

ACC

10000/135/123

(II)

10000/135/123
(II)

FLYING CONTROL, POLICY
SEPT. 1946 - JAN. 1947

MI
Disposal (through Air II)

Refresher Evaluation SA. I do not think that a V/T Flying Control Officer would receive the essential theoretical background in a control tower, and consider a ~~short~~ course of instruction necessary. Suggested that flying be confined to flying control. Air Sea Rescue and aircraft safety only.

~~Recommendation~~
31/10/46

I agree entirely
1/11/46
11/2/51/10

2.

S.S.O. Ref Air II, I also agree. Please draft reply to SA
1/11/46 saying that we are particularly pleased with this decision
(in 5-7 para) where a specialist branch are under
consideration on lines of Air I. Include flying control English
phrases pl. vide letter to general secretariat ATTO which looks like "English
English".
1/11/46
M.A. Dir.

From : Inspectorate of Telecommunication and Assistance to Aircraft

1st Met. Division 1st Section

To : Civiltavia
Milan Air zone
Padua " "
Rome " "
Bari " "
Cagliari Air Force
Palermo " "

Attached Meteor Officer AF30 Rome

URGENT/REC 130/80/TEL/88 COLL. IT IS NOTIFIED THAT THE LIGHT
SIGNALS ON THE TRANSMISSION AIRWAYS HIGH ABOVE 50 METERS AND
SITUATED TO THE NW OF PALERMO MARCHIE (BARI) AIRPORT ARE EXHAUSTED.
SUNNY... REQUEST NOTIFY THE INTERESTED ORGANISATIONS OF THE ABOVE...
FOR THE MINISTER IT/COL. DE VINCENZI 120000

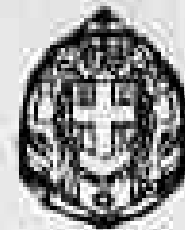
Translated by Mr. P.W. FURTON



0262

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

785017



Mod. 56-E

MINISTERO DELL'AERONAUTICA

Indicazioni d'urgenza

Circuito d'inoltro

TELEGRAMMA

Spedito il _____ ore _____ per circuito N. _____
all'Ufficio di _____ Trasmittente _____

QUALIFICA	DESTINAZIONE	PROVENIENZA	NUMERO	PAROLE	Data di presentazione	
					Giorno	Ora e minuti

CIVILAVIA

SEDE

AERONAUTICA

MILANO

PADOVA

ROMA

BARI

AERONAUTICA

CAGLIARI

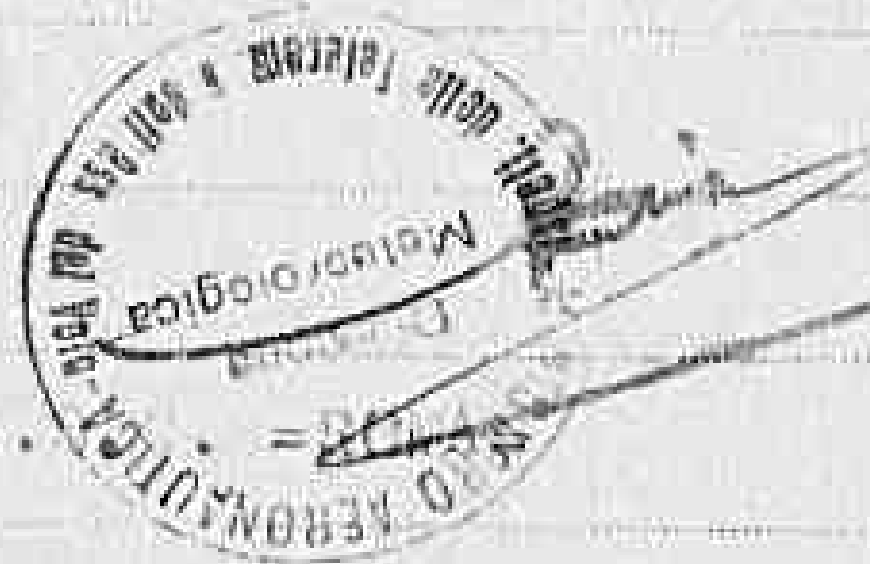
PALERMO

all'Ufficio

TELEGRAMMA 12038/TEL. 13766
LUNOSI ANTENNE TRASMETTENTI ALTE CIRCA 50 METRI ET
SITUATE AT NORD-OVEST A ROCCO PALERMO MACCHIE (BARI)
SONO SPENTE /./ PREGASI SEGNALARE QUANTO SOPRA AT
ENTI INTERESSATI /./ PROMINISTRO TEN COL. DEVINCENTI
120008

13 GEN 1947

ATTACHED LETTER OFFICER A.F.



1371

FROM:- Air Headquarters, R.A.F. ITALY, C.M.F.

TO:- See distribution list.

DATE:- 29th November, 1946.

REF:- AFHQ/150/AIR.

Reference is made to the use of the Red Alais Lamp and Red Verrey Cartridge as an indication of refusal to land.

2. As a general rule Airfield Controllers are taught to use the Red Alais Lamp for cancellation of permission to land, when this cannot be done by N/T, and the Red Verrey Cartridge is used as a last resort on it is obvious that the overshoot procedure is not being carried out.
3. Such delay frequently results in aircraft having to overshoot from a dangerously low level, and Airfield Controllers are to be instructed that whenever it becomes necessary to cancel permission to land when an aircraft is below 200 feet, the signal as laid down in AP 1024, Section 7, Appendix 2, Part 2 (iv) must be given immediately.



M. Taylor
M. TAYLOR P/LT,
for Senior Air Staff Officer,
Air Headquarters,
R.A.F. ITALY, C.M.F.

DISTRIBUTION:

244 Wing.
259 Wing.
324 Wing.
225 Squadron.
No. 654 (A.O.E.) Squadron.
Austria Com. Flt. TRIESTE.
" " Det. VIZIA.
AFHQ. Com. Flight.
AFHQ. Com. Flt. ALCANTARA.
No. 357 H.U.

the red flag for cancellation of permission to land, when this cannot be done by R/T, and the Red Verney Cartridge is used as a last resort when it is obvious that the overshoot procedure is not being carried out.

3. Such delay frequently results in aircraft having to overshoot from a dangerously low level, and Airfield Controllers are to be instructed that whenever it becomes necessary to cancel permission to land when an aircraft is below 200 feet, the signal as laid down in AP 1024, Section 7, Appendix F, Part 2 (iv) must be given immediately.



(Signature)
 A. TAYLOR R/Lt,
 for Senior Air Staff Officer,
 Air Headquarters,
 R.A.F. ITALY, C.M.F.

