

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

785017

ACC

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PRIVATE AIRCRAFT FLYING, POLICY
APR. - AUG. 1946

M1

NOTE

Correspondence of Private Flying up to 2/7 is in
AFSC 53/1/AIR which deals with "Gliding Clubs and
Private Flying. Glider Construction". The new
"Private Aircraft Flying. Air Staff correspondence" file
will be 53/4/Air. *F. J. G. J.*

2/4/66. J. G. J. 2.7.43.

6A

FROM : Air Forces Sub-Commission, A.C. Milan
 TO : Commanding Officer, Italian Air Force, Linate Airfield
 Milan
 DATE : 1st August 1946
 REF. : AFSC/W/22/Air

6/8

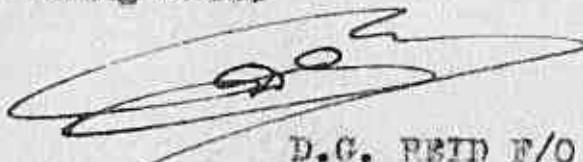
up. 0743

53/2/air

FLYING REGULATIONS, CIVIL AIRCRAFT

In order to prevent further misunderstandings regarding flights carried out in civilian aircraft, and in aircraft belonging to private civilians, the following regulations are again brought to your notice and are to be made known to all Italian and Polish Air Force personnel.

2. It is categorically forbidden for I.A.F. or Polish Air Force personnel to make flights of any description or for any purpose, in civilian owned aircraft. This order applies also to gliders.
3. A very serious view will be taken of subsequent contraventions to this order, and only a written and stamped permit from the Air Forces Sub-Commission will be accepted as sufficient authority.
4. All doubtful cases should be referred to this office prior to flights being made.



D.C. RETD F/O
 Commanding
 A.F.S.C. MILAN

- Copies to:
- Officer Commanding, Polish Communications Flight, Linate
 - Comando Ia Z.A.F., Regia Aeronautica, Milano
 - Comando 2a Z.A.F., Regia Aeronautica, Padova
 - A.F.S.C. Hq. Allied Commission, Rome (for information).



up 6/8

5B

DRAFT LETTER TO REQUEST FROM "INCON" COMPANY -
for approval by Chief Commissioner. (from AF 30)

I refer to your letter dated 20th July, 1946, in which you request permission to fly your BUREA aircraft for business purposes.

2. At present authority cannot be given as the directives now in effect do not permit any form of civil aviation with the sole exception that permissive approval has been given to the Italian Government "to operate Internal Civil Air Lines".

3. However Allied Headquarters Italy have been asked to authorize a plan which covers most types of Commercial flying and when this is considered and approved the Italian Government and Air Ministry will be notified by the Air Forces Sub Commission, Allied Commission.

This is expected that such approval will include authorization for the type of flights you have requested.

4A

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

To : Chief Commissioner,
through Major Ravelys office.

Date : 23rd July, 1946.

Ref : AFSC/53/2/Air.

AUTHORISATION TO FLY BREDA I-LUDO

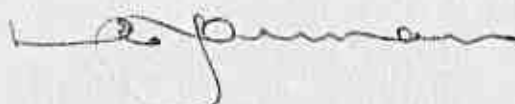
REQUESTED BY "INCOM" COMPANY

Present directives for Italian Civil Aviation do not cover the flying requested by the "INCOM" Company.

2. Recently, however, this Headquarters has submitted a letter to Air Headquarters Italy listing the types of commercial flying which the Italian Government would like authorised and the request covers the use of a limited number of light aircraft in business organisations to be used for the rapid transport of their employees.

3. No answer, giving approval to this request for overall Civil Aviation, has yet been received from Allied Headquarters Italy.

4. A draft reply to the INCOM Company is attached for the Chief Commissioner's approval.



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

J.E.M.
24/7

11/24/7

1118

4B

DRAFT REPLY TO REQUEST FROM "INCOM" COMPANY -

for approval by Chief Commissioner.

I refer to your letter dated 20th July, 1946, in which you request permission to fly your BRIDA aircraft for business purposes.

2. At present authority cannot be given as the directives now in effect do not permit any form of civil aviation with the sole exception that permissive approval has been given to the Italian Government "to operate Internal Civil Air Lines".

3. However Allied Headquarters Italy have been asked to authorise a plan which covers most types of Commercial flying and when this is considered and approved the Italian Government and Air Ministry will be notified by the Air Forces Sub Commission, Allied Commission.

File M
24/7

1717

Copy of 1A from AFSC/36/Air. 3A

From : Italian Air Ministry,
Directorate of Civil Aviation.
To : A.F.S.C., A.C., Rome.
Date : 16th July 1946.
Ref : 372/2542/Col1.

RETURN TRIP OF THE EREDA I - LUDC COMMUNICATION AIRCRAFT

With reference to your letter AFSC/36/Air dated 5/3/46, received together with the enclosure n. 918 dated 7th March, 1946, from the Liaison Office with this Ministry, we confirm that the above mentioned aircraft landed at the Urbe airfield on the 3rd inst.

2.. The owner of the aircraft as well as the pilot and the Urbe airfield Command have been informed that the aircraft must remain grounded, and cannot be used for any flying activity, for any purpose, unless permission is given by your Sub Commission; through our Ministry.

for the Minister.

translated by J. Bevacqua.

2A

EXTRACT FROM A. SECTION'S MINUTES OF A CONFERENCE HELD ON CIVIL
AVIATION AT A.F. A.C. ON 14TH JAN. MINUTES WILL BE FOUND ON
FILE ASSO/32/ALP.

Paragraph 7 reads:

On the subject of private flying and air taxi services, the Director said that it was reasonable to suppose that this type of flying would be allowed and suggested a figure of fifty licences to be given, preferably to rehabilitation workers and industrialists. General Gallo wants authority to use aircraft to carry freight on non-scheduled services and he was told that the Italians would have to originate a letter on this subject giving their plans and necessary details. General Gallo thought it would be better if the matter were dealt with between the A.C. and the Government rather than from the Directorate of Civil Aviation. The Government should not allow such private flying for reasons such as limited purchase of petrol etc. If the Italian Government give us their requirements for private flying and taxi services, etc, the Director would press for permission to be given.

C O P Y

From : Air Forces Sub Commission, A.C., Rome.
To : All A.F.S.C. Detachments (6).
Date : 6th April, 1946.
Ref : AFSC/39/1/Air.
AFSC/53/1/Air.

CIVIL AVIATION IN ITALY

Permissive authority for running of Italian internal civil air lines has now been granted by the Combined Chiefs of Staff and notified to the Italian Government. The regulation of commercial aviation in Italy will henceforward be the responsibility of the Italian Air Ministry (Department of Civil Aviation), but all projects which may be brought to your notice should be submitted to this H.Q. for information and such action as this H.Q. may consider necessary.

2. The above-mentioned authority does not cover gliding, club or private flying which are still prohibited by the terms of the armistice.

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

Copy to Italian Air Ministry.

(original in AFSC/39/1/Air).

1714

