits each such case which has been personally approved in writing by an officer of the Allied Forces of the grade of Brigadier General or higher grade, or its equivalent in the other services.

b. Leave or furlough other than compassionate. Priority rating for travel solely in connection with leave or furlough other than for compassionate reasons is not authorized and will not be assigned except as in c below.

c. Lt. Colonels, or officers of equivalent rank and above, proceeding to the U. K. under "Leave in Addition to PITHON" or similar scheme may be granted Air Priority when such officers hold operational commands or positions in this theater, the importance of which necessitates that they return in a minimum amount of time."

By command of Field Marshal ALEXANDER:

s/ C. W. Christenberry,
t/ C. W. CHRISTENBERRY,
Colonel, AGD,
Acting Adjutant General.

Reproduced:
AIR PRIORITIES BOARD, AFHQ
7 January 1945
A TRUE EXTRACT COPY:

Robert T. Johnson

ROBERT T. JOHNSON,
Captain, AGD Corps.

RESTRICTED

2706

U.S. SECRET EQUALS BRITISH SECRET

ALLIED FORCE HEADQUARTERS
APO 512

.....
 : S E C R E T :
 : Auth: CLNC, AF :
 : Initials: WJM :
 : 9 January 1944 :
 :

ADMINISTRATIVE MEMORANDUM)

10 January 1944

NUMBER

3)

REQUESTS FOR AIR TRAVEL

1. Circular Number 62, this Headquarters, 1943 series, is being rescinded and the following substituted therefor.

2. Requests for travel by air have continued to increase and the volume handled has overloaded the existing air passenger facilities in this theater. In order to correct this situation, and to provide reasonable reserve of aircraft for operational emergencies, passenger travel by air must be reduced at once.

3. Travel by air is authorized only for those persons whose transportation by this means is of importance to the war effort, and will under no circumstances be approved solely for the convenience of the individuals concerned. Full use must be made of existing rail schedules, and when possible, travel planned sufficiently in advance to permit utilization of this means.

4. The Air Priorities Board will henceforth consider for priority only those requests that are accompanied by formal travel orders issued by one of the following headquarters which are authorized to issue orders directing travel by air within this theater:

Allied Force Headquarters
 Allied Force Headquarters Advanced Administrative Echelon
 Headquarters, North African Theater of Operations
 15th Army Group
 Commander-in-Chief, Mediterranean
 Mediterranean Allied Air Forces (including British element)
 Commander, US Naval Forces, Northwest African Waters
 Commander, Moroccan Sea Frontier
 Commander, Fleet Air Wing FIFTEEN
 Commandant, Naval Operating Base, Oran
 Commander, EIGHTH Amphibious Force (Adm)
 Commander, EIGHTH Amphibious Force (Op)
 Commandant, Naval Operating Base, Palermo
 Senior US Naval Officer, Naples

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U.S. SECRET EQUALS BRITISH SECRET

U.S. SECRET & UALB BRITISH SECRET

AFHQ ALM WMO No. 3
(cont'd)

Headquarters, Airborne Training Center
 US Army Air Forces, Mediterranean Theater of Operations
 Twelfth and Fifteenth Air Forces (and Service, Support, Bomber,
 Fighter, Troop Carrier and
 Training Commands, and Engineer
 Command (Prov) of each if so
 established)

Coastal Air Force (British element)
 Tactical Air Force (British element)
 All units, British and American
 Director General, Military Railway Service
 90th Photo Wing Reconnaissance
 Services of Supply
 Base Sections
 NORTH AFRICA District (Br)
 Districts No. 1 and No. 2 (Br)
 Allied Control Commission
 Allied Garrison, Sicily
 2673d Headquarters Company, US (Prov)
 Headquarters, Allied Military Government
 Air Command, Corsica
 320th Service Group
 Air Headquarters Malta
 Headquarters, Desert Air Force
 No. 205 Group (RAF)
 No. 214 Group (RAF)
 No. 213 Group (RAF)
 No. 1 RAF Base Area
 No. 2 RAF Base Area
 No. 3 RAF Base Area

5. Before approving a request for air travel to be presented for preparation of orders, each commander or chief of section must be certain that the mission of the individual concerned justifies the request, and that no other practical means of transportation is available.

