

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

785017

ACC

10000/135/94

FORE
JAN.

10000/135/94

FOREIGN CIVIL AVIATION POLICY
JAN. 1946 - JAN. 1947

TO: A.D.C.
S.S.O. - *Aug 26/11*
Air I
Org. I

Min. 20

Colonel Cros, French Air Representative to the Allied Commission, visited my office on Saturday, 23rd November, 1946, to discuss our issued directive 23A to which he strenuously objected. His objections were that his Government did not mind asking the Allied authorities for permission to fly over or land on Italian Government controlled territory but for them to ask permission from the Italian Government was unreasonable. It was his opinion that the French Government will not stoop to seek permission from the Italian Government for French aircraft to make landings on Italian controlled territory while the Peace Treaty is not in effect.

He cited that should the French Government refuse the Italian authorities to make aircraft landings on French controlled territory, this directive (23A), in turn, gives the Italian authorities the power to act unfavorably on French requests. I believe that this was his primary objection to the directive. I stated that Italian aircraft cannot enter other foreign countries unless approved by higher authorities with the proviso that the respective foreign countries involved have concurred to the flight.

He then further cited that the French aircraft should be accorded the same treatment as British and American aircraft. I politely informed him that it was not my position to decide on this issue but if he wishes to force the matter any further it would be best to make his grievances known in writing to this Sub-Commission or the Chief Commissioner. In turn we will present his grievance to higher authorities for a decision on the subject.

This, he said, he may do or else he will instruct the French Commission at Caserta to register a complaint against this directive with the AFHQ authorities.

25 November, 1946

5003

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

19.

Entered on file of 24 Nov 23A for Air Report &

Weekly comic cut-21

W. 24/11

Min. 20

TO: A.D.C.
S.S.C. - *my 26/11*
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25 November, 1946

5003

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

D.D. - 42m 11/11/46
3.S.C. - my 26/11
Org (for info) put Hamilton (DANC) and 23A Hewitt (y3 AFHQ) & recommended
that 23A para 5 should be amended to apply to all individual flights and that the best solution be decided. No action by us is to be taken, however, and AFHQ should not be told as that might embarrass AFHQ.
2. Today I told C.C. of French representative's reaction (at 23A) which he had not time to read. FCB 5/12.

8A

M.18AIR III.

Would you please see Enclosure 18A.

Would you contact the Italian Air Ministry and find out if they have a not clear idea as to what action they will take in respect of aircraft landing on the airfields which have not been properly cleared. Any plans they may have should be submitted to us in writing and then, if approved, embodied in the overhaul plan of action.

Chitabrew

C.M.M. GRECE, W/Cdr,
Air I

5th September 1946.

5802

M.19

M. 16.

550

(Ry. 15A, 16A)
(for H12/15)

This and concluded that the information is sufficient with the exception of Para 5 of 16A which could be changed so that the Rep. at AFE be notified sooner.

Lt. Staggan, Div III

M. 17

Div III H12

Ref M. 16.

Please see me with reference to the composition of the Civil Aviation Officer. Consider one officer as civilian (English speaking) with a secretary should be sufficient.

Is it proposed to have them in Special Officer with you as what is the alternative?

W. J. Staggan
25. 8. 46

5801

1712

D (BF 15/8)

D/D:

Li Haggan: Asa.

Ref #7 A.

Suggested a conference with personnel of Directorate of Civil Aviation. 1. A.M. after they have had time to study MAAC request and consider a policy. Li Haggan to notify I.A.M. contents of #7 A and arrange for the subsequent meeting.

Ref #7 A
10/2/48

13.

D.D. 7/2/48

Wm SSO.

Ref #12.

I agree that conference should be held with the Air Ministry, the I.A.M. draft letter mentioned in 12th para 2 being the basis for discussion. Plans have arranged.
2. As regards 13th, have copies sent to MAAC, (B) & (A) Ambassadors?

13/8

p.s. Does 11th apply to scheduled services as well as to special flights?

MS Dir.

MS

Director
S.S.O.
~~Air~~

Min. 14

5793

I spoke to W/C Wormsley, M.A.A.C., and he confirmed that 11A pertains only to special flights. Applications for regular scheduled airlines to Italy must be submitted to M.A.A.C. Secretariat,

the study MAREC request and consider a policy.
his began to verify I.A.N. contents of #11 and
arrange for the subsequent meeting.

10/2/48

13.

D.D. 781120/6

Wm SSO.

Ref Min 12. I agree that conference should
be held with the Air Ministry, the I.A.N. draft letter mentioned
in 12th para 2 being the basis for discussion. Please have arranged.
2. As regards 13th, have copies sent to MAREC, (B) & (A) Ambassadors?

13/8

p.s. Does 11th apply to scheduled services as well as to
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14

Min. 14

Director
S.S.O.
Air-III

5799

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11A pertains only to special flights. Applications for regular
scheduled airlines to Italy must be submitted to M.A.A.C. Secretariat,
for approval.

20 August, 1946

Frank E. Marek, LT. COL
Deputy Director

15.

D.D. End 16th seems O.K. to me; last para of 15th requires
clarification & mention in final draft of 16th.
2. Will you send copy of final draft to MAREC for approval
in accordance with 12th para 2.
3. Suggest you ask I.A.N. to confirm with Foreign Ministry
that they agree before submission of final draft to
M.A.A.C. 10/2/48.

12M
10/8
D.D.

10.

Please see Min 7.

As regards 9^a & bearing in mind the trouble which has just arisen over procedure & vagueness with Spanish scheduled service, please check that French will ^(or have submitted) submit details to us (& us to 179AC) ~~before~~ for final approval ~~before~~ which is necessary before the French inaugurate their service.

8/8.

10/8
Det.

Min 11

TO: Director 10/8/46

S.S.O.

S.L.O.

~~Air III~~ ~~Head~~

I spoke with Col. Cross, French Air Representative to Alcom on 10/8/46 and informed him that before final approval can be granted to the commencement of the French Civil Airlines to Italy, a copy of the final contract with the Italian Government must be submitted to this Sub-Commission. Also confirmation must be made that detailed arrangements have been made with the proper Allied officials if it is intended to utilize an Allied controlled airfield for the operations of the French Civil Airlines to Italy.

Copy of Min 11 filed in AF30/61/Air,

Frank E. Marek
FRANK E. MAREK, Lt. Col.
10 August, 1946.

5797

SSO. Has any reply been rec'd from DAAC, to 3A.
 The 24th May is a long time ago & DAAC should long
 since have been chased - if no reply made.

24/7

M7 Div

AGE. Ref MB
 enclosure 9A 61/AIR refers.

M7

W. Gorman: ofc
 26/7/42

SSO. 8.
 Ref Min 627, suggest copy of 2A on 61/AIR be placed on
 this file & that 3A be submitted to WRAF will be 9A on this
 file - unless it seems to refer back or forward at a later date.
 And 82 9A say on 7/8 for clearing.
 24/7 M7 Div.

9.

5700

AGE. Agreed also by
 WRAF. Dated 1/8/42

Ref minute 8.

MAAC are preparing a Staff Study on 3A.
 Said that an letter 3A was sent in

Wm

1

Enclosure 9A 61/AIR supers.

W. E. Farmer. Jfk
26/7/41

055

6

Ref. Nini 6K7, suggest copy of 4A on 61/Air be placed on this file & that 3A be converted to 2A will be 9A on this file - makes it easier to refer back or forward at a later date. And BT 9A only on 7/8 for chasing. 100

247

Mr. Dwy.

5795

~~NO~~

Agreed also by
Wm. D. D. and J. D. D.

Ref number 8:

MAAC are preparing a Staff Study on 3A. David took an letter 3A was sent in order to have a standard policy for Foreign Civil Aviation. If MAAC is SAC/MED wished to simplify the procedure and make it easier for the Airlines, we were in agreement.

97/8/2
The master

AGL.
AIR I 75M
24/5

M3

Enclosure 2A in the letter referred to in the Italian memorandum of Air activity of Foreign countries". It does not give a good deal of positive guidance.

Have established that there has been no diversion from MAAC by the Fisher and that it is their policy to encourage foreign airlines.

Enclosure 3A is a draft letter to MAAC for your

comment.

reformatory
24.5.46

M4

Air III

Please take necessary action on 6A. Coordinate with 550.

J. K. Smith, #4
8 July 46.

5.

NOTE on 6A

The Italian Government have submitted their overall requirements for Customs and Immigration posts at Allied airfields.

Letter from the AIR MINISTRY to AFSE and from AFSE to MAAC Secretariat on 29 Aug. Enclosure.

positive guidance.

Have established that there has been no distinction
issued from MAAC by WFC Fisher but that it is
their policy to encourage foreign airlines.

Enclosure 3A is a draft letter to MAAC for your
comments.

W. J. J. J. J. J.
24.5.46

M 4

Air III

Please take necessary action on 6A. Coordinate
with 550.

J. K. J. J. J. J. J.
5 July 46.

5.

NOTE on 6A

The Indian Government have submitted their
overall requirements for Customs and Immigration
posts at Orissa airfield.

Letter from the AIR MINISTRY to AFSC and from AFSC
to MAAC Secretariat are in 39 a/c. Enclosure.
63A and 64A.

W. J. J. J. J. J.
25.7.46

172

AOC

Ref 176.

Colonel Wright and I are not very clear on the Civil Aviation policy and would like to discuss it with you.

At present the Italian Government have been permitted to organise and run internal civil

air lines: these they seem to be arranging by contract with U.S. and British airlines subject to approval by S.A.C.M.E.D.

In approval limited to one or two companies which are Government controlled and owned or can anyone (ie) Lombardi, who has aircraft, arrange to run a small feeder line with LMS? *Effect approval over any number of airlines subject to that he has full money permit.*

For outside airlines I assume that all Government approach their Headquarters first with their general plan of operation. We would not let and pass it on to S.A.C.M.E.D. for approval and then hand over the detailed organisation and any negotiation to the Italian Government for discussion and an

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 and lines: these they seem to be arranging
 by contract with U.S. and British airlines
 subject to approval by S.A.C.M.E.D.

Is approval limited to one or two companies
 which are government controlled and owned
 or can anyone (ie) Lombardi, who has
 aircraft, arrange to run a small feeder line
 with LMS? *Would approval also apply to aircraft and lines
 that he is first in line for.*

For outside airlines I assume that all
 governments approach their Headquarters first
 with their general plan of operation. We
 would not let and pass it on to S.A.C.M.E.D. for
 approval and then hand over the detailed
 organization and any negotiation ~~on~~ to the
 Italian Government for discussion and an
 amicable settlement with the other government.

I assume that from this stage onwards we
 are not involved except for a major change in
 the original proposal.

~~When we have~~ I think what Calvert should
 write to Casella and obtain a more precise
 policy from them for us to follow in particular

one that will give the Italian government
more control over movement of nationals other
than arrest military personnel and a
check on the importation of goods.

W. J. J. J. J.
21/5/46

Min. 6.

TO: DIRECTOR
S.S.O.

Ref. 134, the position of foreign civil airline to Italy are as follows:

SWITZERLAND: Approval in principle granted by AMHQ letter dated 23rd August 1945. Final authority is being held in abeyance pending receipt of detailed plans from the Italian Government and Swiss Legation. Mr. Sulzer of the Swiss Legation at Rome was recently contacted on the current position of this project and stated he will again query the Swiss Government if they still intend to carry out the original plan. Correspondence relating to the above project is filed in AFSC/39/AIR with the following markings - 27A, 47A, B.C.D & E, 88A & B, 90A, 91A, 92A, B, C & D, 97A, 100A, 103A, 105A, 109A and 112A.

SWEDEN: The A.B. Aerotransport Civil Air Company is operating a weekly air service between Stockholm and Rome. Reference - 80A, 92A, 109A, 116A, 120A, 121A and 122A, file AFSC/36/AIR, Part I.

HOLLAND: No Dutch Civil Airline to Italy has been established to this date. However, the K.I.M. Civil Air Corporation have made application to make commercial landings in Rome and Naples. Letter has been written (ref. 112A, AFSC/39/AIR) to M.A.A.C. Secretariat for comment on this project before advising the Royal Netherlands Foreign Office at Rome to approach the proper officials in arranging final details for the commercial landings referred to above. Currently, the Royal Netherlands Government Air Transport aircraft are only making "technical landings" at Pomigliano Airfield, Naples (Ref. 168A & 169A, AFSC/36/AIR).

FRANCE: No written proposals to establish a French Civil Airline to Italy have been received although it has been verbally ascertained from Colonel Cross, French Air Representative to Alcom, that plans are being formulated to this effect.

SPAIN: Proposals to establish a Spanish Civil Airline to Italy have been received and relayed to M.A.A.C., Secretariat. Reply has been received that this matter has been referred to the Political Advisors at AMHQ and that we will be informed of any further developments. 579
Ref - 2A, 3A and 10A, file AFSC/39/AIR.

IRELAND: No correspondence or information available relating to the establishment of a civil airline between Ireland and Italy.

B.C.A.C.: Reference - 136A, 167A and 189A, file AFSC/30/AIR.

T.W.A.: Diligent search through the files fail to disclose any correspondence on T.W.A. Airlines between U.S.A. and Italy.

as follows:

SWITZERLAND: Approval in principle granted by ATIQ letter dated 23rd August 1945. Final authority is being held in abeyance pending receipt of detailed plans from the Italian Government and Swiss Legation. Mr. Sulzer of the Swiss Legation at Rome was recently contacted on the current position of this project and stated he will again query the Swiss Government if they still intend to carry out the original plan. Correspondence relating to the above project is filed in AFSC/59/AIR with the following markings - 27A, 47A, 47A, 3.C.D & E, 80A & B, 90A, 91A, 92A, B, C & D, 97A, 100A, 103A, 103A, 109A and 112A.

SWEDEN: The A.B. Aerotransport Civil Air Company is operating a weekly air service between Stockholm and Rome. Reference - 80A, 92A, 100A, 116A, 130A, 121A and 123A, file AFSC/56/AIR, Part I.

HOLLAND: No Dutch Civil Airline to Italy has been established to this date. However, the K.L.M. Civil Air Corporation have made application to make commercial landings in Rome and Naples. Letter has been written (ref. 12A, AFSC/53/AIR) to M.A.A.C. Secretariat for comment on this project before advising the Royal Netherlands Foreign Office at Rome to approach the proper officials in arranging final details for the commercial landings referred to above. Currently, the Royal Netherlands Government Air Transport aircraft are only making "technical landings" at Pomigliano Airfield, Naples (Ref. 168A & 169A, AFSC/36/AIR).

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IRELAND: No correspondence or information available relating to the establishment of a civil airline between Ireland and Italy.

E.O.A.C.: Reference - 186A, 187A and 189A, file AFSC/33/AIR.

T.W.A.: Diligent search through the files fail to disclose any correspondence on T.W.A. Airlines between U.S.A. and Italy.

2. No record can be traced that I.A.M. letter No. 165 dated 13th January 1946 has been received at this Sub-Commission. However, the contents of the above letter are quoted and I believe we should follow the recommended procedure.

- 3 -

3. With reference to the paragraph "Imperfect Italian Control over Foreign Air Services", it is believed that the Italian Government have representatives on Allied controlled Airfields where foreign aircraft are authorized to make landings in order to enforce customs inspections and determine that all personnel have the required visas. This has been corroborated, insofar as it pertains to Ciampino Airfield where most foreign aircraft make landings, when I spoke with Captain Edwards (Base Adjutant) and learned that ten Italian Agents are assigned to Base Headquarters to inspect all foreign aircraft and personnel making landings at Ciampino Airfield.
4. Your comments to the recommendations outlined in 13A are respectfully requested.

