

ACC

10000/135/147

10000/135/147

BRITISH CIVIL AIR LINES
MAR. 1946 - JAN. 1947

Air 1

Min. 10

Noted Aug 14/9
 I believe that I will wait a while and see if anything else will come in on these flights. It seems from 28A that Caserta has no objections and in time all request for clearances will finally be submitted.

9/9

Henry J. Hagan
 Henry J. Hagan 1st Lt AG Air 111

Min. 11.

DIRECTOR.D.D.S.S.O.

from 27/9
Aug 26/9

For your information approval has been granted to British European Airways by M.A.A.C. begin 17 Sept. 1946 using Dakota aircraft, as per attached schedule.

A.C. KEPTLINGER, Major,
 AIR II.

26th September, 1946.

12.

Org IV

and (M) Embassy
Ref 44A pt. inform D.C. (ATC) Campino, LON
42A has been Recd by D.C.A. London & acknowledged.
Which means that they will take action (I hope!)

Complied with 1/6 24/1

1/3
23/1

A/DO.

Action on Min 5 pl.

RB 29/6..

S.S.O.

By Min 5 a 6 please write to BRAC and ask for another copy of 1A when available; say that 1A has gone to A.F.H.Q. Canada.

RB 29/6..

S.S.O.

12/7

8

No action is required on Min 7 inasmuch as five copies of the agreement were typed by this office.
Ft M 2/7

Min 9

To: Director
S.S.O.
S.I.O.
Air I
Air II

Good, thank you. RB 15/8
15/8
RB.

I visited Ciampino Airfield on 13th August 1946, and conferred with Lt. Col. Crow and his staff. The question of restricting BEA to one landing per week at Ciampino Airfield was discussed in detail. I was informed that arrangements are being made authorizing British European Airlines to make unrestricted landing at Ciampino Airfield effective immediately.

Frank E. Maut
Lt. Col., Air Corps.

15 August 1946

Chief Commissioner.

Attached is submitted for ^{approval} signature
information

MV 24/6

1086

JUN 24 RECD

E.G.

Sir,

Any comment on para 2 of AVM. Brodie's minute please.

Direct
AFSC

I think this should go to AFHQ (MAAC)

for record.

NR (27/6)

J. 17/6.

1085 -

Chief Commissioner
through En. Comm.

2

Nation Civil Aviation

1. Attached is the Anglo-Nation agreement which has just been received from London.
2. If you agree that we need not send it to Paris, I suggest that it be returned to A.F.S.C. for filing.
3. I can see nothing in the agreement which would be objected to on military grounds & it seems that the door is open to other nationals participating if they so wish.

A.F.S.C.
21 June.

San P. Rodin
AVD.

WJH/22/6
H.S. 22/6.
839.

CHC.

File
AFSC/59/air

H7A

1st Ind

HEAD AIR FORCES SUB-COMMISSION, ALCON, APO 794, U.S. Army, 10
January, 1947

TO: C.O., 1419th AAF Base Unit, EURD-ATC, Ciampino Airfield,
Rome.

1. Reference basic communication, action (See Incls #3 & #4)
has been taken to preclude British Civil Aircraft landings at
Ciampino Airfield who have failed to execute the "Hold Harmless
Agreement". It will also be noted that the British Ministry of
Civil Aviation has been requested to dissuade the C.I. Air
Surveys Company from pursuing their claim against the United
States Government.

2. It is hoped that the action taken in per 1, above, will
meet with your approval insofar as British Civil Aircraft are
concerned.

3. The Italian Air Ministry have been approached on the subject
of handling owned non-signatory aircraft on Italian controlled
airfields in the Rome Area. The Italian Air Force Chief of Staff
is making a study of this proposal to determine the suitability
of airfields, availability of servicing facilities, fuel, and
capabilities of the Italian Air Force before accepting this com-
mitment. It is doubtful, however, that the Italian Air Ministry
can accept this commitment due to non-availability of petrol.
Further information on this subject will be relayed to your
headquarters at a later date.

4. No action has been taken on para 4, basic communication,
as it is felt that you may consider the action taken in Incls
#3 & #4 very satisfactory. It is also the opinion of this Sub-
Commission that the issuance of instructions to the Italian
Government to refuse landing clearance at Ciampino to non-
signatory aircraft will cause diplomatic repercussions. It is
therefore recommended that matters of this nature be handled on
an Embassy level in order to be certain that no foreign countries
will be offended by the "Hold Harmless" directive.

5. If the foregoing does not meet with your approval, then
this Sub-Commission will be more than glad to refer the above
subject to higher authorities for guidance and specific
instructions.

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

3 Incls - h/c

Incls #3 & #4 added:

Incl #3 - Message to Br Ministry of Civil Aviation
Jan 47. Incl. #4 - AFSC ltr, File AFSC/59/air of 9 Jan 47.

1588

H7B

HEADQUARTERS
1419th AAF Base Unit - Rome, Italy
European Division, Air Transport Command
APO 528, US Army

EO/JBH/ef
28 December 1946

SUBJECT: Aircraft Clearance Control

TO : Air Forces Sub-Commission
Rome Area Allied Commission
APO 794, US Army

attn: Lt. Col. Frank E. Marek

1. Forwarded to you as Inclosure #2 is a letter from C.L. AIR SURVEYS LTD., reporting an accident and consequent damage to one of their aircraft and indicating the possibility of a claim against the United States Government.

This company was notified about "Hold Harmless" on or about 12 October 1946 and warned that facilities would be withdrawn if the agreement was not concluded.

2. C.L. Air Surveys Ltd. is not a signatory to "Hold Harmless", nor has an attempt been made by this company to conclude such an agreement.

3. The clearance of this aircraft into Ciampino and the resulting claim, is the reason for "Hold Harmless" and the necessity for its enforcement.

4. In order to preclude the possibility of any future incidents which could result in a claim against our Forces, it is requested that no non-signatory aircraft be allowed the use of Ciampino as a terminal point.

FOR THE COMMANDING OFFICER:

JOHN B. HARDING
Major, Air Corps
Executive Officer

2 Incls:

1. Users of Ciampino Airfield
2. Copy of letter from C.L. Air Surveys Ltd.



USERS OF CIAMPINO AIRFIELD

HAVING HOLD HARMLESS AGREEMENTS:

TRANS WORLD AIRLINES
PAN AMERICAN AIRWAYS
AB AEROTRANSPORT (SCANDINAVIAN AIRLINES SYSTEM)
SWEDISH INTERCONTINENTAL
DUTCH ROYAL AIRLINES (KLM)
NETHERLANDS GOVERNMENT AIR TRANSPORT
COMPANIA ESPANOLA IBERIA
GREEK AIRLINES (TAE)
GREEK RAILWAY EXPRESS
PANAIR DO BRAZIL
LINEA AEROPOSTAL (VENEZUELAN)
DANISH AIRLINES
BRITISH OVERSEAS AIRWAYS CORP
BRITISH EUROPEAN AIRWAYS
WATERMAN AIRLINES
AIR FRANCE
VETERANS AIRLINES

Incl. 1

NEGOTIATING HOLD HARMLESS AGREEMENTS:

MORTON AIR SERVICE
PAN AFRICAN CHARTER
AIR TAXIS LTD
SUIDAIR INTERNATIONAL CHARTER

EXEMPT FROM HOLD HARMLESS AGREEMENTS:

RUSSIAN GOVERNMENT
FRENCH AIR FORCE
ROYAL AIR FORCE
FRENCH NAVY
BRITISH NAVY
EGYPTIAN GOVERNMENT

WHO HAVE TAKEN NO ACTION TOWARDS SECURING HOLD HARMLESS AGREEMENTS
TO THE KNOWLEDGE OF THIS HQ:

SWEDISH MISSIONARY
SWISS AIR
MIDDLE EAST AIRLINES (LEBANESE)
LANCASHIRE AIRCRAFT CORP
WESTMINSTER AIRLINES
HUNTING AIR TRAVELS
SKY TRAVEL LIMITED
AIR CONTRACTOR
FLIGHT PLANS LTD
AIR TRANSPORT LTD
SOCOTRA AIRLINES
LINEA AEREA ITALIANA
SHELL PETROLEUM LTD
MERCURE CO.
SOUTH AFRICAN AIR FORCES
C.L. AIR SURVEY LTD
DECCAN AIRWAYS LTD
NORTH SEA AIRTRANSPORT LTD

(CONT'D)

1 Incl.

CATHAY PACIFIC AIRWAYS

LONDON AERO&MOTOR SERVICES

ATALS AVIATION

ALPAR AIRLINES (SWISS)

1 Incl.

1879

470

COPY

Inclosure # 2

Ref. 01/WH/1.2

C.I. AIR SURVEYS LTD.
Holland House
140 Grosvenor Road
Kensington, S.W.7, London

13th December, 1946

Airport Authorities
Ciampino Aerodrome
Rome, Italy

Dear Sirs,

We have received a report from one of our pilots of an accident involving damage to one of our aircraft - Anson Mk. I G-XXXX - whilst taxiing on the metal track of your aerodrome. We understand that the tail wheel of this aircraft fell in a large hole in the metal tracking causing extensive damage to the fuselage.

If we should find that this report is materially correct we will have to hold you responsible for this damage.

Yours faithfully,

Lt. Col. G. Lloyd
Director

COPY

1078

1134

45A

FROM : AIR FORCES SUB-COMMISSION, A.C., ROME
TO : OFFICER COMMANDING A.T.C. CIAMPINO
DATE : 24TH JANUARY 1947
REF : AFSC/59/AIR

CLEARANCE OF BRITISH AIRCRAFT AT
CIAMPINO, ROME

A signal had been received from the Ministry of Civil Aviation London acknowledging receipt of Signal (A.F.S.C. ABLE 179) dated 2 January 1947, subject "Clearance of British Civil Aircraft at Ciampino, Rome".

2. It is believed that the acknowledgement of this Signal indicates that proper action will be taken.

JAMES L. GURNUTT,
Major, Air Corps,
for Air Vice-Marshal,
A.F.S.C.

from
29/1

1877

177-2007 V HMKK JR HKT 7 259/13 OP
 FROM MINISTRY CIVIL AVIATION LONDON
 TO AIR FORCE SUB COMMISSION AGENT
 VT

UNCLASS. YOUR AX179 JAN 2 RECEIVED

BT 131945

RPT FROM MINISTRY CIVIL AVIATION LONDON

SENT 2000 AGN 2332 MR THKS

RE MR HMKK T 259/13 AT 2333

pkm
29/1

TCY

my -1/1

11/11 H/9044

2866

Sullivan
H. B. Sullivan

Air Force

A 69

59/876

C O N F I D E N T I A L .

AIR FORCES SUB-COMMISSION,

ALLIED COMMISSION,

R O M E .

9th January, 1947.

AFSC/59/ATR.CLEARANCE OF BRITISH CIVIL AIRCRAFT AT CIAMPINO, ROME.

Sir,

I have the honour to refer to my signal A.179 of 8th January and forward herewith the correspondence received from the Commanding Officer of No. 1419 AAF. Base Unit, ATC., Rome.

2. You will note (in No. 1419 AAF. Base Unit covering letter, para. 4) that the Air Forces Sub-Commission has been asked to prevent owners of civil aircraft not having signed the "Hold Harmless" agreements from using Ciampino. No action has been taken here, other than making you the above-mentioned signal: both the A.T.C. and the American Embassy in Rome have agreed to take no further action provided the action requested in my above-mentioned signal is taken by you.

3. At Enclosure 1 you will note the names of certain owners who are using, or are intending to use Ciampino and have so far taken no action to sign the "Hold Harmless" agreement, in that list are several British Companies with whom it is hoped that you will take action. A copy of the "Hold Harmless" agreement ~~form~~ ^{instructions} is enclosed for ready reference.

4. As regards Enclosure 2, in which C.L. Air Surveys Ltd. are threatening to claim for certain damage, it is hoped that you will be able to dissuade that firm from pursuing their claim, which in my opinion is unjustified if it is true that C.L. Air Surveys Ltd. were warned not to use Ciampino unless the "Hold Harmless" agreement was signed. If C.L. Air Surveys persist in their claim it will put the C.O. at Ciampino in a difficult position in so far as his immediate superior officer is concerned, because he has orders not to permit non-holders of "Hold Harmless" agreements to use Ciampino, and he has, himself, taken the risk of not complying, in order not to alienate foreign users of Ciampino.

5. For your information, I am assured that it is only certain owners of British Nationality who are not complying with current instructions.

I have the honour to be,

Sir,

Your obedient Servant,

Ian E. Brodie
IAN. E. BRODIE, AIR VICE MARSHAL,
DIRECTOR, AIR FORCES SUB-COMMISSION.

Ministry of Civil Aviation,
Thames House,
Millbank,
London, SW. 1.

1075

1137

428

File

AIR FORCES SUB-COMMISSION, DOME.

08 1100 A JAN. 47.

MINISTRY OF CIVIL AVIATION
MEDITERRANEAN ALLIED AIR COMMISSION SECRETARIAT.
PEREAT 1419 AAF BASE UNIT ATC CLAIMED (BY HAND). PEREAT AMERICAN
EMBASSY DOME (BY HAND) BRITISH EMBASSY DOME (BY HAND)

CONFIDENTIAL.

ABLE ONE SEVEN NINE TO SUBJECT CLEARANCE OF BRITISH CIVIL AIRCRAFT AT CLAIMING DOME TO
TWO TO CLAIMING IS ATC AIRFIELD AND ALL OWNERS OF CIVIL AIRCRAFT USING IT SHOULD HAVE
SIGNED HOLD HARMLESS AGREEMENT TO THREE TO NUMEROUS BRITISH CIVIL AIRCRAFT ARE NOT
COMPLYING AND ONE OTHER NAMELY CHARLES LOVE AIR SURVIVOR COLONEL MLOYD IS THREATENING
CLAIM FOR DAMAGES WHILE TAKING TO FOUR TO REQUEST YOU TAKE ACTION TO ENSURE THAT
NO OTHER FLIES INTO CLAIMING WITHOUT FIRST HAVING EITHER SIGNED HOLD HARMLESS AGREEMENT
OR AT LEAST SPONSORED BY BRITISH EUROPEAN AIRWAYS OR OTHER BODY WHICH IS COVERED BY THAT
AGREEMENT TO FIVE TO ALSO REQUEST COLONEL MLOYD BE INSTRUCTED NOT TO PERSIST CLAIM AT
LEAST REITER REQUEST OF MY LETTER TO YOU WHICH FOLLOWS TO SIX TO AMPLIFIED LOCALLY
WITH TO HELP BUT ARE AT PRESENT PLACED IN AWKWARD POSITION TO SEVEN TO ACKNOWLEDGE.