6. In the case of personnel travelling solely in connection with the taking of leave or furlough, priority rating for the movement of the individual concerned will be assigned only upon the direction of the Chief of Staff or the Deputy Chief of Staff, this headquarters.

By command of General WILSON:

DISTRIBUTION:

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S/ H.V. ROBERTS
 T/ H.V. ROBERTS,
 Colonel, AGF,
 Adjutant General

A CERTIFIED TRUE COPY:

Thomas A. Leahy
 Thomas A. Leahy,
 Major, Air Corps.

AIR PRIORITIES BOARD
ALLIED FORCE HEADQUARTERS
APO 512

8A

MEMORANDUM:

6 February 1945

NO. 90-18:

SUBJECT : Priorities for Air Transportation--Air Mail.

TO : All Concerned.

1. Pursuant to authority contained in AFHQ letter AG 334/009, OCT-40, subject "Air Priorities Board," dated 20 December 1944, Air Priorities Board Memorandum No. 90-3, subject "Priorities for Air Transportation--Air Mail," dated 27 September 1943, is rescinded and the following substituted herefor:

3. Official War Department, War Office and Diplomatic Mail, V Mail and Airgraph File.

a. Within the AFHQ Theater: Class I priority is established for the air transportation of all official War Department, War Office or Diplomatic mail, V Mail and Airgraph file. This priority applies to such mail in the custody of Air Dispatch Letter Service couriers, Army Courier Service couriers, as well as to unescorted mail in properly labeled and sealed pouches. This mail will be loaded on the first departing scheduled flight, and will under no circumstances be off-loaded, except with specific authorization of this Board.

b. To Points without the AFHQ Theater: The same priority is established as for within the theater.

3. Troops Air Mail

a. Within the AFHQ Theater: Class II air priority is established for the movement of five hundred (500) pounds on each regular scheduled flight. It will be the responsibility of the respective postal authorities to allocate amounts within this weight limit for the transportation of mail of the various nationalities and for use by postal authorities at enroute stations. Mail in excess of 500 pounds will be moved on Class IV priority and will be loaded after passengers and cargo of the same priority classification.

b. To Points without the AFHQ Theater: Class II priority is established for the movement of five hundred (500) pounds of air mail (6 cent and 3d) on each regular scheduled flight, except to those destinations where movement of mail is governed by a monthly allocation of air space. Mail in excess of 500 pounds, or in excess of a monthly allocation, and ordinary letter mail, will be moved on Class IV priority and will be loaded after passengers and cargo of the same priority classification.

DISTRIBUTION:
AFHQ "PB" "PD"
"PB" "PD"



ROBERT T. ZIMMER
Colonel, Air Corps,
Chairman.

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AIR PRIORITIES BOARD
ALLIED FORCE HEADQUARTERS
APO 512

5 February 1945

MEMORANDUM:

NO. 90-17:

SUBJECT : Priorities for Air Transportation.

TO : All Concerned.

1. Air Priorities Board Memorandum No. 90-1, subject "Priorities for Air Transportation," dated 27 August 1943, and Memorandum No. 90-2, on the same subject, dated 30 August 1943, are rescinded, and the following substituted therefor:

2. Authority

Pursuant to authority contained in AFHQ letter AG 334/009 GCT-O, subject "Air Priorities Board," dated 20 December 1944, priorities for the transportation by air of passengers and cargo (cargo includes mail) will henceforth be assigned within the theater under the control of the Air Priorities Board, Allied Force Headquarters, as outlined herein.

3. Boundaries

The boundaries of the theater administered by the Air Priorities Board, Allied Force Headquarters, will be identical with those of the area administered by Allied Force Headquarters. No air travel will be initiated in this theater for passengers or cargo without first having a priority established by the Air Priorities Board or one of its accredited representatives.

4. Air Priorities Control Officers

At certain airfields within the theater, the Air Priorities Board will place trained priorities officers, whose responsibility it will be to represent the Board in the capacity of Air Priorities Control Officers. At all other airfields along the routes of scheduled flights, the Air Transport Officer will act as the official representative of the Board.