21 May 1946

Paul E. March
Paul E. March
LT. COL. AIR I

5791

441A

From : Italian Air Ministry
General Directorate of Civil Aviation and Air Transport
Legal Division

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

Date : 28th November 1946

Ref. : 6854/3890 Coll.

Subject: REGULATIONS FOR THE ADMISSION OF FOREIGN
CIVIL AIRCRAFT INTO ITALY

Further to your letter of the 10th November, we have drawn up a set of regulations to control the admission of foreign civil aircraft into Italy. These are appended for your perusal

Your letter of the 6th September having passed the responsibility onto the Italian Authorities we propose to appoint a director of the civil airports at the Roma (Ciampino), Naples (Capodichino) and Catania aerodrome, with as his functions assisting the Allied Commanding Officer for the carrying out of the agreed procedure.

Before action on the above, we await the approval of your Allied Commission.

for the Minister
CACOPARDO

57 93

Translated by Mr. P.W. BURTON

*Rechecked by A. Caciopardo
Chit.*

1125

libB.

AIR MINISTRY (ITALIAN)
GENERAL DIRECTORATE OF CIVIL AVIATION AND AIR TRAFFIC

REGULATIONS
FOR THE ADMISSION OF FOREIGN CIVIL AIRCRAFT INTO ITALY

=====

Rome 25th November 1946

Effective the 25th November 1946 the admission of foreign civil aircraft into Italy is to be subject to the following regulations:

A) Managing of foreign airlines on Italian Territory

1) The creation and managing of foreign airlines in Italy is subject to the Italian Government's authorisation.

This authorisation is to be obtained by the foreign diplomatic authorities concerned from the Italian Ministry of Foreign Affairs.

2) In the request to the Foreign Ministry the following information is to be given:

- a) The route of the line, with a list of the airports at which a call is foreseen.
- b) The recognition roundels and all other recognition features of the aircraft are to be described.
- c) The names of the crew.
- d) The inauguration date of the airline, the time-table and frequency.
- e) All other points of interest concerning the managing of the airline.

5134
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3) When the request is received by the Ministry of Foreign Affairs, the Air Ministry (General Directorate of Civil Aviation and Air Traffic) will be notified and in its turn, when the airline plans to land on Italian airports, which are under the control of the allied authorities, will forward the matter for perusal by the Allied Commission. The decision will be commu-

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- 4) When the request has been approved, the Air Ministry will advise the organisations and airport concerned of the inauguration date of the airline and any further particulars of interest to them.

5) Due to the present status of Italy the authorization is purely temporary, and, is only given on the agreement, that as soon as the conditions allow it, a bilateral agreement is to be substituted to it, in which, the transactions relative to the managing of civil airlines between Italy and the foreign countries that has requested the authorization are, to be on a purely reciprocal basis. The above is without prejudice to any future and different agreements that the Italian Government may request; and valid only so long as the Italian Government is not in a position to operate reciprocal airlines.

B) Occasional flights of foreign aircraft over the Italian Territory.

1) Flights over Italian Territory and landings in Italy in the cases of aircraft not part of an airline, must be authorized by the Italian Government. Airlines have been dealt with at Para A. The request must be submitted to the Ministry of Foreign Affairs, at least five days prior to the anticipated date of the flight. This request is to be made by the diplomatic or consular representatives of the country of which the aircraft has the nationality. These provisions do not apply to aircraft of British or American nationality.

2) The following particulars are to be listed in the request:

- a) The purpose of the flight
- b) A description of the roundels and recognition features of the aircraft.
- c) The names of the captain, the crew and passengers, if any
- d) Date of arrival on Italian territory and date of departure from the said territory.
- e) The flight plan, with a list of the Italian airports at which a call is to be made.
- f) The cargo; a warning is hereby given that the transport of arms, munitions, explosives, photographic and cinematographic equipment is forbidden;

3) On receipt of the request, the Ministry of Foreign Affairs will notify the Air Ministry, General Directorate of Civil Aviation and Air Traffic, by means of an urgent telephone message (fonograma urgente).

4) To facilitate liaison with the Allied Sub-Commission on these matters, a delegation of the General Directorate of Civil Aviation and Air Traffic will be attached to this Sub-Commission; this new office is to be known as "Civil Aviation Office attached to the AFSC".

5788

and valid only so long as the Italian Government is not in a position to operate reciprocal airlines.

B) Occasional flights of foreign aircraft over the Italian Territory.

- 1) Flights over Italian Territory and landings in Italy in the cases of aircraft not part of an airline, must be authorised by the Italian Government.
Airlines have been dealt with at Para A.
The request must be submitted to the Ministry of Foreign Affairs, at least five days prior to the anticipated date of the flight.
This request is to be made by the diplomatic or consular representatives of the country of which the aircraft has the nationality. These provisions do not apply to aircraft of British or American nationality.
- 2) The following particulars are to be listed in the request:
 - a) The purpose of the flight
 - b) A description of the roundels and recognition features of the aircraft.
 - c) The names of the captain, the crew and passengers, if any
 - d) Date of arrival on Italian territory and date of departure from the said territory.
 - e) The flight plan, with a list of the Italian airports at which a call is to be made.
 - f) The cargo; a warning is hereby given that the transport of arms, munitions, explosives, photographic and cinematographic equipment is forbidden;
- 3) On receipt of the request, the Ministry of Foreign Affairs will notify the Air Ministry, General Directorate of Civil Aviation and Air Traffic, by means of an urgent telephone message (fonograma urgente) 5738
- 4) To facilitate liaison with the Allied Sub-Commission on these matters, a delegation of the General Directorate of Civil Aviation and Air Traffic will be attached to this Sub-Commission; this new office is to be known as "Civil Aviation Office attached to the AFSC".
- 5) On receipt of the message from the Ministry of Foreign Affairs, the General Directorate of Civil Aviation will notify the Civil Aviation Office attached to the AFSC., by means of an urgent telephone message (fonograma urgente); the latter will notify the Allied Sub-Commission.
where the request for flight authorisation lists one or more of the airports under Allied control, as ports of call, the Civil Aviation Detachment must insure that the Allied authorities see no objection to the aircraft making a landing at these aerodromes;
- 6) The authorisation of the AFSC having been received, when it is required

- 3 -

the General Directorate of Civil Aviation:

- a) Will notify it's decision to the Ministry of Foreign Affairs, by means of an urgent telephone message, these to be notified to the interested parties by the letter.
 - b) Will notify it's decision to the Civil Aviation Detachment at the A.F.S.C., to be forwarded on to the Allied Sub-Commission and the Mediterranean Allied Air Commission.
- 7) Notification to the airports concerned will be made:
- a) By the Office of Civil Aviation attached to the A.F.S.C., in accordance with instructions as issued by the A.F.S.C. when these airports are under the control of the Allied Authorities.
 - b) By the General Directorate of Civil Aviation and Air Traffic when the airports are under Italian control.

C) Control Service

In accordance with the provisions included herein?

In the cases of special flights or flights by airlines, the Airport Air Authorities must insure whether these have been authorized on a regular schedule, or for single flights. They must cooperate with the police and customs authorities in the attendance to their respective responsibilities.

When the regulation, listed above, have been infringed the Airport's Air Authorities must request further instructions from the Air Ministry, General Directorate of Civil Aviation and not consent to the aircraft's journey being continued until these instructions have been received.

The Minister
M. CINCOLANI

Translated by Mr. F. W. BURTON

5107

43A Air Force
INCOMING MESSAGE

HEADQUARTERS ALLIED COMMISSION

Originator's Reference: UX/81156

Message Centre No: H/8914

Date/Time of Origin: JAN 031210Z

Date Time Rec'd: JAN 031900

Precedence: ROUTINE

FROM: USAFE

TO: ALCOM MA ROME

UNCLASSIFIED:

The following message from War extract of cable from Military Attache is quoted for your information and compliance. The Spanish air ministry request the following information on all flights of US military aircrafts flying of US military aircrafts flying into Spain. " Number and type aircraft".

" Name and rank all crew members".

" Name and rank all passengers and 72 hours prior notice of flight".

" Date of arrival".

"Eta airport of intended landing"

" Duration of stay in Spain ".

"Date intended departure , and reason for flight".

AC DIST

ACTION : AIR FORCE

INFO : CHIEF COMMISSIONER

EX COMR

FLOAT

FILE

ACTION

5786

A.12 EM.

39/1/1970

42A

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

To : R.A.F. CIAMPINO, C.M.F.
A.HQ, R.A.F., ITALY - C.M.F.

Date : 23rd January, 1947.

Ref. : AFSC/39/1/AIR.

APPRECIATION FROM FRENCH REPRESENTATIVE A.C.
ROME

A letter has been received from the French Representative of the Allied Commission thanking the RAF at Ciampino for the hospitality shown towards visiting French crews, and in particular the reception accorded the twice weekly French Military Courier Line.

A. C. Smith

A. C. SMITH, R/Lt.,
AIR VICE MARSHAL,
DIRECTOR,
A.F.M.C.

5735

TRANSLATION.

41A(e).

ALLIED COMMISSION,
ITALY.

17th January, 1947.

The French Representative.

Le Capitaine de Vaisseau
HERON de VILLEFOSSE,
French Representative to the
Allied Commission

No. 3156/23.

to

Air Vice Marshal BRODIE,
Director of the Air Forces
Sub-Commission.

- 37A

1. I am in receipt of your letter 6134/23 of January 14th 1947.
2. On the same day I reminded the interested French Services of the conditions prevailing for the obtaining of the necessary clearances for the purpose of flying over Italian territory. I insisted on the point that a delay of five days should be respected except in cases of urgent necessity.
3. It is understood that the demands for clearances of French Military aircraft will be transmitted to you through my office or that of the British Air Attaché in Paris, as pre-arranged; the clearances for civil aircraft are initially requested by the French Embassy to the Italian Government. These conditions were applied to the flights in January which you mention, with, it must be recognised, occasional too short notice due to the urgency imposed. In particular, I must point out that the flight which took place on January 7th was that of a military Glenn Martin destined to the transport to France of General Le Conteulx de Caumont, on leaving his Command in Rome.
4. I take this opportunity to thank you for the hospitality shown towards our visiting crews by the British Section at Ciampino and in particular the reception accorded our twice weekly military courier line.

Refer to RAF Camp
Copy to HQ Italy.

(309) DE VILLEFOSSE.

Orig! For action
for comment (Hany)

and also

JEB 24/1

and July



5784

COMMISSION ALLIÉE
EN ITALIE

Rome, le 17 Janvier

1947

LE REPRÉSENTANT FRANÇAIS

N° 3156/23

Le Capitaine de Vaisseau
HERON de VILLETOSSE
Représentant Français
à la Commission Alliée

à

Monsieur l'Air Vice Marshal
BRODIE
Directeur de l'Air Forces
Sub-Commission

1.- Je vous accuse réception de votre lettre N°6134/23 du 14 Janvier 1947.

2.- Je rappelle ce même jour aux Services français intéressés les dispositions prévues pour l'obtention des "clearances" nécessaires au survol de l'Italie. J'ai insisté sur le point que sauf cas d'urgence nécessité le délai de cinq jours devait être respecté.

3.- Il demeure entendu que les demandes de "clearance" pour avions militaires français vous sont transmises par mon canal ou par celui de l'Attaché de l'Air britannique à Paris; comme prévu, les ~~demandes de~~ "clearances" pour avions civils sont demandés au préalable par l'Ambassade de France au Gouvernement italien.

Ces dispositions ont été appliquées pour les vols de Janvier que vous me signalez, avec, il faut le reconnaître, des délais parfois trop restreint imposés par l'urgence.

En particulier, je précise que le vol du 7 Janvier était ⁵⁷⁸³ celui d'un Glenn Martin militaire destiné au transport en France du Général Le Conteulx de Caumont, quittant son Commandement à Rome.

4.- Je saisis l'occasion pour vous remercier de l'accueil qui est fait par le Centre Britannique de Ciampino à nos équipages de passage et en particulier à notre ligne militaire du courrier hebdomadaire.

Carl K. M.

1-1 3 2

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

785017

45 LEROY V BARR NH 11579

QVR 2

FROM MEDITERRANEAN ALLIED AIR COMMITTEE SECRETARIAT
TO AA PARIS

INFO AFSC ALCON HOME

BT

Not to us.

3516 3 DECEMBER (.) UNCLASSIFIED (.)

MY 0517 JANUARY AND YOUR ~~0517~~ A 656

JANUARY NOT TO SECOND ADDRESSEE

REFER (.) YOUR 0625 DECEMBER NOT RECEIVED

SO REGRET WE WERE UNABLE

TO CLEAR THIS FLIGHT (.)

PARA 2

SUGGEST REQUESTS FOR ALL FRENCH MILITARY FLIGHTS OVER ITALY

COME DIRECT FROM YOU TO US AND NOT

THROUGH SECOND ADDRESSEE AS THIS

WILL SAVE TIME (.) TWO RECENT FRENCH REQUESTS

WERE MADE ON FEW HOURS NOTICE (.)

BT

SENT HQ (AR) TWO

40A
H/9032
2422

Air Force



165
57829/1/Ar

RD 15th
apcl

390

AIR FORCES SUB COMMISSION, A.C. ROME

MEDITERRANEAN ALLIED AIR COMMITTEE SECRETARIAT, AIR HEADQUARTERS
(REAR) CASERTA - ITALY.

39/1/AIR

UNCLASSIFIED

OBSO ONE SEVEN SEVEN FD

THE FRENCH REPRESENTATIVE TO THE ALLIED COMMISSION HAS REQUESTED CLEARANCE FOR
FRENCH MILITARY AIRCRAFT TO LAND AT CIAMPINO AIRFIELD ON THE NIGHT JANUARY ONE
NINE FOUR SEVEN FD TYPE A47 AND NUMBER NUMBER CLW GLENN MARTIN SUGAR SUGAR
ROGER ABLE QUEEN FD PILOT CLW LIEUTENANT ANGELMAN FD ROUTE CLW ROME
PARIS FD NATURE OF MISSION CLW TRANSPORT OF VERY IMPORTANT PERSON FD
DURATION OF STAY CLW SEVERAL HOURS FD AIRCRAFT SERVICES REQUIRED CLW FUEL AND
RADIO MAINTENANCE FD PASSENGER HAS NECESSARY VISA AND PAPERS

5781

IMPORTANT

OR APPLICATION

A.T. REISS, JR.

A.C. MARREZ, P/O

479

HEADQUARTERS ALLIED COMMISSION

Office of the French Representative

APO 794

No 3143/23

Rome, 7 January 1947

TO : AIR FORCE SUB COMMISSION A.C.

Subject : Clearance of French Military plane

This is to request the clearance of the French Military Plane Glenn Martin, ind. radio SSRAQ which will land at Ciampino Airfield to-morrow 8 January 1947 about 12 o'clock and will take off on the same day for Paris.

The pilot of this plane is Lieutenant ANGELMAN. General LE COUTEUX DE GAUMONT will travel to Paris on board this plane.-

BY ORDER OF THE FRENCH REPRESENTATIVE

C. Dumolard

Lieutenant DUMOLARD, Fr Army

5780

37A

From:- Air Forces Sub-Commission, Allied Commission, ROME.
To :- The French Representative, Allied Commission, ROME.
Date:- 14th January, 1947.
Ref :- AFSC/39/1/AIR.

CLEARANCE OF FOREIGN AIRCRAFT OVER ITALY.

Reference is made to our letter AFSC/39/1/AIR dated 20th November, 1946, and our amendment AFSC/39/1/AIR dated 20th December, 1946. 35A

2. Your attention is drawn to para. 11: "Requests for clearance of individual flights are to be made at least five (5) days before E.T.D. (Estimated Time of Departure) to the Air Forces Sub-Commission and Mediterranean Allied Air Committee".

