

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

785017

ACC

10000/135/84

10000/135/84

ROUTING OF AIRCRAFT
OCT., NOV. 1946

~~Discontinued~~

Ref 1A.

Submits that a copy of the air staff
Instruction should be sent to the I. A. M.
for their information.

2014

2.

Ordinary Power $(F|_{\text{eq}})$. Ref 1A.

Please open a new file 26 / AIR. Reading.

Air Headquarters Italy R.A.F.

Air Stoff installation

and take copies of these instructions in their
correct order.

$$\begin{array}{r} 3 \\ 4 \\ \hline 0 \\ - \\ 1 \\ \hline 1 \end{array}$$

m

A.S.O. — Action

Thro S.S.O.

→ I agree with him! & you may wish to comment
in your letter to I.A.R. on para 5 of I.A. which I think
is not quite correct in that ^{the} I.A.F.
Route 10(F) as far as Mr Brenner.

2. Suggest 1 A. goes in an airtight Safes - file as 'Roubins' file together with this inside sheet of Benjamin S.S.O. may wish to reconsider his instruction at this?

to other information

0321

14/10/46.

2.

Ordering Room (F/Sy). Ref 1A.

Please open a new file 26/AIR. heading.

Air Headquarters Study R.A.F.

Air Staff instructions

and file copies of these instructions in the covered notes.

14/10/46

3.

A.S.O. — Action

thru S.S.O.

I agree with him 1 & you may wish to comment in your letter to I.A.R. on para 5 of 1A which I think is not quite correct in that the rescue organisation covers Route 10(k) as far as he - Bremer.

2. Suggest 1A goes in an aircraft Syfy file as "Routing" file together with this minute sheet UG Kenyon S.S.O. may wish to reconsider his instruction at Para 2.

14/10.

14/10/46

M 4

DIRECTOROK. Thank you - action pl
15/10Ref your Minute 3.

- ① Propose to rename 36/AIR "Routing of aircraft and open an Organisation File for the "movements of aircraft" 354/1/Org, as movements are handled by Org III. (Lt Hogan).
- ② All Air Headquarters Italy (RAF) air staff instructions will be filed on a new file 26 AIR for easy reference and a copy of Enclosure 1A placed on 48/6/AIR. "Aircraft Safety - Mountain Rescue" for action on Para 5. (This file was originally 372/Org Mountain Rescue Italy)

Lt Hogan
15/10/46

OK Thanks
15/10 M 5
DIRECTOR

Ref your M 3. I have spoken to A.H.Q. Italy (Naval Aircraft Safety Officer) pointing out information as contained in 3A of 48/6/Air. Para 5 in 1A of this file will be amended to read no R.A.F.-organised mountain rescue facilities. Unfortunately our organisation only goes as far North as the Italo-Austrian border but I have further suggested to A.H.Q. that the French zone in Austria should be asked to cover the remainder of the route.

5098

15/10/46

16/10/46

AIR HEADQUARTERS, ITALY, ROYAL AIR FORCE, C.M.F.

AIR STAFF INSTRUCTION NO. 5 DATED

26TH NOVEMBER, 1945.

CLEARANCE OF FLIGHTS.

1. The attention of all Units is drawn to A.M.O. A.1202/45 and to Headquarters, MED/M.C. Air Traffic Instructions, Standing Orders and Procedures Section V. It will be observed that in addition to "authorisation", aircraft leaving or passing through Stations on flights beyond the local flying area have to be cleared. This is to prevent aircraft from leaving until they are in every way ready to do so. Each Station Commander is therefore to ensure that a suitable system is organised on his Station to enable this instruction to be fully implemented.
2. At Staffing Posts, staffs are provided to brief crews in signals, navigation and meteorology; at other stations, however, special arrangements may be necessary to ensure that crews are properly briefed. In the latter case it is the responsibility of the Station Commander or of his duly appointed deputy, (who may be the Air Traffic Control Officer), to see that all conditions are fit for flight before giving a crew permission to proceed.
3. On both types of Stations it is the duty of whoever has done the briefing to inform the Air Traffic Control Officer that a crew is cleared for take off. It is the duty of the A.T.C.O. to prevent an aircraft from leaving unless he is satisfied that the aircraft is fully cleared for take off.
4. In all cases where there is doubt as to the fitness of conditions for flight the Station Commander's ruling (or that of his deputy) is to be obtained.

(N.V. MORETON), G/Capt.,
Senior Air Staff Officer,
Air Headquarters, Italy,
ROYAL AIR FORCE, C.M.F.

DISTRIBUTION. - INTERNAL.