2703

5. Basic Policies

a. Priority for air transportation will be granted only when the movement of the passengers or cargo by air is necessary to the prosecution of the war; or is in the national interest of any of the United Nations, because such transportation will contribute to relief or rehabilitation activities in the areas affected by the war; or to the resumption of economic or other activities disrupted by the war that are necessary to the prompt re-establishment of peace time conditions; and as being of such urgency that transportation by air is essential.

b. A priority will not be granted for a specific flight, or on a specific carrier, unless essential to the accomplishment of the mission.

c. Transportation of passengers or cargo for which priority has been established will be in accordance with the rules and regulations of the carrier concerned.

d. The establishment of a priority is not a guarantee that air transportation will be furnished; more urgent requirements may necessitate the use of other means of transportation prior or subsequent to commencement of travel.

e. After a priority has been established and the booking of space confirmed to the passenger by the Allied Air Booking Center, the same priority will not be honored for a subsequent flight unless the original reservation is cancelled at least three hours prior to the scheduled departure of the original flight.

6. Priority Classifications

Priority classifications will indicate precedence for movement in accordance with relative importance to the prosecution of the war or the national interest of the country concerned. These classifications, by number, will be made only by the Air Priorities Board and its designated representatives. The Air Priorities Board, via its official representatives, is the only agency within the theater authorized to establish priorities for air transportation. The Air Priorities Control Officer's or Air Transport Officer's decisions are to be considered final and will not be altered except with the authority or approval of the Air Priorities Board.

Class I - will include only passengers, cargo, and mail, the movement of which is required by an emergency so acute that precedence should be given over all other traffic and which should under no circumstances be delayed enroute for other traffic. This classification will only be granted when the urgency is such that a delay in transportation will seriously and directly impact the war effort.

Class II - will include only passengers, cargo, and mail, the transportation of which by air is absolutely necessary to the accomplishment of a mission essential to the prosecution of the war and which is of an extremely urgent nature.

Class III - will include only passengers, cargo and mail, the transportation of which by air is vital to the war effort, but not of an extremely urgent nature.

Class IV - will include passengers, cargo and mail, the transportation of which is of such importance

- (a) to the war effort; or
- (b) to the relief or rehabilitation activities in areas affected by the war; or
- (c) to the resumption of economic or other activities disrupted by the war that are necessary for the prompt re-establishment of peace time conditions

as to justify transportation by air, but not as urgent as traffic under classifications 1, 2, and 3.

7. Application for Priority

Units, formations and sections of the Navies, Armies, Air Forces and Civil Departments desiring air priority for passengers or cargo will make application in writing and in full detail to the proper Air Screening Agency as outlined in par. 4, AFHQ letter AG 334/009 GCT-0, dated 20 December 1944. Requests for air transportation should be made at least 24 hours in advance. In making requests for priorities, the following information will be furnished in writing:

For Passengers:

1. Rank, full name (First name, middle initial and last name) and serial number, where applicable.
2. Passenger's affiliation.
3. Phone or other contact where the passenger may be located.
4. Points of origin and destination, and if return trip is desired.
5. Latest arrival date necessary for the accomplishment of the mission.
6. Information to justify need for priority in accordance with AFHQ letter AG 334/009 GCT-0, subject "Air Priorities Board," dated 20 December 1944, and this directive.

For Cargo:

1. Consignor and Consignee.
2. Points of Origin and destination.
3. Individual through whom shipment may be located, and phone or other contact.
4. Number of pieces, total weight and dimensions, and contents.
5. Time shipment must arrive at destination.
6. Information to justify need for priority in accordance with AFHQ letter AG 334/009 GCT-0, subject "Air Priorities Board," dated 20 December 1944, and this directive.
7. Governmental department or agency in the interest of which shipment is to be made.

8. Priority Classification Number.

At the time priority is established by the Air Priority Board or its representative, passengers and cargo will be assigned a priority classification number, followed by the three letter abbreviation of the station originating priority, followed by a three letter suffix indicating the agency in whose interest travel or shipment is being made. (Example: 3-IAP-ASC, indicates priority originating in Naples for a shipment for the Air Service Command.)

9. Priority from Points Outside the Theater.

Requests for priority for the transportation by air of personnel or cargo from points outside the theater to points within this theater will be handled in accordance with this Board's Memoranda Nos. 90-12, subject "Priorities for Air Transportation--Cargo and Passengers from the United States to this Theater," dated 20 September 1944, and 90-13, subject "Priorities for Air Transportation--Cargo and Passengers from the European and Middle Eastern Theaters of Operations to this Theater," dated 1 November 1944.