Draft approved by J.D. 12m 9/1

S. S. O. 10/1

Air 1 Charles 17/1

by IV J.D. 14/1

See 44A

URGENT

DIRECTOR, A.F.S.C.

426

1.8.47 A.V.M.

1.8.47 1074 V.M.

ROUTING MESSAGE14TH NOV. 1946.SERIAL No. 641.

TO : 107 SQUADRON DETACHMENT.
 REPEATED : A.F.S.C., A.C. HOME

From : HQ 48 GROUP PASSED BY HQ ITALY

ALL GREENWICH M. TIMEFLT. AIRTUESDAY AND THURSDAYWEDNESDAY AND FRIDAY

VIENNA	DEPARTURE	0800
BUCHAREST	ARRIVAL	1125
	DEPARTURE	0800
BUDAPEST	ARRIVAL	1124
	DEPARTURE	1210
VIENNA	ARRIVAL	1320

FLT. AIRTHURSDAY AND FRIDAY

VIENNA	DEPARTURE	0700
BUDAPEST	ARRIVAL	0810
	DEPARTURE	0855
BRIGADE	ARRIVAL	1045
	DEPARTURE	1215
VIENNA	ARRIVAL	1500

FLT. A.B.

(When necessary, stops at Jesi and Bari for refuelling)

SATURDAYTUESDAY

DEPARTURE	0800	VIENNA	ARRIVAL	1330
ARRIVAL	1000	UDINE	DEPARTURE	1130
DEPARTURE	1100		ARRIVAL	1630
ARRIVAL	1530	ROME	DEPARTURE	0800
DEPARTURE	0800		ARRIVAL	1340

2 - 0

ARRIVAL	1340	HABANI	DEPARTURE	0900
DEPARTURE	0900		ARRIVAL	1143
ARRIVAL	1015	SOFIA	DEPARTURE	0900

Passengers en route to SOFIA have top priority on Flt. A.E.

14 NOV 1946

Serial No 541. 40 m

INCOMING CYPHER MESSAGE.

TO 387 SQUADRON DETACHMENT.

REPEAT 3 AM KINGSTON RAF TRANSPORT COMMAND AND ITALY AND GREECE

ADACA VIENNA AND BELGRADE BARI'S BULGARIA RUMANIA HUNGARY

BARI ROME UDINE HASSANI SELES NO 173 STAGING POST

FROM:- HQ 48 GROUP PASSED BY HQ 1111

AOK 30 5 NOVEMBER

SECRET

YOU ARE TO OPERATE THE FOLLOWING SCHEDULES FORTHWITH.

PARAGRAPH 1. FLIGHT AS VIENNA BUCHAREST BUDAPEST FREQUENCY TWICE WEEKLY TUESDAY AND WEDNESDAY THURSDAY RETURN VIENNA WEDNESDAY AND FRIDAY TIME TABLE VIENNA DEPART 0800 ARRIVE BUCHAREST 1125 NIGHTSTOP BUCHAREST DEPART 0800 BUDAPEST 1125 BUDAPEST DEPART 1210 ARRIVE VIENNA 1320

PARAGRAPH 2. FLIGHT AS VIENNA BELGRADE BUDAPEST FREQUENCY TWICE WEEKLY TUESDAY AND FRIDAY TIME TABLE VIENNA DEPART 0700 ARRIVE BUDAPEST 0810 BUDAPEST DEPART 0855 ARRIVE BELGRADE 1045 DEPART BELGRADE 1215 ARRIVE VIENNA 1500

PARAGRAPH 3. FLIGHT AS VIENNA UDINE ROME HASSANI SOFIA STOPPING AT BARI AND JESI FOR REFUELLING WHEN NECESSARY. FREQUENCY ONCE WEEKLY SATURDAY TIME TABLE VIENNA DEPART 0800 ARRIVE UDINE 1000 DEPART UDINE 1100 ARRIVE ROME 1330 NIGHTSTOP ROME. DEPART 0800 ARRIVE HASSANI 1340 NIGHTSTOP HASSANI DEPART 0800 ARRIVE SOFIA 1045 NIGHT STOP SOFIA DEPART 0600 ARRIVE HASSANI 1145 NIGHTSTOP HASSANI DEPART 0600 ARRIVE ROME 1340 NIGHTSTOP ROME DEPART 0800 ARRIVE UDINE 1030 DEPART UDINE 1130 ARRIVE VIENNA 1330 ALL TIME GREENWICH MEAN TIME THE ABOVE FREQUENCY AS TIME TABLE ALLOWS FOR STOPS AT BARI AND SELES WHEN NECESSARY.

PARAGRAPH 4. SERVICE VIENNA BUDAPEST AND RETURN FREQUENCY ONCE WEEKLY SATURDAY. THE FIRST FLIGHT ON THE ABOVE SCHEDULE IS TO BE CARRIED OUT AS A FREIGHTER SERVICE. THIS HEADQUARTERS IS TO BE NOTIFIED WHEN FIRST FLIGHT OF EACH SERVICE IS COMPLETED. ON FLIGHT AS FREIGHT AND PASSENGERS FOR SOFIA HAVE TOP PRIORITY. SCHEDULES ARE TO BE FLOWN ON ROUTES CLEARED BY ADACA TO VIENNA ONLY.

TOO 101736A AND 102045A
FOR 140900A
MOD 141230A

DECYPHERED BY E/SOT WILLIOTT.
DISTRIBUTION:-
BAM ROME
OPERATIONS CLAMPINO.

Opened

14/11 1700hrs

UNCLASSIFIED ORIGINAL TEXT
OF CYPHER MESSAGESECRET

BUDAPEST DEPART 0800 BUDAPEST 1125 BUDAPEST DEPART 1210 ARRIVE VIENNA 1320
PARAGRAPH 2. FLIGHT AT VIENNA BULGRADE BUDAPEST FREQUENCY TWICE
0310 BUDAPEST DEPART 0655 ARRIVE VIENNA DEPART 0700 ARRIVE BUDAPEST
ARRIVE VIENNA 1500

PARAGRAPH 3. FLIGHT AT VIENNA ULINE ROME HASSANI SOFIA STOPPING AT
BARI AND JESI FOR REFUELLING WHEN NECESSARY. FREQUENCY ONCE WEEKLY
SATURDAY TIME TABLE VIENNA DEPART 0800 ARRIVE ULINE 1000 DEPART ULINE
1100 ARRIVE ROME 1330 NIGHTSTOP ROME. DEPART 0900 ARRIVE HASSANI 1340
NIGHTSTOP HASSANI DEPART 0800 ARRIVE SOFIA 1045 NIGHT STOP SOFIA DEPART
0800 ARRIVE HASSANI 1145 NIGHTSTOP HASSANI DEPART 0300 ARRIVE ROME
1340 NIGHTSTOP ROME DEPART 0800 ARRIVE ULINE 1030 DEPART ULINE 1130 ARRIVE
VIENNA 1330 ALL TIME GREENWICH MEAN TIME THE ABOVE TABLE AS TIME TABLE
ALLOWS FOR STOPS AT BARI AND JESI WHEN NECESSARY.

PARAGRAPH 4. SERVICE VIENNA BUDAPEST AND RETURN FREQUENCY ONCE WEEKLY
SATURDAY. THE FIRST FLIGHT ON THE ABOVE SCHEDULE IS TO BE CARRIED OUT
AS A FREIGHTER SERVICE. THIS HEADQUARTERS IS TO BE NOTIFIED WHEN FIRST
FLIGHT OF EACH SERVICE IS COMPLETED. ON FLIGHT AS FREIGHT AND PASSENGERS
FOR SOFIA HAVE TOP PRIORITY. SCHEDULES ARE TO BE FLOWN ON ROUTES
CLEARED BY ADACA BE VIENNA ONLY.

TOO 101735A AND 102045A
TOR 140900A
TOD 141230A

DECRYPTED BY P/SGT WILLIAMS.
DISTRIBUTION:-

ELM ROME

OPERATIONS CLAIRFMO.

SECRET

UNPAR VERIFIED GENERAL TEXT
OF CRYPTIC MESSAGE

*At the moment three time understandable
Exhaust them with understand all
takes time them with understand all
English and circulate to all offices
in the such communication my
keep one copy for under my
glass top. Refuse to
10/10/60*

1071

11/11 1700610

Open

AIR 39A

H/7375

2173

P.A. Please arrange
accommodation. 11/23/10Accommodation
arranged

Reale Hotel

ON 10/23/10 P.M. 10:10

1234 1000 V LANE ON 10/22 P.M.

71 55 533 42 CHIRO 43 21 20.40 5.2126

ETRO 10.10

IMPORTANT VERIFIED COMMISSION CASERTA

BY

CIVIL AVIATION AUTHORITY ADMINISTRATOR LINDHARTI DEPARTED MALTA CASERTA

FOLLOWING FROM CIVIL AVIATION AUTHORITY AND PARTY OF FOUR OF MINISTRY

OF CIVIL AVIATION AUTHORITY COMMISSION WITH TO COMPLETE TOUR

TO FOLLOWING ITINERARY

DEPART 10:00 25TH ARRIVE 10:00 9 DEPART 10:00 25TH DEPART 10:00 25TH

TH ARRIVE 10:00 25TH DEPART 10:00 25TH ARRIVE 10:00 25TH DEPART 10:00 25TH

ANY ASSISTANCE

THAT CAN BE GIVEN TO THEM

DEPART

BY

DEPART 10:00 25TH



Dir : arriving next Sunday
 my 22/10

22/10/1730 Rd 1570 H/

1143

38A

FROM : AIR FORCES SUB COMMISSION, A.C. ROME.
TO : ITALIAN AIR MINISTRY.
DATE : 4th OCTOBER, 1946.
REF. : AFSC/59/AIR.

37A

WATER SUPPLY - AUGUSTA.

A request has been received from B.O.A.C. Augusta for this Sub Commission to investigate the continued restriction of the water supply to B.O.A.C. Camp.

2. This continued restriction is seriously hampering operations and making it difficult to cater for passengers.
3. It is realized that considerable difficulty is being experienced with the central pumping installation but it would be greatly appreciated if an investigation could be made with a view to improving the water problem as soon as possible.
4. Please treat as urgent.

for

A.T. Weiss
A.T. WEISS, LT., A.C.
AIR VICE MARSHAL
DIRECTOR
AIR FORCES SUB COMMISSION.

BRITISH OVERSEAS AIRWAYS CORPORATION

Memorandum

From Station Supt. Augusta.

AUG.I/MD.5/442.

To N.C.S.O. - Augusta.

cc. Allied Sub-Commission - Rome

(Att. S/Ldr. Salter)

26.9.46

Water Supply - Augusta.

Dear Sir,

I have the honour to inform you that the continued restriction of the water supply to B.O.A.C. Camp is gravely hampering our operations, as it is manifestly impossible to cater for passengers without an adequate supply for washing purposes etc.

I bring to your notice the fact that no water is yet available, although at the time of writing it is 08.30 hours, and another aircraft is expected at 09.00 hours.

The present situation hardly reconciles with the guarantee by the Italian Ministry that B.O.A.C. interests at this Base are safeguarded. I am aware that trouble is being experienced with the central pumping installation, and request an investigation into the matter to be initiated by Allied Sub Commission.

Dear S. I think you had better come down here. There is a little clearing of the air necessary! L.S.

1068

C. Lloyd-Evans
S/S Augusta.

36A

FROM :- AIR FORCES SUB COMMISSION, A.C. ROME.
TO :- M.A.A.C., SECRETARIAT, C/O ANQ. (REAR) CASERTA, ITALY.
DATE :- 4TH OCTOBER, 1946.
REF. :- AFSC/52/AIR.

BRITISH CIVIL AIR LINES.

The enclosed Information Circular from British European Airways is passed to you for information.

A. T. Neils
for A.T. NEILS, LT., A.C.
AIR VICE MARSHAL
DIRECTOR
AIR FORCES SUB COMMISSION.

Copy to Maj. BENTLEY.

BRITISH EUROPEAN AIRWAYS26th September, 1946INFORMATION CIRCULAR NO. 1LONDON-MARSEILLES-MILAN-ROME SERVICE(a) GENERAL

The Corporation regret to announce that for operational reasons it will be necessary to omit the call at Milan from route 670, commencing Tuesday 8th October, until further notice.

As from this date the following schedule will come into force:-

(b) TIMETABLE:ROUTE 671All times are Greenwich Mean Time

Tuesday	0748	dep.	London (Northolt Airport)	arr.	1623	
and	1138	arr.	Marseilles (Marignane Airport)	dep.	1203	Saturday
Friday	1240	dep.	Marseilles (Marignane Airport)	arr.	1055	and
	1510	arr.	Rome (Ciampino Airport)	dep.	0800	Wednesday

(c) FARES AND RATES

Fares and rates Rome-London remain unaltered.



G.P. Hayward
Manager, B.E.A., Italy.

Administrative Offices : 15, Piazza San Bernardo, Rome
Telephone No. 480782
Information & Booking Office : 106, Via Regina Elena, Rome
Telephone No. 43530

1066

BRITISH EUROPEAN AIRWAYS26 Settembre 1946CIRCOLARE No.1SERVIZIO LONDRA-MARSIGLIA-MILANO-ROMA(a) GENERALI

Per ragioni tecniche è necessario omettere lo scalo a Milano del Servizio No. 670, a partire da Martedì 8 Ottobre, fino a nuovo avviso.