DISTRIBUTION:

244 Wing.
 239 Wing.
 324 Wing.
 225 Squadron.
 No. 654 (L.O.F.) Squadron.
 Austria Comm. Flt, VIACENTURA.
 " " Det. VIE A.
 AFOL Comm. Flight.
 AFOL Comm. Flt. MARCIANESI.
 No. 357 H.Q.
 A.F. Sub-Commission, Allied Commission, Rome.
 R.A.F. Station, CIAMPINO.
 R.A.F. Station, UDINE.
 R.A.F. Station, VIACENTURA.
 R.A.F. Station, CIAMPINO.

1370

0265

7A

FROM : AIR FORCES SUB-COMMISSION, A.C., ROME
 TO : ITALIAN AIR MINISTRY
 DATE : 8TH NOVEMBER, 1940
 REF : AFSC/43/3/AIR

FLYING CONTROL SCHOOL
AT LEGHORN

Reference is made to your letter 105229/C/3536 Coll. dated 19th October.

2. This Sub-Commission is pleased with the policy outlined in para 5 of your letter and suggests that training of specialist Flying Control Officers (both I.A.F. personnel and civil personnel) should begin at the earliest possible moment, though it may be desirable to postpone training of civil flying control personnel for a little while.
3. The main items on the syllabus of the Flying Control Course should, we think, be Flying Control (theory and practical) Air Sea Rescue (Control of Aircraft) Aircraft Safety (Channels of Communication and Locations of Centres) and Mountain Rescue.
4. The training in Flying Control should include standardised A.I. procedure in English and the standard English-American A.I. phonetic alphabet as shown in Appendices A and B.
5. It is requested that the proposed syllabus be sent to this Sub-Commission for information and any suggestions with which we may be able to help you.

F.E.M.
 FRANK E. MANN,
 Lt. Col. Air Corps
 for Air Vice-Marshal
 Director A.F.S.C.

Chisholm
 15/11

and 13/11

1369

APPENDIX A

STANDARD LANDING PROCEDURE
(CONTACT)

Serial (a)	Position (b)	Aircraft to control (c)	Control to aircraft (d)	
1	Approx. 5 mins. from airfield.	("OVER") R/T Approaching from North- 4,000 ft. (height)-over(i) R/T QRA..QRL (Hgt.)	("OVER") R/T Join circuit 1,000 ft. (Hgt.)- Runway 36-QFE 30.1- Over (ii) R/T QPA (circuit height) (FU 360 QFE 1010	R/ S/
2	Without further message aircraft joins circuit at height given			
3	At commencement of downwind leg.	R/T Downwind-Over. R/T QTH DWN	R/T Clear (or No. 2, 3, etc.) to Land (two Spitfires)-over. (iii) or Circle and Call sign. R/T QGP 1 (or 2, 3, etc.) or QGQ...	R/ S/
4	Just prior to turning on to final leg.	R/T Turning on Final-over R/T QTH TURN	R/T Clear final-over, or Go round again-over. R/T QGN or QGO....	R/ S/
5	After touching down.	R/T (Taxying Instructions- Over), (iv). R/T (TAXI)	"Appropriate taxying in- structions"-over. R/T TAX...	R/ S/
6	When clear of Runway.	R/T Runway Clear-over. R/T Clear.	R/T Roger-(any further taxying instructions)-out(or over). R/T R.	R/ S/

NOTES :- (i) Any special information is to be included in this message.

(ii) Any special information (e.g. strong crosswinds, number of aircraft in circuit (but NOT turn for landing) in this message.

(iii) With different types of aircraft in circuit, types of preceding aircraft may be passed to assist pilot will take to land. Such instructions as "Make long (or Short) Approach" may be included.

(iv) It should not be necessary for a pilot to request taxying instructions-these should be passed automatic.

APPENDIX A

STANDARD LANDING PROCEDURE
(CONTACT)

2.

Aircraft to control (c)	Control to aircraft (d)	Aircraft to control (e)
("OVER") R/T Approaching from North- 4,000 ft. (height)-over(i) W/T QAA...QHL (Hgt.)	("OVER") R/T Join circuit 1,000 ft. (Hgt.)- Runway 36-QFE 30.1- Over (ii) W/T QFM (circuit height) QFU 360 QFE 1010	R/T Wilco--QFE 30.1-out. W/T R QFE 1010.
Aircraft joins circuit at height given		
R/T Downwind-over. W/T QTH DEW	R/T Clear (or No. 2, 3, etc.) to land (two Spitfires)-over. (iii) or Circle and Call sign. W/T QGP 1 (or 2, 3, etc.) or QGS...	Roger-out Wilco-out W/T R.
R/T turning on Final-over W/T QTH TURN	R/T Clear Final-over, or Go round again-over. W/T QGN or QGO....	Roger-out, or Wilco-out. W/T R.
R/T (Taxying Instructions- Over), (iv). W/T (TAXI)	"Appropriate taxying in- structions"-over. W/T TAX...	Wilco-out. W/T R.
R/T Runway Clear-over. W/T Clear.	R/T Roger-(any further taxying instructions)-out(or over). W/T R.	(Wilco-out).

Information is to be included in this message.
 Section (e.g. strong crosswinds, number of aircraft in circuit (but NOT turn for landing) is to be included
 types of aircraft in circuit, types of preceding aircraft may be passed to assist pilot in assessing time
 Such instructions as "Wake Long (or Short) Approach" may be included.
 necessary for a pilot to request taxying instructions-these should be passed automatically, if required.

STANDARD LANDING PROCEDURE.
(INSTRUMENT)

Serial (a)	Position (b)	Aircraft to Control (c)	Control to aircraft (d)
1	Approx. 10 mins. from airfield.	R/T (over) (i) Approaching from North- 4,000 ft.-request BARS (or SPA, etc.) Landing- Over (ii) W/T QAA...QEF (or other appr. group)...(hgt)QFS (BARS) QGP ?	R/T (over) Clear BARS-Datum 2,000 ft. (hgt. at Instr. Appch. Datum (iii)-Runway 36- QFE 30.1-over (iv) or No.2 (or 3,4, etc.)-Wait (as instructed)-Runway 36- QFE 30.1-over (iv). W/T If clear and No. 1 to Land. QGPI-QFM...(hgt. required over Instr. Appch. Datum) QGA (BARS)- QFU 360-QFE 101 If not to Land. QQQ...QFS-QFU 360- QFE 1010.
2	When aircraft may carry on with landing after being told to wait.		R/T Clear BARS-Datum 2,000 ft. (hgt. at Instr. Appch. Datum (iii)-Runway 36- QFE 30.1-over. W/T QGPI-QFM...(Hgt required over aerodrome)- QGA (BARS)-QFU 360- QFE 1010. If not to Land QQQ...QFS-QFU 360- QFE 1010.
3	Over Instrument approach Datum.	R/T Datum 2,000 ft.-over. W/T QFG Datum...(hgt) TTF	R/T Roger-out (or any special instructions). W/T R. (or any special instruc- tions.)
4	When turning on to final approach.	R/T Turning on Final-over. W/T QTH Turn	R/T Clear final-out. or Alternative instructions. W/T QGN or QGS-QFM...(hgt)