ROBERT T. ZANE,
Colonel, Air Corps,
Chairman.

DISTRIBUTION:
AFHQ "A" "B"
"PB" "PD"

AIR PRIORITIES BOARD
ALLIED FORCES HEADQUARTERS
APO 512

6A

MEMORANDUM:

11 January 1945

NO. 90-16:

SUBJECT : Priorities for Air Travel for Personal Reasons

TO : All Concerned.

2A

1. Pursuant to AFHQ letter, AG 334/009 GCT-0, subject "Air Priorities Board," dated 20 December 1944, and pursuant to AFHQ Administrative Memorandum No. 3, 1944, as amended by AFHQ Administrative Memoranda Nos. 13 and 5-, 1944, and 1, 1945, Section II, Air Priorities Board Memorandum No. 90-14, dated 2 December 1944, is rescinded, and the following substituted therefor:

2. Requests for compassionate reasons will be handled in the following manner:

a. At those points where there is an official full time representative of the Air Priorities Board on duty, each case which has been personally approved in writing by an officer of the Allied Forces of the grade of Brigadier General or higher grade, or its equivalent in the other services, will be considered on its own merits, and, if air travel is considered warranted, the appropriate priority established for air travel to the destination desired. Full time representatives of the Air Priorities Board are on duty at Casablanca, Oran, Algiers, Tunis, Malta, Catania, Bari, Naples, Rome, Pisa and Athens.

b. At those points where a full time priorities officer is not on duty, the Air Transportation Officer will consider each case sponsored as in a. above on its own merits, and route the passenger on the appropriate priority to the nearest point enroute, employing a full time priorities officer, who will review the case, and handle it as in a. above. Those cases not justifying air travel will be routed via surface transportation or returned to the point of origin.

3. Priority rating for air travel solely in connection with leave or furlough, other than for compassionate reasons, is not authorized, and will not be assigned, except as in par. 4. below. It will be the responsibility of each Air Priorities Control Officer and Air Transportation Officer to see that the above instructions are enforced throughout this theater.

4. Lt. Colonels, or officers of equivalent rank and above, proceeding to the United Kingdom under "Leave in Addition to PYTHON" or similar scheme may be granted air priority when such officers hold operational commands or positions in this theater, the importance of which necessitates that they return in a minimum amount of time.

3/5/45

Robert T. Zane,
Colonel, Air Corps,
Chairman.

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plus "PB"

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AIR PRIORITIES BOARD
ALLIED FORCE HEADQUARTERS
APO 512

MEMORANDUM:

10 January 1945

NO. 90-15:

SUBJECT : Rescission of Memoranda.

TO : All Concerned.

Section I, Air Priorities Board Memorandum No. 90-14, is rescinded and the following substituted therefor:

1. Air Priorities Board Memorandum No. 90-4, subject "Priorities for Air Transportation," dated 15 September 1943, is no longer in effect, and is rescinded.

2. Air Priorities Board Memorandum No. 90-5, subject "Priorities for Air Transportation--Air Crews," dated 25 September 1943, is rescinded. Pertinent policies are outlined in a separate memorandum distributed to Air Priorities Control Officers only.

3. Air Priorities Board Memorandum No. 90-6, subject "Priorities for Air Transportation--Priorities Control Officers," dated 14 November 1943, is no longer in effect, and is rescinded.

4. Air Priorities Board Memorandum No. 90-7, subject "Priorities for Air Transportation--Outside the Theater," dated 23 December 1943, is rescinded. Authority to grant priorities has been delegated to various stations in a separate letter, distributed to Air Priorities Control Officers only.

5. Air Priorities Board Memorandum No. 90-9, subject "Priorities for Air Transportation--Ferry Crew Certificates," dated 1 January 1944, is rescinded. Pertinent information is contained in a separate letter distributed to Air Priorities Control Officers only.

Robert T. Smith
Colonel, Air Corps,
Chairman.

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AIR PRIORITIES BOARD
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4A

MEMORANDUM :

1 November 1944.

NO. 90-13:

SUBJECT : Priorities for Air Transportation--Cargo and Passengers from the European and Middle Eastern Theaters of Operations to this Theater.