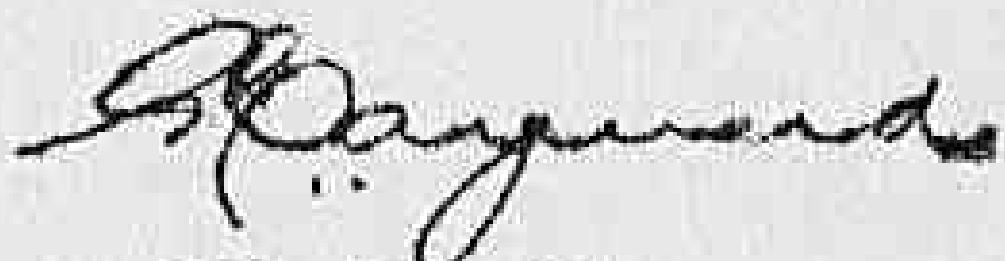
Con inizio 8 Ottobre 1946 andrà in vigore il seguente orario:

(b) ORARIO :SERVIZIO No. 671Tempo medio di Greenwich

Martedì	07.48	PAR	Londra	(Aeroporto Northolt)	ARR	16.23	
e	11.38	ARR	Marsiglia	(Aeroporto Marignane)	PAR	12.03	Sabato
Venerdì	12.40	PAR	Marsiglia	(Aeroporto Marignane)	ARR	10.55	e
	15.10	ARR	Roma	(Aeroporto Ciampino)	PAR	08.00	Mercoledì

(c) TARIFFE PASSEGGERI & MERCI

Le Tariffe Passeggeri, eccedenza bagaglio e merci per il percorso Roma-Londra rimangono invariate.


G.P. Hayward
Direttore, B.E.A., Italia

Direzione:

15, Piazza San Bernardo, Roma
Telefono No. 480.782Ufficio Informazioni e
Prenotazioni:106, Via Regina Elena, Roma
Telefono No. 43.530

1865

ROUTINE

DISTRIBUTION:

A.....CO

I.....OPNS

FROM : IST

TO : ROME

QYM GR 177

Unclassified reference your 071256Z and 161230Z, subject BOAC on Hold Harmless. BOAC (British European Airways) was notified by letter this Headquarters on 18 July of proper procedure to be followed for securing permission to use American Military bases. Procedure to be followed is; BOAC must apply to United States State Department through the British Embassy in Washington. When War Department approval is received by State Department ATC is notified and Hold Harmless agreement is then accomplished. BOAC has not received this approval to date. For further reference see paragraph 2 referring to British European Airways of letter subject: directive to execute Hold Harmless agreements dated 10 September. It is felt unwise here to take this matter up with UNRRA in London. New subject. AOA personnel mentioned in your 161010 are to act as liaison between the carrier and your headquarters. Information on the terms of the contract is not available here, will furnish you information when available.

EURD B 380 MCKEE PARIS

FILED : 231500Z

REC'D : 231510Z

ACCS # 10599

M/C REC'D : 231730

Note of action:

Copy given to Mr. Hayward who is taking action to execute the signing of the Hold Harmless agreement. JHm 27/9

Certified True Copy
Richard J. Miller
 1ST LT. A.C.

20/9

27/9 1964



MINISTRY OF CIVIL AVIATION,
AIRLINES HOUSE,
INVERNESS HOUSE,
STRAND,
LONDON, W.C.2.

Ref. G.S.5/33.

7th September, 46.

Dear Sir,

Mr. Finch has asked me to thank you on his behalf for the four copies of "Ordinamento e Regolamento del Servizio delle Comunicazioni ed Assistenza del Volo della R.A.", R.A.(U.I.2 Edizione 1946) which you have kindly obtained for us.

2. The information contained in this publication has been made available to the British European Airways Corporation, who are now operating services through Italy.

Yours faithfully,

A. S. G.

Officer Commanding Air Forces
Sub-Commission,
Allied Commission,
Rome,
Italy.

A.S.G.
To make
26/9

TI// G. WHILE NO TFC
SEND IT AS IF IT IS L

1 175 206
T. OF CVD 2
FROM HQ MEDHE
TO (1) HCA

LONDON (2) ALLIED AIR SUB-COMMISSION ROME

BT

CS957 295 UNCLASS

FROM UKCATE FOR TETS & FIRST ADDRESSEE REFER -

UNCE

FIRST ADDRESSEES 021610 SUBJECT ROME/ATHENS CIVIL AVIATION CIRCUIT

. AGREE TO SCHEDULES STATED COMMENCING 200500 GNT

BT 200500Z

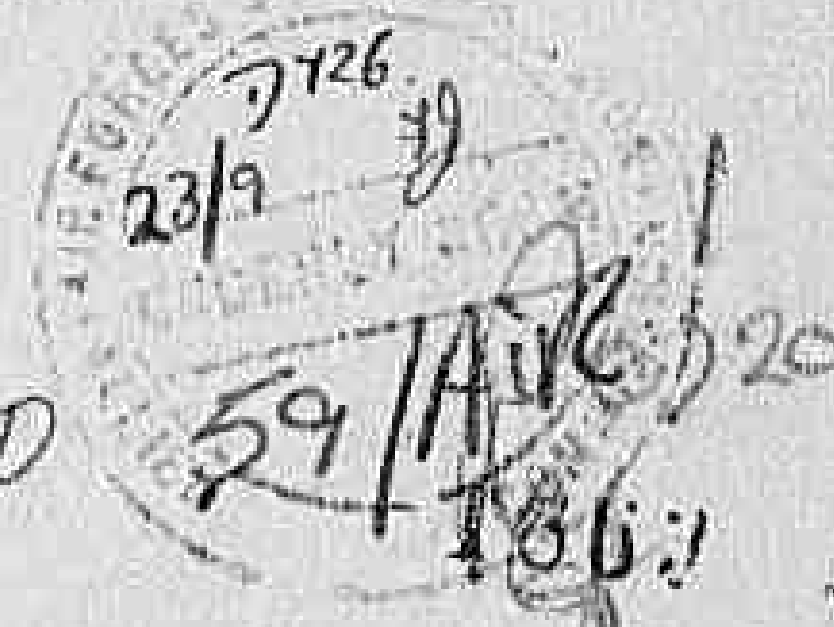
SENT NR 608/20 TR

B. K

my 26/9

21/9

21/930



3408
32A.
H/6721

R.A.F. Form 96 (A)

MESSAGE FORM

Signal Office

File No. 317 66

MESSAGE	OUT	No. of Groups GR	Office Date Stamp 20 57
HEADING			

FROM

BOAC CAIRO

TO

BOAC ROME

REPEATED

MCA LONDON - ALLIED AIR SUB COMMISSION - ROME

Originator's Number	Date	(Write horizontally)	
05157	20/9/02	u/e	5

REF. NO.	ADDRESSEE	121610	SUBJECT	ROME	15
----------	-----------	--------	---------	------	----

ATHENS	CIVIL	AVIATION	CIRCUIT	1	25
--------	-------	----------	---------	---	----

AGREE	TO	SCHEDULE	STATED	COMMENCING	35
-------	----	----------	--------	------------	----

200500Z	-	BOAC CAIRO	45
---------	---	------------	----

59/air	26/9	Confirmation copy for Rome	55
		H.F. S.C.	60
		(FROM C/CELL)	80

May be sent AS WRITTEN: (1) By ANY Signal Method (2) NOT by Wireless (3) But if liable to interception or capture SEND in CYPHER	Send in CYPHER: (1) By ANY Signal Method (2) NOT by Wireless	Date-Time Group 20-1230Z 85
Signature	Signature	Originator's Instructions Degree of Priority
Rank	Rank	

* Strike out methods which do not apply. (Below this line is for Signals use only.)

System in	Time in	Receiver	Sender	System out	Time out	Receiver	Sender	System out	Time out	Receiver	Sender

30A

From: Air Forces Sub-Commission, A.C., Rome.
To : British European Airways.
Date: 17th September 1946.
Ref : AFEC/59/Air.

BRITISH EUROPEAN AIRWAYS.

Reference to our telephone conversation yesterday,
we now confirm that approval has been given by M.A.A.C. for
the operation mentioned in your letter 1A504/14/33, to take
place over Italy.

J.E.M.
18/9
A.C. Keppelinger
A. C. KEPPLINGER MAJOR
for, AIR VICE MARSHAL,
DIRECTOR,
AIR FORCES SUB-COMMISSION

my
19/9

18/9

D.D. I think it might be a good thing to notify *(186)*
(Br) Embassies of this new Service also TWA or PAA if they
have similar services. Also inform AC HQ CMC. *18/9*

BRITISH EUROPEAN AIRWAYS

29A

Telegrams Flying Telephones 480782
 Deeline 43393

ADMINISTRATIVE OFFICES
 PIAZZA S. BERNARDO, 15
 R O M E .

I.A. 579/3.3a

13th September, 1946.

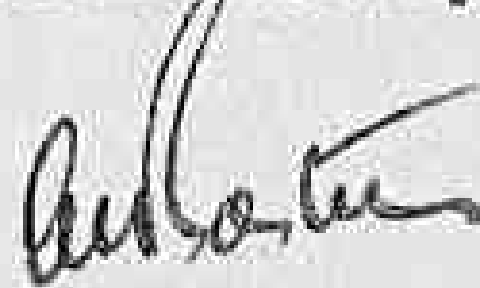
Director,
 Air Forces Sub-Commission,
 Allied Commission,
 R o m e .

Dear Sir,

With reference to our letter I.A. 501/M.4/3.3 of the 12th July 1946,
 we have now informed the Italian Government, Directorate of Civil Aviation,
 Ministry of Aeronautics, that we shall operate a civil air service London/
 Marseilles/Rome/Athens/Istanbul/Ankara on a once weekly basis commencing on
 the 17th September using Dakota aircraft, as per attached schedule.

2. Your approval to these operations within Italy will be appreciated.

Yours faithfully,



A.C. BARTTER
 For Manager, Italy.

J.M.
 18/9

AIR II

notify BEA

in writing by 18/9



Encl.: 1



*Mr Hayward informed
 by telephone that approval
 was given by 14/9/46
 See TGA
 16/9/46*

1154

Route 665 - London-Marseilles-Rome-Athens-Istanbul-Ankara

293

Tuesday	0812	depart	NORTHOLT	arrive	1227	
	1202	arrive	MARSEILLES	depart	0807	Saturday
	1300	depart	MARSEILLES	arrive	1405	
	1530	arrive	ROME	depart	1110	
Wednesday	0700	depart	ROME	arrive	1035	
	1110	arrive	ATHENS	depart	0545	Friday
	1200	depart	ATHENS	arrive	1310	
	1415	arrive	ISTANBUL	depart	1040	
Thursday	0530	depart	ISTANBUL	arrive	1010	
	0725	arrive	ANKARA	depart	0815	Thursday

All times are in G.M.T. and the frequency of the services will be once weekly.
The services will be operated with Dakota aircraft until further notice.

1639

1155

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

785017

28A H/6331
9024

mc 2/6

52 LROF V LAZE NR R173/25

QVR 3 P P

FROM MED ALLIED AIR COMMITTEE AFHQ CMF

TO AA PARIS /R/ AHQ ITALY ADV /R/ AFSC ALCON ROME /R/ MCA

LONDON /R/ AIR MINISTRY LONDON

BT

UNCLASSIFIED PD US33 PD SEPT 5 PD

YOUR A445 SEPT 2 ¹⁷⁰ NOT TO THIS SECRETARIAT REFERS PD CLEARANCE GIVEN

FL GHTSOF LONDON AERO AND MOTOR SERVICES SERVICES HALIFAXES TO LAND

DRI

EL-CERIO /MILAN/ TWICE DAILY CONVEYING FRUIT

FOR MINISTRY OF FOOD PD SECOND ADDRESSEES

A53 SEPT 3 REFERS

BT

SENT R173 CC

11/11
D844 6/9

59/air

1858

BIIIO

NANO

(44) LROF V LAEE NR 299/2 (OP CP QVR 1
 FROM ATTACHE PARIS
 TO ALLIED CONTROL COMMISSION ~~ROME~~
 IN FO TO A H Q ITALY
 ET

A445 2 SEPT. UNCLASSIFIED.

REQUEST PERMISSION BE OBTAINED FOR HALIFAXES OF LONDON
 AERO AND MOTOR SERVICES LIMITED TO LAND AT ORIO -EL-CERIO
 (MILAN). AIRFIELD AT PRESENT USED NO LONGER SERVICEABLE FOR
 HALIFAXES. FREQUENCY TO BE TWO FLIGHTS PER DAY ITALY-UK.
 NO FUEL REQUIRED AIRCRAFT ENGAGED ON EXPORT OF FRUIT FOR MINISTRY
 OF FOOD

BT 221643A

SENT NR (44) E.B.

See 26A x 28A

GAWSE

Paul McDonald WR 600

Rome.

Left 10/10/45 to Rome + London

ARK 2245

Mayer

Summarized

Known nothing
of this

10/15/45

1057

AIR 5
8462-2244

H/6212

(27A)

MCA/B



1157

(25A) ~~11A~~
1030 4th SEPTEMBER 1946

AIR FORCES SUB COMMISSION, A.C. ROME.

1030 4th SEPTEMBER 1946

M.A.A.C. SECRETARIAT, C/O AIR HQ. (REAR) CASERTA ITALY.

UNCLASSIFIED

ABLE EIGHT FOUR ONE PD SIGNAL RECEIVED BY THIS SUB COMMISSION IS
BEING FORWARDED TO YOU FOR ACTION QUOTE PD REQUEST PERMISSION
TO LAND HALIFAX REGISTRATION GEORGE ABLE NOW ZEBRA OBOE AT MILITARY
AIRFIELD MILAN STROKE ORIOALCERIO BEFORE NOON SEPTEMBER THIRD THREE
AFTER TWO AIRCRAFT PER DAY MILAN STROKE LIRATE UNSERVICEABLE PD
LONDON ANDO MOTOR SERVICES DISTREE AIRRODROME RENTS UNQUOTE PD
ORIGINAL SIGNAL HELD BY THIS SUB COMMISSION PD

AFSC/36/AIR

ROUTINE

AIR III

1ST.LT. H.H.HAGAN

1656

A.C. MORRIS, F/O.