STANDARD LANDING PROCEDURE.
(INSTRUMENT)

	Aircraft to Control (a)	Control to aircraft (d)	Aircraft to control (e)	
airfield.	R/T (over) (i) Approaching from North- 4,000 ft.-Request FARS (or SBA, etc.) Landing- Over (j) W/T QAA...QFE (or other appr. group)...(hgt)QFS (FARS) QGP ?	R/T (Over) Clear FARS-Datum 2,000 ft. (hgt. at Instr. Appch. Datum (iii)-Runway 36- QFE 30.1-over (iv) or No. 2 (or 3, 4, etc.)-Wait (as instructed)-Runway 36- QFE 30.1-Over (iv). W/T If clear and No. 1 to Land. W/T R QFE 1010. QGPI-QFM...(hgt. required over Instr. Appch. Datum) QGA (FARS)- QFU 360-QFE 1010. If not to Land. QQQ...QFS-QFU 360- QFE 1010.	R/T Roger-QFE 30.1-out. R QFE 1010.	1367
on ing field		R/T Clear FARS-Datum 2,000 ft. (hgt. at Instr. Appch. Datum (iii)-Runway 36- QFE 30.1-Over. W/T QGPI-QFM...(Hgt required over aerodrome)- QGA (FARS)-QFU 360- QFE 1010. If not to Land QQQ...QFS-QFU 360- QFE 1010.	R/T Roger QFE 30.1-out. W/T R...QFE 1010.	
ch	R/T Datum 2,000 ft.-Over. W/T QFG Datum...(hgt) TERR	R/T Roger-out (or any special instructions). W/T R. (or any special instruc- tions.)	R/T Wilco-out.	
nel	R/T Turning on Final-over. W/T QTH Turn	R/T Clear final-out. or Alternative instructions. W/T QGE or QGS-QFM...(hgt)	R/T Wilco-Out. W/T R.	

STANDING LANDING PROCEDURE-Contd.
(Instrument)-contd.

Serial (a)	Position (b)	Aircraft to Control (c)	Control to aircraft (d)
5	On gaining contact(vi)- (a) If aircraft is not landing off Instr. Approch. (b) If aircraft is land- ing direct off Instr. Approch.	R/T Contact-1500 ft.-over. W/T QNH...(hgt) QDT (then normal contact landing procedure) R/T(Contact-600ft.-over)(vii). W/T (QGV or QPO)	R/T Roger-join circuit 1,000 ft. W/T QFM...(hgt) (or QGN). R/T (Roger-clear to land-over.). W/T (QF)
6	After touching down.	R/T (Taxying Instructions-over) (vii). W/T (TAX?)	R/T Appropriate taxying instruc- tions-over. W/T TAX...
7	When clear of runway.	R/T Runway clear-over. W/T Clear.	R/T Roger (further taxying in- structions)-out(or over). W/T R.

- NOTES.-(i) Initial call-up is optional and will be at pilot's discretion.
(ii) Any special information or request is to be included in this message.
(iii) Instrument approach datum is the point from which an aircraft starts its instrument approach procedure. T
designated height over a marker beacon, cone of silence, PAR beacon, etc...
(iv) Extra information such as weather conditions, etc., may be included in this message.
(v) Note that this will vary with type of approach used.
(vi) This may be before aircraft turns on to final, particularly when VFR conditions exist on the airfield.
(vii) This message is at the discretion of the pilot.
(viii) It should not be necessary for a pilot to request taxying instructions-these should be passed automatical

STANDING LANDING PROCEDURE-Contd.
(Instrument)-contd.

on	Aircraft to Control (c)	Control to aircraft (d)	Aircraft to control (e)	993
	R/T Contact-1500 ft.-over. W/T QNH...(hgt) QDT (then normal contact landing procedure)	R/T Roger-join circuit 1,000 ft. W/T QFM...(hgt) (or QNH).	R/T Wilco-out. W/T R.	
r.	R/T (Contact-600 ft.-over) (vii). W/T (QGV or QPO)	R/T (Roger-clear to land-over.). W/T (QPO)	R/T (Roger-out). W/T R.	
	R/T (Taxying Instructions-over) (vii). W/T (TAX?)	R/T Appropriate taxying instruc- tions-over. W/T TAX...	R/T Wilco-out. W/T R.	
	R/T Runway clear-over. W/T Clear.	R/T Roger (further taxying in- structions)-out(or over). W/T R.	R/T (Wilco-out) W/T R.	

optional and will be at pilot's discretion.
 ion or request is to be included in this message.
 datum is the point from which an aircraft starts its instrument approach procedure. This point is at the
 er a marker beacon, cone of silence, RAS Beacon, etc...
 ch as weather conditions, etc., may be included in this message.
 vary with type of approach used.
 aircraft turns on to final, particularly when VFR conditions exist on the airfield.
 the discretion of the pilot.
 cessary for a pilot to request taxying instructions-these should be passed automatically if required.

STANDING TAKE-OFF PROCEDURES.
Contact and instrument.

Serial (a)	Position (b)	Aircraft to control (c)	Control to aircraft (d)
1	At dispersal.	R/T Taxi Clearance-over. W/T TAX?	R/T Clear to Taxi-Runway 18- QFE 30.1-over (i). W/T TAX.
	At Marshalling Point.	R/T Take off Clearance-over. W/T DEP?	R/T Clear to take-off-over. or Wait-over. or Clear to line up and hold W/T DEP or DEP NO.
3	When airborne.	R/T Airborne-over. W/T QAD...(time)	R/T Roger-out. W/T R.

NOTES:- (i) QFE is passed to aircraft to enable the pilot to check his altimeter.

(ii) May be used when an aircraft can be cleared into take-off position but not for take-off-e.g. when an aircraft is cleared the runway.

STANDING TAKE-OFF PROCEDURE.
Contact and instrument.