TO : All Concerned.

1. Pursuant to authority contained in AFHQ Letter, File AG 509-1 GCF-AGH, subject: "Air Priorities Board," dated 26 August 1943, as amended, priorities for travel and/or shipments by air from the European and Middle Eastern Theaters of Operations to this theater will be established only by the Air Priorities Board, and such Air Priorities Control Offices as the Air Priorities Board may designate from time to time.

2. a. Requests for cargo, originating with the ground forces will be placed before the head of the section concerned for approval and submission to G-4, Mov & Tr., Air Group, AFHQ for screening and submission to the Air Priorities Board, AFHQ.

b. Priorities for personnel entering this theater will be established only by the Air Priorities Board, AFHQ, after approval of, and concurrence by, all sections necessary under current AFHQ regulations.

c. All other requests for air shipments from the European and Middle Eastern Theaters of Operations to this theater will be routed through normal staff channels to the proper air screening Agency, which will in turn present such requests to the local Air Priorities Control Officer who will establish the priority, or if not vested with such authority, will refer the request to the Air Priorities Board for necessary action.

3. All passengers and cargo will be assigned theater designators at the time priority is established. These designators will consist of three parts, separated by dashes, as follows:

a. The prefix "ETWA" or "MENA" indicating that 2699 priority is for air transportation from the European or Middle Eastern Theater of Operations respectively.

b. A classification number. This will indicate the priority classification assigned; (i.e. 1, 2, 3, or 4).

c. A serial number for passengers or cargo from the European and Middle Eastern Theaters of Operations.

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(Examples: 1. 1-3-1001 - indicates that Air Priority class three has been assigned by the Air Priorities Board, AFHQ, with serial number 1001 for a shipment from the United Kingdom to this theater. 2. 1-3-101 - indicates that air priority class three has been assigned by the Air Priorities Board, AFHQ, with serial number 101, to a shipment from the United Kingdom to this theater.)

... Except when specific approval is given by the Air Priorities Board, AFHQ, for a requesting agency to dispatch the cargo to the consignee of shipment, or to the destination originating the passenger, the Air Priorities Board will dispatch the necessary orders, listing shipments in column arrangement, column "A" for the theater designator, column "B" for weight of shipment in pounds or the name of the passenger, and column "C" for signal reference or contact, except with the number or type of shipments or passengers to be listed are such to make this arrangement impracticable.

EDWARD A. MORRIS,
Brigadier General, USA,
Chairman.

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3A

MEMORANDUM:

20 September 1944

NO. 90-12:

SUBJECT : Priorities for Air Transportation--Cargo and Passengers from the United States to this Theater.

TO : All Concerned.

1. Air Priorities Board Memorandum 90-10, subject as above, is rescinded, and the following substituted therefor:

2. Pursuant to instructions contained in AFHQ letter, file AG 509-1 GCT-AGM, subject: "Air Priorities Board," dated 26 August 1943, as amended; and War Department Circular 136, dated 4 April 1944, priorities for travel and/or shipments by air from the United States to this theater will be established only by the Air Priorities Board, AFHQ, the Air Priorities Control Office at Casablanca, and such other Air Priorities Control Offices as the Air Priorities Board may designate from time to time.

3. a. Requests originating with the ground forces will be placed before the head of the section concerned for approval and submission to G-4, Mov. & Tr., Air Group, AFHQ, for screening and submission to the Air Priorities Board, AFHQ.

b. Priorities for personnel entering this theater will be established only by the Air Priorities Board, AFHQ, after approval of, and concurrence by all sections necessary under current AFHQ regulations.

c. All other requests for air shipments from the United States to this theater will be routed through normal staff channels to the proper Air Screening Agency, which will in turn present such requests to the local Air Priorities Control Officer who will establish the priority, or, if not vested with such authority, will refer the request to the Air Priorities Board for necessary action.

4. All passengers and cargo will be assigned theater designators at the time priority is established. These designators will consist of five parts, separated by dashes, as follows:

2698

a. The prefix "USNA" indicating that the priority is for air transportation from the United States to the North African Theater of Operations.

b. A classification number. This will indicate the priority classification assigned; (i.e. 1, 2, 3, or 4).

c. A serial number for passengers or cargo from the United States en route within this theater.

d. A three letter suffix indicating the shipping agency.