1158

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



TELEGRAMMA VIA ITALO RADIO

GIV/Z 1350 SA

Prefixo - Numero - Qualifica - Provenienza - Parole - Data - Ora - Indicazione di Servizio

GM 26 ELSTREE 37/33 2 1030 =

Le ore indicate sono quelle del paese di origine

ALLIED CONTROL COMMISSION
ROME

REQUEST PERMISSION TO LAND HALIFAX REGISTRATION GAHZO AT
MILITARY AIRFIELD MILAN/ORIOALCERIO BEFORE NOON SEPTEMBER
3RD THEREAFTER TWO AIRCRAFT PER DAY MILAN/LINATE UNSERVICABLE =
LONDON AERO MOTOR SERVICES ELSTREE
AERODROME HERTS + 1855 -
35

Il Governo Italiano e la Società Italcable non assumono alcuna responsabilità in conseguenza del servizio telegrafico

(Mod. 855 - Ord. 1717 del 18-4-34) Arti Grafiche Pinotto & Piffelli - Spoleto (200.000)

RISPONDETE VIA ITALO RADIO

A Roma, Catania, Firenze, Genova, Lentini, Messina,
Milano, Napoli, Palermo, Siracusa, Taormina,
Torino, Trieste, Venezia,

presentate o telefonate i Vostri telegrammi «Via
Italo Radio» agli Uffici della «Italcable» Ser-
vizi Cablografici Radiotelegrafici e Radiotele-
foni.

Per evitare errori di trasmissione scrivete sempre:
se a mano, con la massima chiarezza; se a
macchine, in lettere maiuscole e con doppio
spazio fra le lettere e le linee.

SERVIZIO RADIOTELEFONICO DIRETTO CON

AMERICA DEL NORD, CENTRALE E DEL SUD,
VICINO ED ESTREMO ORIENTE

Rivolgetevi sempre agli Uffici della «ITALCABLE»,
per informazioni, suggerimenti, tariffe, ecc.

La Società sarà lieta di esservi utile e profitterà della
Vostra amichevole e gradita collaborazione per migliorare
sempre più i propri servizi.

Fatevi correntisti della Società.

Oltre alla comodità di pagare l'importo dei Vostri tele-
grammi alla fine del mese, senza alcun aumento di spesa,
avrete anche il vantaggio di possedere una tessera con la
quale potrete inviare i telegrammi stessi da qualsiasi ufficio
della «ITALCABLE».

*L'uso della "Via Italo Radio" non comporta alcun aumento di spesa, inquantochè
le tariffe praticate dalla Società sono pari a quelle della via meno costosa.
Presentando quindi i Vostri telegrammi agli sportelli sociali
otterrete rapidità ed accuratezza, senza alcun aumento di spesa.*

0750 4th SEPTEMBER 1946

© 2000 Blackwell Science Ltd

APR 26/2001

198. ДТ. М.П. 748201

A.D. 1871.

1854

AIR FORCES SUB COMBAT, A.C. 1012.

2 600 AUGUST 1946

23A.

MEDICAL, A.H.O. OFFICE.

UNCLASSIFIED

ARMY SEVEN NINE TWO PD YOUR ARMED OBOE CHARLIE FIVE SIX FOUR AUGUST CONCERNING
ITINERARY OF DAKOTA KING FIVE EIGHT SEVEN SIX ACKNOWLEDGED PD

AFSC/59/AIR

ROUTINE

ADMIN. OFFICER

A.C. MERRIN, F/O

A.C. MERRIN, F/O

*A.C. Merrin**A.C. Merrin*

1162

785017

LEGT V NZIK
FROM HQ NINE 190030Z
TO LALEH FORCES SUP (MISSION ROSE)
AND GREECE

19A
OF
ACC 554 IS ADJUST UNCLASSIFIED FOR PEOPLE AND TUTTLE FROM
MINUTST 1 STOP FURTHER TO NY AND 551 16 AUG STOP ITINER
HAS BEEN CHANGED AT REQUEST OF BRITISH EMBASSY STOP REQUEST
FIRST ADDRESSEE TO ARRANGE FOR CAPTAIN OF AIRCRAFT TO BE
19TH AND 20TH AUGUST DEPART CIAMPING ALE MIKE
21ST AUGUST FOR MASSANI NIGHT STOP MASSANI 21ST
AUGUST DEPART MASSANI ALE MIKE 22ND AUGUST FOR AROKIR
REPEAT AROKIR 2 CAPTAIN OF AIRCRAFT IS
REQUESTED TO SIGNAL THIS HEADQUARTERS FROM MASSANI
HIS L T A AROKIR STOP
BY 190030Z
H IN AROKIR 3RD AROKIR 2
REC B X
RE FPH 2R 13 AT 1000 AR AND DRS KKKK



MC 13/20

PA action with Capt & 58521
26/0900

AIR H/5814

AIR FORCES SUB COMMISSION, A.C. ROME.

19 1630 AUGUST 1946

WESTMINSTER AIRWAYS 78 BUCKINGHAM GATE LONDON.

UNCLASSIFIED

ABLE SEVEN EIGHT SE EN PD THIS SUB COM IS ION WISMS TO INFORM
YOUR THAT PERETOLA AIRPORT AT FLORENCE IN INOPERATIONAL AND THERE
ARE NO PARKS REPEATED PAREN NO FACILITIES FOR REFUELING OR RE-
ORIVING PASSENGERS PD

AFSC/59/AIR

ROUTINE

AIR III

H.M. HOGAN, 1ST LT.AC.

A.C. MERRIEN, F/O

1852

1164

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



TELEGRAMMA VIA ITALO RADIO

H/5760
70A

GIV/Z/AR0/153017

Prefixo - e - Numero - Qualifica - Provenienza - Parole - Data - Ore - Indicazione di Servizio

GI1937/17 LONDON 57 17 1207

IR

119

fora sk

ALLIED CONTROL MINISTRY

ROME =

Le ore indicate sono quelle del paese di origine

REQUEST ARRANGEMENTS BE MADE TO REFUEL PROCTOR AIRCRAFT WITH OCTA=
=NE 73 77 OR 87 AND SHELL 100 AT FLORENCE NEXT WEEK APPROXIMATELY
120 GALLONS REQUIRED CAN CUSTOMS BE MADE AVAILABLE TO MEET PLANE
DEFINITE TIME OF ARRIVAL WLL BE SIGNALLED YOUR COOPERATION WILL
BE MUCH APPRECIATED = WESTMINSTER AIRWAYS 76 BUCKINGHAM GATE

LONDON SW1 +

See 21st 1/15/20/8 RMC 33/17

non.
D753 19/8
1851
59/a

Il Governo Italiano e la Società Italcable non assumono alcuna responsabilità in conseguenza del servizio telegrafico

(Mod. 805 - Ord. 1817 del 16-1-1948) Arti Grafiche Penzetti & Pizzelli - Roma (1946) 805

RISPONDETE VIA ITALO RADIO

A Roma, Catania, Firenze, Genova, Lenti, Messina, Milano, Napoli, Palermo, Siracusa, Taormina, Torino, Trieste, Venezia,

presentate o telefonate i Vostri telegrammi « Via Italo Radio » agli Uffici della « Italcable » Servizi Caviografici Radiotelegrafici e Radioelettrici.

Per evitare errori di trasmissione scrivete sempre: se a mano, con la massima chiarezza; se a macchina, in lettere maiuscole e con doppio spazio fra le lettere e le linee.

SERVIZIO RADIOTELEFONICO DIRETTO CON

AMERICA DEL NORD, CENTRALE E DEL SUD,
VICINO ED ESTREMO ORIENTE

L'uso della "Via Italo Radio", non comporta alcun aumento di spesa, inquantochè le tariffe praticate dalla Società sono pari a quelle della via meno costosa. Presentando quindi i Vostri telegrammi agli sportelli sociali offerrete rapidità ed accuratezza, senza alcun aumento di spesa.

Rivolgetevi sempre agli Uffici della «ITALCABLE»,

per informazioni, suggerimenti, tariffe, ecc.

La Società sarà lieta di esservi utile e profitterà della Vostra amichevole e gradita collaborazione per migliorare sempre più i propri servizi.

Fatevi correntisti della Società.

Oltre alla comodità di pagare l'importo dei Vostri telegrammi alla fine del mese, senza alcun aumento di spesa, avrete anche il vantaggio di possedere una tessera con la quale potrete inviare i telegrammi stessi da qualsiasi ufficio della «ITALCABLE».

~~Ad~~

Please investigate why
Encl 19^A was not shown
to me immediately on
Receipt. A bad
look. If anyone can
~~be blamed~~, disciplinary
action should be
taken.

WR 25/8

Date of despatch 16/8
" " Receipt 19/8 ?
Why so long ?

1560

1167

785017

TIC FOR PAPER

INFO: V MXX NR MXX T220/16 R/R QVR 2

FROM HQ WED/KE

TO (1) WHIXX HQ WED/CE (2) AFSC ROME

BT

AC0561 16 BUS UNCLASS. FOR ~~XXXXXXXX~~ TUTTLE AND BRODIE
FROM NEHRST. FOLLOWING IS HIGH ITINERARY FOR DAKOTA KJ576.

2. DEPART WORTHOLT ABLE WAKE 19 AUGUST FOR CIAMPINO. NIGHT
STOPPING CIAMPINO 19TH 20TH AND 21ST AUGUST. DEPART CIAMPINO
ABLE WAKE 22ND AUGUST FOR MASSARI. NIGHT STOPPING MASSARI 22ND
AND 23RD AUGUST. DEPART MASSARI ABLE WAKE 24TH AUGUST FOR CAIRO.

3. AMONG PASSENGERS ON THIS AIRCRAFT IS MISS GREER WHO HAS
BEEN APPOINTED PRIVATE SECRETARY TO BRITISH AMBASSADOR IN
CAIRO. WILL YOU PLEASE PLEASE LOOK AFTER HER

BT 160915Z

SENT TR B K

NO NR 820 FH AT 0928 31

5752 19A 4935

19/8
D748
59/10MC 29/17
1048

1168

AS LPT 7 LATE 215/15
FROM AFHQ 1515Z

TO (AFHQ AIRCRAFT CORP AND ITALY ADVANCE
INFO MINISTRY CIVIL AVIATION LONDON.

BT 1525Z

not to us

UNCLASSIFIED THIRD ADDRESSES RCA 3 AUGUST 14 REFERS (.) BRITISH CIVIL
AIRLINE NIGHTMARE 3-AGNY CLEARED TO MIAMI/LINATE AUGUST 16TH FROM
ENGLAND VIA NEW H (.)

PILOT H W KENNEDY PASSENGER COL. DOUBLAY (.) RE-PAID OPERATING
LARGE 500 POLES (.) STAYING UP TO THREE DAYS (.)
REQUEST AND CONCERNED BE NOTIFIED THIS FLIGHT (.)

BT 1530Z

SENT 215/15 1515Z AR

18A AIR
4761 H/5717

16/8 D.742
UL
ALL INFORMATION
59/air

MAN 19/8
MC 23/16

1848

RD 1520 16.15

1109

AIR 17A

4521

H/5694



49. LHM 9 DATE NR 247/12
CVR 1

TO AFED SLOCH HOME URO AND ITALY ADVANCED
FROM MID AIRLINE AIR COMMITTEE SECRETARIAT
IT

UNCLASSIFIED. 3 294. AUGUST 15.

BRITISH SOUTH AMERICAN AIRWAYS DEMOASERT A-AGOL EXPECTED MILAN/
LINATE FROM LONDON ON AUGUST 15 (NO) 16. RETURNING SAME DAY. PILOT
CAPTAIN ALAMASTER. REQUEST YOU ADVISE ALL CONCERNED
BY 151000Z

SHEET BY AP

MC 28/15 15/1730

(445) 1047
16/8

16A

From : Mediterranean Allied Air Committee Secretariat.
To : Air Forces Sub-Commission, Allied Commission, EAME.
Date : 13th July 1946.
Ref : 15AC/1083/AFAS

ack
24/7CIVIL AIR SERVICES.

15A

Reference is made to your letter AFSC/55/Air 13th July 1946.

2. There are no objections from this Secretariat to the proposals of E.A.C. outlined in your above-quoted letter.

Phabrysh.
(SIGNED)
Wing Commander,
Secretary to The,
MEDITERRANEAN ALLIED AIR COMMISSION.

0421
22/7. 7g.

59/air

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

To : M.A.A.C., Secretariat.

Date: 13th July 1946.

Ref : AFSC/59/Air.

CIVIL AIR SERVICES.

The British Overseas Airways Corporation has made application to the Italian Government to operate a civil air service between London/Milan/Rome and return on a twice weekly basis commencing on 1st August 1946 using Dakota aircraft.

2. It is planned to increase the frequency of this service to once daily early in September, substituting Viking aircraft.

3. In addition, it is the intention of this Corporation to extend the present once weekly London/Rome/Athens service to Istanbul and Ankara as from the 1st August 1946, using Viking aircraft with a twice weekly frequency, increasing to a daily service in September.

4. Your approval of this flight is awaited as early as possible, due to the starting date of 1st August 1946.

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

137

Press to V
 Training — 11/7
 Air 11 Oct 13/7
 Air III
 C.S.O. and
 S.I.O.
 S.E.O.

Planned activities to be completed

File

Press to 350 -- w/ 11/7
 M20 - 36.5m 11/7
 Act 14

all other officers

Then try to file
 11/7

AIR FORCES SUB-COMMISSION

P.A. TO A.V.M. BRODIE

Allied Commission

ROME

1173

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

AIR FORCES SUB-COMMISSION

P.A. TO A.V.M. BRODIE

Allied Commission

ROME



B.O.A.C.

With the compliments of
British Overseas Airways Corporation

BRITISH EUROPEAN AIRWAYS DIVISION

OF

BRITISH OVERSEAS AIRWAYS CORPORATION FARES, RATES AND RELEVANT REGULATIONS

ISSUE No. II - EFFECTIVE 1ST JUNE 1946 - CANCELLING ISSUE No. I

PART. I - Services operated by B. E. A. Division of B. O. A. C.

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PART. I - Services operated by B. E. A. Division of B. O. A. C.

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Trans-Atlantic Through Traffic	5
Freight Enquiries	5

SERVICES OPERATED BY BRITISH EUROPEAN AIRWAYS DIVISION OF B. O. A. C.

