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10000/135/77

FLYING DISCIPLINE
JUN. - NOV. 1946

10000/135/77

FLYING DISCIPLINE & STANDARDS, CORRESPONDENCE
JUN. - NOV. 1946

AIR II

M1

Please study enclosure 1A and enclosure
and let me know whether the material would
be useful for the I.A.M.
after a quick glance through the publication
I am not sure whether they are what we want.

W. J. J. J. J.
18/6.

SSO

M II

- 1 After looking through publications found
they are of no value to I.A.M.
- 2 Publications are only directed towards to
locate different classes of regulations for
civilian piloting and navigation
- 3 Requests I.A.M. dig up Italian private
regulations on navigation and different
classes of civilian pilots which are
international. Also a copy of (notes to
airmen) published monthly be sent to I.A.M.

major ac K. J. J. J.

21/6/43

M3

AIR II

31/2/Jan. 50

From:- Mediterranean Allied Air Committee Secretariat.
 To :- Air Forces Sub-Commission, Allied Commission, Rome.
 Allied Commission, Rome.
 G.H.Q., C.M.F.
 Allied Military Government, Venezia Giulia.
 Date:- 14th November, 1946.
 Ref:- MAC/4085/AFALS.

CLEARANCE OF FOREIGN AIRCRAFT TO ITALY

Reference is made to your letter AFSC/36/Air dated 25th June, 1946:

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

3. The clearance procedure for foreign aircraft to and over Italy as laid down in this Secretariat's signal UK.973 dated 19th March, 1946, is cancelled with effect from 25th November, 1946, on which date the regulations stated in this letter will come into force.

4. FOREIGN AIRLINE SERVICES TO ITALY.

When it is proposed to inaugurate a foreign airline service to or over Italian Government controlled territory, approval of such service will be given by the Italian Government. If it is intended to operate the service to an Allied controlled airfield in Italy the matter is to be referred to this Secretariat for a decision; in all other cases the Italian Government is authorised to make its own decision, informing this Secretariat when approval has been given.

5. INDIVIDUAL FLIGHT CLEARANCE TO ITALY.

The clearance procedure in respect of individual flights to or over Italian Government controlled territory will be the responsibility of the Italian Government and will be implemented as planned in your letters AFSC/39/1/AIR dated 27th August and enclosures thereto, and 1st October, 1946 respectively. It will not at present apply to British and American aircraft, which can land provided civilian crews and passengers have necessary entry documents and that normal flight warning signals are sent.

6. FLIGHTS OVERFLYING A.M.G. CONTROLLED TERRITORY.

When clearance is requested, under Paras. 4 and 5 above, for flights that overfly Allied Military Government controlled territory, clearance must first be obtained from this Secretariat in accordance with Para. 7 below, before the Italian Government can authorise final clearance. The Italian Government is to refer all such requests to this Secretariat, for its consideration.

4642

25th June, 1946: Reference is made to your letter AFSC/35/Air dated

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

3. The clearance procedure for foreign aircraft to and over Italy as laid down in this Secretariat's signal UX.973 dated 19th March, 1946, is cancelled with effect from 25th November, 1946, on which date the regulations stated in this letter will come into force.

4. FOREIGN AIRLINE SERVICES TO ITALY

When it is proposed to inaugurate a foreign airline service to or over Italian Government controlled territory, approval of such service will be given by the Italian Government. If it is intended to operate the service to an Allied controlled airfield in Italy the matter is to be referred to this Secretariat for a decision; in all other cases the Italian Government is authorised to make its own decision, informing this Secretariat when approval has been given.

5. INDIVIDUAL FLIGHT CLEARANCE TO ITALY

The clearance procedure in respect of individual flights to or over Italian Government controlled territory will be the responsibility of the Italian Government and will be implemented as planned in your letters AFSC/39/1/AIR dated 27th August and enclosures thereto, and 1st October, 1946 respectively. It will not at present apply to British and American aircraft, which can land provided civilian crews and passengers have necessary entry documents and that normal flight warning signals are sent.

4677

6. FLIGHTS OVERFLYING A.M.C. CONTROLLED TERRITORY

When clearance is requested, under Paras. 4 and 5 above, for flights that overfly Allied Military Government controlled territory, clearance must first be obtained from this Secretariat in accordance with Para. 7 below, before the Italian Government can authorise final clearance. The Italian Government is to refer all such requests to this Secretariat, through the Air Forces Sub-Commission, allowing adequate time for the clearance to be effected

...../Page 2.

This is now filed in 39/1/Air.
Mon.

7. CLEARANCE PROCEDURE TO ALLIED MILITARY GOVERNMENT CONTROLLED TERRITORY.

The clearance procedure in respect of flights to A.M.G. controlled territory in Italy (i.e. Udine and Venezia Giulia) applies to all foreign, including British and American civil, aircraft, and is as follows :-

All requests for clearance will be referred to this Secretariat for approval at least five days before E.T.D. and the following information given :-

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

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

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

10. Air Ministry London, and the War Department Washington, have been requested to inform all Air Attached, Military Missions and other interested parties of the new procedure and the effective date of its commencement.