APB Memorandum 90-12, 27 September 1944 (cont'd.)

e. The month during which travel or shipment is expected to take place.

(Example: "USNA-3-161-ASO-May" -- indicates the Air Priorities Board has assigned class three priority, with serial number 161, for a shipment from the United States by the Air Service Command, to be shipped in May.)

5. Effective immediately, as per instructions received from Headquarters Air Transport Command, Washington, D. C., Priorities and Traffic Division, theater requisitions which do not include the theater designator will be referred back to this Board for evaluation and clearance.

Robert Kauch

ROBERT KAUCH,
Brigadier General, USA,
Chairman.

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- (1) Director APSC - Chairman
- (2) D.D. " - D. "
- (3) Naval S.C. - Officer detailed by Director.
- ~~(3) Not~~
- (4) N.D.I.A. - Officer detailed by Gen. Cdy.
- (6) Director, ^{Naval} Courses Directorate of I.A.N.
- (5) Commandant HQ AC.
- (7) ^{Executive Officer.} Officer detailed by chairman
- (8) ^{Attd} Assistant En. Off. HQ Transport (Nagar Bish)
- (9) Station Assistant En. Off. I.A.N.
Director Detail to detail.
- (10) Representation of APSC Priorities Board. 2696

Note: (6) Should form a sub committee whom he will represent - consisting of Station: Navy Army &

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CONFIDENTIALALLIED FORCE HEADQUARTERS
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AG 334/009 GCT-0

20 December 1944

SUBJECT: Air Priorities Board.

TO : All Concerned.

1. Letter this headquarters, file AG 599-1 GCT-AGM, subject as above, dated 26 August 1943, as amended, is rescinded, and the following substituted therefor.

2. In order that the best use may be made, by the Supreme Allied Commander, Mediterranean Theater, of air transportation available in this theater, an Air Priorities Board is established.

a. The Air Priorities Board consists of the following officers:

- (1) Chairman: Commanding General, Mediterranean Air Transport Service.
- (2) British Navy: An officer detailed by Commander-in-Chief, Mediterranean.
- (3) United States Navy: An officer detailed by Commander-in-Chief, Mediterranean.
- (4) Ground Forces:
 - (a) An officer detailed by G-3, this headquarters.
 - (b) An officer detailed by G-4 (Mov & Tn), this headquarters, who will also advise on the availability of alternative means of transportation.
- (5) Executive Officer: An American or British Officer detailed by the Chairman, Air Priorities Board. (This officer to be one specially trained as an Air Priorities Control Officer who can act as the full-time administrative member of the Board.)
- (6) Deputy Executive Officer: An American or British Officer detailed by the Air Priorities Board. (This officer to be one who can act as Deputy to the full time administrative member of the board). An American officer to be appointed Deputy if the Executive Officer is British; British Officer to be appointed Deputy if the Executive is American.

b. The duties of the Air Priorities Board are:

- (1) To establish priorities for air transportation of all personnel and cargo to be moved by air transport within the theater.

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CONFIDENTIAL

Ltr, AFHQ, AG 334/009 GCT-C
20 December 1944 (cont'd)

- (2) To assign the priorities required by this headquarters for personnel and cargo moving into or out of the theater by air transport, and notify the appropriate authority at the point of origin.
 - (3) To issue all necessary instructions with respect to the methods of securing, and the proper use of, air priorities.
- c. Basic policy under which the Air Priorities Board will function:
- (1) Priority will be granted only when the movement of the passengers or cargo is necessary to the prosecution of the war, and when the need is so urgent that transportation by air is essential. The word "cargo" includes mail.
 - (2) Priorities for air transportation are granted for the purpose of accomplishing, within established time limits, a mission essential to the war effort. A priority will not be granted for a specific flight, or on a certain air carrier, unless essential to the accomplishment of the mission.
 - (3) Transportation of passengers or cargo for which priority has been granted will be in accordance with the rules and regulations of the carrier concerned.

3. Boundaries.

The boundaries of the area administered by the Air Priorities Board, Allied Force Headquarters, will be identical with those of the area administered by Allied Force Headquarters.