Regular services are operated from London (Northolt) to the following European cities:

	SERVICE CODE PREFIX	
	OUTWARD	HOMeward
AMSTERDAM	1Z	2Z
ATHENS	21Z	22Z
BRUSSELS	3Z	4Z
COPENHAGEN	17Z	18Z
GIBRALTAR	13Z	14Z
GOthenenBERG	9Z	10Z
HELSINKI	9-11Z	10-12Z
LONDON	13Z	14Z
MADRID	15Z	16Z
MARSEILLES	23Z	24Z
OSLO	21Z	22Z
PARIS	19Z	20Z
ROME	5Z	6Z
STOCKHOLM	21Z	22Z
	9Z	10Z

All the above services are operated with Dakota aircraft.

TIMETABLE OF SERVICE 21Z-22Z LONDON-ATHENS VIA MARSEILLES AND ROME

This service operates once weekly in each direction to the following schedule; the times shown are local standard times:

	21Z		22Z	
	Thursday	Friday	Thursday	Friday
LONDON (Northolt)	0840 depart	0700 depart	arrive 1705	arrive 1835
	1220 arrive	1115 arrive	depart 1250	depart 1345
	1320 depart		arrive 1150	
	1645 arrive		depart 1000	
MARSEILLES (Marseille)				
ROME (Ciampino)				
ATHENS (Hassani)				

Passenger coaches in connection with this service leave the Hotel Reale, via XX Settembre 50 minutes before the scheduled departure time of the aircraft from Ciampino. Embarking passengers should be at the Hotel Reale 15 minutes before the coach leaves.

PASSPORTS: VISA REQUIREMENTS (Service 21/22Z)

NATIONALITY	MARSEILLES		ROME		ATHENS	
	Transit	Entry	Transit	Entry	Transit	Entry
British	No	Yes	Yes	Yes	Yes	Yes
French	No	No	Yes	Yes	Yes	Yes
Italian	Yes	Yes	No	No	Yes	Yes
Greek	Yes	Yes	Yes	Yes	Yes	Yes
Other Nationals	Yes	Yes	Yes	Yes	Yes	Yes

All the above services are operated with Dalcoti aircraft.

TIMETABLE OF SERVICE 21Z-22Z LONDON-ATHENS VIA MARSEILLES AND ROME

This service operates once weekly in each direction to the following schedule; the times shown are local standard times:

Passenger coaches in connection with this service leave the Hotel Reale, via XX Settembre, 50 minutes before the scheduled departure time of the aircraft from Ciampino. Embarking passengers should be at the Hotel Reale 15 minutes before the coach leaves.

PASSPORTS: VISA REQUIREMENTS (Service 21/22Z)

NATIONALITY	MARSEILLES		ROME		ATHENS	
	Transit	Entry	Transit	Entry	Transit	Entry
British	.	.	.	.	.	.
French	.	.	.	.	.	.
Italian	.	.	.	.	.	.
Greek	.	.	.	.	.	.
Other Nationals	.	.	.	.	.	.

HEALTH REGULATIONS

No regulations are applicable to passengers arriving in the United Kingdom from Rome and Athens.

PASSENGER BOOKINGS

All enquiries should be addressed to B.O.A.C., Information and Booking Office, 104/106 via Regina Elena, Rome, Telephone 43530.

FARES AND EXCESS BAGGAGE RATES - B. E. A. DIVISION SERVICES

J O U R N E Y		SINGLE FARE to 30/9/46	RETURN FARE to 30/9/46		RETURN FARE 1/7/46 to 30/9/46	EXCESS BAGGAGE (per Kilg.) to 30/9/46
FROM	T O		Live	Live		
ROME	ATHENS	.	.	.	.	148.50
	LONDON	.	.	.	.	225.—
	MARSEILLES	.	.	.	.	108.—
LONDON	AMSTERDAM	.	.	.	.	£ s. d.
	ATHENS	.	.	.	.	14. 8. 0.
	BRUSSELS	.	.	.	.	74.14. 0.
	COPENHAGEN	.	.	.	.	10.16. 0.
	GIBRALTAR	.	.	.	.	34.19. 0.
	GOETENBURG	.	.	.	.	52. 4. 0.
	HELSINKI	.	.	.	.	36. 0. 0.
	LISBON	.	.	.	.	57.12. 0.
	MADRID	.	.	.	.	46.16. 0.
	MARSEILLES	.	.	.	.	38.14. 0.
	OSLO	.	.	.	.	23. 8. 0.
	PARIS	.	.	.	.	37.16. 0.
	ROME	.	.	.	.	12.12. 0.
	STOCKHOLM	.	.	.	.	45. 0. 0.

FARES AND RATES - GENERAL NOTES

The fares and rates quoted above will be adopted, as appropriate, by all I.A.T.A. companies on the dates specified.

GREEK GOVERNMENT TAX ON PASSENGER TRAFFIC EX ATHENS

A tax of 15% is levied on all tickets from Greece including return tickets bought before entering Greece. The tax is payable by the passenger, in Greek currency, before departure from Greece. This does not apply to H. M. Forces.

FREE BAGGAGE ALLOWANCE

Until 30th September 1946 the free baggage allowance on all intra-European services will be 20 KILOGRAMS or 44 LBS.

The following items may be carried free in addition:

- (i) Ladies' handbags - pocket books
- (ii) Overcoats - raincoats
- (iii) Rugs and wraps
- (iv) Umbrellas and walking sticks
- (v) Small pocket cameras.

But the following will be included in baggage weights:

- (i) Brief cases
- (ii) Typewriters
- (iii) Heavy cameras

	ATHENS	LONDON	MARSEILLES
ROME	14,850.—	29,700.—	26,730.—
	22,500.—	45,000.—	40,500.—
	10,800.—	21,600.—	19,440.—
			148,70
			325.—
			108.—

	AMSTERDAM	ATHENS	BRUSSELS	COPENHAGEN	GENOA	GOETTERBERG	HELSINKI	LONDON	MADRID	MARSEILLES	OSLO	PARIS	ROME	STOCKHOLM
LONDON	8. 0. 0.	41.10. 0.	6. 0. 0.	19. 8. 0.	29. 0. 0.	20. 0. 0.	32. 0. 0.	26. 0. 0.	21.10. 0.	13. 0. 0.	21. 0. 0.	7. 0. 0.	25. 0. 0.	24. 0. 0.
	16. 0. 0.	83. 0. 0.	12. 0. 0.	38.16. 0.	58. 0. 0.	40. 0. 0.	64. 0. 0.	52. 0. 0.	43. 0. 0.	26. 0. 0.	42. 0. 0.	14. 0. 0.	50. 0. 0.	48. 0. 0.
	14. 8. 0.	74.14. 0.	10.16. 0.	34.19. 0.	53. 4. 0.	36. 0. 0.	57.12. 0.	46.16. 0.	38.14. 0.	33. 8. 0.	37.16. 0.	12.12. 0.	45. 0. 0.	43. 4. 0.
	1. 7.	8. 4.	1. 2.	3.11.	5.10.	4. 0.	6. 5.	5. 3.	4. 4.	3. 7.	4. 3.	1. 5.	5. 0.	4.10.

FARES AND RATES - GENERAL NOTES

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- (i) Brief cases
- (ii) Typewriters
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TRANS-ATLANTIC THROUGH TRAFFIC - BAGGAGE ALLOWANCES

Where a passenger travels through to or from a point in the U.S.A. or Canada and a point in Europe east of the agreed gateways, using a local European service, then on the European section of the journey he will be given the free baggage allowance applicable to trans-Atlantic passengers.

CHILDREN'S FARES AND BAGGAGE ALLOWANCES

	PERCENTAGE OF FARE	FREE BAGGAGE ALLOWANCE
(i) First child under 2 years of age, accompanied by a passenger paying adult fare, and not occupying an individual seat	10%	NIL
(ii) Each child under 2 years in addition to the one accompanied by a passenger paying adult fare, whether occupying individual seat or not	50%	20 kilos.
(iii) Child under 2 years of age occupying an individual seat	50%	20 kilos.
(iv) Child who has reached his second but not his twelfth birthday	50%	20 kilos.

CALCULATION OF EXCESS BAGGAGE

All excess baggage will be calculated at the full rate applicable, both for children and adults; there are no reduced excess baggage charges.

RETURN FARES

For the time being only the 60 days return ticket will be in force; a 10% reduction on the round trip fare for this type of ticket will be effective from 1st July, 1946.

SPECIAL FARES AND REBATES

No reduction in connection with B.T.V., C.D.B., C.T., I.T. and season tickets etc. will be put into force for the time being.

Government officials' rebates and relatives to members of H.M. Armed Forces will continue.

SURFACE TRANSPORT

Transportation between airports and city terminals will continue to be provided free of charge to passengers.

MEALS AND ACCOMMODATION

Where this has been our policy in the past we will, for the time being, continue to provide, free of charge, meals or refreshments in flight and meals and accommodation on the ground.

FREIGHT RATES

The proposed AIR FREIGHT EXPRESS (booked freight) scheme will not commence yet. For the time being all freight will be accepted as « normal freight », that is to say, without any guarantee that it will be carried on any particular service.

The freight rates quoted on the following page are those applicable to « normal freight ». They are « Airport/Airport » and cartage charges will continue to be collected when appropriate.

(ii) Each child under 2 years in addition to the full rate passenger paying adult fare, whether occupying individual seat or not	50 %	20 kilos.
(iii) Child under 2 years of age occupying an individual seat	50 %	20 kilos.
(iv) Child who has reached his second but not his twelfth birthday	50 %	20 kilos.

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The freight rates quoted on the following page are those applicable to 'normal freight'. They are 'Airport/Airport' and cartage charges will continue to be collected when appropriate.

FREIGHT RATES - B. E. A. DIVISION SERVICES

FROM	TO	FREIGHT RATE (per Kilo.)
ROME	ATHENS	Live
	LONDON	118.80
	MARSEILLES	180. —
		86.40

FROM	TO	FREIGHT RATE (per Kilo.)	FROM	TO	FREIGHT RATE (per Kilo.)
LONDON	AMSTERDAM	s. d.	LONDON	LONDON	s. d.
	ATHENS	1. 3.		MADRID	4. 3.
	BRUSSELS	6. 8.		MARSEILLES	3. 5.
	COPENHAGEN	1. 0.		OSLO	2. 1.
	GIBRALTAR	3. 1.		PARIS	3. 4.
	GOTHENBURG	4. 8.		ROME	1. 2.
	HELSINKI	3. 2.		STOCKHOLM	4. 0.
		5. 1.			3.10.

FREIGHT RATES - GENERAL NOTES**MINIMUM CHARGES ON FREIGHT AND ROUNDING - OFF OF FRACTIONS**

The minimum is as for two kilograms. Fractions of a kilogram will be charged as for the next highest whole kilogram.

VALUABLE CONSIGNMENTS

Consignments of freight with a value of more than £ 20 per kilogram will be considered as valuable consignments. The freight rate charged for valuable consignments will be double the normal freight rate per kilogram or double the normal freight rate per £ 100 value, whichever is the higher.

VOLUME CHARGES (Bulky Freight)

The minimum density for carriage at normal freight rates will be 200 cubic inches per pound weight, 440 cubic inches per kilogram or 7 cubic decimetres per kilogram. Any consignment which is of less density than these minima will be charged at one and a half times the normal freight rate.

LIVESTOCK

There will be a surcharge of 50% for livestock and the minimum charge will be as for 2 kilograms. Day-old chicks and live fish are exempt from the surcharge.

PRESS PHOTOGRAPHS

Press photographs will be subject to a surcharge of 100%: the minimum charge will be as

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ROME	ATHENS	LONDON	MARSEILLES	Dir
	.	.	.	118.80
	.	.	.	180.—
	.	.	.	86.40

FROM	TO	FREIGHT RATE (per Kilo.)	FROM	TO	FREIGHT RATE (per Kilo.)
LONDON	AMSTERDAM	5. d.	LONDON	LISBON	6. d.
	ATHENS	1. 3.		MADRID	4. 2.
	BRUSSELS	6. 8.		MARSEILLES	3. 5.
	COPENHAGEN	1. 0.		OSLO	2. 1.
	GIBRALTAR	3. 1.		PARIS	3. 1.
	GOETTERBURG	4. 8.		ROME	1. 2.
	HELSINKI	3. 2.		STOCKHOLM	4. 0.
		5. 1.			3.10.

FREIGHT RATES - GENERAL NOTES
MINIMUM CHARGES ON FREIGHT AND ROUNDING-OFF OF FRACTIONS

The minimum is as for two kilograms. Fractions of a kilogram will be charged as for the next highest whole kilogram.

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There will be a surcharge of 50% for livestock and the minimum charge will be as for 2 kilograms. Day-old chicks and live fish are exempt from the surcharge.

PRESS PHOTOGRAPHS

Press photographs will be subject to a surcharge of 100%: the minimum charge will be as for 2 kilograms.

HUMAN REMAINS

Human remains will be carried only in the form of ashes. There will be a surcharge of 200% on such consignments.

CHARGES FORWARD AND C. O. D. FREIGHT CONSIGNMENTS

Owing to the extensive currency regulations in force, charges forward and « C.O.D. » consignments cannot at present be accepted.

REBATES FOR QUANTITIES OF FREIGHT

For the present there will be no diminishing scales of charges for progressively increasing weights of freight, nor will there be any rebates for high aggregate weights of freight despatched over given periods.

TRANS-ATLANTIC THROUGH TRAFFIC

VALUABLE CONSIGNMENTS

Owing to the difference between the methods of applying valuation charges on the trans-Atlantic services and on the internal European services, where valuable consignments are carried through between points in the U.S.A. or Canada and points within Europe, using a local European service, the valuation charges will be calculated separately for the trans-Atlantic and European sectors.

VOLUME CHARGES (Bulky Freight)

It will be similarly necessary to calculate « volume charges » separately for the trans-Atlantic and European sectors where through consignments of bulky freight are carried.

FREIGHT ENQUIRIES

All enquiries should be addressed to B.O.A.C., Information and Booking Office, via Regina Elena, 104/106, Rome: Telephone 43530.