3. It is appreciated that it is not possible to give 5 days notice for all flights. Lately several requests have been made to A.F.S.C. the evening before a projected flight e.g. 17.30 hrs on evening 7th January for flight at 12.00 hrs. on 8th January. This has entailed what seems to me to be an unjustifiable claim on the willingness and out of office hours work of staff officers both here and at Caserta.

4. Reluctantly I have officially to notify you that under no circumstances will flights be cleared unless at least 24 hours notice is given and preferably the official five days.

5. I would appreciate it if you would confirm or otherwise that all these flights are in fact military and not civilian, because it seems that some may have been civilian flights for which the procedure is just as simple though different (for all nationalities, including British and American).

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

Handwritten notes:
Orig 1 sent
Orig 14 g/16
SSO. indy 21/1

5779

FROM : Air Forces Sub-Commission, A.O., Rome.
 TO : United States Embassy (Attn: Air Attache)
 M.A.A.C. Secretariat (Attn: Col. Brown)
 C.O., 141st AF Base Unit, AEC, Ciampino Airfield, Rome
 C.O., 141st AF Base Unit, AEC, Ciampino Airfield, Naples
 C.O., 141st AF Base Unit, AEC, Ciampino Airfield, Pisa.

Date : 7th January, 1947.

Ref : AFSC/39/1/AIR

U.S. MILITARY AIRCRAFT FLYING INTO SPAIN

The following message received from Headquarters USAF is forwarded for your information and compliance:-

The Spanish Air Ministry requests the following information on all flights of U.S. Military aircraft flying into Spain.

Number and type aircraft,
 Name and rank of all crew members,
 Name and rank of all passengers,
 Seventy-two hours prior notice of flight,
 Date of arrival,
 ETA at airport of intended landing,
 Duration of stay in Spain,
 Date of stay in Spain,
 Date of intended departure from Spain,
 Reason for flight.

FRANK L. MARSH,
 Lt. Col., Air Corps,
 Deputy Director.

U.S. MILITARY AIRCRAFT FLYING INTO SPAIN

The following message received from Headquarters USAF is forwarded for your information and compliance:-

The Spanish Air Ministry requests the following information on all flights of U.S. Military aircraft flying into Spain:-

Number and type aircraft,
Name and rank of all crew members,
Name and rank of all passengers,
Seventy-two hours prior notice of flight,
Date of arrival,
MIA at airport of intended landing,
Duration of stay in Spain,
Date of stay in Spain,
Date of intended departure from Spain,
Reason for flight.

FRANK M. MAREK,
Lt. Col., Air Corps,
Deputy Director.

5778

Copy to :- 1. Chief Commissioner
2. Ex-Commissioner,
3. Float,
4. File.

1/6 Dec

35A

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

TO : SEE DISTRIBUTION.

DATE : 26th DECEMBER, 1946.

REF. : AWC/39/1/AIR.

COMPARATIVE OF FOREIGN AIRCRAFT TO ITALY.

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

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

A. C. FONE

A.C. FONE, S/MR.
AIR VICE MARSHAL
DIRECTOR
AIR FORCES SUB COMMISSION

DISTRIBUTION:-

Chief Commissioner through the Executive Commissioner.

- American Embassy.
- British Embassy.
- French Representative to the Allied Commission.
- Russian Representative to the Allied Commission.
- Italian Ministry of Foreign Affairs.
- Italian Ministry of Finance.
- Italian Ministry of Interior.
- Swiss Legation.
- Spanish Embassy.
- Brazilian Embassy.
- Dutch Legation.
- Swedish Embassy.
- Portuguese Embassy.
- N.A.A.C. Secretariat.
- A.C. FONE, A.H.C. Malta.
- CC RAF Bari.
- CC RAF Ciampino.
- CC RAF Concedine.

5778
3/6

COMPARISON OF FOREIGN AIRCRAFT TO ITALY.

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

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

Approved

A. G. SALTER, C/DIR.
AIR VICE MARSHAL
DIRECTOR
AIR FORCE SUB COMMISSION

DISTRIBUTION:-

Chief Commissioner through the Executive Commissioner.
American Embassy.

British Embassy.

French Representative to the Allied Commission.

Russian Representative to the Allied Commission.

Italian Ministry of Foreign Affairs.

Italian Ministry of Finance.

Italian Ministry of Interior.

Swiss Legation.

Spanish Embassy.

Brazilian Embassy.

Dutch Legation.

Swedish Embassy.

Norwegian Embassy.

M.A.A.C. Secretariat.

A.M.C. ITALY, A.J.O. Malta.

CC RAF Bari.

CC RAF Genoa.

CC RAF Orvieto.

CC RAF Milan.

C.M.A. C.M.

A.C. Venezia Giulia.

C.O., Pisa Airfield, Pisa Italy.

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

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

Also Detachment, Milan.

Also Detachment, Bari.

3 Copies to each a/crossed.

5736

Ministero degli Affari Esteri

Dir. Gen. Affari Politici
Segreteria

3412
ROUGH TRANSLATION

n. 1390 Segr. Politica

MEMORANDUM FOR THE ALLIED COMMISSION
(Aeronautical Sub-Commission)

With reference to the letter addressed by Admiral Stone to the President of the Council of Ministers, dated November 21st, 1943, by which it was communicated that dating from November 25th, 1943, the Italian Government would resume control of foreign aircraft flying over or landing in Italian territory - with the sole exception of British and American aircraft - the Ministry of Foreign Affairs encloses, for the information of the Allied Commission, a copy of the Note Verbale which has been addressed to the Foreign Diplomatic Missions interested on the matter.

Rome, December 16th, 1943.



577

Ministero degli Affari Esteri

34B

NOTE VERBALE

The Ministry of Foreign Affairs has the honour to inform the Embassy (or Legation) of..... that, following an agreement with the Allied Commission in Italy, the issue of clearance to fly over or land in Italian territory of foreign aircraft is resumed by the Italian Government.

This does not apply to aircraft performing a regular scheduled service for which a different procedure is in force.

Applications for obtaining clearance should be filed with the Ministry of Foreign Affairs at least 5 days before the scheduled date of the flight by the diplomatic or consular authorities of the State to whose nationality the aircraft belongs.

Applications should contain the following data:

- a) purpose of flight;
- b) aircraft identification marks;
- c) name of head-pilot, crew and passengers (if any);
- d) date of arrival to and departure from the Italian territory;
- e) the course, with the indications of airports where the aircraft is due to arrive;
- f) freight, if any. It is reminded that arms, ammunition, explosives photographic and cinematographic material are, in principle, not allowed.

The Ministry of Foreign Affairs while assuring that the decisions which will be adopted concerning requests of clearance will be dealt with as soon as possible, and immediately brought to the knowledge of the Foreign diplomatic representative concerned, wishes to inform that, for technical reasons, it

The Ministry of Foreign Affairs has the honour to inform the Embassy (or Legation) of..... that, following an agreement with the Allied Commission in Italy, the issue of clearance to fly over or land in Italian territory of foreign aircraft is resumed by the Italian Government.

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- d) date of arrival to and departure from the Italian territory;
- e) the course, with the indications of airports where the aircraft is due to arrive;
- f) freight, if any. It is reminded that arms, ammunition, explosives photographic and cinematographic material are, in principle, not allowed.

The Ministry of Foreign Affairs while assuring that the decisions which will be adopted concerning requests of clearance will be dealt with as soon as possible, and immediately brought to the knowledge of the Foreign diplomatic representative concerned, wishes to inform that, for technical reasons, it

./.

will not be possible to expedite requests which are not sent in the prescribed time of 5 days from the scheduled date of flight, or requests which are not filled in with data as specified in paragraphs a) and f).

TO THE EMBASSY OR LEGATION OF.....

= ROME =

340
n. 1390 Segr. Pol.

Ministero degli Affari Esteri

DIR. GEN. AFFARI POLITICI

Segreteria

MEMORANDUM PER LA COMMISSIONE ALLEATA
(Sottocommissione Aeronautica)

Con riferimento alla lettera diretta dall'Ammiraglio Stone al Presidente del Consiglio dei Ministri in data 21 novembre u.s., con la quale si comunicava che, a datare dal 25 novembre u.s., il controllo dei sorvoli e atterraggi di apparecchi stranieri in Italia - eccettuati gli inglesi ed americani - sarebbe stato di competenza del Governo Italiano, si trasmette, ad ogni buon fine, copia della Nota Verbale indirizzata sull'argomento dal Ministero Affari Esteri a tutte le Rappresentanze estere interessate.

Roma, 13 dicembre 1946

All:1

5771

NOTA VERBALE

341)

Il Ministero degli Affari Esteri ha l'onore di informare l'Ambasciata / Legazione di che, a seguito di accordi intervenuti con la Commissione Alleata per l'Italia il sorvolo del territorio italiano e l'atterraggio su di esso di aeromobili stranieri non adibiti a regolari servizi di linea, per i quali vige una diversa procedura di autorizzazione, sono subordinati ad autorizzazione da parte del Governo Italiano.

L'autorizzazione deve essere richiesta al Ministero degli Affari Esteri con un anticipo di almeno cinque giorni rispetto alla data prevista per il volo, dalle autorità diplomatiche o consolari dello Stato del quale l'aeromobile possiede la nazionalità.

Nella richiesta devono essere indicati:

- a) lo scopo del volo;
- b) i segni caratteristici dell'aeromobile;
- c) il nome del comandante, delle persone di equipaggio e degli eventuali passeggeri;
- d) le date dell'arrivo sul territorio italiano e della partenza da esso;
- e) l'itinerario, con l'indicazione degli aeroporti italiani nei quali è previsto lo scalo;
- f) l'eventuale carico, con l'avvertenza che il trasporto di armi, munizioni, esplosivi e materiale fotografico e cinematografico è in linea di massima vietato.

Il Ministero degli Affari Esteri nel mentre assicura che le decisioni adottate nei riguardi di ogni richiesta di autorizzazione verranno prese con ogni possibile sollecitudine e fatte conoscere di urgenza alle Rappresentanze Esteri interessate, avverte che, per motivi di carattere tecnico, non sarà possibile dare seguito alle richieste che pervenissero senza i cinque prescritti giorni di anticipo sulla data prevista del volo, e senza l'indicazione dei dati di cui alle lettere da a) a f).

Roma, 23 dicembre 1946

ALL'AMBASCIATA / LEGAZIONE DI

= R O M A =

5779

1146

File.

33A

AIR RECORDS SUB COMMISSION, A.C. FORM.

30 1700 A.

M.A.A.O. DECLASSIFIED, A.E.D. REAR CASSETTA, ITALY.

DECLASSIFIED

AIRLINE ONE SIX THREE FOUR TWO SEVEN HAS BEEN RECEIVED FROM AIRLINE RECORDS
TO A.C. FOR CLEARANCE OF WRECK DESTRUCTION AIRCRAFT J.E. WITH TWO OTHER TWO
SEVEN ONE TO LATE AT CLIPPING AIRLINE ON THE FOUR JACOBINE ONE SEVEN FOUR SEVEN
TO ONE ONE FIVE CAPTAIN BUTTER ONE SO-REPLY IN. AIRLINE RECORDS RECORD ONE
THREE SEVEN SEVEN SEVEN SEVEN SEVEN SEVEN SEVEN SEVEN SEVEN SEVEN SEVEN
ONE SEVEN ONE SEVEN SEVEN SEVEN SEVEN SEVEN SEVEN SEVEN SEVEN SEVEN SEVEN

ATTC/32/1/ATC.

~~SECRET~~ IMPORTANT

5769

ORGANIZATION

A.T. FORM, AIRLINE, A.C.

A.C. RECORD, 7/0.

32A

From : Air Forces Sub-Commission, A.C. ROME.
To : M.A.A.C. Secretariat, A.NQ, REAP, Caserta - ITALY.
Date : 3rd January, 1947.
Ref. : AVSC/39/1/AIR.

CLEARANCE OF FOREIGN AIRCRAFT TO ITALY

The enclosed correspondence which has been received from the Argentine Embassy is forwarded to you for action and comment.

2. A letter has been sent to the Argentine Embassy informing them of the existing regulations governing the establishment of a Foreign Airline into Italy.

A. T. REISS, ACT. INT. A.C.
PER AIR VICE MARSHAL,
DIRECTOR,
A.P.S.C.

5768

File 31A

FROM :- AIR FORCES SUB COMMISSION, A.C. ROME.
TO :- M.A.A.C. SECRETARIAT, AHQ, REAR CASERTA ITALY.
DATE :- 23rd DECEMBER, 1946.
REF. :- AFSC/39/1/AIR.

CLEARANCE OF FOREIGN AIRCRAFT TO ITALY.

The enclosed correspondence which has been received from the Argentine Embassy is forwarded to you for action and comment.

2. A letter has been sent to the Argentine Embassy informing them of the existing regulations governing the establishment of a foreign airline into Italy.

for

A.T. Neill
A.T. NEILL, 1ST.LT., A.C.
AIR VICE MARSHAL
DIRECTOR
AIR FORCES SUB COMMISSION.

5757

TRANSLATIONEMBASSY OF THE ARGENTINE REPUBLICAIR MEMOIRE

The Embassy of the Argentine Republic has the honour of addressing itself to the Allied Commission in order to expose the following:-

1) The Argentine Government with the end in view of establishing an air-line for passengers, mail and freight, Buenos Aires - Rome, with eventual stops at Turin or other Italian cities; an air-line which will be operated by "Flota Aerea Mercante Argentina" (F.A.M.A.), has addressed the Italian Ministry of Foreign Affairs requesting their approval of the project, and offering reciprocity should the Italian Government wish to establish a similar service.

2) The Italian Government has given its approval, but has pointed out that authorization must also be given by the Allied Authorities, since Ciampino and the other air-fields are still under Allied control.

3) The Argentine Embassy, in the name of their Government, ask the Allied Commission to give the required authorization, just as they have given authorization for other foreign air-lines, so that their planes may, without difficulty, accomplish regular services.

(s) R.T.

Rome, 20 December, 1946

3786

AIDE MEMOIRE

L'Ambassade de la République Argentine a l'honneur de s'adresser à la Commission Alliée afin de lui exposer ce qui suit:

- 1) Le Gouvernement Argentin dans le but d'établir une ligne aérienne de passagers, correspondance et charge, Buenos Aires-Rome, faisant des escales éventuelles à Turin ou autres villes italiennes, - ligne qui sera gérée par l'organisation "Flota Aérea Mercante Argentina" (F.A.M.A.), s'est adressé au Ministère des Affaires Etrangères d'Italie demandant son approbation à ce projet et offrant réciprocité pour le cas que le Gouvernement Italien voudrait établir un service analogue.
- 2) Le Gouvernement Italien en a donné son accord, mais il a manifesté qu'il est nécessaire d'obtenir le permis des Autorités Alliées, à cause que l'aérodrome de Carpino et les autres aérodromes sont encore sous le contrôle des Alliées.
- 3) L'Ambassade d'Argentine au nom de son Gouvernement demande à la Commission Alliée qu'il lui soit accordé cette permission, de laquelle sont déjà favorisées autres lignes aériennes étrangères, dont leurs avions accomplissent sans difficulté des services réguliers.

5765

Rome, le 20 Décembre 1946.-

F.T.



Enc 30A

qui suit:

- 1) Le Gouvernement Argentin dans le but d'établir une ligne aérienne de passagers, correspondance et charge, Buenos Aires-Rome, faisant des escales éventuelles à Turin ou autres villes italiennes, ligne qui sera gérée par l'organisation "Flota Aérea Mercante Argentina" (F.A.M.A.) s'est adressé au Ministère des Affaires Etrangères d'Italie demandant son approbation à ce projet et offrant réciprocité pour le cas que le Gouvernement Italien voudrait établir un service analogue.
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5765

Rome, le 20 Décembre 1946.-

R.T.