4. Method of Handling Requests for Priority:

a. Air Screening Agencies.

- (1) In order to insure that requests are submitted to the Air Priorities Board and its representatives only if they are of an urgent nature, the senior headquarters of each of the three services, Ground, Air and Navy (United States and Royal Navy) will set up its own Air Screening Agencies wherever considered necessary. These screening agencies will be responsible for screening all demands originating in their services and only when they are convinced that air transport is essential to the war effort will requests be submitted to the Air Priorities Board. All personnel must have competent written orders authorizing travel by air, before priority can be granted.
- (2) Applications originating in this theater for air transportation of personnel and cargo from points outside this

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Ltr, AFM., AS 334/006 SGT-3,
20 December 1944 (cont'd)

theater, i.e., United States, United Kingdom, Middle East, etc., to this theater will be placed before the head of the staff section concerned for approval and submission through normal staff channels to the appropriate Air Screening Agency.

b. Routing of Requests.

- (1) All requests for shipment by air of personnel and cargo originating within one of the three services, will be submitted in full detail, in writing, with copy of travel orders for personnel, by the sponsoring office to the Air Screening Agency provided for in a. above. Requests originating from Civil Affairs, Consulates and similar civilian agencies attached to this headquarters will be presented to their Screening Agency, C-4 (M & Th), which is also designated as the Screening Agency for Ground Forces of this headquarters. If approved, the Screening Agency will present the request to the Board for priority establishment.
- (2) Requests originating outside of the three services and departments attached to this headquarters (indicated in sub paragraph (1) above, as for example, from the French Forces or officers of other Allied nations, will be submitted to the Liaison Section, this headquarters, for certification and priority recommendation on grounds of military or governmental necessity. When the request is approved, the Liaison Section will present it to the Air Priorities Board for priority establishment.

c. Routing of Requests in the field.

- (1) At certain airfields within this theater the Air Priorities Board will place trained priorities officers whose responsibility it will be to represent the Board in the capacity of Air Priorities Control Officers. At all other airfields along the routes of scheduled flights, the Air Transport Officer will act as the official representative of the Board. 2694
- (2) All requests for air shipment of personnel and cargo originating in the field will be routed through the appropriate local air screening agency, in conformity with the procedure specified in paragraph 4a and b above. It is the responsibility of each service to establish its own Air Screening Agency in the field, to screen demands originating in that service prior to their submission to the Board or its representatives. The representatives of the Air Priorities

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Ltr, AFHQ, AG 334/009 GCT-O,
20 December 1944 (cont'd).

Board at each airfield will establish priorities required for passengers or cargo to satisfactorily complete missions essential to the war effort.

5. Responsibilities of Interested Services.

a. The senior headquarters, Ground, Air and Navy (United States and Royal Navy) will be responsible for the efficient functioning of the Air Screening Agencies referred to in this letter.

b. The Naval, Ground, Air Forces and Liaison Air Screening Agencies will be responsible for presenting to the Board in full detail the requests for air movements which are authorized and for representing the urgency agreed to within their respective services.

c. In the event of disagreement among the members of the Air Priorities Board as to the relative priorities of demands submitted, members in the minority may request the Chairman to place these cases before the Chief of Staff, (through G-3), this headquarters, for decision.

By command of Field Marshal ALEXANDER:

s/ C. W. Christenberry,
t/ C. W. CHRISTENBERRY,
Colonel, AGD,
Acting Adjutant General.

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Air Priorities Board, AFHQ
3 January 1945
A TRUE COPY:

Robert T. Johnson

ROBERT T. JOHNSON,
Captain, Air Corps.

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Copy No.

SECRETE.D. (45)13 (Conference) Final.11TH JUNE, 1945.AIR PRIORITIES DIRECTIVENote by the Secretary.

The attached Directive was approved by the Conference at its
meeting on Friday, 8th June, 1945.

*Kept in the
Orderly Room*

D.D. MOVEMENTS (AIR)AIR MINISTRY.11TH JUNE, 1945.

2693

The attached Directive was approved by the Conference at its meeting on Friday, 8th June, 1945.

D.D. MOVEMENTS (AIR)

AIR MINISTRY.

11TH JUNE, 1945.

*Kept in the
quality room.*

2693



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