ISSUE No. II Part I

1st June, 1946
British Overseas Airways Corporation
Piazza San Bernardo, 15, ROME
Telephone 480-782.

BRITISH EUROPEAN AIRWAYS DIVISION of
BRITISH OVERSEAS AIRWAYS CORPORATION

c/o Ala Italiana S.A.
15 Piazza San Bernardo
Phone : 480762
Rome.

(Translation of
116A

2th July, 1946.

I.A.499/1.2

Sir,

Italian Agreement

As promised in my letter I.A.385/1.5 of the 21st June I have pleasure in enclosing herewith a photo-static copy of the Italian text of the above Agreement.

I have the honour to be, Sir,

Your obedient servant

G. P. Hayward

G. P. Hayward

Special Representative, Italy,
B.E.A. Division of
British Overseas Airways Corporation.

A. V. M. I. Brodie, O.B.E.,
Director Air Forces Sub-Commission,
Allied Commission,
Rome.

Air 2. To file - no necessity to translate.

12/7

128
 ACCORDO INTERVENTO IL GIORNO 5 GIUGNO 1946 TRA IL MINISTERO
 DELL'AERONAUTICA E LA BRITISH OVERSEAS AIRWAYS CORPORATION.

=====

Il presente accordo viene concluso il giorno otto del
 mese di giugno 1946, fra il Ministero dell'Aeronautica del
 Governo Italiano (d'ora innanzi chiamato il "Ministero") da
 una parte, e la BRITISH OVERSEAS AIRWAYS CORPORATION la
 cui sede sociale si trova alla Air Ways House, Berkeley Square
 Londra, operante attraverso la sua BRITISH EUROPEAN AIRWAYS
 DIVISION (d'ora innanzi chiamata "B.E.A."), rappresentata
 dal signor Gerard John Regis Leo d'Erlanger, suo rappresen-
 tante debitamente autorizzato, dall'altra parte.

Considerato che:

a) il Governo Italiano intende incoraggiare il più rapida-
 mente possibile la ripresa di un servizio aereo civile ita-
 liano efficiente, per il trasporto di passeggeri, merci e
 posta, sia nel territorio italiano che verso e da territori
 stranieri non ancora sarà autorizzato;

b) il Governo Italiano considera vantaggioso avvalersi a
 tale scopo dell'organizzazione, equipaggiamento ed assistenza
 della B.E.A. e quest'ultima desidera cooperare per assicurare
 il raggiungimento di questo scopo nel modo migliore e più ra-
 pido secondo le condizioni esposte qui di seguito:

VIENE DI COMUNE ACCORDO DALL'AMBITO STATO SEGU:

1187
ACCORDO INTERVENTO IL GIOMO 8 GIUGNO 1946 FRA IL MINISTERO
DELL'AERONAUTICA E LA BRITISH OVERSEAS AIRWAYS CORPORATION.

=====

Il presente accordo viene concluso il giorno otto del
mese di giugno 1946, fra il Ministero dell'Aeronautica del
Governo Italiano (d'ora innanzi chiamato il "Ministero") da
una parte, e la BRITISH OVERSEAS AIRWAYS CORPORATION la
cui sede sociale trovasi alla Air Ways House, Berkeley Square
Londra, operante attraverso la sua BRITISH EUROPEAN AIRWAYS
DIVISION (d'ora innanzi chiamata "B.E.A."), rappresentata
dal signor Gerard John Regis Leo d'Eringer, suo rappresen-
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Considerato che:

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mente possibile la ripresa di un servizio aereo civile ita-
liano efficiente, per il trasporto di passeggeri, merci e
posta, sia nel territorio italiano che verso e da territori
stranieri non appena sarà autorizzato;

b) il Governo Italiano considera vantaggioso avvalersi a
tale scopo dell'organizzazione, equipaggiamento ed assistenza
della B.E.A. e quest'ultima desidera cooperare per assicurare
il raggiungimento di questo scopo nel modo migliore e più ra-
pido secondo le condizioni esposte qui di seguito:

VIENE DI COLUITE ACCORDO DENTRO QUANTO SEGUENTE:

1) - il Ministro dell'Aeronautica d'accordo con il Presi-
dente del Consiglio dei Ministri e con i Ministri delle Finan-
ze e del Tesoro, proporrà al Consiglio dei Ministri un
Decreto Legge che autorizzerà la costituzione entro 30 gior-

BEST COPY POSSIBLE

Ministero dell'Aviazione

Al fine del presente accordo, la nuova Società italiana di trasporti aerei denominata "CARGO LINE ITALIA AIRWAYS S.p.A." (l'ora intanto chiamata la "Società") con lo scopo di effettuare:

a) - Operazioni di trasporto aereo tra l'Italia e territori stranieri non appena tale possibilità sarà riconosciuta all'Italia;

b) - Operazioni di trasporto aereo tra l'Italia e il Nord-Africa non appena tale possibilità sarà consentita all'Italia;

c) - Operazioni di trasporto aereo entro i confini dello Stato Italiano;

In particolare, la nuova Società potrà:

a) - acquistare, costruire, dirigere e prendere in concessione aerodromi, hangars, officine, edifici e strutture di ogni genere destinati al servizio della navigazione aerea;

b) - organizzare e dirigere tutti i servizi che direttamente o indirettamente formano parte o sono interessanti con gli soci della Società, o anche in qualche modo ad essa con essi, come ad esempio, alberghi, servizi automobilistici tra gli aerodromi e le città, ecc.;

c) - assumere ed istituire personale per tutti i servizi di cui alle lettere precedenti;

d) - compiere tutte le operazioni ed esercitare tutte le attività economiche, industriali e finanziarie che direttamente o indirettamente concorrono al migliore e più efficiente funzionamento della Società.

e) - Dopo costituita la Società il Ministero dell'Aero-

in vigore del presente accordo, di una Società italiana di trasporti aerei denominata "ALCO LINEE ITALIANE AEREE" (l'ora innanzi chiamata la "Società") con lo scopo di effettuare:

- a) - Operazioni di trasporto aereo tra l'Italia e territori stranieri non appena tale possibilità sarà riconosciuta all'Italia;
- b) - Operazioni di trasporto aereo tra l'Italia e il Nord-Africa non appena tale possibilità sarà consentita all'Italia;
- c) - Operazioni di trasporto aereo entro i confini dello Stato Italiano;

In particolare, la nuova Società potrà:

- a) - acquistare, costruire, dirigere e prendere in concessione aerodromi, hangars, officine, edifici e strutture di ogni genere destinati al servizio della navigazione aerea;
- b) - organizzare e dirigere tutti i servizi che direttamente o indirettamente formano parte o sono interessanti con gli scopi della Società, o sono in qualche modo ed essa con essi, come ad esempio, alberghi, servizi automobilistici tra gli aeroporti e la città, ecc.;

- c) - assumerà ed istituire personale per tutti i servizi di cui alle lettere precedenti;

- d) - compiere tutte le operazioni ed esercitare tutte le attività economiche, industriali e finanziarie che direttamente o indirettamente concorrono al migliore e più efficiente funzionamento della Società.

e) - Dopo costituita la Società il Ministero dell'Aeronautica concederà alla Società per la durata di anni dieci, l'esercizio delle linee aeree indicate nell'allegato n. 1,

- 3 -

per il trasporto di passeggeri, merci e posta.

60) - Il Governo Italiano provvederà perché la L. 1111.

(Linee Aeree Transcontinentali Italiane) trasferisca alla

Società all'atto della sua costituzione i diritti e i pri-

vilegi ad esse pervenuti in virtù della concessione du set-

tembre 1908, e ciò nelle forme che saranno successivamente

determinate tra il Governo, la L.A.T.I., e la Società.

Una convenzione supplementare, che potrà anche prevedere

la trasformazione della L.A.T.I. nella nuova Società, sarà

stipulata tra il Governo Italiano, la L.A.T.I. e la Società,

per l'esecuzione dei termini della concessione alla Società.

40) - Il Governo Italiano consente che alla Società venga-

no trasferiti diritti, privilegi e concessioni che altre So-

cietà italiane, eventualmente partecipanti alla formazione

della Società, convenissero di trasferire a quest'ultima.

50) - La Società sarà fondata ed lo scopo di attuare i ter-

mini del presente accordo con un capitale di L. 800.000.000.

Nello statuto della Società saranno sanzionati gli ac-

corsi indicati nell'allegato n. 2.

60) - Il capitale della Società sarà sottoscritto come

segue:

a) - il 60 % dallo Stato Italiano o dagli Enti designati

a questo scopo dal Governo Italiano o privati italiani o per-

sone giuridiche di nazionalità italiana come indicato nello

allegato n. 3.

b) - il 40 % dalla L.A.T.I. o da qualunque corporazione

per il trasporto ai passeggeri, merce e posta.

39) - Il Governo Italiano provvederà perché la L.A.I.I. (Ente Aeree Transcontinentali Italiane) trasferisca alla Società all'atto della sua costituzione i diritti e i privilegi ad essa pervenuti in virtù della concessione SO settembre 1922, e ciò nelle forme che saranno successivamente determinate tra il Governo, la L.A.I.I. e la Società.

Una convenzione supplementare, che potrà anche prevedere la trasformazione della L.A.I.I. nella nuova Società, sarà stipulata tra il Governo Italiano, la L.A.I.I. e la Società, per l'esecuzione dei termini della concessione alla Società.

40) - Il Governo Italiano consente che alla Società venga no trasferiti diritti, privilegi e concessioni che altre Società italiane, eventualmente partecipanti alla formazione della Società, convenissero di trasferire a quest'ultima.

50) - La Società sarà fondata con lo scopo di attuare i termini del presente accordo con un capitale di L. 300.000.000.

Nello statuto della Società saranno sanzionati gli accorgimenti indicati nell'allegato n. 2.

60) - Il capitale della Società sarà sottoscritto come segue:

a) - Il 60 % dallo Stato Italiano o dagli Enti designati a questo scopo dal Governo Italiano o privati italiani o persone giuridiche di nazionalità italiana come indicato nello allegato n. 2.

b) - Il 40 % dalla R.E.I. o da qualunque corporazione o Ente designati dalla British Overseas Airways Corporation e accettati dal Governo italiano.

70) - La quota di capitale della Società che dovrà essere

Ministero delle Finanze

sottoscritta dalla B.O.A.D. in base alla clausola 6 b) verrà versata dalla B.O.A.C. in cambio dell'emissione di azioni della Società in sterline a credito della Società presso una Banca di Londra indicata dalla Società.

I fondi in tal modo costituiti dovranno essere utilizzati dalla Società come segue:

a) - per l'acquisto di aeromobili, parti di ricambio ed altre attrezzature nel Regno Unito;

b) - per provvedere, in base a deliberazione del Consiglio di Amministrazione, a qualsiasi spesa nel Regno Unito e dovunque, per la quale sia richiesto il capitale della Società.

Agli effetti del presente accordo il tasso di cambio sarà fissato nella misura del conguaglio ufficiale attualmente in vigore (per l' sterlina) n. 9 del 28 gennaio 1940 (o a qualsiasi altro tasso ufficiale che possa essere in vigore di volta in volta in avvenire).

Rimane inoltre inteso che nessun'altra quota del capitale sottoscritto da altri partecipanti potrà venire utilizzata al fine dell'acquisto di beni non reali, come ad esempio l'avviamento. In conformità la partecipazione verrà sottoscritta in denaro contante e potrà essere utilizzata soltanto per gli acquisti reali necessari alla Società, salvo il diritto del Governo Italiano, d'accordo con la B.E.A., di conferire, in sostituzione, le attività della L.A.P.I..

80) - Se aeromobili, pezzi di ricambio ed equipaggiamenti non fossero disponibili sul mercato italiano, saranno acquistati nel Regno Unito compatibilmente con le possibilità

sottoscritta dalla B.C.A.C. in base alla clausola 6 b) verrà versata dalla B.C.A.C. in cambio dell'emissione di azioni della Società in sterline a credito della Società presso una Banca di Londra indicata dalla Società.

I fondi in tal modo costituiti dovranno essere utilizzati dalla Società come segue:

a) - per l'acquisto di aeromobili, parti di ricambio ed altre attrezzature nel Regno Unito;

b) - per provvedere, in base a deliberazione del Consiglio di Amministrazione, a qualsiasi spesa nel Regno Unito e dovunque, per la quale sia richiesto il capitale della Società.

Agli effetti del presente accordo il tasso di cambio sarà fissato nelle misure del congraglio ufficiale attualmente in vigore per l' sterlina) in vigore in base al decreto n. 9 del 28 gennaio 1943 (o a qualsiasi altro tasso ufficiale che possa essere in vigore di volta in volta in avvenire.

Rimane inoltre inteso che nessun'altra quota del capitale sottoscritto da altri partecipanti potrà venire utilizzata al fine dell'acquisto di beni non reali, come ad esempio l'avviamento. In conformità la partecipazione verrà sottoscritta in denaro contante e potrà essere utilizzata soltanto per gli acquisti reali necessari alla Società, salvo il diritto del Governo Italiano, d'accordo con la E.E.A., di conferire, in costituzione, le attività della I.A.I.I..

80) - Se aeromobili, pezzi di ricambio ed equipaggiamenti non fossero disponibili sul mercato italiano, saranno acquistati nel Regno Unito convenientemente con le possibilità del mercato.

90) - La E.E.A. agirà a favore della Società dando ordina-

zioni ed ispezione ed approntamento prima della consegna gli aerei, pezzi di ricambio e materiali acquistati dalla Società del Regno Unito.

109) - Per assicurare un'attrezzatura soddisfacente e la più efficiente operazione dei servizi della Società, la

S.E.A. pone a sua disposizione e, per quanto è necessario a disposizione del Governo Italiano contro rimborso nel Regno Unito delle spese a cui fosse andata incontro, la propria organizzazione per l'acquisto fuori d'Italia di pezzi di ricambio, aerei, materiali, ecc. e, se richiesto, per lo equipaggio di personale di competenza (esperti) o altro.

110) - Il Ministero dell'Aeronautica concederà alla Società la facoltà di dare a volo aerei per voli occasionali e su linee non incluse nel paragrafo 2°) salvo rispetto delle disposizioni generali o di particolari altre concessioni, e farà del suo meglio per facilitare questo ramo degli affari della Società.