1152

29A AIR
 (P) 4/8679
 LROF V LAEE NR 168/19 P P CVR4
 FROM MEDITERRANEAN ALLIED AIR COMMITTEE SECRETARIAT
 TO AIR MINISTRY LONDON : AGWAR WASHINGTON
 INFO HQ RAF MEDME : AFSC ALCOM ROME :

7393
 AMQ ITALY : MINISTRY OF CIVIL AVIATION LONDON :
 DT UX.512 (.) 20 DEC (.) RESTRICTED (.) IMPORTANT (.)
 INFORMATION RECEIVED THAT

26A
 MY UX508 16 DEC

22B
 HAS BEEN RECEIVED CORRUPT (.) FOLLOWING IS REPEAT
 OF MY ~~UX.528~~ UX.528 FOR INFORMATION (.)
 QUOTE (.) REFERENCE THIS SECRETARIAT' SIGNAL UX.471 DATED
 14 NOVEMBER ON CLEARANCE OF FOREIGN AIRCRAFT FLIGHTS TO AND
 OVER ITALIAN CONTROLLED TERRITORY (.)

PARA 2 (.) YOUR ARE REQUESTED TO MAKE THE FOLLOWING
 AMENDMENTS (.) PARA 2 DELETE " BRITISH
 AND MEXICAN" AND ADD "ALLIED

MILITARY AIRCRAFT" (.) DELETE PARA 5 AND ADD

NEW PARA 5 " THE ABOVE REGULATIONS

WILL NOT APPLY ALLIED MILITARY AIRCRAFT

WHICH WILL CONTINUE TO BE CLEARED AS A T PRESENT

PROVIDED CIVILIAN PASSENGERS AND CREWS ARE IN POSSESSION OF 5764

PASSPORTS AND ITALIAN VISAS" (.) UNQUOTE (.)

BT 201102

SENT NR 168/19 DOB

DOB B K

See 35 A
 JEM 7/1

21/12/46

8398
 39/11/46
 Rd. 15 HOK
 J.

288

From : Air Ministry
General Directorate of Civil Aviation

To : A.T.S.C. A.C. Rome

Date : 14th December 1948

Ref. : 8950/050 Coll.

Subject: AUTHORIZATION FOR FOREIGN AIRLINES TO CROSS
ITALIAN TERRITORY

238

Reference is made to the paragraph 4 of your letter AFSC/
/39/L/AIR dated 28th November 1948.

The Danish Legation in Rome has advised the Ministry of Foreign Affairs, who in turn has notified us, that the Danish Aerial Navigation Company has the intention of initiating in the month of April next a bi-monthly airline on the route: Copenhagen-Geneva-Rome-Athens-Cairo, and a line: Copenhagen-Geneva-Rome-Athens-Istanbul-Ankara.

The Geneva-Rome section will follow the route Lyons-Marseille.

The type of aircraft used on the line will be the "Vickers Viking".

As the services mentioned above would want to call at Siam-
ping, which is under Allied Control, the Air Forces Sub-Commission is requested to make known its decisions.

For the MINISTER 5763

Translated by Mr. P.H. MURPHY

FORGED SIGNATURE
118

Ref. : 3988/4050 Coll.

Subject: AUTHORIZATION FOR POLISH AIRLINES TO CROSS
TURKISH TERRITORY

23A

Reference is made to the paragraph 4 of your letter DSC/
/39/1/AIR dated 20th November 1945.

The Danish Legation in Rome has advised the Ministry of Foreign Affairs, who in turn has notified us, that the Danish Aerial Navigation Company has the intention of initiating in the month of April next a bi-monthly airline on the route: Copenhagen-Geneva-Rome-Athens-Cairo, and a line: Copenhagen-Geneva-Rome-Athens-Istanbul-Ankara.

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The type of aircraft used on the line will be the "Vickers Viking".

As the services mentioned above would want to call at Cismine, which is under Allied Control, the Air Forces Sub-Commission is requested to make known its decisions.

For the MINISTER 5763

Translated by -Z. F.M. BUSTON



Roma.

74 DEC 1949

19.3 A

MINISTERIO

Diverse Legis.

Prot. N.º 6959 / Allegate
4030 coll.

R O M A

S E D E

Respuesta al f.º del N.º

Oggetto: Autorizzazione per linee aeree straniere attraversanti il territorio italiano.

Si può trattare per ogni fatto un solo argomento e indicare nella risposta
d. V. di. Dubbello e in Darsano come se risponde.

La Legazione di Danimarca in Roma ha fatto conoscere al Ministero Italiano degli Affari Esteri, che qui ne ha data notizia, l'intendimento della Società Danese di Navigazione Aerea (D.D.L.) di iniziare, nel mese di aprile p.v. un servizio aereo bimensile Copenaghen - Ginevra - Roma - Atene - Cairo e un servizio aereo Copenaghen - Ginevra - Roma - Atene - Istanbul - Ankara.

Il percorso Ginevra - Roma seguirà la rotta Lione-Marsiglia.

Gli aeromobili impiegati nella linea saranno del tipo " Vichers Vihing". -

Poichè il servizio di cui trattasi interessa l'Aeroporto di Ciampino, che si trova sotto il controllo Alleato, si prega codesta Sotto Commissione di voler far conoscere le proprie decisioni. -

5762

IL MINISTRO -

Q: Causes

From: - Mediterranean Allied Air Committee Secretariat.

To :- Allied Commission, Rome.
Air Forces Sub-Commission, Allied Commission, Rome.
G.H.Q., C.M.F.
Allied Military Government, Venezia Giulia, C.M.F.

Date: - 16th December, 1946.

Ref :- MAAC/4085/APALS.

Clearance of Foreign Aircraft to Italy

Reference is made to this Secretariat's letter of even reference dated 14th November, 1946:

2. You are informed that the following amendments are to be made :-

PARA.2.	Delete	-	British and American.
LINE 2.	Add	-	Allied Military aircraft.
PARA.5.	Delete	-	Last sentence.

This will not apply to Allied Military aircraft which will continue to be cleared as at present.

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.

Clearance of Foreign Aircraft to Italy

22A

Reference is made to this Secretariat's letter of even reference dated 14th November, 1946:

2. You are informed that the following amendments are to be made :-

PARA.2.	Delete	-	British and American.
LINE 2.	Add	-	Allied Military aircraft.
PARA.5.	Delete	-	Last sentence.

This will not apply to Allied Military aircraft which will continue to be cleared as at present.



5761

(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 Poland.
United States Poland.
Rear Air Headquarters Italy (Air Plans)
Air Headquarters Italy.
S.A.C. Secretariat.

(two copies to each addressee)

1158

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

785017

SIGNAL SERIAL NO: 6196

IMPORTANT

DTG-161730A

FROM; MEDITERRANEAN ALLIED AIR COMMITTEE SECRETARIAT AFHQ CASERTA CMF. *26A*

ACTION: AIR MINISTRY LONDON (R) AGWAR WASHINGTON

INFO: HQ RAF MEDME (R) AFSC ALCOM ROME (R) AHQ ITALY (R) MINISTRY OF
CIVIL AVIATION LONDON.

UX 508 (?). RESTRICTED.

REFERENCE THIS SECRETARIAT SIGNAL UX 471 DATED *22B* *14* NOVEMBER ON CLEARANCE OF
FOREIGN AIRCRAFT FLIGHTS TO AND OVER ITALIAN CONTROLLED TERRITORY.

PLEASE MAKE THE FOLLOWING AMENDMENTS. PARA 2 DELETE BRITISH AND AMERICAN AND
~~ALLIED~~ *add allied* MILITARY AIRCRAFT. DELETE PARA 5 AND ADD NEW PARA 5 THE ABOVE
 REGULATIONS WILL NOT APPLY ALLIED MILITARY AIRCRAFT WHICH WILL CONTINUE TO
 BE CLEARED AS AT PRESENT PROVIDED CIVILIANS PASSENGERS AND CREWS HAVE IN
 THEIR POSSESSION PASSPORTS AND ITALIAN VISAS

Sub/ing
17/12
(17/12)

φ correction made after telephoning
NAME.
ref. 20/12

Please issue amendment by 23rd

KRM/12



From : HQ AC, Office of the French Representative, AFHQ 94.

To : Colonel MAREK.

Date : 28th November, 1946.

Ref. : 3088/23.

25 A/1

My dear Colonel Marek,

You were kind enough to send me a copy of a letter AFSC/39/AIR of the 20th November, 1946, signed by you, which advises the Italian Government of the A.C.'s decision to return to it the responsibility for the traffic control of foreign aircraft over and in Italy, with, however, the exception of British and American aircraft. Up to this time French aircraft had been granted the same facilities as Allied aircraft. I can but regret that our views were not requested before taking a decision which is to our detriment. In this, as on the other points, we only desire to be on a par with the measures taken in favour of the Allies.

In particular, it cannot escape us that so long as remain in Italy French Military Control Commands, it is necessary that they have military air liaison services under their own responsibility as are the Allied military air liaison services.

We could stress this point with the Italian Government. However, so as not to give them an impression of dissociation among the Allied Command, I would prefer the AFHQ to take the decision and communicate it to the Italian Government; as was done in the case of the British and American aircraft.

I am to-day instructing our AFHQ Liaison Officer to express the above to the Caserta High Command. I would be grateful if, for as much as is part of your responsibility, and if you agree with my point of views, you would give your backing to our Officer at Caserta.

Sincerely yours

s/Felix GROS
Lt/ Lt. Col. Felix GROS
French Air Force

TRANSLATED BY MR. BURTON.

5759

HEADQUARTERS ALLIED COMMISSION
Office of the French Representative
A P O 394

No 3088/23

Rome, 25 Novembre 1946

25-11
My dear Colonel Maest

Vous avez bien voulu m'adresser un exemplaire de la lettre AFSC/39/Air du 20 Novembre par laquelle la Commission Alliée fait connaître, sous votre signature, au Gouvernement Italien que le Commandement Allié a décidé de lui rendre à dater du 25 Novembre la responsabilité du contrôle de la circulation aérienne des avions étrangers au-dessus de l'Italie et en Italie, en exceptant toutefois, et sous condition, les appareils britanniques et américains de ce contrôle. Jusqu'ici les appareils français bénéficiaient des mêmes facilités que les avions alliés. Je ne puis donc que regretter que notre point de vue n'ait pas été démontré avant que la décision soit prise de revenir en arrière à notre détriment. Sur ce point, comme sur les autres, nous ne désirons qu'être alignés sur les mesures prises en faveur des Alliés.

En particulier, il ne saurait nous échapper que tant que demeureront en Italie des organismes militaires français de Commandement et de Contrôle, il est nécessaire qu'il disposent de liaisons aériennes militaires placées sous leur seule responsabilité comme le sont les liaisons aériennes militaires alliées.

Il nous est possible de faire prévaloir ce point de vue directement auprès du Gouvernement Italien. Je trouverais préférable cependant que, pour ne pas donner à ce dernier l'impression d'une dissociation dans les attributions du Commandement Allié, la décision en soit prise par AMHQ et communiquée par vous au Gouvernement Italien comme cela a été fait pour les appareils anglais et américains.

Je donne ce jour des instructions à notre officier de Liaison auprès de AMHQ pour exprimer ce qui précède au Haut Commandement de Caserte. Je vous serais reconnaissant, en ce qui vous concerne, et si vous le jugez bon, d'appuyer l'action de notre représentant auprès de ce dernier

Sincerely yours

Lieutenant Colonel F. CROS
French Air Force 58

Felix CROS

FROM : AIR FORCES SUB-COMMISSION, A.C., ROME
 TO : ITALIAN AIR MINISTRY
 DATE : 31ST NOVEMBER, 1943
 REF : AFSC/39/1/AIR

24A

CLEARANCE OF FOREIGN AIRCRAFT TO ITALY

With further reference to our letter AFSC/39/1/AIR dated 20th November 1943, an office under your control to be known as "The Sub-Office of the Italian Directorate of Civil Aviation attached to AFSC", will be established with this Sub-Commission to assume the duties outlined in above referred letter. This office will be located in the Allied Commission Building, 8th Floor, Room 11, Via Veneto, Rome, Italy. Telephone No. 489081, Extension 215.

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

FRANK E. MAUER,
 Lt. Col., Air Corps,
 Deputy Director.

Copies to:-

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

sent in duplicate of letter for C.C.

5757

44/10/11

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

TO : Italian Air Ministry

DATE : 20th November, 1946

REF. : AFSC/39/1/Air

23A

CLEARANCE OF FOREIGN AIRCRAFT TO ITALY

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

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

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

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

5. INDIVIDUAL FLIGHT CLEARANCE TO ITALY. The clearance procedure in respect of individual flights to and over Italian Government controlled territory will be the responsibility of the Italian Government and will be implemented as planned in your above referred letter and this Sub-Commission's letter to AFSC Secretariat, reference AFSC/39/1/Air dated 1st October 1946, copy of which was forwarded to you. It will not at present apply to British and American aircraft which can land provided civilian crews and passengers have necessary valid entry documents and that normal flight warning signals are sent.

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

5756

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 Sub-Commission for approval at least six (6) days before E.D.T. and the following information:

is to become the responsibility of the Italian Government on 25th November, 1946. This control will apply to both individual and regular airline services to and over such territory.

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

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

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

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

5756

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. Ustine 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 Sub-Commission for approval at least six (6) days before E.D.T. and the following information given:-

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

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

continued

- 2 -

under proper military authority.

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

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

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

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

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

Frank E. Mire
FRANK E. MIRE,
Lt. Col., Air Corps,
Deputy Director.

DISTRIBUTION:

Chief Commissioner through the Executive Commissioner.

American Embassy.

British Embassy.

French Representative to the Allied Commission.

Russian Representative to the Allied Commission.

Italian Ministry of Foreign Affairs.

Italian Ministry of Finance.

Italian Ministry of Interior.

Swiss Legation.

Spanish Embassy.

Brazilian Embassy.

Dutch Legation.

Swedish Embassy.

Norwegian Embassy.

M.A.A.C.

A.E.Q. Italy, AHQ Malta.

CC RAF Bari.

CC RAF Ciampino.

CC RAF Capodichino.

CC RAF Elmas.

*Subscribed copy ->
of this form to*

11 63

"Requests for clearance of individual flights are to be made at least five (5) days before 7.30 P. (Expected Time of Departure) to the Italian Ministry of Foreign Affairs, Rome, Italy, embodying the following information:-

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

Frank E. Mire
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Lt. Col., Air Corps,
Deputy Director.

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Italian Ministry of Finance.

Italian Ministry of Interior.

Swiss Legation.

Spanish Embassy.

Brazilian Embassy.

Dutch Legation.

Swedish Embassy.

Norwegian Embassy.

M.A.A.C.

A.H.Q. Italy, AHQ Malta.

CC RAF Bari.

CC RAF Ciampino.

CC RAF Capodichino.

CC RAF Elmas.

G.H.Q. C.F.

MG Vozzi, Cinlia.

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

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

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

AFSC Detachment, Milano.

AFSC Detachment, Bari.

*Standard copy →
of letter from CC*

2 Copies to each addressee.

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: - MAAC/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 979 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 authorized 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.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 authorize final clearance. The Italian Government is to refer all such requests to this Secretariat.

5755

Date:- 14th November, 1946.

Ref :- WAC/LDB5/AEALS.

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 WZ.979 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.

A. 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, through the Air Forces Sub-Commission, allowing adequate time for the clearance to be effected.

...../Page 2.

Page 2.

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 Attaches, 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 Lough 20/11/45

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.