Action	Aircraft to control (c)	Control to aircraft (d)	Aircraft to control (e)
	R/T Taxi Clearance-over. W/T TAX?	R/T Clear to Taxi-Rampway 18- QEE 30.1-over (1). W/T TAX.	R/T Roger-QEE 30.1-out. W/T R.
In g Point.	R/T Take off Clearance-over. W/T DEP?	R/T Clear to take-off-over. or Wait-over. or Clear to line up and hold(ii) W/T DEP or DEP NO.	R/T Roger-out. Wilco-out. Roger-out. W/T R.
ne.	R/T Airborne-over. W/T QAD...(time)	R/T Roger-out. W/T R.	

aircraft to enable the pilot to check his altimeter.
an aircraft can be cleared into take-off position but not for take-off-e.g. when an arriving aircraft has not yet
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PROCEDURA STANDARD D'ATTERRAGGIO
(VOLO OSSERVATO)

Numero d'ordine (a)	Posizione (b)	Aereo alla torre di controllo (c)	Torre di controllo all'aereo (d)
1	A 5 minuti circa dall'aeroporto	("PASSO") R/T/F Arrivo dal Nord-4.000 piedi (quota)-passo(i) R/T QAA....QBE. (quota)	("PASSO") R/T/F Mettetevi sul circuito a 4.000 piedi (quota)- Pista d'atterraggio 36 QFE 30.1-passo (ii) R/T QFM (quota del circuito) QFU 360 QFE 1010
2	Senza nessun ulteriore messaggio aereo effettua circuito alla quota stabilita.		
3	Iniziando il percorso di traffico parallelo alla pi- sta in direzione contraria a quella di atterraggio.	R/T/F Inizio percorso cente- rio atterraggio-passo. R/T QTH (percorso di cui sopra)	R/T/F Potete atterrare (spe- cificare il numero d'ordine di atterraggio assegnato al velivolo)- passo (iii) oppur Continuate a circolare e date il nominativo. R/T QGP 1 (o 2, 3, ecc.) o QGG....
4	Ultima fase di atterraggio (prima di iniziare la curva che porta sulla pista)	R/T/F Curva finale-passo R/T QTH GIRO	R/T/F Potete atterrare-passo oppur Continuate a girare- passo R/T QGN o QSO
5	Dopo l'atterraggio	R/T/F Richiedo istruzioni di rullaggio-passo(iv) R/T (RULLAGGIO?)	"Fornisce istruzioni di rullaggio"-passo R/T RULLATE....
6	Quando la pista è sgombra	R/T/F Pista libera-passo R/T Libera	R/T/F Ricevuto-(tutte le sus- seguenti istruzioni di rullaggio)-finito R/T R.

PROCEDURA STANDARD D'ATTERRAGGIO
(VOLO OSSERVATO)

	Aereo alla torre di controllo (c)	Torre di controllo all'aereo (i)	Aereo alla torre di controllo (c)
	("PASSO")	("PASSO")	
Aereo-	R/T/F Arrivo dal Nord-4.000 piedi (quota)-passo(i)	R/T/F Retretevi sul circuito a 1.000 piedi (quota)- Pista d'atterraggio 36 QTH 30.1-passo (ii)	R/T/F Ricevuto eseguirò- QTH 30.1-finito.
	R/T QAA...QBR. (quota)	R/T QPR (quote del circuito) QFU 360 QSE 1010	
Il messaggio aereo effettua circuito alla quota stabilita.			
di la pi- reria ie.	R/T/F Inizio percorso contra- rio atterraggio-passo.	R/T/F Potete atterrare (spe- cificare il numero d'ordine di atterraggio assegnato al velivolo)- passo (iii) oppur Continuate a circolare e date il nominativo.	Ricevuto-finito
	R/T QTH (percorso di cui sopra)	R/T QGP 1 (o 2, 3, ecc.) o QGO....	R/T R.
aggio curve	R/T/F Curva finale-passo	R/T/F Potete atterrare-passo oppur Continuate a girare- passo	Ricevuto-finito Ricevuto eseguirò- finito
	R/T QTH CIRCO	R/T QGN o QGO	R/T R.
	R/T/F richiedo istruzioni di rullaggio-passo(iv)	"Fornisce istruzioni di rullaggio"-passo	Ricevuto eseguirò- finito
	R/T (RULLAGGIO?)	R/T RULLATE....	R/T R.
mbre	R/T/F Pista libera-passo	R/T/F Ricevuto-(tutte le sue seguenti istruzioni di rullaggio)-finito	Ricevuto eseguirò- finito
	R/T Libera	R/T R.	

NOTE: ---

- (i) Tutte le informazioni speciali debbono essere incluse in questo messaggio.
- (ii) Tutte le informazioni speciali (forte vento trasversale, numero degli aerei nel circuito (ma che non stanno girando per atterrare)) debbono essere incluse nel messaggio.
- (iii) Con differenti tipi di aerei nel circuito i dati relativi al tipo di aereo che precede possono essere forniti al pilota per aiutarlo a stimare il tempo che impiegherà nella discesa. "Fate un avvicinamento lungo" può essere un'ulteriore istruzione da includere in questo messaggio.
- (iv) Può essere non necessario al pilota richiedere le istruzioni di discesa se queste vengono automaticamente fornite.

- i) Tutte le informazioni speciali debbono essere incluse in questo messaggio.
- i) Tutte le informazioni speciali (forte vento trasversale, numero degli apparecchi nel circuito (ma che non stanno girando per atterrare)) debbono essere inclusi in questo messaggio.
- ii) Con differenti tipi di aerei nel circuito i dati relativi al tipo di apparecchio che lo precede possono essere forniti al pilota per aiutarlo a stimare il tempo che quest'ultimo impiegherà nella 'atterraggio. "Fate un avvicinamento lungo o corto" può essere un'ulteriore istruzione da includere in questo messaggio.
- iv) Può essere non necessario al pilota richiedere le istruzioni di rullaggio; se richieste vengono automaticamente fornite.

PROCEDURA STANDARD D'ATTERRAGGIO
(VOLO STRUMENTALE)

Numero d'ordine (a)	Posizione (b)	Aereo alla torre di controllo (c)	Torre di controllo all'aereo (d)
1	A 10 minuti circa dall'aereo- porto	R/T/F (passo) (i) Arrivo dal Nord-4.000 piedi-Richiedo BABS (o SRA, ecc.) per atter- rare-Passo (ii)	R/T/F/(Passo) Potete BABS-Datum(iii) 2.000 piedi (quota nel l'avvicinamento stru- mentale Datum(iii))- Pista 36-QFE 30.1-Pas- so (iv) oppure No. 2 (o 3, 4 ecc.)- Attendete (come pre- scritto)-Pista 36-QFE 30.1-Passo (iv)
		R/T QAA....QEF (o altro gruppo di avvicinamento)(quota) QFS (BABS) QGF?	R/T Se No. 1 può atterrare QGFI-QFM....(quota ri- chiesta per avvicina- mento strumentale Da- tum)-QGA (BABS)-QFU 360 - QFF 1010 Se non deve atterrare QGQ....QFS-QFU 360- QFE 1010
2	Quando l'aereo può proseguire dopo aver avuto comunica- zione di aspettare.		R/T/F Potete BABS-Datum 2.000 piedi (quota nell'avvicinamento strumentale Datum (iii))-Pista 36-QFE 30.1 -Passo R/T QGFI-QFM....(quotari- chiesta sull'aereo- porto)-QGA (BABS)- QFU 360-QFE 1010

PROCEDURA STANDARD D'ATTERRAGGIO
(VOLO STRUMENTALE)