120) - Per quanto riguarda il servizio postale, autorizzata mente alle necessarie intese col Ministero delle Poste e delle Telecomunicazioni, si conviene che negli atti di concessione esso sarà consentito senza alcuna limitazione e al prezzo da stabilirsi con l'Amministrazione interessata.

130) - Il Governo Italiano permetterà, secondo le modalità stabilite dal Ministero del Tesoro, il trasferimento alla S.E.A. nel Regno Unito di tutti i dividendi e pagamenti del capitale azionario e di altre somme che saranno d'ora innanzi dovute alla S.E.A. dalla Società o dal Governo Italiano.

zioni ed ispezionando ed approvando prima della consegna gli aerei, pezzi di ricambio e materiali acquistati dalla Società del Regno Unito.

129) - Per assicurare un'attrezzatura soddisfacente e la più efficiente operazione dei servizi della Società, la S.S.A. pone a sua disposizione e, per quanto è necessario a disposizione del Governo Italiano contro rimborso nel Regno Unito delle spese a chi fosse andata incontro, la propria organizzazione per l'acquisto fuori d'Italia di pezzi di ricambio, aerei, materiali, ecc. e, se richiesto, per lo equipaggio di personale di combattimento (esperti) o altro.

130) - Il Ministero dell'Aeronautica concederà alla Società la facoltà di dare a volo aerei per voli occasionali e su linee non incluse nel paragrafo 129) salvo rispetto delle disposizioni generali o di particolari altre concessioni, e farà del suo meglio per facilitare questo ramo degli affari della Società.

131) - Per quanto riguarda il servizio postale, subordinatamente alle necessarie intese col Ministero delle Poste e delle Telecomunicazioni, si conviene che negli atti di concessione esso sarà consentito senza alcuna limitazione e ad un prezzo da stabilirsi con l'amministrazione interessata.

132) - Il Governo Italiano permetterà, secondo le modalità stabilite dal Ministero del Tesoro, il trasferimento alla S.S.A. nel Regno Unito, di tutti i civili e pagamenti del capitale azionario o di altro come che saranno d'ora innanzi dovute alla S.S.A. dalla Società o dal Governo Italiano secondo gli articoli del presente accordo.

133) - Il Governo Italiano concederà alla Società - fine

a quando la estensione all'Italia di accordi internazionali non consigli di modificare questa clausola - per il periodo di anni dieci l'uso degli aeroporti gove nativi scelti quali regolari punti di atterraggio dei servizi di linea e quello dei campi di fortuna lungo le rotte nonché delle aviorimesse, depositi, attrezzature e servizi aeronautici di proprietà dello Stato o da questo gestiti negli aeroporti e nei campi predetti. Qualora tale uso debba essere effettuato a pagamento, i prezzi dovranno essere non più onerosi di quelli stabiliti per altri usufruttuari degli impianti medesimi.

L'uso dei radio collegamenti e dei servizi meteorologici forniti dal Governo Italiano sarà gratuito.

Il Governo Italiano compatibilmente con le sue possibilità finanziarie cercherà di mantenere e migliorare i suddetti aeroporti nei limiti che saranno richiesti per le creazioni della Compagnia e le facilitazioni di navigazione nei limiti dettati dalla FIOAQ:

15°) - Alla Società saranno concesse per la durata di anni due dall'inizio dell'attività dei suoi servizi aerei, le facilitazioni fiscali contemplate dal R.D.I. 23 ottobre 1927 n. 2323, corretto dall'atto 17 gennaio 1929 n. 95, ed inoltre l'esenzione dalla tassa generale sul prezzo di tutte le importazioni nominate all'art. 1 e 2 per gli atti di cui si fa cenno all'art. 3 del predetto R.D.I. 23 ottobre 1927 n. 2323.

16°) - Non appena la Società sarà organizzata ed avrà iniziato i suoi servizi, la Società e la S.I.A. designeran-

e quando la estensione all'Italia di accordi internazionali non consigli di modificare queste clausole - per il periodo di anni dieci l'uso degli aeroporti dove nativi scelti punti regolari punti di atterraggio dei servizi di linea e quello dei campi di fortuna lungo le rotte nonché nella aviazione, depositi, attrezzature e servizi aeronautici di proprietà dello Stato o da questo gestiti negli aeroporti e nei campi predetti. Qualora tale uso debba essere effettuato a pagamento, i prezzi dovranno essere non più onerosi di quelli stabiliti per altri usufruttuari degli impianti medesimi.

L'uso dei radio collegamenti e dei servizi meteorologici forniti dal Governo Italiano sarà gratuito.

Il Governo Italiano compatibilmente con le sue possibilità finanziarie cercherà di mantenere e migliorare i suddetti aeroporti nei limiti che saranno richiesti per le operazioni della Compagnia e le facilitazioni di navigazione nei limiti dettati dalla FIOAQ:

13°) - Alla Società saranno concesse per la durata di anni due dall'inizio dell'attività dei suoi servizi aerei, le facilitazioni fiscali contemplate dal R.D.L. 23 ottobre 1927 n. 2323, corretto dall'atto 17 gennaio 1929 n. 95, ed inoltre l'esenzione dalla tassa generale sul prezzo di tutte le importazioni nominate all'art. 1 e 2 per gli atti di cui si fa cenno all'art. 3 del predetto R.D.L. 23 ottobre 1927 n. 2323.

14°) - Non appena la Società sarà organizzata ed avrà iniziato i suoi servizi, la Società e la S.I.A. designeranno ognuna l'agente generale dell'altra nei propri rispettivi territori nazionali secondo termini e condizioni che sa-

ranno stabiliti tra le parti.

179) - Trascorsi tre anni dalla data di costituzione della Società, la B.E.A. avrà il diritto di richiedere, purchè tale richiesta sia stata avanzata con sei mesi di anticipo, che il Governo Italiano acquisti o faccia acquistare da interessi italiani le azioni registrate a nome della B.E.A. ad un prezzo corrispondente al valore delle attività della Società quali sono indicate dall'ultimo esercizio finanziario, più l'interesse del 5% annuo sul valore nominale, e non oltre cinque anni, sottraendo da ciò l'ammontare totale dei dividendi ricevuti.

180) - Nel caso in cui la B.E.A. fosse incorporata come una entità separata, la B.E.A. firmerà un accordo nel quale adotterà il presente accordo. Quest'ultimo sarà riconosciuto valido sin dalla data di fondazione della B.E.A. sotto tutti i riguardi, come se la B.E.A. fosse una delle parti contraenti essendo intervenuta al posto della P.O.A.C., della quale data la P.O.A.C. si intenderà sciolta dalla firma del presidente acceduto.

199) - Le eventuali divergenze che possono sorgere tra i contraenti dovranno essere sottoposte al collegio degli arbitri composto dai membri espressi menzionati che saranno nominati a richiesta rispettiva dei contraenti:

a) - Uno del Ministero dell'Aeronautica per il Governo Italiano;

b) - Uno per la B.E.A. dell'Ambasciatore d'Inghilterra in Roma;

ranno stabiliti fra le parti.

17°) - Trascorsi tre anni dalla data di costituzione della Società, la B.E.A. avrà il diritto di richiedere, purché tale richiesta sia stata avanzata con sei mesi di anticipo; che il Governo Italiano acquisti o faccia acquistare da interessati italiani le azioni registrate a nome della B.E.A. ad un prezzo corrispondente al valore delle attività della Società quali sono indicate dall'ultimo esercizio finanziario, più l'interesse del 5% annuo sul valore nominale, e non oltre cinque anni, sottraendo da ciò l'ammontare totale dei dividendi ricevuti.

18°) - Nel caso in cui la B.E.A. fosse incorporata come una entità separata, la B.E.A. firmerà un accordo nel quale attribuirà al presente contratto, quest'ultimo sarà riconosciuto valido sin dalla data di fondazione della B.E.A. sotto tutti i riguardi, come se la B.E.A. fosse una delle parti contraenti, essendo intervenuta al posto della P.O.A.O., dalla quale data la P.O.A.O. si intenderà sciolta dalla firma del presente accordo.

19°) - Le eventuali divergenze che possono sorgere tra i contraenti dovranno essere sottoposte al collegio degli arbitri composto dai membri appresso menzionati che saranno nominati a richiesta rispettiva dei contraenti:

a) - Uno del Ministero dell'Aeronautica per il Governo Italiano;

b) - Uno per la B.E.A. dell'Ambasciatore d'Inghilterra in Roma;

c) - Il Presidente del Collegio Arbitrale sarà nominato dal P.O.A.O. o da altro Ente internoionale secondo gli

Ministro dell'Interno

a) - La Commissione degli Arbitri si riunirà nella località scelta dal suo Presidente.

Il responso della Commissione degli Arbitri sarà accettato come definitivo dai contraenti.

20°) - Ogni comunicazione e notizia relativa al presente accordo dovrà essere data:

a) - per il Governo Italiano al Ministro dell'Aeronautica, Roma;

b) - per la B.B.A. alla sua Direzione Generale in Inghilterra.

21°) - Il presente accordo è firmato sia in lingua inglese che in lingua italiana ed emblema i testi avranno eguale autenticità. Ciascuno dei contraenti firmando tratterà una copia in ciascuna delle due lingue.

22°) - E' riconosciuto dai firmatari di questa convenzione che nessuna clausola qui contenuta escluderà la possibile partecipazione di altro capitale straniero per la cui sottoscrizione occorrerà il mutuo consenso delle parti.

23°) - Le parti convengono di adottare ogni altra previsione che fosse resa necessaria dai regolamenti del P.I.C.A.C. se e quando l'Italia del P.I.C.A.C. faccia parte.

Ministero delle Infrastrutture

ALLEGATO I

Gli itinerari compresi in questo allegato sono stati approvati dalle parti contraenti considerando che:

- (i) scopo principale della Società, autorizzata alla concessione della necessaria autorizzazione allo Stato Italiano, è quello di esercitare linee tra l'Italia e gli altri Paesi Europei ed altre linee esterne interessanti l'Italia, e per ciò (ii) alcune linee ~~presentemente~~ ^{prevedibilmente} gestite da altre Imprese che potranno partecipare alla Società dovranno a questa essere concesse, salvo che dette linee siano riservate per un esercizio indipendentemente dalle dette Imprese; (iii) un minimo numero di linee interne è essenziale ai fini della concessione per l'economia dell'esercizio della Società.

LINEE ESTERNE

1) - Tra l'Italia ed altri Paesi Europei.

Alia Società saranno assegnati tre di ognuno degli itinerari indicati nello specchio seguente a) e b) insieme ad altri servizi esterni ed interni indicati al no 2 e al n. 3.

Categoria a)

Roma - Milano - Vienna

Roma - Praga

Milano - Praga

Roma - Belgrado

Roma - Sofia Bucarest

Roma - Helsinki - Stoccolma - Ginevra - Barcellona

Gli itinerari compresi in questo allegato sono stati approvati dalle parti contraenti considerate che:

(i) scopo principale della Società, subordinato alla concessione della necessaria autorizzazione allo Stato italiano, è quello di esercitare linee tra l'Italia e gli altri Paesi Europei ed altre linee esterne interessanti l'Italia, e per ciò (ii) alcune linee ^{preventivamente} gestite da altre imprese che potranno partecipare alla Società dovrebbero a queste essere concesse, salvo che dette linee siano riservate per un esercizio indipendente alle dette imprese; (iii) un minimo numero di linee interne è essenziale siano pure concesse per l'economia dell'esercizio della Società.

LINEE ESISTENTI

1) - Tra l'Italia ed altri Paesi Europei.

Alle Società saranno assegnati tra di comune degli itinerari indicati nello specchio seguente a) e b) insieme ad altri servizi esterni ed interni indicati al no 2 e al n. 3.

Categoria a)

Roma - Milano - Vienna

Roma - Praga

Milano - Praga

Roma - Belgrado

Roma - Sofia Bucarest

Tirana - Bari - Napoli - Marsiglia - Barcellona.

Allegato alla Circolare

Categoria b)

Milano - Barcellona - Madrid
 Napoli - Roma - Madrid - Lisbona
 Napoli - Roma - Ginevra
 Torino - Milano - Zurigo
 Roma - Milano - Stoccolma
 Roma - Milano - Copenhagen - Oslo
 Roma - Bruxelles
 Roma - Berlino
 Roma - Istanbul - Ankara
 e altre linee estere

2) - (1) itinerari fra il territorio italiano e località del Commonwealth Britannico.

(ii) Milano-Bari-Tirana
 Venezia-Milano-Torino-Parigi
 Milano-Bruxelles
 Milano-Amsterdam
 Roma-Venezia-Budapest-Varsavia
 Odessa
 Torino-Milano-Lagabria-Parigi
 Bucarest
 Milano-Torino-Marsiglia

Itinerari delle
 AvioLinee ad ecce-
 zione di quelle che
 potranno essere ri-
 servate, d'accordo
 con le AvioLinee,
 per l'esercizio in-
 dipendente di questa
 Società.

(iii) Roma - Amsterdam
 (iv) Linee fra l'Italia e il Sud America (I.A.T.I.)
 (v) Linee fra l'Italia e Nord Africa
 (vi) Linee fra l'Italia e la Grecia
 (vii) Linee fra l'Italia e la Francia (salvo che il Governo Francese non desideri diverso accordo).

NOTTE INTERNA

Categoria b)

- Milano - Barcellona - Londra
- Napoli - Roma - Madrid - Lisbona
- Napoli - Roma - Ginevra
- Torino - Milano - Parigi
- Roma - Milano - Stoccolma
- Roma - Milano - Copenhagen - Oslo
- Roma - Bruxelles
- Roma - Berlino
- Roma - Istanbul - Ankara
- e altre linee estere

2) - (i) itinerari fra il territorio italiano e località del Commonwealth Britannico.