5754

OUTGOING SIGNAL MESSAGE

FROM : MEDITERRANEAN ALLIED AIR COMMITTEE SECRETARIAT, A.F.H.Q.
 TO : AIR MINISTRY LONDON (R) AGWAR WASHINGTON.
 INFORMATION: HQ RAF MEDSEA (R) AFSC ALSCOMROME
 (R) HQ ITALY (R) MINISTRE OF CIVIL AVIATION LONDON.
 UX.471 RESTRICTED URGENT 14th November, 1946.

THIS SIGNAL SUPERSEDES INSTRUCTIONS LAID DOWN IN MAC SECRETARIAT
 SIGNAL UX.979 MARCH 19th 1946 NOT TO AGWAR (.)

Para. 2. CONTROL OF FOREIGN AIRCRAFT FLIGHTS OTHER
 THAN BRITISH AND AMERICAN TO AND OVER ITALIAN GOVERNMENT CONTROLLED
 TERRITORY IS TO BE HANDED OVER TO THE ITALIAN GOVERNMENT WITH EFFECT
 FROM 25th NOVEMBER 1946 (.) THIS CONTROL WILL APPLY TO BOTH
 INDIVIDUAL FLIGHTS AND REGULAR AIRLINE SERVICES OPERATING TO ITALY (.)

Para. 3. REQUEST YOU ADVISE ALL AIR ATTACHES, MILITARY
 MISSIONS AND OTHER INTERESTED PARTIES THAT COMMENCING 25th NOVEMBER
 1946, ALL FLIGHTS BY FOREIGN MILITARY AND CIVIL AIRCRAFT TO AND
 OVER ITALIAN GOVERNMENT TERRITORY WILL BE SUBJECT TO THE AUTHORITY
 OF THE ITALIAN GOVERNMENT (.) REQUEST FOR COMPLIANCE OF
 INDIVIDUAL FLIGHTS ARE TO BE MADE AT LEAST FIVE DAYS BEFORE D.T.D.
 TO THE ITALIAN MINISTRY OF FOREIGN AFFAIRS ROMA, AND FOLLOWING
 INFORMATION GIVEN:-

- A. PURPOSE OF FLIGHT.
- B. TYPE AND NUMBER OF AIRCRAFT.
- C. NAMES OF CREW MEMBERS AND PASSENGERS, IF ANY.
- D. DATES OF ARRIVAL AND DEPARTURE.
- E. ROUTE TO BE FOLLOWED WITH NAMES OF ITALIAN AIRFIELDS
 TO BE USED.
- F. LOAD IF ANY (.) ALL PASSENGERS WILL BE WARNED THAT
 TRANSPORT OF AMMUNITION, EXPLOSIVES, PHOTOGRAPHIC
 AND CRYPTOGRAPHIC MATERIAL ARE, IN PRINCIPLE,
 STRICTLY PROHIBITED.

Para. 4. REQUESTS FOR OPERATION OF REGULAR AIRLINE
 SERVICES TO AND OVER ITALIAN GOVERNMENT CONTROLLED TERRITORY WILL
 BE MADE TO THE MINISTRY OF FOREIGN AFFAIRS FOR APPROVAL (.)

Para. 5. THE ABOVE REGULATIONS WILL NOT AT PRESENT
 APPLY TO BRITISH AND AMERICAN AIRCRAFT WHICH CAN LAND IN AND OVER
 ITALIAN GOVERNMENT CONTROLLED TERRITORY PROVIDED CIVILIAN PASSENGERS
 AND CREWS ARE IN POSSESSION OF PASSPORTS AND ITALIAN VISAS, AND THAT
 NORMAL FLIGHT WARNING SIGNALS ARE SENT (.)

Para. 6. THE PROCEDURE FOR COMPLIANCE OF ALL FOREIGN
 FLIGHTS INCLUDING BRITISH AND AMERICAN CIVIL AIRCRAFT TO AND OVER

*Sub 96 M
 Sub 96 M
 Sub 96 M*

THIS SIGNAL SUPERSEDES INSTRUCTIONS LAID DOWN IN MAIO SECRETARIAT SIGNAL UX. 979 MARCH 1945 NOT TO AGREE (.)

Para. 2.
CONTROL OF FOREIGN AIRCRAFT FLIGHTS OTHER THAN BRITISH AND AMERICAN TO AND OVER ITALIAN GOVERNMENT CONTROLLED TERRITORY IS TO BE HANDED OVER TO THE ITALIAN GOVERNMENT WITH EFFECT FROM 25th NOVEMBER 1946 (.) THIS CONTROL WILL APPLY TO BOTH INDIVIDUAL FLIGHTS AND REGULAR AIRLINE SERVICES OPERATING TO ITALY (.)

Para. 3.
REQUEST FOR ADVISE ALL AIR ATTACHES, MILITARY MISSIONS AND OTHER INTERESTED PARTIES THAT COMMENCING 25th NOVEMBER 1946, ALL FLIGHTS BY FOREIGN AIRCRAFT AND CIVIL AIRCRAFT TO AND OVER ITALIAN GOVERNMENT CONTROLLED TERRITORY WILL BE SUBJECT TO THE AUTHORITY OF THE ITALIAN GOVERNMENT (.) REQUEST FOR CONSIDERANCE OF INDIVIDUAL FLIGHTS ARE TO BE MADE AT LEAST FIVE DAYS BEFORE E.T.D. TO THE ITALIAN MINISTRY OF FOREIGN AFFAIRS ROME, AND FOLLOWING INFORMATION GIVEN :-

- A. PURPOSE OF FLIGHT.
- B. TYPE AND MARKINGS OF AIRCRAFT.
- C. NAMES OF CREW, PASSENGERS AND PASSENGERS, IF ANY.
- D. DATES OF ARRIVAL AND DEPARTURE.
- E. ROUTE TO BE FOLLOWED WITH NAMES OF ITALIAN AIRFIELDS TO BE USED.
- F. LOAD IF ANY (.) ALL PASSENGERS WILL BE WARNED THAT TRANSPORT OF AMMUNITION, EXPLOSIVES, PHOTOGRAPHIC AND CRYPTOGRAPHIC MATERIAL ARE, IN PRINCIPLE, STRICTLY PROHIBITED.

Para. 4.
REQUESTS FOR OPERATION OF REGULAR AIRLINE SERVICES TO AND OVER ITALIAN GOVERNMENT CONTROLLED TERRITORY WILL BE MADE TO THE MINISTRY OF FOREIGN AFFAIRS FOR APPROVAL (.)

Para. 5.
THE ABOVE REGULATIONS WILL NOT AT PRESENT APPLY TO BRITISH AND AMERICAN AIRCRAFT WHICH CAN LAND IN AND OVER ITALIAN GOVERNMENT CONTROLLED TERRITORY PROVIDED CIVILIAN PASSENGERS AND CREWS ARE IN POSSESSION OF PASSPORTS AND ITALIAN VISAS, AND THAT NORMAL FLIGHT WARNING SIGNALS ARE SENT (.)

Para. 6.
THE PROCEDURE FOR CLEARANCE OF ALL FOREIGN FLIGHTS INCLUDING BRITISH AND AMERICAN CIVIL AIRCRAFT TO AND OVER ALLIED MILITARY GOVERNMENT TERRITORY IN ITALY IS AS FOLLOWS (.) APPLICATION MUST BE MADE AT LEAST FIVE DAYS IN ADVANCE OF E.T.D. TO M.A.A.C. SECRETARIAT, A.T.H.Q. EITHER DIRECTLY OR THROUGH LOCAL AUTHORITIES AND FOLLOWING INFORMATION SUPPLIED (.)

- 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 DATE.

Para. 7.
NOTE OF THE ABOVE REGULATIONS APPLY TO BRITISH AND AMERICAN MILITARY AIRCRAFT WHICH CAN LAND IN AND OVER ALLIED ITALY PROVIDING CREWS AND PASSENGERS ARE TRAVELLING WITH PROPER MILITARY AUTHORITY (.)

Para. 8.
 THE SUPREME ALLIED COMMANDER RESERVES THE RIGHT
 AT HIS DISCRETION TO REASSUME CONTROL OF ALL AIRCRAFT FLYING INTO OR
 OVER ITALY (.)

R E de Long 11/10

For (S.J.B. HAMILTON)
 Wing Commander
 Secretary to The
MEDITERRANEAN ALLIED AIR COMMITTEE

RESTRICTED.

IMPORTANT

T.O.O. 141600.

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)
 UNITED STATES POLAD.
 BRITISH POLAD.
 AIR HEADQUARTERS ITALY REAR - AIR PLANS.

2 copies to each addressee.

21A

C O P Y .

From:- Air Forces Sub-Commission, Allied Commission, ROME.
 To :- Italian Air Ministry.
 Date:- 20th September, 1946.
 Ref :- AFSC/48/3/AIR.

HAND OVER OF I.A.F. AIRPORTS TO ITALIAN CIVIL AVIATION AUTHORITIES.

Arising from a recent visit of our Aircraft Safety Staff Officer to San Nicolo airfield on Venice Lido, it seems that the airport has (without our being informed) been handed over to civil control. But the hand over has been so inefficient that there was that day no control whatever.

2. A report on this visit is attached and from this report it will be seen, for example, that the Flying Control organisation on Lido airfield left much to be desired.
3. It is essential that when an airfield is handed over to untrained civilian personnel, a complete I.A.F. Flying Control Staff and other essential personnel shall remain on that airfield until the civilian staff is sufficiently trained to handle the commitment. This is the practice as between the R.A.F. and B.O.A.C. throughout the world and a general hand over is being only very gradually introduced - it is strongly recommended that you do likewise. We would appreciate it if you could keep us informed of development and whenever it is intended to hand over command of an airport to Italian Civil Aviation Authorities; the command must be retained by the I.A.F. (with the Civilian Aviation authorities treated as 'lodgers'), until such time as the civil authorities are fully competent, which at the moment surely they cannot be if only for lack of knowledge of modern developments and for lack of practice. Furthermore it is strongly recommended that those members of the Regia Aeronautica (since September, 1943) are given the option and preference in appointments to ground jobs as well as to flying and maintenance jobs.
4. As regards Flying Control, before taking a solo watch, each Flying Control Officer, military or civilian, should pass a comprehensive test based on the Italian Air Ministry publication on S.A.T.A. Civilian personnel passing this test should then be issued with a certificate of qualification in Flying Control and the Air Ministry Civilian Aviation Department should be informed of the award for record purposes.
5. The Provisional International Civilian Aviation Organisation will require a very high standard of efficiency before any passenger carrying aircraft is allowed to land on any airfield.
6. It is requested that your Ministry acknowledge this letter with any relevant comments; it would be appreciated if this important policy may receive the attention of the C.A.S., the Director of Civil Aviation and if need be the Air Minister too. As usual, the Air Forces Sub-Commission is anxious to five specialist advice.

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(SGD) IAN E. BRODIE,
AIR VICE MARSHAL,
DIRECTOR,
AIR FORCES SUB-COMMISSION.

X all action a further correspondence in 43/3/44



208

FROM: AIR FORCES SUB-COMMISSION, A.C., ROME
TO : MEDITERRANEAN ALLIED AIR COMMITTEE SECRETARIAT
DATE: 1ST OCTOBER, 1946
REF : AFSC/39/1/AIR

IMPOUNDING OF ALL AIRCRAFT WITHOUT CLEARANCES

In reply to your signal serial 8409 dated 2 September, 1946, referring to our letter AFSC/39/1/AIR dated 27 August, 1946, the following is relayed for your information and action.

2. The following is a supplement to the plan proposed by the Italian Air Ministry for the clearance of special flights of foreign aircraft flying over or landing in Italy for impounding all aircraft landing in Italy without proper clearances.

- a. The plan is not applicable to British and American Military planes or service personnel;
- b. All aircraft flying over and landing on Italian airfields, Allied or Italian controlled, which have not received prior clearance from the I.A.M. shall not be detained providing that the passengers and crews are in possession of the required valid entry documents. However, if the interrogating personnel have any doubt that the flight is not in order, the aircraft should be kept under surveillance until such time as notification of clearance is received from the I.A.M.
- c. Passengers and crews, other than British and American Service personnel, not in possession of such valid entry documents should be detained and handed over to either, Italian Public Safety Airfield Control; Italian Public Safety Port Control; the local Questura; the local Carabinieri.
- d. The AFSC will be notified immediately of each irregular incident by wire of action taken so that an investigation or proper clearance may be made.

3. An officer of this Sub-Commission will be delegated to make a daily inspection to supervise the Italian Liaison Officer until they become entirely proficient.

*J. J. M.
4/10*

P.F.
PATT FAVANO, 1st. Lt. AC
for Lt. Col. Frank E. Marek
Director

5750

Copy to:-
I.A.M.

ny. +1/10

*evl
3/10.*

[Signature]

Minute of Action

Date : 1 October, 1946

Ref : AFSC/39/1/AIR

Impounding of all aircraft without clearances

A conference was held at the I.A.M. with Dr. Cacopardo, Director of Civil Aviation, to ascertain the proper authority of the IAM to impound all aircraft landing on Italian airfields not in possession of proper clearances. This is to exclude American and British Military aircraft. Personnel and passengers not in possession of proper entry visas are to be detained and turned over to the local Questura or Carabinieri. This Sub-Commission is to be notified immediately of action taken so that an investigation and proper clearance can be obtained.

Steps are now being taken to give authority to proper IAF personnel to carry out the impounding of aircraft on all Italian Airfields, Allied and Italian Controlled.

Jk'm
4/10

Lt. Pett Favano

CWL
7/10

5749

19A
18A

From : Air Forces Sub Commission, A.C., Rome.
To : Italian Air Ministry (Directorate of Civil Aviation).
Date : 5 September 1946.
Ref : AFSC/39/1/AIR

FOREIGN CIVIL AVIATION - POLICY

Reference is being made to our letter AFSC/39/1/AIR dated 12 August 1946 and to your note No. 4700 of the 20th August 1946.

2. Further detailed information as to the action proposed to be taken in the event of foreign aircraft arriving without prior clearance is to be forwarded to this Sub Commission for approval. If it is decided to impound such aircraft the responsibility is Italian and they must have necessary means at these airfields, whether Allied controlled or not, for acting on decisions made.

H. H. Hagan
H. H. HAGAN 1st Lt.
for Air Vice Marshal,
Director,
Air Forces Sub Commission.

5748

[Signature]

BRITISH ARMY CIPHERS

H/6235

AIR

840918A

17A

SERIAL 8409

IMPORTANT

DTO 021121B

FROM..... MED ALLIED AIR COMMITTEE

TO AFSC ROME

FIA

16A

CIPHER

Me24/3

UX 327

~~CONFIDENTIAL~~
SEPT 2.

YOUR LETTER AFSC/39/1/AIR DATED AUGUST 27 PARA 4 REFERS,
NO MENTION IS MADE IN ITALIAN DRAFT LETTER OF ACTION THEY PROPOSE TO
TAKE IN EVENT OF FOREIGN AIRCRAFT ARRIVING WITHOUT PRIOR CLEARANCE.
IF THEY DECIDE TO IMPOUND SUCH AIRCRAFT THE RESPONSIBILITY IS THEIR
OWN AND THEY MUST HAVE NECESSARY (MEANS?) OF ACTING ON THEIR DECISION
WHETHER AIRFIELD IS ALLIED CONTROLLED OR NOT.
PARA TWO REQUEST YOU RAISE THIS POINT WITH ITALIAN (?) AND ASCERTAIN
WHAT ACTION THEY PROPOSE TO TAKE IN RESPECT OF UNCLEARED XXXXXX
AIRCRAFT LANDING IN ITALY

JHM
7/9
19

3/9/1400

5747

1178

17A.
16A

From: Air Forces Sub-Commission, A.C., Rome.
To : Mediterranean Allied Air Committee Secretariat.
Date: 27th August 1946.
Ref : AFSC/39/1/Air.