	Aereo alla torre di controllo (c)	Torre al controllo all'aereo (d)	Aereo alla torre di controllo (e)
all'aereo-	R/T/F (passo) (i) Arrivo dal Nord-4.000 piedi-Richiedo PABS (o SBA, ecc.) per atter- rare-Passo (ii)	R/T/F/(Passo) Potete BABS-Datum(iii) 2.000 piedi (quota nel- l'avvicinamento stru- mentale Datum(iii))- Pista 36-QFE 30.1-Pas- so (iv) oppure No. 2 (o 3, 4 ecc.)-- Attendete (come pre- scritto)-Pista 36-QFE 30.1-Passo (iv)	R/T/F Ricevuto QFE 30.1- finito.
	R/T QAA....QFE (o altro gruppo di avvicinamento)(quota) QFS (BABS) QCF?	R/T Se No. 1 può atterrare QCPI-QFM....(quota ri- chiesta per avvicina- mento strumentale Da- tum)-QCA (BABS)-QFU 360 - QFE 1010 Se non deve atterrare QQQ....QFS-QFU 360- QFE 1010	R/T R QFE 1010 R QFE 1010
proseguir- comunicar-		R/T/F Potete BABS-Datum 2.000 piedi (quota nell'avvicinamento strumentale Datum (iii))-Pista 36-QFE 30.1 -Passo R/T QCPI-QFM....(quotari- chiesta sull'aereo- porto)-QCA (BABS)- QFU 360-QFE 1010	R/T/F Ricevuto QFE 30.1- finito R/T R QFE 1010

PROCEDURA STANDARD D'ATTERRAGGIO
(VOLO STRUMENTALE) continuazione

Numero d'ordine (a)	Posizione (b)	Aereo alla torre di controllo (c)	Torre di controllo all'aereo (d)	
3	Dati sull'avvicinamento stru- mentale.	R/T/F Datum 2.000 piedi- passo R/T QFC Datum...(quota)	R/T/F Ricevuto-finito (oppu- re tutte le istruzioni speciali) R/T R. (oppure ogni istru- zione speciale)	R/T
4	Girando nell'avvicinamento finale	R/T/F Curva finale-passo R/T QTH Giro	R/T/F Potete-passo oppure istruzioni del caso R/T QCN oppure QGC-QFM....(quota)	R/T R/T
5	Prendendo contatto visua- le (vi)- a) Se l'aereo atterra senza mezzi stru- mentali b) Se l'aereo fa uso del sistema stru- mentale	R/T/F Contatto visuale- 1.500 piedi-passo R/T QBE...(quota) QDT (quindi la normale procedura del volo osservato) R/T/F (Contatti visuali) 600 piedi-passo (vii) R/T (QCV oppure QFC)	R/T/F Ricevuto-mettetevi sul circuito a 1.000 piedi R/T QFM...(quota) (oppure QCN) R/T/F (Ricevuto potete at- terrare-passo) R/T (QFC)	R/T R/T R/T
6	Dopo l'atterraggio	R/T/F (Istruzioni rullaggio -passo) (viii) R/T (RULLAGGIO?)	R/T/F Fornisce istruzioni di rullaggio-passo R/T RULLATE....	R/T R/T
7	Quando la pista è sgombra	R/T/F Pista libera-passo R/T Libera	R/T/F Ricevuto (tutte le sus- seguenti istruzioni di rullaggio)-finito (oppure passo). R/T R.	R/T R/T

NOTE: ---

- (i) La chiamata iniziale sarà a discrezione del pilota.
(ii) Tutte le informazioni speciali o richieste debbono essere incluse in questo m
(iii) Il "DATUM" dell'avvicinamento strumentale è il punto dal quale un aereo inizi
di avvicinamento strumentale. Questo punto è ad una quota stabilita sopra il
cono di silenzio, "EARS BEACON" ecc.

PROCEDURA STANDARD D'ATTERRAGGIO
(VOLO STRUMENTALE) continuazione

	Aereo alla torre di controllo (c)	Torre di controllo all'aereo (d)	Aereo alla torre di controllo (e)
ato stra-	R/T/F Datum 2.000 piedi- passo	R/T/F Ricevuto-finito (oppu- ra tutte le istruzioni speciali)	R/T/F Ricevuto eseguirò- finito.
	R/T QFC Datum...(quote)	R/T R. (oppure ogni istru- zione speciale)	
amento	R/T/F Curva finale-passo	R/T/F Potete-passo oppur istruzioni del caso	R/T/F Ricevuto-eseguirò- finito
	R/T QTH Giro	R/T QGN oppur QFC-QFM....(quote)	R/T R.
isua-	R/T/F Contatto visuale- 1.500 piedi-passo	R/T/F Ricevuto-mettetevi sul circuito a 1.000 piedi	R/T/F Ricevuto eseguirò- finito
erro	R/T QBN...(quote) QBT (quindi la normale procedura del volo osservato)	R/T QFM...(quote) (oppure QGS)	R/T R.
uso	R/T/F (Contatto visuale) 500 piedi-passo (vii)	R/T/F (Ricevuto potete at- terrare-passo)	R/T/F Ricevuto eseguirò- finito
ru-	R/T (QGN oppure QFC)	R/T (QFC)	R/T R.
	R/T/F (Istruzioni rullaggio -passo) (viii)	R/T/F Fornisce istruzioni di rullaggio-passo	R/T/F Ricevuto eseguirò- finito
	R/T (RULLAGGIO?)	R/T RULLATE....	R/T R.
ombra	R/T/F Pista libera-passo	R/T/F Ricevuto (tutte le sue seguenti istruzioni di rullaggio)-finito (oppure passo).	R/T/F (Ricevuto eseguirò- finito)
	R/T Libera	R/T R.	R/T R.

amata iniziale sarà a discrezione del pilota.
le informazioni speciali o richieste debbono essere incluse in questo messaggio.
TUM" dell'avvicinamento strumentale è il punto del quale un aereo inizia la sua procedura
vicinamento strumentale. Questo punto è ad una quota stabilita sopra il "MARKER BEACON",
di silenzio, "MARK BEACON" ecc.

continuazione

NOTE: ---

- (iv) Informazioni ulteriori, quali le condizioni del tempo, ecc. possono essere incluse in questo messaggio.
- (v) Nota che questo varierà con il tipo dell'avvicinamento usato.
- (vi) Questo può avvenire prima che l'aereo faccia la curva finale, specialmente sull'aeroporto le condizioni di volo osservate.
- (vii) Questo messaggio è a discrezione del pilota.
- (viii) Può essere non necessario al pilota richiedere le istruzioni di rullaggio; vengono automaticamente fornite.

0243

Formazioni ulteriori, quali le condizioni del tempo, ecc. possono essere incluse in questo messaggio.

Ma che questo varierà con il tipo dell'avvicinamento usato.