11. Request you advise the Italian Air Ministry and all concerned of the foregoing, and inform this Secretariat when the new procedure has come into operation.

P E de Long *FO/KS*

for (S.J.B. HAMILTON)
Wing Commander
Secretary to The

MEDITERRANEAN ALLIED AIR COMMITTEE

Copies to :- Allied Force Headquarters G-2 Section.
G-3 Section.
G-4 Section.
G-5 Section.
H.Q., M.T.O.U.S.A. (Air Advisory Section)
British Polad.
United States Polad.
Rear Air Headquarters Italy (Air Plans)

2 copies to each addressee.

*Copy**File
H A*REPORT OF FLIGHTS ON AIR COURIER SERVICE

DATE _____ TIME _____
FLIGHT FROM _____ TO _____
AIRCRAFT TYPE _____ NUMBER _____
CAPTAIN IN COMMAND _____

- | | | |
|---|-------|----|
| 1. Was flight comfortable? | YES | NO |
| 2. Could flight have been more comfortable by change of altitude? | YES | NO |
| 3. Instructed to fasten safety belts before landing and take-off? | YES | NO |
| 4. Complete safety belts for all passengers? | YES | NO |
| 5. Did Captain check that passengers were comfortable in flight? e.g. provided with cups? | YES | NO |
| 6. Did aircrew take an interest in the passengers before and during flight? | YES | NO |
| 7. Were smoking regulations complied with in air and on ground? | YES | NO |
| 8. Were no smoking notices on display at airports? | YES | NO |
| 9. General Comments | _____ | |

SIGNATURE _____ 4641

From: Air Force Sub-Commission, A.C., Rome
To : Italian Air Ministry.
Date: 26th July 1946.
Ref : AFSC/31/2/Air.

SMOKING TOO NEAR AIRCRAFT.

It has been noted in the past by officers of this Commission on recent trips that many crew members, passengers, and ground force personnel are smoking too near aircraft for safety.

2. It is recommended by AFSC that the Commanding Officer of each base instruct all crew members and ground personnel that:

(a) No smoking will take place within 50 feet of any aircraft.

(b) No smoking signs will be placed near the exit of each aircraft after landing, during loading and unloading, and before take-off.

3. Captain in command of aircraft is responsible for instructing all passengers and crew members that no smoking be done until proper distance from aircraft.

*Air 11 Suggest you amplify this to
the Guzzoni (?), quoting me if you wish &
saying how to make his 'No Smoking' notice stands.
1/8/47*

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

WJ 26/7

4040

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

To : Italian Air Ministry.

Date: 2nd July 1946.

Ref : AFSC/31/2/Air.

REGULATIONS PERTAINING TO PILOT RATINGS.

An enclosing pamphlet of British civilian pilot ratings.

2. For further information, suggest IAM dig up different Italian prewar regulations of civil pilot's licenses, navigation licenses, and civil aircraft radio operators licenses for use in Italian civil aviation training, for they are international.

A. C. Keplinger
A. C. KEPLINGER MAJOR
AIR VICE MARSHAL,
DIRECTOR,
AIR FORCES SUB-COMMISSION.

4639

From:- Mediterranean Allied Air Committee Secretariat.
 To:- Air Forces Sub-Commission, Allied Commission, Rome.
 Date:- 7th June, 1946.
 Ref:- MAC/1018/AFALS.

Regulations Pertaining to Pilot Ratings

Reference is made to your letter AFSC/39/AIR dated 26th April, 1946 and further to this Secretariat's letter MAC/1018/AFALS dated 1st May, 1946:

2. Enclosed herewith are available as follows:-

- a) Civil Pilots Licences (C.A. Pamphlet 55 and one amendment list) - Technical examinations for Classes "A" and "B".
 b) Civil Aircraft Navigators Licences (C.A. Pamphlet 44 and one amendment list)
 c) Civil Aircraft Radio Officers' Provisional Certificates - Procedure and Examination

See 39/Air

Part 2.

Old Rome Series

3. The following publications are suggested for further study:

- i } Ministry of Civil Aviation Notices to Airmen.
 ii } Air Navigation Regulations.
 iii } Various Air publications and other E.A.S.C. publications.
 iv } Other works on sale at bookellers.

4. With regard to Para. 3 (i) arrangements can be made for these to be forwarded and it is presumed that one set will be sufficient; please inform accordingly.

5. With regard to Para. 3 (ii) also enclosed are Ministry of Civil Aviation Notice to Airmen Nos. 29/46 and 56/46 which between them give a complete list of Air Navigation Regulations and these together with any of the items mentioned in Para. 3 (iii) and (iv) can probably be obtained through E.A.S.C.

6. If it is desired to obtain any further papers relative subject matter hereof, for Italian Air Ministry, please forward detailed information accordingly.

MARVEL FISHER
 Wing Commander
 Secretary to The

4638

MEDITERRANEAN ALLIED AIR COMMITTEE



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