FOREIGN CIVIL AVIATION POLICY.

Please refer to your signal R209 dated 9 August 1946.

2. Forwarded for your approval is the proposed plan to be followed by the Italian Air Ministry for clearing of special flights of foreign aircraft flying over and landing in Italy. 16A.
15A
3. Detailed arrangements are being made by this Sub-Commission to establish an "Office of Civil Aviation attached to AFSC."
4. It is requested that further clarification be made on paragraph 3 of the above referred to signal as to who will assume responsibility for impounding aircraft not properly cleared, landing at Allied controlled airfields.

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

5746

FROM : AIR MINISTRY
MAIN OFFICE FOR CIVIL AVIATION AND AIR TRAFFIC

TO : AIR FORCES SUB-COMMISSION, ALLIED COMMISSION, APO 794, R O M E
MINISTRY OF FOREIGN AFFAIRS, R O M E
and for information
AIR MINISTRY, CABINET OF THE MINISTER, R O M E

DATE : 20TH AUGUST, 1946

REF : Letter No. 2884 dated 14th August, 1946

Reply to letter AFSC/39/1/AIR dated 12th August 1946

CLEARANCE OF FOREIGN AIRCRAFT
(NOT ON REGULAR AIRLINE SERVICE)
TO AND OVER ITALY. PROCEDURE
AND PROVISIONS

Reference is made to the proposed directives of AFSC, AC., with letter No. 39/1/AIR dated 12th August, 1946 and agreements with the Ministry of Foreign Affairs. The following procedure will be adopted for clearance of foreign civil aircraft (not on scheduled airline service) to fly over or make landings in Italy:-

1) Flights over the Italian territory and landings in Italy of foreign civil aircraft (not on regular airline service), will be subject to the authority of the Italian Government. The concerned diplomatic or consular Authorities of the various States will submit requests for clearance of their own aircraft to the Ministry of Foreign Affairs at least five days in advance of the date fixed for the flight.

British and American aircraft will not be subject to the above referred to regulations.

2) The request will indicate:-

- a) purpose of flight;
- b) type and make of aircraft;
- c) name of 1st Pilot, aircrew personnel, and passengers, if any;
- d) date of arrival in Italy and date of departure from the Italian territory;
- e) route and name of the Italian airfields to be used for landing;
- f) load, if any; all passengers will be warned that transport of army, ammunition, explosives, photographic and cinematographic material are, in principle, strictly prohibited.

CLEARANCE OF FOREIGN AIRCRAFT
(NOT ON REGULAR AIRLINE SERVICE)
TO AND OVER ITALY. PROCEDURE
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- e) route and name of the Italian airfields to be used for landing;
- f) load, if any; all passengers will be warned that transport of army, ammunition, explosives, photographic and cinematographic material are, in principle, strictly prohibited.

3) The Ministry of Foreign Affairs upon receipt of the above-mentioned request, will immediately notify by wire the Air Ministry, Main Office of Civil Aviation and Air Traffic.

4) A detached office of Civil Aviation and Air Traffic will be set up with AFSC in order to facilitate all connections and relations with the above-mentioned Allied Sub-Commission. This office will be known as "Office of Civil Aviation attached to A.F.S.C."

5) The Main Office of Civil Aviation, upon receipt of the wire communication from the Ministry of Foreign Affairs will immediately notify by wire the Civil Aviation Office with AFSC for further decisions of the Allied Commission. When the requests for clearance concern airfields under the Allied Authorities' jurisdiction, the Civil Aviation Office attached to AFSC must certify that the Allied Authorities have no objection to the landing of foreign aircraft on airfields under their control.

6) When clearance has been granted, the Main Office of Civil Aviation will:-

- a) send immediate wire communication to the Ministry of Foreign Affairs of the decisions adopted for further communication to the requesting parties;
- b) notify immediately by wire the Civil Aviation Office with AFSC of the decisions adopted for further communication to the Allied Sub-Commission and the Mediterranean Allied Air Committee.

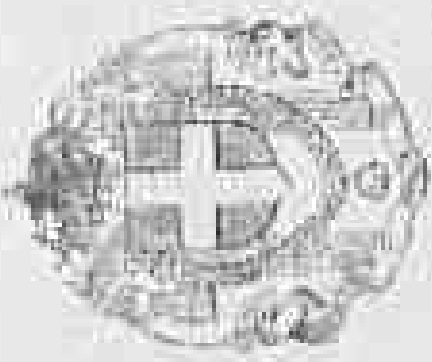
7) All necessary communications to the concerned airfields will be made:-

- a) by the Civil Aviation Office with AFSC according to the instructions received by Allied Authorities, to airfields under Allied jurisdiction;
- b) by the main office for Civil Aviation and Air Traffic to all airfields under Italian jurisdiction.

THE MINISTER

5744

MINUTA DI LETTERA PER DARE ESECUZIONE AL FOGLIO
DELLA AFSC, 39/1/AIR DEL 12/8-1946



Ministero dell'Aeronautica
DIREZIONE GENERALE

DELL'AVIAZIONE CIV. E T.A.

AIR FORCE SUB COMMISSION
ALLIED COMMISSION, APO 794

R O M A

AL MINISTERO DEGLI AFFARI ESTERI
D.G.A.E. - UFF. I° R O M A

Divisione

Reg. V. 2

Sec.

Allegato

Risposta al Foglio del

Dir.

N. 2

Oggetto Procedura per le autorizzazioni al sorvolo e all'approdo
in Italia di aeromobili civili stranieri non adibiti a
servizi di linea.

e per conoscenza:

AL MINISTERO DELL'AERONAUTICA
GABINETTO DEL MINISTRO

(Rif. al foglio dell'Ufficio Collegamento
n° 2884 del 14 agosto c.a.)

R O M A

ALLO STATO MAGGIORE DELL'AERONAUTICA MILITARE
(Rif. al foglio dell'Ufficio collegamento
n° 2884 del 14 agosto c.a.)

R O M A

Con riferimento alle indicazioni fornite dalla Air Force Sub Com-
mission, Allied Commission, con f° 39/1/Air, del 12 agosto c.a., ed alle
intese intercorse col Ministero degli Affari Esteri, la procedura rela-
tive alle autorizzazioni per il sorvolo del territorio italiano e per
l'atterraggio su di esso degli aeromobili civili stranieri non adibiti
a servizi regolari di linea è così stabilita:

1° - Il sorvolo del territorio italiano e l'atterraggio su di esso
degli aeromobili civili stranieri non adibiti a regolari servizi di linea,
per i quali vige una diversa procedura di autorizzazione, sono subordi-
nati ad autorizzazione da parte del Governo italiano. L'autorizzazione deve
essere richiesta al Ministero degli Affari Esteri, con un anticipo di al-
meno cinque giorni rispetto alla data prevista per il volo, dalla autori-
tà diplomatiche o consolari dello Stato del quale l'aeromobile possiede
la nazionalità.

Tali disposizioni non si applicano agli aeromobili aventi la nazionalità
britannica e degli Stati Uniti d'America.

- Nella richiesta devono essere indicati:

- lo scopo del volo;
- le marche caratteristiche dell'aeromobile;
- il nome del comandante, delle persone di equipaggio, degli eventuali
passaggeri;

passaggio e della nave aerea da esso;

Divisione

Prot. N.°

Allegati

Risposta al Foglio del

Dir.

Sec.

N.°

Oggetto Procedura per le autorizzazioni al sorvolo e all'approdo
in Italia di aeromobili civili stranieri non adibiti a
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e per conoscenza:

AL MINISTERO DELL'AERONAUTICA
GABINETTO DEL MINISTRO

(Rif. al foglio dell'Ufficio Collegamento
n° 2884 del 14 agosto c.a.)

R O M A

ALLO STATO MAGGIORE DELL'AERONAUTICA MILITARE

(Rif. al foglio dell'Ufficio collegamento
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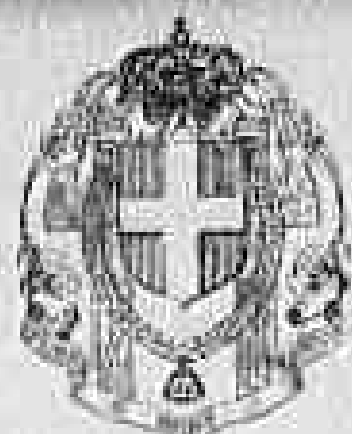
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Tali disposizioni non si applicano agli aeromobili aventi la nazional-
ità britannica e degli Stati Uniti d'America.-

2° - Nella richiesta devono essere indicati:

- a) - lo scopo del volo;
- b) - le marche caratteristiche dell'aeromobile;
- c) - il nome del comandante, delle persone di equipaggio, degli eventuali
passaggeri;
- d) - le date dell'arrivo su territorio italiano e della partenza da esso;
- e) - l'itinerario, con l'indicazione degli aero- ./.

5743



Roma, 19 Anno

Ministero dell'Aeronautica

Al

Divisione

Sec.

Aut. N.º

Allegati

Risposta al Foglio del

Dir.

Sec.

N.º

OGGETTO

porti italiani nei quali è previsto uno scalo;
f) - l'eventuale carico, con l'avvertenza che il trasporto di armi, munizioni, esplosivi e materiale fotografico e cinematografico è, in linea di massima, vietato.-

3º - Ricevuta la richiesta, il Ministero degli affari esteri ne fa segnalazione, con fonogramma urgente, al Ministero dell'Aeronautica, Direzione Generale dell'Aviazione Civile e del Traffico Aereo.-

4º - Per facilitare i rapporti con la Sottocommissione Alleata, relativi a tale materia, è istituito presso la suddetta Sottocommissione un ufficio distaccato della Direzione generale dell'Aviazione Civile e del traffico aereo, che assume la denominazione di "Ufficio Aviazione Civile presso la AFSC;

5º - Ricevuta la segnalazione del Ministero degli affari esteri, la Direzione Generale dell'Aviazione Civile ne dà notizia, con fonogramma urgente, all'Ufficio dell'Aviazione Civile presso la AFSC che provvede a informare la sottocommissione alleata. Ove la richiesta di autorizzazione interessi taluno degli aeroporti, che si trovano sotto il controllo delle autorità alleate, l'Ufficio aviazione civile presso la AFSC deve accertare se nulla osti da parte delle autorità stesse all'approdo in detti aeroporti.-

6º - Ricevuto, se del caso, il nulla osta, la Direzione generale dell'aviazione civile:

a) - fa conoscere, con fonogramma urgente, le decisioni adottate al Ministero degli affari esteri, per le ulteriori comunicazioni ai richiedenti;

b) - fa conoscere, con fonogramma urgente, le decisioni stesse all'Ufficio aviazione civile presso l'AFSC, per le ulteriori comunicazioni alla Sottocommissione alleata e alla Mediterranean Allied Air Commission.-

5742

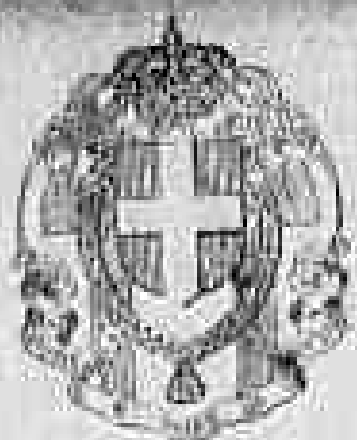
7º - Le necessarie segnalazioni agli aeroporti interessati sono effettuate:

a) - se si tratta di aeroporti sotto il controllo delle autorità alleate; dall'Ufficio aviazione civile presso l'AFSC, sulla base

./.

Il primo foglio del presente bollo non può essere separato e deve essere unito al secondo foglio del presente bollo.

March 12, 1997



Roma. 19. Anno.

Ministero dell' Aeronautica

11

Prot. V.

Allegretto

Risposta al Foglio del

Dir.

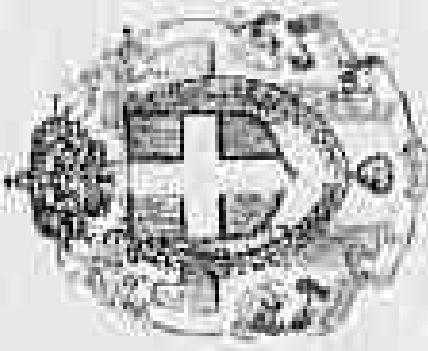
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OGGETTO

b) - se si tratta di aeroporti sotto il controllo italiano; dalla Direzione generale dell'aviazione civile e del traffico aereo.-

IL MINISTRO

5747



Ministero dell'Aeronautica

DIREZ. GEN. AVIAZIONE CIVILE
E TRAFFICO AEREO.

Roma, 20 agosto 1946

N. 4700

Signor Colonnello,

Faccio riferimento al colloquio avuto con lei ieri mattina circa la procedura per l'ammissione in Italia degli aeromobili civili stranieri, che forma oggetto della nota dell' AFSC 39/1/Air in data del 12 agosto.

Il Dott. Enrico VALENTI, direttore di aeroporto civile, è il funzionario che potrei incaricare di dirigere l'ufficio da istituire presso la AFSC, previsto dalla lettera A) della nota anzidetta. Egli è incaricato di sottoporle la minuta di una lettera con la quale potrebbe darsi esecuzione a quanto è richiesto nella nota stessa. Voglia farmi conoscere se le sembra che essa risponda ai desideri della Commissione alleata; nel qual caso prendere i rapidi accordi col Ministero degli affari esteri per il sollecito perfezionamento della procedura di cui si tratta.

Relativamente a quanto è detto nella lettera C) della nota, circa la repressione delle eventuali infrazioni, desidererei chiarire se si intende che la responsabilità e i mezzi necessari per tale repressione debbano essere assunti dalle autorità italiane anche presso gli aeroporti, che si tro-

Roma, 20 agosto 1946

N. 4700

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Gratisca, Signor Colonnello, i miei cordiali saluti.

Signor Colonnello F. E. MAREK
Air Forces Sub-Commission.

S. Casapardo.

A I R M I N I S T R Y
MAIN OFFICE OF
CIVIL AVIATION AND
AIR TRAFFIC

13A
R O M E, 20TH AUGUST
1946

REF : No. 4700

TO : LT. COL. F. E. MAREK
AIR FORCES SUB-COMMISSION, A.C. ROME

12A
Dear Colonel,

I am referring to our conversation of yesterday concerning policy for clearance of foreign civil aircraft to Italy as referred to in letter AFSC/39/1/AIR dated 12th August '46.

I wish to submit to your attention my proposal to appoint Dr. Enrico VALENTI, former Head of Civil Airfield, Head of the Office to be set up with AFSC in compliance with instructions given by your Sub-Commission in letter A) of the above-mentioned letter.

Herewith attached is a true copy of the draft letter containing provisions issued by our office in accordance with the policy suggested by your AFSC in letter AFSC/39/1/Air dated 12th August 1946.

Will you kindly inform us whether your Sub-Commission has any objections as to the provisions we are herewith submitting to your approval.

Should you agree with all points, we will immediately contact the Ministry of Foreign Affairs and see that all further arrangements be expedited.

As to letter C) of the afore-mentioned letter regarding measures the Italians should take against violations of regulations, clarification is requested whether it must be intended that responsibility and measures will be assumed by the Italian Authorities also on airfields still under the Allied Authorities' control.

Cordial regards.

Yours sincerely
/s/ Cacopardo

22/8

wj 832

39/1/ai

wj 215739

12A

From: Air Forces Sub-Commission, Allied Commission, APO 794, Rome.