Headquarters, 239 Wing (4)
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A.I.C. Comm. Flight, Udine
R.A.F. Station, Bari
R.A.F. Station, Klagenfurt

INTERNAL.

Operations
Signals
Navigation
File: HQI/203/AIR
File: HQI/205 /AIR

5097

4. In all cases where there is doubt as to the fitness of conditions for flight the Station Commander's ruling (or that of his deputy) is to be obtained.

(N.V. MORETON), G/Capt.,
Senior Air Staff Officer,
Air Headquarters, Italy,
ROYAL AIR FORCE, C.M.F.

• **TINDEL**

Operations
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Navigation
File: AHL/
File: AHL/

5097

DISTRIBUTION. - ANNUAL.

Headquarters,	239 Wins	(4)
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Air Traffic Control, A. T. Uding
R.A.F. Station, Uding

A. H. Q. COM. FLIGHT, Uline

Station, Bari

Rev. E. S. Wilson, Station, Dayton, Ohio

R. A. F. Sutton, Clamping

No. 225 3 undren

110. 654 (A.O.P.) 3,4,5-trimethoxy-

T.H.O. Com. Flight, Mercion

Austria Cod. Miltb, Mager

Austria, Can. Flight, Vienna

A. F. S. C. No. 2 (2)

www.beljx.be

A.A. Prokhorov

1875

0325

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

785017

6A

131200

AIR FORCES SUB COMMISSION, A.C. ROME

AIR COMMODORE TUTTLE - A.C.C. RAF GHERCE

UNCLASSIFIED

ODON FOUR EIGHT PD ITALIAN AIRCRAFT ~~2424~~ SUGAR MIKE NINE FIVE PICKING UP
ITALIAN REFUGEES ON NOVEMBER ONE FIVE PD APPROXIMATE BASTY THREE ABLE ONE ONE
ZERO ZERO PD WOULD BE GRATEFUL IF NORMAL ROYAL AIR FORCE FACILITIES COULD
BE MADE AVAILABLE

5096

ROUTINE

ORGANISATION

A. C. MERRIN, F/O

426

I. E. BRODIE, A.V.M.

5A.

From: Air Headquarters Italy, R.A.F., C.M.F.
To: Headquarters A.F.S.C. Allied Commission, Rome. —
Copy, Headquarters, MED/ME
Date: 2nd November 1946.
Ref: AHQI/ 516/NAV.

RANAD.

3A.

Reference your letter AFSC/36/Air dated 25th October 1946,
the contents have been noted at this Headquarters.

2. The system, as suggested, should prove satisfactory and
has the approval of this Headquarters.

F.C. Mays
F.C. MAYS. F/Lt.
Senior Nav. Officer.
Air Headquarters,
R.A.F. ITALY. C.M.F.



13/11

R. Mays

5095

Ministero degli Affari Esteri

Rom/To

36 Air. 11A.
6/3321/1293

MEMORANDUM FOR THE ALLIED COMMISSION

SUBJECT: Flight clearance for Danish aircraft.

1. Further to this Ministry's memorandum n.6/3266/12771 dated October 22nd, 1946.

2. The Danish Legation has advised this Ministry on the 28th of October of the following:

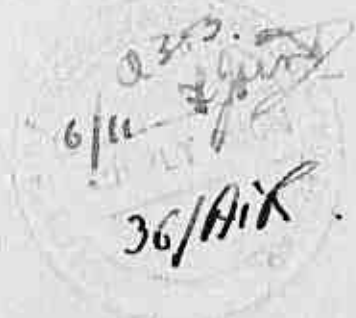
a) owing to bad landing conditions of the airport at Linate, the Danish aircraft OY-DFA was to attempt a landing there but probably would not succeed.

b) should the landing be impracticable, the DDL intended to effect only two direct flights from Copenhagen, on October 26th and 29th respectively, with a freight of artificial silk and textiles, and the following crew: Lead-pilot Niels Buchhave, mechanic Alfred Wichmann, radio-operator Jean Blomgren.

c) the flights were to be effected by Dakota aircrafts of the DDL, OY-DDE.

d) a flight clearance over Italian territory, with landing at the airport of Orio al Serio, near Milan, was requested, together with assignment of gasoline. *AK*

Rome, November 1st, 1946.



3A.

FROM : A.F.S.C. ROME.
TO : Air Headquarters, ITALY, C.M.F.
DATE : 25th OCTOBER, 1946.
REF. : A.F.S.C./36/Air.

RAVAD.

Reference is made to your letter AHQI/516/Nav. dated 14th October 46.