Questo può avvenire prima che l'aereo faccia la curva finale, specialmente quando sussistono sull'aeroporto le condizioni di volo osservate.

Questo messaggio è a discrezione del pilota.

Non essere non necessario al pilota richiedere le istruzioni di rullaggio, se richieste vengono automaticamente fornite.

1961

PROCEDURA STANDARD DI DECOLLO
(VOLO STRUMENTALE AD OSSERVATO)

Numero d'ordine (a)	Posizione (b)	Aereo alla torre di controllo (c)	Torre di controllo all'aereo (d)
1	Al punto di decentramento	R/T/F Autorizzazione di rullaggio-passo R/T POSSO RULLARE?	R/T/F Potete rullare-Pista 18 QFE 30.1-passo (i) R/T RULLATE
2	Al limite della pista di rullaggio (prima di entrare nella pista di decollo)	R/T/F Autorizzazione di decollo-passo R/T DEP?	R/T/F Potete decollare-passo oppur Aspettate-passo oppur Autorizzazione ad entrare sulla pista ed atterrare (ii) R/T DEP oppur NO DEP.
3	Dopo il decollo	R/T/F Decollato-passo R/T QAD....(orario)	R/T/F Ricevuto-finito R/T R.

NOTE: ---

- (i) Il QFE viene dato all'aereo affinché il pilota possa registrare il suo
(ii) Può essere usato quando un aereo può essere autorizzato ad entrare in collare, ad esempio, quando un aereo in arrivo non ha ancora sgombrato

PROCEDURA STANDARD DI DECOLLO
(VOLO STRUMENTALE ED OSSERVATO)

	Aereo alla torre di controllo (c)	Torre di controllo all'aereo (d)	Aereo alla torre di controllo (e)
amento	R/T/F Autorizzazione di rullaggio-passo R/T POSSO RULLARE?	R/T/F Potete rullare-Pista 18 QFE 30.1-passo (i) R/T RULLATE	R/T/F Ricevuto- 30.1- finito R/T R.
ta di entra- ecollo)	R/T/F Autorizzazione al decollo-passo R/T DEP?	R/T/F Potete decollare-passo oppur Aspettate-passo oppur Autorizzazione ad entrare sulla pista ed atterrare (ii) R/T DEP oppur NO DEP.	R/T/F Ricevuto-finito Ricevuto eseguirò-finito Ricevuto-finito R/T R.
	R/T/F Decollate-passo R/T QAS....(orario)	R/T/F Ricevuto-finito R/T R.	

-) Il QFE viene dato all'aereo affinché il pilota possa registrare il suo altimetro.
) Può essere usato quando un aereo può essere autorizzato ad entrare in pista ma non a decollare, ad esempio, quando un aereo in arrivo non ha ancora sgombrato la pista.

0286

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

785017

APPENDIX 'B'

AKES
BAKER
CHARLIE
DOG
EAST
FOX
GEORGE
HOW
ITEM
JIG
KING
LOVE
MINE
MAN
ORDE
PETER
QUEEN
ROGER
SUGAR
TARE
UNCLE
VICTOR
WILLIAM
Z RAY
TONE
ZEBRA

0221

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

132

HON
ITCH
JIG
KING
LOVE
MINE
RAE
ORAE
PETER
QUEEN
ROGER
SUGAR
TARE
UNCLE
VICTOR
WILLIAM
Z HAY
YONE
ZERO

0238

6A

FROM : A.F.S.C., ROME
 TO : ITALIAN AIR MINISTRY
 DATE : 30TH OCTOBER, 1940
 REF : AFSC/48/3/AIR

HAND-OVER OF MILITARY AIRFIELDS TO CIVIL CONTROL

Reference is made to the conference held yesterday in the Italian Air Ministry with Lt. Col. Marek and F/Lt. Reid of this Sub-Commission and Lt. Colonels Adrower and Roveda of the Air Ministry in attendance.

2. It is agreed that, before any further airfields are handed over to civilian control a conference will be held between the Stato Maggiore and Civil Aviation Branch of the Italian Air Ministry.

3. It is requested that the minutes of this conference will be forwarded to this Sub-Commission for information and approval.

4. These minutes to include (a) A complete list of all airfields to be handed over to civilian control. (b) A definite clause to be inserted in the hand-over agreement between the Military and Civil Divisions that all Flying Control Facilities (including signals) on any airfield will be maintained by trained Military personnel until civilian personnel are fully trained and in possession of an Air Ministry certificate of qualification in Flying Control duties.

5. It is confirmed that at no time shall airfields in use be lacking a fully qualified Flying Control watch.

6. Your early reply to this letter is requested.

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

W. L. Reid:

*Please contact
 I.P.M. to handle
 reply to above.
 Thanks,
 25th 19/11*

*Have telephoned
 Col. Adrower
 20/11*

1357

54
(14)

From : I.A.F. "STATO MAGGIORE"
2nd Section of Air Traffic Control Rome

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

Ref. : 105229/C/3536 Coll.

FLYING CONTROL SCHOOL AT LECCE.

This "Stato Maggiore" has always attached a considerable importance to the training of personnel for Flying Control Service (S.A.T.A.). Two courses, each lasting one month, were organised at Lecce Airport for the training in question.

It was however noted after the courses that due to the short period of time allotted to each course, the subjects treated such as navigation, Meteorology, Communications and procedures on flying control traffic, could not be sufficiently developed to improve the theoretical and practical knowledge of the students who, being officer pilots and having graduated from the Aeronautical Academy, were already in possession of a good professional background.

The only relatively new subject treated was the procedure of flying control traffic which was found to require a far more practical than theoretical experience.

So as to avoid the past difficulties which have been encountered in the movement of personnel, it was decided to prepare the personnel for the service in question by forwarding them to Flying Control Towers on main Airports, for training. This system has already been applied and yielded satisfactory results.

However due to the importance gained by the Flying Control Service it is obvious that the above solution is only a temporary measure. We agree with your Sub-Commission that it is necessary to form an appropriate branch of personnel specialised in the above mentioned service. Instructive material (books, publications, etc.) is being collected to train the instructor personnel.

Regarding flying control also on civil Airports we are at present making the necessary arrangements with the General Direction of Civil Aviation and Air Traffic.

and

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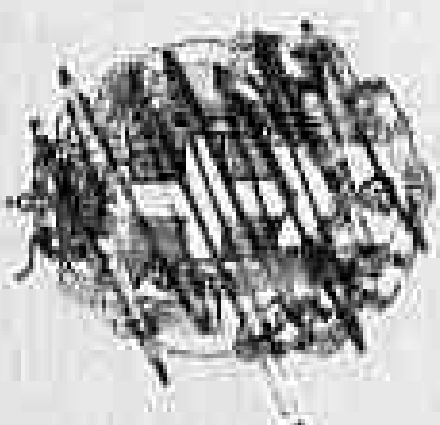
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CHIEF OF THE AIR STAFF
(signed)

Translated by Sgt. CUMBO





Stato Maggiore R. Aeronautica

REPARIO

2a Sezione Aeronautica, Ufficio Aeronautico

Prot. N. 105229/C. 3536 Coll.