To : I.A.M. (Directorate of Civil Aviation)

Ref : 39/1/Air

Date: 12 August, 1946

FOREIGN CIVIL AVIATION POLICY

This Sub-Commission has been informed that it is now agreed to the Italians assuming responsibility for clearance of foreign aircraft (Special flights) to and over Italy subject to the following provisions:

- A- Italians should set up office with AFSC in order to facilitate signals procedure.
- B- Copies of all applications for clearance will be sent to MAAC for information only.
- C- Italians must assume responsibility and have necessary measures available to impound aircraft not complying with their policy.
- D- British and American civil and military aircraft will be cleared automatically.
- E- Supreme Allied Commander will have over-riding responsibility where military operations are concerned.

2. A Draft Letter from you as to the policy to be used is requested for approval by MAAC before operations is affected. Upon receipt and approval MAAC will then inform all concerned as to the new procedure that will be adopted.

for

H. H. Hagan
H. H. HAGAN
1ST. LT., AIR CORPS
AIR VICE MARSHAL
ALLIED COMMISSION

See A-14

J/E 3/1
12/8

ing.
12/8

12/8

5738

36 LROF V LARE NR R259/39 OF OP
FROM MEDITERRANEAN ALLIED AIR COMMITTEE SECRETARIAT
TO AIR FORCES SUB COMMISSION ALCOM ROME
BT

UNCLASSIFIED

FOR JARMAN FROM FISHER PD

AFHQ HAVE NOW AGREED TO THE ITALIANS ASSUMING RESPONSIBILITY FOR
CLEARANCE OF FOREIGN AIRCRAFT TO AND OVER

ITALY SUBJECT TO CERTAIN PROVISIONS PD

/1/ ITALIANS SHOULD SET UP OFFICE WITH A F S C IN ORDER
TO FACILITATE SIGNALS PROCEDURE PD

/2/ COPIES OF ALL APPLICATIONS FOR CLEARANCE WILL BE
SENT TO M A A C FOR INFORMATION ONLY PD

/3/ ITALIANS MUST ASSUME RESPONSIBILITY AND HAVE
NECESSARY MEASURES AVAILABLE TO IMPROVE AIRCRAFT
NOT COMPLYING WITH THEIR POLICY PD

/4/ BRITISH AND AMERICAN CIVIL AND MILITARY AIRCRAFT WILL BE
CLEARED AUTOMATICALLY PD

/5/ SUPREME ALLIED COMMANDER WILL HAVE OVER-RIDING
RESPONSIBILITY WHERE MILITARY OPERATIONS ARE CONCERNED PD

PARA TWO PD REQUEST ITALIANS BE ASKED TO PRODUCE POLICY
DRAFT LETTER FOR APPROVAL HERE BEFORE THEY TAKE OVER
THIS COMMITMENT PD M A A C CAN THEN INFORM

ALL CONCERNED AS TO THE NEW PROCEDURE THAT WILL BE
ADOPTED PD YOUR LETTER AFSC/36/411 DATED JUNE

25 REVERE PD

BT

SENT R259 CC

TIA 3154 H/5490
~~7/54~~



MC 21/9

AWA 12/8

12 T/A on
M 2

pd 9/11
13/0

5737

09/14/30

for 3M
10/8

FROM : AIR MINISTRY
MAIN OFFICE FOR CIVIL AVIATION AND AIR TRAFFIC

TO : AIR FORCES HQ-COMMISSION, ALLIED COMMISSION, APO 794, R O M E
MINISTRY OF FOREIGN AFFAIRS, R O M E
and for information
AIR MINISTRY, GOVERNMENT OF THE MINISTER, R O M E

DATE : 20th AUGUST, 1946

REF : Letter No. 2084 dated 14th August, 1946

Reply to letter AFMO/39/1/AIR dated 12th August 1946

CLEARANCE OF FOREIGN AIRCRAFT

(NOT ON REGULAR AIRLINE SERVICE)
TO AND OVER ITALY. PROCEDURE
AND PROVISIONS

Reference is made to the proposed directives of AFMO, AC., with letter No. 39/1/AIR dated 14th August, 1946 and agreements with the Ministry of Foreign Affairs. The following procedure will be adopted for clearance of foreign civil aircraft (not on scheduled airline service) to fly over or make landings in Italy:-

1) Flights over the Italian territory and landings in Italy of foreign civil aircraft (not on regular airline service), will be subject to the authority of the Italian Government. The concerned diplomatic or consular authorities of the various States will submit request for clearance of their own aircraft to the Ministry of Foreign Affairs at least five days in advance of the date fixed for the flight.

British and American aircraft will not be subject to the above referred to regulations.

2) The request will indicate:-

- a) purpose of flight;
- b) type and make of aircraft;
- c) name of 1st Pilot, aircrew personnel, and passengers, if any;
- d) date of arrival in Italy and date of departure from the Italian territory;
- e) route and name of the Italian airfields to be used for landing;
- f) load, if any; all passengers will be warned that transport of army, munitions, explosives, photographic and cinematographic material are, in principle, strictly prohibited.

Reply to letter AFSC/39/1/AIR dated 12th August 1940

CLEARANCE OF FOREIGN AIRCRAFT

(NOT ON REQUEST AIRLINE SERVICE)
TO AND OVER ITALY. PROCEDURE
AND REGULATIONS

Reference is made to the proposed directives of AFSC, AD., with letter No. 39/1/AIR dated 12th August, 1940 and agreements with the Ministry of Foreign Affairs. The following procedure will be adopted for clearance of foreign civil aircraft (not on scheduled airline service) to fly over or make landings in Italy:-

1) Flights over the Italian territory and landings in Italy of foreign civil aircraft (not on regular airline service), will be subject to the authority of the Italian Government. The concerned diplomatic or consular authorities of the various States will submit request for clearance of their own aircraft to the Ministry of Foreign Affairs at least five days in advance of the date fixed for the flight.

British and American aircraft will not be subject to the above referred to regulations.

2) The request will indicate:-

- a) purpose of flight;
- b) type and make of aircraft;
- c) name of 1st Pilot, aircrew personnel, and passengers, if any;
- d) date of arrival in Italy and date of departure from the Italian territory;
- e) route and name of the Italian airfields to be used for landing;
- f) load, if any; all passengers will be warned that transport of army, munitions, explosives, photographic and cinematographic material are, in principle, strictly prohibited.

3) The Ministry of Foreign Affairs upon receipt of the above-mentioned request will immediately notify by wire the Air Ministry, Main Office of Civil Aviation and Air Traffic.

4) A detached office of Civil Aviation and Air Traffic will be set up with AFSC in order to facilitate all connections and relations with the above-mentioned Allied Sub-Commission. This office will be known as "Office of Civil Aviation attached to A.F.S.C."

- 2 -

5) The Main Office of Civil Aviation, upon receipt of the wire communication from the Ministry of Foreign Affairs will immediately notify by wire the Civil Aviation Office with AFSC for further decisions of the Allied Commission. When the requests for clearance concern airfields under the Allied Authorities' jurisdiction, the Civil Aviation Office attached to AFSC must certify that the Allied Authorities have no objection to the landing of foreign aircraft on airfields under their control.

6) When clearance has been granted, the Main Office of Civil Aviation will:-

- a) send immediate wire communication to the Ministry of Foreign Affairs of the decisions adopted for further communication to the requesting parties;
- b) notify immediately by wire the Civil Aviation Office with AFSC of the decisions adopted for further communication to the Allied Sub-Commission and the Mediterranean Allied Air Committee.

7) All necessary communications to the concerned airfields will be made:-

- a) by the Civil Aviation Office with AFSC according to the instructions received by Allied Authorities, to airfields under Allied jurisdiction;
- b) by the Main Office for Civil Aviation and Air Traffic to all airfields under Italian jurisdiction.

THE MINISTER

5735

38 LROT V LAEE NR R209/09 OP OP
FROM MEDITERRANEAN ALLIED AIR COMMITTEE SECRETARIAT
TO AIR FORCES SUB COMMISSION ALCOM ROME
BT

UNCLASSIFIED

FOR JARMAN FROM FISHER PD

AFHQ HAVE NOW AGREED TO THE ITALIANS ASSUMING RESPONSIBILITY FOR
CLEARANCE OF FOREIGN AIRCRAFT TO AND OVER
ITALY SUBJECT TO CERTAIN PROVISOS PD

/1/ ITALIAN SHOULD SET UP OFFICE WITH A F S C IN ORDER
TO FACILITATE SIGNALS PROCEDURE PD

/2/ COPIES OF ALL APPLICATIONS FOR CLEARANCE WILL BE
SENT TO M A A C FOR INFORMATION ONLY PD

/3/ ITALIAN MUST ASSUME RESPONSIBILITY AND HAVE
NECESSARY MEASURES AVAILABLE TO IMPOUND AIRCRAFT
NOT COMPLYING WITH THEIR POLICY PD

/4/ BRITISH AND AMERICAN CIVIL AND MILITARY AIRCRAFT WILL BE
CLEARED AUTOMATICALLY PD

/5/ SUPREME ALLIED COMMANDER WILL HAVE OVER-RIDING
RESPONSIBILITY WHERE MILITARY OPERATIONS ARE CONCERNED PD

PARA TWO PD REQUEST ITALIANS BE ASKED TO PRODUCE POLICY
DRAFT LETTER FOR APPROVAL HERE BEFORE THEY TAKE OVER
THIS COMMITMENT PD M A A C CAN THEN INFORM

ALL CONCERNED AS TO THE NEW PROCEDURE THAT WILL BE
ADOPTED PD YOUR LETTER AFSC/36/AIR DATED JUNE

25 REFERS PD

BT

SENT R209 CC

5734

From:- Mediterranean Allied Air Committee Secretary

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

Date:- 7th August, 1946.

Ref:- YMAO/1215/1/APALS.

FOREIGN CIVIL AIRLINES IN ITALY.

Reference your letter AFSC/59/1/AIR. dated 24th May, 1946, concerning procedure for foreign civil airlines in Italy.

2. It is the view of Allied Force Headquarters that this proposed directive is, or shortly will be, out of date. No arrangements for the continued assumption by the Allied Military for the duties enumerated in the proposed directive appear to have been foreseen in the revised armistice agreement.

3. It is felt particularly that paragraphs 2 and 3 of your proposed directive are not in line with the revised armistice agreement, and should be amended to permit the Italian Government full latitude, subject only to military considerations involved where the Supreme Allied Commander would naturally exercise the over-riding responsibility.

*but we were then not
aware of Revised armistice agreement nor of
its being implemented. It is still not
implemented.*

Maxwell Fisher.
(MAXWELL FISHER)
Wing Commander,
Secretary to The,

MED. MEDITERRANEAN ALLIED AIR COMMITTEE.

Q 798
XND 8/8

39/Jan

5733

COPY

9A

From : Mediterranean Allied Air Committee Secretariat.

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

Date : 17th July, 1946.

Ref : MEDAF/4094/AFALS.

FRENCH CIVIL AIR LINE TO ITALY

Please refer to your letter AFSC/61/Air dated 8th July, 1946.

2. Approval is given in principle for a French Civil Air Line to Italy as requested in your above quoted letter. However, it is requested that this project is not actually put into operation until we are able to reply to your AFSC/39/1/Air. dated 24th May, 1946, which at present is still under active consideration at Allied Forces Headquarters, viz., at the moment feel particularly that proposals 2 and 3 of the proposed directive incorporated in this letter are not in line with the revised Armistice agreement and should be amended to permit the Italian Government full latitude subject only to military consideration that might be involved.

3. You will be informed as soon as possible of the final results of our enquiries with Allied Forces Headquarters.

(Sd)
(MAXWELL PETER)
Wing Commander,
Secretary to the
MEDITERRANEAN ALLIED AIR COMMITTEE.

Original in 61/Air.

W. J. 30/7.

Jk m
9/8

5731

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

To : Italian Air Ministry.

Date : 25th July, 1946.

Ref : AFSC/39/1/Air.

FOREIGN CIVIL AVIATION

With reference to your Memorandum File No 2257 dated 10th May, 1946, you are notified that the information regarding foreign air services should be obtained from the Embassies or Legations themselves.

2. We regret that through an error, you have been kept waiting so long for our reply.

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

188 25/7

5739

7A
AIR FORCES SUB-COMMISSION, ALLIED COMMISSION, ROME, USAFO 794, ltrs 25th June 46, 1st Ind., 1st July 46, Subject: Restoration of the Customs Services at Ciampino Airport.

2nd. Ind.

AIR FORCES SUB-COMMISSION, ALLIED COMMISSION, ROME. 11 JULY 1946.

TO: Hq. 1419th AAF BU EURW EURD ATC, USAFO 512.

1. Reference basic communication and prededing indorsement, attached is copy of our letter giving approval in principle to the Italian Government to establish offices on Allied Controlled Airfields for the purpose of enforcing custom and immigration laws.

2. It is suggested that no approval be given to basic request until reply is made to our above referred letter. Upon receipt of the information desired from the Italian Air Ministry full particulars relating to establishment of customs offices on Allied Controlled Airfields will be forwarded to your to headquarters through the Mediterranean Allied Air Committee, Secretariat.

FOR THE DIRECTOR:

HENRY H. HAGAN
1st. Lt., A.C.
Air III

5729

1199
6 A.
HQ 1419th AAF BU, EURW HQRD ATC, USAPO 512, ltr 6 me 46, and ltr 25 June 46, Ministero delle Finanze, Rome, Subject: Restoration of the Customs Services at Ciampino Airport.

1st Ind.

091.311

HQ 1419th AAF BU EURW HQRD ATC, USAPO 512. 1 July 1946. 13

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

1. This headquarters forwards the basic communication to you for information and your suggestions before any action is taken.

2. Request your comments as soon as possible in order to expedite re-establishment of the customs service.

FOR THE COMMANDING OFFICER:

JOHN B. HARDING
Major, AC
Executive Officer

5728

LB
(t)

From : Italian Finance Ministry
General Directory of Customs and Taxes

To : HQ 1419 AAF Base Unit, Rome, Italy,
European Wing, EURD. ATC,
APO 512, U. S. Army.

Date : June 25, 1946

Ref : 135753, II/B.
(Reply to EX/JHB/lak, dated 6.6.46)

Subject : Resumption of Custom Services at Ciampino Airport.

With reference to the request made in the above mentioned letter we are informing you of the following:

1. The minimum space required for the resumption of the above mentioned services is the space necessary to set up a wooden prefabricated barrack with dimensions 22x16 metres.

The setting up of the barrack undertaken directly by the Piva Reffaele Firm, agent of the Swedish Air Line Aba, and sub-agent of the T.W.A. American Air Line, requires the labour of five workers for at least 5 or 6 days during which time they should be allowed to enter the Airport.

2. The service to be resumed consists mainly in clearing the goods on arrival, service in connection with the transit and export of goods and checking the baggage of civilian passengers on arrival and on departure in order to observe the rules in force.

3. All civilian passengers must consider themselves subject to customs control either on arrival or on departure.

4. The personnel strictly indispensable to carry out the above mentioned services consists of:

- A. Chief Inspector.
- B. Four officials who will be present in groups of two in turns during the entire day, for the fulfilment of all duties including those in the office.
- C. Two clerks who will be present in turns during office hours.
- D. Two finance guards to carry out their duties consisting of checking services and general surveillance in custom offices.

In addition to the issue of entrance permit for the Airport given to the above mentioned personnel, such permit should be granted also to the Senior Director and the Director of Customs in Rome in case they would desire to go to the Airport themselves for inspection of customs services.

Would you please communicate, if there are no objections, when the above mentioned Senior Director of Customs in Rome will be able to start activities for the purpose of the resumption of services in question.

Translation by
Stasha Furlan

The Minister.