On Thursday 24th October a conference was held between the undersigned, the Senior Operations Officer at Ciampino (S/Lt. Owen) and Colonel Del Monte, officer commanding Italian Aircraft Safety Centres. At this meeting an amendment list to existing R.A.M.A.D. documents relating to Italian operated Airfields was prepared and signalled to R.A.M.A.D. section M.E.D.M.E.

It was further arranged that all serviceability signals for Italian Airfields and radio facilities will be passed through the Central Italian Aircraft Safety Centre at Centocelle to R.A.F. Ciampino for onward transmission.

The Aircraft Safety officer from A.F.S.C. will make a periodical check of all such signals and generally keep a watching brief on all R.A.M.A.D. matters.

Your concurrence of the above mentioned system is requested.


F. REID F/IT.
AIRCRAFT SAFETY OFFICER
AIR VICE MARSHAL
DIRECTOR
AIR FORCES SUB COMIN 5093

Copy to : H.Q. R.A.F. MEDME.

RANAD.

Reference is made to your letter ANCI/516/Nov. dated 14th October 46.

On Thursday 24th October a conference was held between the undersigned, the Senior Operations Officer at Ciampino (S/Lt. Owen) and Colonel Del Ponte, officer commanding Italian Aircraft Safety Centres. At this meeting an amendment list to existing R.A.N.A.D. documents relating to Italian operated Airfields was prepared and signalled to R.A.N.A.D. section M.E.D.M.E.

It was further arranged that all serviceability signals for Italian Airfields and radio facilities will be passed through the Central Italian Aircraft Safety Centre at Centocelle to R.A.F. Ciampino for onward transmission.

The Aircraft Safety officer from A.F.S.C. will make a periodical check of all such signals and generally keep a watching brief on all R.A.N.A.D. matters.

Your concurrence of the above mentioned system is requested.

[Signature]
T. REID F/Lt.
AIRCRAFT SAFETY OFFICER
AIR VICK MARCHAL
DIRECTOR
AIR FORCES SUB COMMISS

for

5093

Copy to : H.Q. R.A.F. MEDAE.

[Signature]
28/10

[Signature]
28/10

[Signature]
28/10

0330

36/Air 2A

From: Air Headquarters, Italy, C.M.F.
To: A.F.S.C., Rome. (Attn. F/L. Read).
Date: 14th October, 1946.
Ref: AHQI/516/NAV.

RANAD.

With reference to conversation you had with F/O. CLARKE of H.Q., MED/ME., it would be considered of great help to the RANAD system of briefing if you would forward direct to the Ranad Section, H.Q., MED/ME, information in respect of Italian controlled airfields in this theatre.

Brown PL

Flight Lieutenant,
Senior Navigation Officer,
Air Headquarters, Italy.



AIR II

Their request is very vague. What information do they require? When you given details during your conversation with F/O Clarke. 24/10

1A

AIR HEADQUARTERS, ITALY, ROYAL AIR FORCE, C.M.F.
AIR STAFF INSTRUCTION NO. 2 DATED
1ST OCTOBER, 1946.

AIRCRAFT ROUTING.

1. Aircraft engaged on travelling flights within the jurisdiction of A.H.Q. Italy are normally to fly on the undermentioned routes.
2. This Headquarters is to be informed before any other flights are planned.
3. This order does not apply to local flying or to Cross Country Flights arranged for training purposes.
4. Should circumstances occur which necessitate deviation from these routes during flight the reasons are to be reported on landing.
5. As there are no mountain rescue facilities on Route 100 crews are recommended to use the alternative routes for preference, but if used a safety height of at least 14,000 feet is to be flown.

6. ROUTES.

- | | | |
|-------------------------|--|--------|
| 1. <u>Udine/Rome.</u> | Udine - Mestre - Ciampino. | |
| 2. <u>Rome/Naples.</u> | Ciampino - Terracina - Naples. | |
| 3. <u>Naples/Bari.</u> | Naples - Benevento - Bari. | 10/100 |
| 4. <u>Udine/Bari.</u> | Udine - Mestre - Ancona - Bari. | 10/100 |
| 5. <u>Bari/Athens.</u> | Bari - O'Tranto - Cape Doukaton -
Cape Papas - Cape Dhirepanon -
Corinth - Hasani. | 10/100 |
| 6. <u>Udine/Pisa.</u> | Udine - Mestre - Pisa. | 36/air |
| 7. <u>Udine/Istres.</u> | Udine - Genoa - Isle d'Hyeres -
Istres. | |
| 8. <u>Rome/Istres.</u> | Rome - Cape Corse - Isle d'Hyeres -
Istres. | |
| 9. <u>Naples/Malta.</u> | Naples - C. Campennella - C. Polero -
C. Passero - Malta. | |
| 10. <u>Udine/U.K.</u> | Udine - Genoa - Isle d'Hyeres -
Istres - Beachy Head. | |

2. planned.