R O M A

Al AIR FORCES SUE COMMISSION

*Disposta al f. N. 2330/48/2441R
del 19/9/1945*

OCCETTO Scelta controllo volo Lecce.

Da parte dello scrivente è stato sempre considerato argomento di notevole importanza l'istruzione e la preparazione del personale da adibire al servizio di assistenza al traffico aereo (S.A.T.A.), e, all'uopo, vennero effettuati presso l'aeroporto di Lecce due corsi di istruzione della durata di un mese.

Stuccevolmente venne rilevato che, data la limitata durata del corso, le materie d'insegnamento, comprendenti navigazione, meteorologia, comunicazioni e norme sull'assistenza al traffico aereo, non potevano esser sviluppate in modo tale da migliorare sensibilmente le cognizioni teoriche-pratiche degli allievi i quali, essendo tutti ufficiali piloti in parte provenienti dall'Accademia Aeronautica, erano tutti già in possesso di una buona preparazione professionale.

Unica materia relativamente nuova era rappresentata soltanto dalle norme sull'assistenza al traffico aereo per la quale si rendeva necessaria una maggiore esperienza più nel campo pratico che in quello teorico.

Allo scopo di evitare notevoli difficoltà che si erano riscontrate nel campo logistico venne deciso di provvedere alla preparazione del personale per il servizio in questione inviandolo in istruzione presso le torri di controllo degli aeroporti di maggior traffico. Tale sistema è ora in atto con risultato soddisfacente.

S'intende che la soluzione suesposta ha carattere transitorio in quanto, data l'importanza assunta dal servizio assistenza al traffico aereo, si concorda con codesta Sottocommissione nella opportunità di istituire un vero e proprio ruolo di personale specializzato nel servizio in questione. Ed a tal riguardo si partecipa che si sta raccogliendo tutto il materiale didattico occorrente ed alla preparazione del personale istruttore.

Anche per la direzione del traffico sugli aeroporti civili sono in corso accordi particolari con la Direzione Generale Aviazione Civile.

REPARIO

Di Direzione Aerea, Ufficio Aereo

ROMA

Reg. 105229/10536 Coll.
 Roma 105229/10536 Coll.
 Roma 105229/10536 Coll.

OGGETTO Scuola controllo volo Lecce.

Da parte dello scrivente è stato sempre considerato argomento di notevole importanza l'istruzione e la preparazione del personale da addibire al servizio di assistenza al traffico aereo (S.A.T.A.), e, all'uopo, vennero effettuati presso l'aeroporto di Lecce due corsi di istruzione della durata di un mese.

Successivamente venne rilevato che, data la limitata durata del corso, le materie d'insegnamento, comprendenti navigazione, meteorologia, comunicazioni e norme sull'assistenza al traffico aereo, non potevano essere sviluppate in modo tale da migliorare sensibilmente le cognizioni teoriche-pratiche degli allievi i quali, essendo tutti ufficiali piloti in parte provenienti dall'Accademia Aeronautica, erano tutti già in possesso di una buona preparazione professionale.

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Anche per la direzione del traffico sugli aeroporti civili sono in corso accordi particolari con la Direzione Generale Aviazione Civile e Traffico aereo.

IL CAPO DI STATO MAGGIORE 1355

My Li

0293

A 8A
(E)

From: STATO MAGGIORE ITALIAN AIR FORCES
1st Section

To : A.F.S.C. Rome

Date : 15th October 1946

Ref : 105258/3/3503 Coll.

Subject: RETURN OF THE VENEZIA -LIDO AIRPORT TO THE CIVIL AVIATION.

We refer to letter ref. AFSC/48/2/AIR dated the 20th September 1946.

1. As per Ministerial Decree The Venezia -Lido Airport comes under the category of Airports which have been considered as civilian. The handing over of the above Airport to the Civil Aviation was included in this Stato Maggiore's programme in agreement with the Directorate of Civil Aviation and Air Traffic.

2. The A.F.S.C. did not find any objections to the transfer taking place when requested verbally by the Liaison Office (Lt. Col. Andrower)

3. The transfer of the above Airport will not in any way impede the I.A.F. from using it owing to the fact that the Activities of Civil Airport, is controlled directly by the Directorate of Civil Aviation and Air Traffic which is an Air Ministry Unit.

This will therefore, insure any requests which the Italian as well as The Allied Air Forces might make

4. The visit of an Officer of your A.F.S.C. took place, during the days when the handing over of the Airport from the I.A.F. to the Civil Aviation was being carried out.

The relative orders relating to the functioning of the Air Traffic Navigational Aid was also being discussed.

26 days after
full hand over

AIR II

not a very satisfactory
translation. ref 25/10

Translated by Sgt. A.G. WIRTH
S.S.O. Inq. 35 of the
would be taken as an
can be taken as an
example that one month
will. In fact, one month
between handover and
organization of flying
control. 25/10

CHIEF OF AIR STAFF

Air 26/10
411

18/10 27
148/4/10
1354

Ro/ga

15011943

87A 4A

STATO MAGGIORE

Roma, 11

1° REPARTO

2° Sezione Aerea - Traffico Aereo

ALL'AIR FORCES SUB COMMISSION

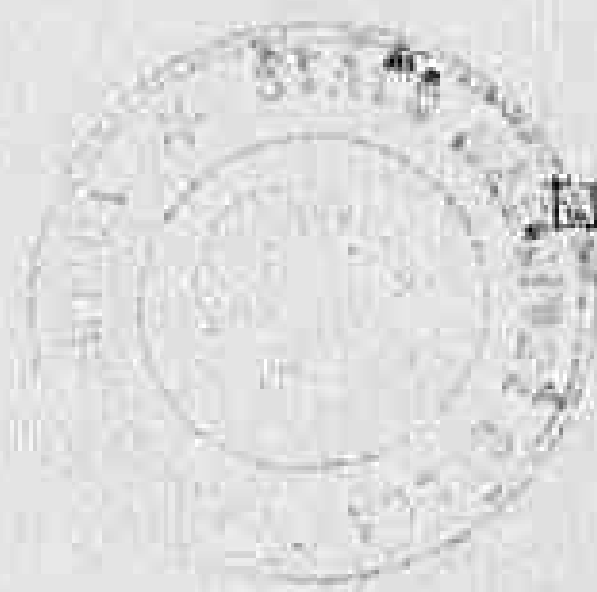
= ROMA =

Prot.n° 105258/C/3503 Coll.