1202

785017

Modello

Roma 25 GIU 1946

19



Ministero delle Finanze

DIREZIONE GENERALE
DELLE DOGANE E IMPOSTE INDIRETTE

Quartier Generale della 14
AAF Base Unit, Rome, Italy-
European Wing- EURD. A.T.C.
APO 512
U.S. Army.

Divisione II/E.
Prot. N. 135753

Risposta al foglio del 6.6.46
EX/JBH/lsk

Oggetto Riattivazione servizi doganali presso l'Aeroporto di
Ciampino-

Con riferimento alla richiesta contenuta nel foglio sopradistinto,
si fa presente quanto segue:

1) Lo spazio minimo occorrente per la riattivazione dei servizi in og-
getto, è quello necessario per il montaggio di una baracca in legno
precostruita delle dimensioni di metri 22x16.

Il montaggio della baracca, il cui incarico è stato assunto di-
rettamente dalla Ditta Piva Raffaele, agente della linea Aerea Svedese
Aba e sub-agente della linea Aerea Americana T.W.A., richiede l'impiego
di cinque operai per il tempo strettamente necessario di 5 o 6 giorni,
durante i quali dovrebbe essere permesso il loro accesso nel recinto
dell'aeroporto.

2) Il servizio da riattivare consiste sommariamente nelle operazioni
di sdoganamento delle merci in arrivo, nelle altre operazioni concer-
nenti il transito e l'esportazione delle merci e nella visita ai ba-
gagli dei viaggiatori civili in arrivo ed in partenza ai fini dell'os-
servanza delle disposizioni vigenti in materia.

3) Devono considerarsi soggetti al controllo doganale tutti i viag-
giatori civili sia in arrivo che in partenza.

5725

Divisione II/3.

Prot. V. 135753

Ac.

Allegati

European Wing- EURD. A.T.C.

APD 512

U.S. ARMY.

Risposta al Telex del 6.6.46

Dir. *Ac.* *EX/JBH/lsk*

Oggetto Riattivazione servizi doganali presso l'Aeroporto di
Ciampino-

Con riferimento alla richiesta contenuta nel foglio sopradistinto,
si fa presente quanto segue:

1) Lo spazio minimo occorrente per la riattivazione dei servizi in oggetto, è quello necessario per il montaggio di una baracca in legno precostruita delle dimensioni di metri 22x15.

Il montaggio della baracca, il cui incarico è stato assunto direttamente dalla Ditta Piva Raffaele, agente della linea Aerea Svedese Aba e sub-agente della linea Aerea Americana T.W.A., richiede l'impiego di cinque operai per il tempo strettamente necessario di 5 o 6 giorni, durante i quali dovrebbe essere permesso il loro accesso nel recinto dell'aeroporto.

2) Il servizio da riattivare consiste sommariamente nelle operazioni di sdoganamento delle merci in arrivo, nelle altre operazioni concernenti il transito e l'esportazione delle merci e nella visita ai bagagli dei viaggiatori civili in arrivo ed in partenza ai fini dell'osservanza delle disposizioni vigenti in materia. X

3) Devono considerarsi soggetti al controllo doganale tutti i viaggiatori civili sia in arrivo che in partenza. 5725

4) Il personale strettamente indispensabile per l'espletamento dei suddetti servizi consiste in:

a) un ispettore capo

b) 4 funzionari che saranno presenti a gruppi di 2 a turno durante

...

1 2 0 4

giornata per il compimento di tutte le operazioni, comprese le interne d'ufficio;

- c) 2 commessi che saranno presenti a turno durante l'orario di lavoro;
- d) 2 guardie di Finanza per il compimento del loro servizio d'istituto consistente in servizi di riscontro e di sorveglianza generica nei locali della dogana.

Oltre che al suddetto personale dovrebbe essere data la possibilità di accesso al recinto dell'Aeroporto anche al Direttore Superiore e al Direttore della dogana di Roma per il caso che essi desiderassero recarsi all'Aeroporto medesimo per ispezionare i servizi doganali.

Ove codesto Quartier Generale nulla trovi in contrario, si prega di voler far conoscere quando il surriferito Direttore Superiore della dogana di Roma potrà disporre l'inizio dei lavori ai fini della riattivazione dei servizi di cui trattasi.

IL MINISTRO

Translation -> 10 Copy in
419th AAF BU
Central Files

FILE

5A

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

TO: ITALIAN AIR HIGHWAY (2 COPIES).

DATE: 6th JUNE, 1946.

REF: A890/39/ALP.

ITALIAN CIVIL AVIATION.

With reference to your letter File No. 2267 dated 10th May, 1946, authorisation is given to the Italian Government to establish offices on Allied controlled airfields in order that greater control may be exercised in enforcing Italian customs and immigration laws; however, before any action is taken it will be necessary for the Italian Government to inform this Headquarters at which airfields it is their wish to open offices so that authorities concerned may be informed.

2. Authorisation is also granted to the Italian Government for spot-cash payment (for petrol, oil and airfield services), from civilian pilots landing on Italian controlled airfields. Information on these charges and the names of the airfields at which they would be in operation must be given to this Headquarters in order that British, American and other authorities may be informed.

3. These authorisations will not be enforced until the information has been received and distributed.

Lepman

L.F. JAMMAN, C/CAPT,
AIR VICE-MARSHAL,
DIRECTOR,
AIR FORCES SUB-COMMISSION.

Copy: Chief Commissioner, through
Executive Commissioner.

39/1/ATB. ✓

5724

4 A

Original 96A
in 39/AIR

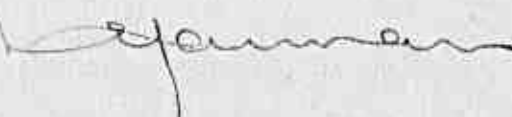
From : Air Forces Sub Commission, A.C., Rome.
 To : Mediterranean Allied Air Committee Secretariat,
 E.M.C. Italy, C.M.F.
 Date : 30th May, 1946.
 Ref : AFSC/39/AIR.

ITALIAN CIVIL AVIATION

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

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

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


 L.R. JAMES, C/O,
 for Air Vice-Marshal,
 Director,
 Air Forces Sub Commission.

Copy to : Chief Commissioner, thru Executive Commissioner.

Copy to file 39/1/AIR.

5723

389

*Please this copy, and file it for me
promptly after.*

ADJUTANT GENERAL'S OFFICE
WASHINGTON, D.C.

TO: SAC, NEW YORK, NEW YORK

FROM: SAC, NEW YORK, NEW YORK

SUBJECT: [illegible]

RECOMMENDATION FOR AWARD

Subject to your approval is to proceed to issue the following
recommendation to the Italian Government on the procedure to be adopted in
the establishment of foreign air services in Italy.

- (1) The present procedure is adopted by foreign governments for permission to establish their flying over or landing in Italy. Foreign governments are required by the Italian Ministry of Foreign Affairs, the Italian Air Ministry or the Air Force Sub-Committee.
- (2) In order to expedite the procedure to be adopted you are requested to notify all interested Governments that the procedure which should be followed is that they submit their proposal plan to the Air Force Sub-Committee for approval in principle. (Approved to be signed by S.F.A.C. from N.Y.C. 10/1/54)
- (3) When approved, this recommendation will inform the Italian Ministry of Foreign Affairs and the Italian Air Ministry, and will advise the foreign Government to open negotiations directly with the Italian Ministry of Foreign Affairs.
- (4) If there are further requests for landing and overflight facilities at Allied controlled airports they should also be turned to the Italian Government, United States Forces, European Theater, Germany, for clearance and the following facilities, and with headquarters No. 219 and Air Force Command, Italy, for facilities, fuel and landing facilities.
- (5) A copy of the final contract with the foreign Government, together with a copy of the air law services and is forwarded to the Air Force Sub-Committee, No. 10, at a later date, any other information are considered, approved from the S.F.A.C. and be turned before such information are made effective.

L. P. Pyle

Adm. Staff, New York, AFHQ on policy in Italy

C O P Y

From : Air Forces Sub Commission, A.C., Rome.
To : Mediterranean Allied Air Committee,
Allied Forces Headquarters, Caserta.
Date : 4th January, 1946.
Ref : AFSC/36/Air.

(2A) ~~15A~~
(137A in Paris)
This letter is referred
to as 1A

DUTCH AIRLINE IN ITALY

The Royal Netherland Legation at Rome has sent to the Air Forces Sub Commission a copy of a Note to the Italian Foreign Office asking for permission for K.L.M. aircraft flying from Amsterdam to Batavia to fly over Italian territory and make what they refer to as a technical landing at Naples. The service will be run with C.54 aircraft and will become daily as soon as possible.

2. It would appear that authority to fly over Italian territory can at present only be granted by the Italian Government if the authority of A.F.H.Q. is first obtained, and it is therefore suggested that you treat this letter as a request for such authority.

3. As regards facilities at Naples it is believed that the Netherlands Government should in the first place approach A.T.C. Headquarters in Paris.

W.M. BISDEE, W/Cdr,
for Air Vice-Marshal,
Director,
Air Forces Sub Commission.

Copies to : Netherlands Military Mission,
Via Omero 12, Valle Giulia, Rome.
Italian Air Ministry.
Italian Foreign Office.

5721

FROM : AIR MINISTRY
TO : LIAISON OFFICE FOR THE ALLIED COMMISSION
DATE : 10TH MAY 1946
REF : 2262/Encl. 2

1A ~~13A~~
(T) ~~(E)~~
original in

MEMORANDUM OF THE "AIR ACTIVITY OF
FOREIGN COUNTRIES IN ITALY" FOR THE ALLIED COMMISSION

Will you kindly forward the enclosed memorandum No. 2267 dated 10th May "Air Activity of Foreign Countries in Italy" approved by the Minister and signed by the writer.

One more copy of the said memorandum is included for information to your office.



THE DIRECTOR OF
THE CIVIL AVIATION
/s/ Col. Gallo

LIAISON OFFICE
File No. 1853 Coll
TO: THE AIR FORCES SUB-COMMISSION, A.C.
ROME

ROME, 14 April 1946

..... for information.

THE HEAD OF THE OFFICE
/s/ Lt. Col. Adrower

J.P.M.
20/5

5723

2 -

FROM : AIR MINISTRY
TO : ALLIED COMMISSION (MEMORANDUM)
DATE : 10TH MAY 1946
REF : FILE NO. 2277⁵

AIR ACTIVITY OF FOREIGN COUNTRIES IN ITALY

Several foreign States for quite some time have shown deep interest for the installation of air communications with Italy as well as for the transit of their air services throughout Italy.

The following cases are hereby pointed out:

- 1) SWITZERLAND: The Berna Government from some time began to have contacts with the Allied Authorities and the Italian Ministry of Foreign Affairs and requested the re-organization of an air line between Switzerland and Rome. The Italian Government has expressed its favorable opinion and granted approval within the limits of its jurisdiction.
The Rome Air Forces Sub-Commission has consented to examine detailed proposals for the inauguration of Italian Air Services between Switzerland and Italy (Letter AFSC/39/R dated 9 November 1945).
- 2) SWEDEN: The Swedish Government has requested authority to inaugurate an air line between Stockholm and Rome. The said air-line has already begun to operate following authority been granted.
- 3) HOLLAND: The Dutch Government has requested authority to reorganize the Amsterdam-Batavia airline with intermediary landing in Naples. Approval was given for the service throughout Italy.
- 4) FRANCE: The French Government in its scheme for the reorganization of the Paris-Damascus airline, has expressed desire to restore the intermediary landing base of Naples.
- 5) SPAIN: The Spanish Government has shown great interest in the re-organization of air communications with Italy; it was recently communicated that the Spanish Government is willing to grant authority for the immediate installation of the Madrid-Barcellona-Milan-Rome air service and viceversa.
- 6) IRELAND: The Irish Government has lately submitted a proposal for an agreement on the inauguration of regular air communications between the two countries.

5719

- 3 -

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We deem it superfluous to point out that requests for re-organizing air services in Italy have been received also from the U.S.A. (letter No. 152 dated 10th July 1945 from the U.S.A. Embassy) and from the British Government for landing in Ciampino of the London-Athene air service (letter No. 57 dated 5th March 1946 from the British Embassy) and for the employment of the Augusta Seaplane Base in the civil air traffic (letter of 22 March 1946 of the same Embassy).

From the above it can be assumed that foreign air lines in Italy are being rapidly reorganized and moreover that some of the lines in question have already begun operating. However, we must bring to your attention the following major disadvantages:

1) Lack of precise data on the foreign air services. All information received from time to time by this Air Ministry on any of the above mentioned foreign air services are often disconnected and not complete; at times they are forwarded directly through the Allied Commands, and at times through the Ministry of foreign affairs. However, in most cases they have no definite information of the authority officially received and of its precise character and limits. (date of inauguration of the services, frequency, route, etc). *Up to the point to get these from the authorities*

For quite some time the necessity of adopting a unique and accurate procedure has been pointed out. For this purpose this Ministry forwarded to this Air Forces Sub Commission, A.C. the following letter No. 168, dated 16th January 1946:- ~~2A~~ **2A**

"With letter AFSC/36/AIR dated 4th inst. your Sub-Commission communicated that authority to fly over the Italian territory with foreign aircraft and with foreign air services in general, can be granted only to the Italian Government, provided that AFSC has previously given its approval.

For the purpose of establishing a unique procedure, it is advisable that the interested Foreign Governments request the said authority only from the Italian Ministry of Foreign Affairs, and that the Ministry take care of the necessary arrangements with the Allied Authorities before meeting the request.

Your Sub-Commission is requested to inform us whether the Allied Authorities are in agreement with the above procedure."

Apparently no reply to the said letter has been received yet.

IMPERFECT ITALIAN CONTROL OVER FOREIGN AIR SERVICES At the beginning landings and taking off of the foreign air services in Italy were effected while no control concerning customs, value and police was exercised by the Italians. With letter AFSC/36/AIR dated 13th April 1946, the A.F.S.C. communicated that ~~xxxx~~ on the Italian controlled airfields control shall be exercised again by the Italian Government which is at present carrying it out through the normal procedure of passports and necessary visas". It is thus understood that the Italian Government has no right whatsoever to exercise control over the airfields controlled at present by the Allies.

authorities

- 4 -

It happens therefore that, owing to the fact that the said airfields are used for landing of some foreign aircraft, most of the air traffic does not come under the Italian Authorities' control. It is therefore obvious and advisable that the Italian Government resume its previous powers and authority over the said airfields, more so when we consider that the lines in question belong not only to U.S.A. or England, but also to other States.

We wish to point out the following measures ~~to~~ to eliminate all hindrances:-

1) Establish and consolidate the procedure according to which foreign air services are authorized to fly over Italy. This procedure should be as proposed in the above letter No. 169 of 16th January, since we are of the opinion that only by following it we shall be able to eliminate the peculiar situation in which this Ministry has come to find itself. Moreover, this Ministry has no knowledge whatsoever of the foreign air service which are actually flying over the Italian territory.

2) Instruct that all custom, police and valuation control over air services operating in Italy be in all cases exercised by the Italian authorities, as well as in conjunction with the Allied Authorities in case of traffic on airfields still under Allied control.

Will your Sub-Commission carefully take into consideration the above memorandum. We will be awaiting communication on the subject.

We take the opportunity to ask you to send us all information possible on all the foreign air services which are at present operating in the Italian territory or ~~are~~ flying through it, pointing out also the regulations of service, i.e. the time tables, the frequencies, tariffs, etc.

Has to ask Ambassador's signature themselves?

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36-2
MINISTERO DELLE CORPORAZIONI

DIVISIONE INDUSTRIA

*Società Metallurgica Lombarda**Milano**Importazione dall'estero.*

Società Metallurgica Lombarda

Milano

Importazione dall'estero.

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