3. This order does not apply to local flying or to Cross Country flights arranged for training purposes.

4. Should circumstances occur which necessitate deviation from these routes during flight the reasons are to be reported on landing.

5. As there are no mountain rescue facilities on Route 100 crews are recommended to use the alternative routes for preference, but if used a safety height of at least 14,000 feet is to be flown.

6. ROUTES.

1. Udine/Rome.

2. Rome/Naples.

3. Naples/Bari.

4. Udine/Bari.

5. Bari/Athens.

6. Udine/Pisa.

7. Udine/Istres.

8. Rome/Istres.

9. Naples/Malta.

10. Udine/U.K.

(a)

Udine - Genoa - Isle d'Hyeres - Istres - Beachy Head.

(b)

Udine - Hermagor - Klagenfurt - Graz - Friedberg - Wiener Neustadt - Schwechat - Linz - Munich - Beachy Head.

(c)

Udine - Trento - Merano - Brennero - Innsbruck - Munich - Beachy Head.

11. Udine/Germany.

as for 10.

12. Udine/Zeltweg.

Udine - Hermagor - Klagenfurt - Zeltweg.

12.....

See item 3. 14/10

Now passed info by telephone
to P. H. B. K.

Chubb 14/10.

Udine - Mestre - Ciampino.

Ciampino - Terracina - Naples.

Naples - Benevento - Bari.

Udine - Mestre - Ancona - Bari.

Bari - O'Tranto - Cape Doukaton - Cape Papas - Cape Dhirepanon - Corinth - Hasani.

Udine - Mestre - Pisa.

Udine - Genoa - Isle d'Hyeres - Istres.

Rome - Cape Corse - Isle d'Hyeres - Istres.

Naples - C. Camperella - C. Polero - C. Passero - Malta.

Udine - Genoa - Isle d'Hyeres - Istres - Beachy Head.

Udine - Hermagor - Klagenfurt - Graz - Friedberg - Wiener Neustadt - Schwechat - Linz - Munich - Beachy Head.

Udine - Trento - Merano - Brennero - Innsbruck - Munich - Beachy Head.

as for 10.

Udine - Hermagor - Klagenfurt - Zeltweg.

12.....

See item 3. 14/10

Now passed info by telephone
to P. H. B. K.

Chubb 14/10.

Udine - Mestre - Ciampino.

Ciampino - Terracina - Naples.

Naples - Benevento - Bari.

Udine - Mestre - Ancona - Bari.

Bari - O'Tranto - Cape Doukaton - Cape Papas - Cape Dhirepanon - Corinth - Hasani.

Udine - Mestre - Pisa.

Udine - Genoa - Isle d'Hyeres - Istres.

Rome - Cape Corse - Isle d'Hyeres - Istres.

Naples - C. Camperella - C. Polero - C. Passero - Malta.

Udine - Genoa - Isle d'Hyeres - Istres - Beachy Head.

Udine - Hermagor - Klagenfurt - Graz - Friedberg - Wiener Neustadt - Schwechat - Linz - Munich - Beachy Head.

Udine - Trento - Merano - Brennero - Innsbruck - Munich - Beachy Head.

as for 10.

Udine - Hermagor - Klagenfurt - Zeltweg.

12.....

See item 3. 14/10

Now passed info by telephone
to P. H. B. K.

Chubb 14/10.

-2-

7. Aircraft on route from UDINE to ZELTING are to take great care to fly closely to the route laid down and not to fly over Yugoslav occupied territory.

(N.V. MONTON), C/Capt.,
For Air Vice Marshal,
Air Officer Commanding,
Air Headquarters, Italy,
ROYAL AIR FORCE, G.M.F.

DISTRIBUTION.

R.A.F. Station, Udine
R.A.F. Station, Ciampino
R.A.F. Station, Bari
R.A.F. Station, Mercurio
R.A.F. Station, Schwechat
R.A.F. Station, Klagenfurt
Headquarters, No. 239 Wing
Headquarters, No. 244 Wing
Headquarters, No. 324 Wing
No. 225 Squadron
No. 654 A.C.F. Squadron
A.I.C., Rome
A.I.C. (Rear) Italy, Caserta.
File: HQI/205/AR
File: HQI/205/AR

5091

0 3 3 4