OGGETTO: Restituzione dell'Aeroporto di Venezia-Lido all'Aviazione Civile.-

Si fa riferimento al foglio AFSC/48/2/AIR del 20 settembre u.s..

1. L'Aeroporto di Venezia-Lido rientra nella categoria degli Aeroporti "Dichiarati Civili" per Decreto Ministeriale e la riconsegna di detto Aeroporto all'Aviazione Civile rientrava nel programma previsto da questo Stato Maggiore, in accordo con la Direzione Aviazione Civile e Traffico Aereo.
2. Risulta che ~~cod~~esta A.F.S.C. non abbia opposto difficoltà a che la cessione potesse aver luogo, quando a suo tempo, venne richiesto verbalmente il benestare in merito da parte dell'Ufficio Collegamento (Ten. Col. Adrower).
3. La cessione di detto aeroporto non comporta l'esenzione di eventuali obblighi nei confronti dell'Aviazione Militare in quanto l'attività degli Aeroporti Civili è diretta e controllata dalla Direzione Aviazione Civile e Traffico Aereo, che è un Ente del Ministero dell'Aeronautica Militare.
Potranno quindi esser assicurate tutte le eventuali esigenze dell'Aviazione Militare Italiana nonché di quella Alleata.
4. La visita dell'Ufficiale di codesta A.F.S.C. è avvenuta proprio nei giorni nei quali venne effettuato il passaggio di consegna dell'Aeroporto tra l'Aviazione Militare e quella Civile ed erano in corso di esecuzione gli ordini relativi al funzionamento del servizio Assistenza Traffico Aereo.



IL CAPO DI STATO MAGGIORE

Handwritten signature

1553

0295

3A.

FROM: AIR FORCE SUB-COMMISSION, A.C., ROME
TO : ITALIAN AIR MINISTRY
DATE: 8th OCTOBER, 1946
REF : AFSC/46/3/AIR

FLYING CONTROL SCHOOL - LEGGE

Reference is made to our letter AFSC/46/3/AIR dated 19th September, 1946.

2. This Sub-Commission will be pleased to receive your reply to the above mentioned letter with relevant comments.

FRANK A. BROWN,
Lt. Col. A.C.
Deputy Director

1/11/50

1352

FROM : AIR FORCE HQ-1001-1001, A.F.C. HQ
 TO : ITALIAN AIR MINISTRY
 DATE : 10TH SEPTEMBER, 1946
 REF : AFIC/43/3/AIR

2A

FILE 48/364

Flying Control School - Lecce

During August 1945 on the recommendation of specialist officers from this Commission an I.A.F. Flying Control School was opened at Lecce. It is understood that one course passed through this school but that no further pupils have been sent for training.

2. This Commission considers that the training of Flying Control officers and Senior A.F.C. Airfield Controllers is a matter of great importance and the Italian Air Ministry are asked to seriously consider the reopening of this school at Lecce.

3. As it is policy to hand some airfields in Italy over to civilian aviation it is further requested that attention should be given to the training of civilian Flying Control officers who could on passing the required tests be presented with a certificate of qualification on Flying Control duties.

4. It is further requested that this Commission be given the Air Ministry's comments on this subject at the earliest possible date.

Frank E. Marsh

FRANK E. MARSH, LT. COL. RC
 DEPUTY DIRECTOR A.F.C.
 FOR AIR VICE-MARSHAL
 DIRECTOR A.F.C.

Copy to:- C/C Ollason, C.C. Bari Det.
 C/O SIGNAR BARI

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 that 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 Civilian 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 wartime 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 used be the Air Minister too. As usual, the Air Forces Sub-Commission is anxious to give specialist advice.

Arising from a recent visit of our Aircraft Safety Staff Officer to San Nicolo airfield on Venice Lido, it seems that that 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.C.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 Civilian 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 wartime Regia Aeronautica (since September, 1943) are given the option and preference in appointments to ground jobs as well as to flying and maintenance jobs.

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Am P. Brodie

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

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VISIT BY AIRCRAFT SAFETY OFFICER TO A FIELD OF SAN
NICCOLO AT VENICE ON 14TH SEPTEMBER 1946.

During this visit, it was noted that a SM82 landed downwind in the same direction as denoted by the landing "T", and further, was parked on the port side of the upwind end of the runway with its wing-tip a few feet over the actual landing strip, thereby constituting an obstruction. This was pointed out to Major Bertotto, the O.C. Aircraft Safety Centre, who tried to contact the Officer-in-Charge, S.A.T.A. Within five minutes, a second courier aircraft, a Fiat G12 from Rome, landed also downwind over the parked SM82. This aircraft taxied back down the airfield and parked in the centre of the landing strip at the upwind end of the airfield. Then engines were stopped and refueling and unloading begun.

The Flying Control Officer then said that no Flying Control was functioning on the airfield as he had no personnel and no equipment. Further, he understood that as the airfield was handed over to civilian control on the nineteenth of August and the civilian manager had assumed full responsibility in all aspects of airfield management.

Dr. De Mora, the civilian manager, asserted that Flying Control was the responsibility of either the Flying Control Officer, the Garrison C.O., or the representative of the Courier Group. As none of these parties would accept responsibility, it was suggested to Major Bertotto that the airfield should be placed on an emergency landing only basis and as senior A.F. officer present, he agreed entirely and transmitted the instructions to the Civilian Manager. In addition, he ordered that the two aircraft concerned should be taxied a safe distance from the runway and parked in the proper dispersal.

A conference was then called and it was decided that a Flying Control Watch should be instituted immediately, staffed with civilian personnel with the Flying Control Officer acting in an instructional capacity. Facilities available for use in the Flying Control tower being MF/DF, two Verrey pistols, and a large green flag which will normally be used to give visual instructions to aircraft in the air and on the ground.

This scheme was instituted immediately and the airfield was reopened for traffic.

Due to the fact that the Lido airfield is an emergency landing ground for D.A.F. aircraft, the details of the scheme were passed to A.H.Q. (Adv) Operations for distribution.

At this juncture, an American L5 taxied out in front of a Fiat G12, took up position half-way down the runway and took-off. As this aircraft came from the dispersals used by 654 A.O.P. Squadron Detachment, Captain Vigor, the O.C. detachment was contacted with a view to discussing airfield discipline. He explained that as it was understood that no Flying Control existed on the airfield, his detachment used a second strip in a corner of the landing area and had their own landing "T". However, in view of the fact that there will be some modicum of control in the future, he agreed to dismantle the second landing "T" and except for prewarned practice flying to use the main landing strip. This arrangement will be confirmed by A.H.Q. (Adv) Operations and all units informed.

Further, all British movements will be passed by 654 Squadron Detachment to the Aircraft Safety Centre for distribution to local Flying Control and Adv A.H.Q. Operations.



F. REID F/LT
AIRCRAFT SAFETY OFFICER.

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