- (ii) Milano - Bari - Mirana
- Venezia - Milano - Torino - Parigi
- Milano - Bruxelles
- Milano - Amsterdam
- Roma - Venezia - Budapest - Varsavia
- Gdynia
- Torino - Milano - Zagabria - Belgrado - Bucarest
- Milano - Torino - Varsavia
- (iii) Roma - Amsterdam
- (iv) Linee fra l'Italia e il Sud America (I.A.T.I.)
- (v) Linee fra l'Italia e Nord Africa
- (vi) Linee fra l'Italia e la Grecia
- (vii) Linee fra l'Italia e la Francia (salvo che il Governo Francese non desideri diverso accordo).

ROTE INFINE.

- 3) - (i) Roma - Genova - Torino
- (ii) Torino - Milano - Venezia - Trieste

Itinerari delle
Aviolinee ad ecce-
zione di quelle che
potranno essere ri-
servate, d'accordo
con le Aviolinee,
per l'esercizio in-
dipendente di questa
società.

Ministero delle Infrastrutture

- (iii) Trieste - Roma
- (iv) Roma - Napoli - Cagliari
- (v) Genova - Milano - Bologna
- (vi) Cagliari-Torino
- (vii) Cagliari - Milano
- (viii) Cagliari - Bologna
- (ix) Milano-Rimini-Rossio-Brianza - Napoli
- (x) Napoli - Viareggio - Milano

Dalla lettera iv alla x
soggette all'accordo
con la Società Avio-
linee ed Airone in
relazione alla loro
partecipazione alla
Società.

Per l'esercizio della linea Torino-Milano-Venezia-Trieste
il traffico disponibile dovrà essere egualmente suddiviso tra
la Società e la L.A.I., quest'ultima avendo già in corso la
relativa concessione. - Tutto ciò dovrà essere convenuto con
accordi diretti tra le due Società.

Rel. 13/10/42
Rel. 13/10/42

**MODALITÀ STABILITE PER LA COSTITUZIONE DELLA SOCIETA'
"AGROLINEE ITALIANE INTERNAZIONALI".**

ALLEGATO N. 2

SCOPI: fondare, mantenere ed esercire servizi di trasporto aereo per passeggeri, merci e posta in Italia o tra l'Italia e il Nord-Africa e l'Italia ed altri territori esteri ed altri servizi di carattere occasionale.

CAPITALE: Il capitale della Società sarà stabilito in lire italiane 900.000.000 sottoscritto in azioni per il valore di Lit. 100.000 ciascuna.

DIRITTI DI VOTO: ogni azione avrà diritto ad un voto nella Assemblea della Società.

All'Assemblea Generale degli azionisti sia essa in prima o in seconda convocazione e sia essa assemblea ordinaria o straordinaria, ogni deliberazione si considererà approvata quando ottenga la maggioranza di almeno due terzi del capitale sociale salvo ulteriori accordi tra le parti all'atto della discussione e della approvazione dello Statuto sociale.

REPRESENTAZIONE DEL CAPITALE: Per il 60% del capitale sociale sarà sottoscritto dal Governo Italiano. Per il 40% dalla

REPRESENTAZIONE DEL CAPITALE: Per il 60% del capitale sociale sarà sottoscritto dal Governo Italiano. Per il 40% dalla

ALLEGATO N. 2

NORME STABILITE PER LA SOSTITUZIONE DELLA SOCIETA'
"AEROLINEE ITALIANE INTERNAZIONALI".

=====

SCOPI: fondare, mantenere ed esercitare servizi di trasporto aereo per passeggeri, merci e posta in Italia o tra l'Italia e il Nord-Africa e l'Italia ed altri territori esteri ed altri servizi di carattere occasionale.

CAPITALE: il capitale della Societa' sara' stabilito in lire italiane 900.000.000 sottoscritto in azioni per il valore di Lit. 100.000 ciascuna.

DIRITTI DI VOTO: ogni azione avra' diritto ad un voto nella Assemblea della Societa'.

All'Assemblea Generale degli azionisti sia essa in prima o in seconda convocazione e sia essa Assemblea ordinaria o straordinaria, ogni deliberazione si considerera' approvata quando ottenga la maggioranza di almeno due terzi del capitale sociale salvo ulteriori accordi tra le parti all'atto della discussione e della approvazione dello Statuto sociale.

LA MODALITA' DI SOSTITUZIONE DELLA SOCIETA' SARA' DETERMINATA DALLA LEGGE.

PARTICIPAZIONE DEL CAPITALE: per il 60% del capitale sociale sara' sottoscritto dal Governo Italiano, per il 40% dalla

B.E.A.

c) Nell'eventualita' che il Governo Italiano decida di non sottoscrivere tutto il 60% del capitale non meno di un terzo

del capitale che sarà così reso disponibile sarà offerto con priorità per la sottoscrizione a favore delle aziende italiane e successivamente a tutte le società e sotto società tra le parti.

ARTICOLO 12. CAPITALE: Nel caso che dovesse essere deciso l'aumento del capitale della Società, la relativa sottoscrizione sarà offerta in primo luogo dal partecipante in proporzione dell'aliquota sottoscritta nella denominazione della Società.

PAGAMENTO DI DIVIDENDI: Le azioni della Società non possono essere vendute o trasferite senza il consenso unanime del Consiglio di Amministrazione.

CONSIGLIO DI AMMINISTRAZIONE: La Società sarà amministrata da un Consiglio di Amministrazione composto di dieci consiglieri nominati come segue:

a) - Sei su designazione del Governo Italiano e dei rappresentanti il capitale privato italiano in proporzione delle rispettive loro quote.

b) - Quattro su designazione della E.E.C.

Salvo ulteriori accordi in sede di adesione e di approvazione dello Statuto della Società, le deliberazioni del Consiglio di Amministrazione dovranno essere prese a maggioranza di due terzi dei membri presenti.

Il Presidente sarà scelto tra i Consiglieri designati dal Governo Italiano e il Vice Presidente sarà scelto tra i Consiglieri designati dalla E.E.C.

del capitale che sarà così reso disponibile senza diritto con-
priorità per la sottoscrizione a favore delle azioni Ita-
liane e successivamente l'altre società e conto degli azio-
niisti.

ARTICOLO 24. CAPITALE: Del caso che non si potesse decidere l'au-
mento del capitale della Società, la prima sottoscrizione
sarà offerta in primo luogo dai partecipanti in proporzione
dell'aliquota sottoscritta nella formazione della Società.

PASSAGGIO DI AZIONI: Le azioni della Società non possono essere
vendute o trasferite senza il consenso unanime del Consiglio
di Amministrazione.

CONSIGLIO DI AMMINISTRAZIONE: La Società sarà amministrata da
un Consiglio di Amministrazione composto di dieci consiglieri
nominati come segue:

a) - Sei su designazione del Governo Italiano e dei rappre-
sentanti il capitale privato italiano in proporzione delle ri-
spettive loro quote.

b) - quattro su designazione della R.A.I.

Salvo ulteriori accordi in sede di discussione e di ap-
provazione dello Statuto della Società, le deliberazioni del
Consiglio di Amministrazione dovranno essere prese a ma-
gioranza di due terzi dei membri presenti.

Il Presidente sarà scelto tra i consiglieri designati dal
Governo Italiano e il Vice Presidente sarà scelto tra i con-
siglieri designati dalla R.A.I.

DIRETTORE GENERALE: Il Consigliere delegato sarà di nazio-
naltà italiana e potranno essere a lui conferite anche le

- 3 -

Ministero dell'Aviazione

Funzioni di Direttore Generale della Società.

Se il Direttore Generale non è membro del Consiglio di Amministrazione, per la sua nomina occorre il gradimento della B.E.A.

La Società avrà anche un Direttore Tecnico e un Direttore Amministrativo, entrambi di nazionalità italiana; ambedue le nomine dovranno essere sottoposte all'approvazione della B.E.A.

Tutto il personale della Società sarà italiano sia per quanto si riferisce al personale a terra che al personale di volo, salvo deroghe per quei particolari casi che il Consiglio di Amministrazione riterrà necessari per agevolare il servizio estero della Società.

Compatibilmente con la economia di esercizio della Società, non meno del 75 % di tutto il personale di volo, impiego ed operai, che la Società assorbirà all'atto della sua formazione e per i primi due anni del suo esercizio, dovrà essere assunto tra il personale in servizio o non, proveniente dalle Società che esercitano servizi aerei civili nel 1940, salvo scelta in base alla competenza nella propria categoria professionale.

COLLEGIO SINDACALE: Sarà formato di cinque membri dei quali due designati dalla B.E.A.

BRITISH OVERSEAS AIRWAYS CORPORATION

c/o Ala Italiana S.A.,
15 Piazza S. Bernardo,
Phone: 480782
ROME.

10A

Rome, March 6th, 1946.

The Director,
Air Forces Sub-Commission,
Rome.

S.S.O.
Pl. clear
with PAAC & pass
back thru D.D.

Dear Sir,

Civil Air Services

MS 1/3

1. I attach hereto copy of a telegram from London contents of which are self explanatory.
2. Temporary clearance from the Italian Government to operate this service has been received by the British Embassy and your approval to this project in so far as it affects Italy would be appreciated.
3. The commencement of this Service has been delayed until the 14th March, 1946.

Yours faithfully,
pp. British Overseas Airways Corporation

Special Representative, Italy.

Action by S.S.O. 72m
8/3

MS 1/3

MS 1/3



1213

BRITISH EUROPEAN AIRWAYS Division of
BRITISH OVERSEAS AIRWAYS CORPORATION
c/o Ala Italiana S.A.
15 Piazza San Bernardo
Phone : 486782
Rome.

59/air 11A

I.A.504/A.4/S.3

0989
12/7 JM

12th July, 1946.

Director,
Air Forces Sub-Commission,
Allied Commission,
Rome.

59/air

13/7

Dear Sir,

For your information application has been made to the Italian Government to operate a civil air service London/Milan/Rome and return on a twice weekly basis commencing on 1st August using Dakota aircraft.

2. It is planned to increase the frequency of this service to once daily early in September substituting Viking aircraft.

3. In addition, it is the intention of this Corporation to extend the present once weekly London/Rome/Athens service to Istanbul and Ankara as from the 18th August using Viking aircraft with a twice weekly frequency increasing to a daily service in September.

See 15A.

4. Your approval to these operations within Italy will be appreciated.

Yours faithfully,
pp. British Overseas Airways Corporation
G.P. Hayward
G.P. HAYWARD
Special Representative, Italy.

15-17
1
Air 2
for action with
MAAC
Part 550 & DD for
also 310
12/7

p.s. I would like to see MAAC's reply

1214

BEING FIRSTLY COMMENCING THURSDAY MARCH 7TH WE ARE OPERATING ONE
WEEKLY SERVICE UNDER FULL CIVIL REGISTRATION LONDON MARSEILLES ROME
ATHENS SECONDLY THURSDAY NORTHOLT DEPART 0740 GMT MARSEILLES ARRIVE
1130 DEPART 1230 ROME ARRIVE 1505 FRIDAY ROME DEPART 0830 ATHENS ARRIVE
0940 DEPART 1040 ROME ARRIVE 1520 SATURDAY ROME DEPART 0800 MARSEILLES
ARRIVE 1045 DEPART 1145 NORTHOLT ARRIVE 1605 THIRDELY OPERATED BY NO 1
LINE DAKOTAS WITH 16 SEATS AND ANTICIPATE STEWARD WILL BE CARRIED
FOURTHLY ALL DOCUMENTATION WILL BE FULL CIVIL PRACTICE AND ALL WEIGHTS
IN KILOS FIFTHLY FARES LONDON MARSEILLES £15 ROME £27 ATHENS £43.10.0
RETURN FARE DOUBLE THE ABOVE FULLSTOP FOLLOWING FARES PROVISIONAL
MARSEILLES LONDON FRANCES 7200 ROME LONDON LIRE 10800 ATHENS LONDON
DRACHMAS 670000.

RECEIVED ON 5TH MARCH, 1946.

W 7/7

SL

1215

A35/36/42.

9 A

OUTGOING SIGNAL.

FROM : AIR FORCES SUB COMMISSION, A.C. ROME.
TO : W.A.A.C.

UNCLASSIFIED A.391/.// T.O.C. 071100 MARCH/.// REF.AFSC/36/AIR/.//
FOLLOWING MESSAGE RECEIVED FROM LONDON IS QUOTED FOR YOUR
INFORMATION AND GUIDANCE: "QUOTE MESSAGE"/.
BEGINS FIRSTLY COMMENCING THURSDAY MARCH 7TH WE ARE OPERATING
ONE WEEKLY SERVICE UNDER FULL CIVIL REGISTRATION LONDON MARSEILLES
ROME ATHENS SECONDLY THURSDAY NORTHOLT DEPART 0740 GMT MARSEILLES
ARRIVE 1130 DEPART 1230 ROME ARRIVE 1505 FRIDAY ROME DEPART 0530
ATHENS ARRIVE 0940 DEPART 1040 ROME ARRIVE 1520 SATURDAY ROME DEPART
0800 MARSEILLE ARRIVE 1045 DEPART 1145 NORTHOLT ARRIVE 1605 THIRDLY
OPERATING BY No 1 LINE DAKOTAS WITH 16 SEATS AND ANTICIPATE STEWARD
WILL BE CARRIED FOURTHLY ALL DOCUMENTATION WILL BE FULL CIVIL
PRACTICE AND ALL WEIGHTS IN KILOS FIFTHLY FARES LONDON MARSEILLES
£15 ROME £27 ATHENS £43.10.0 RETURN FARES DOUBLE THE SINGLE FULLSTOP
FOLLOWING FARES PROVISIONAL MARSEILLES LONDON FRANCES 7200 ROME LONDON
LIRE 10800 ATHENS LONDON DRACHMAS 870000/.// U.N. QUOTE/.//
BOAC, ROME, STATES THAT THE BRITISH EMBASSY HAS RECEIVED TEMPORARY
CLEARANCE FROM THE ITALIAN GOVERNMENT TO OPERATE THIS SERVICE AND
THE COMMENCEMENT OF THIS SERVICE HAS BEEN DELAYED UNTIL 14TH MARCH
1946/.// VERBAL APPROVAL TO THE ABOVE PROJECT IN SO FAR AS IT AFFECTS
ITALY HAS BEEN RECEIVED FROM W/C MAX FISHER ON THE MARCH 1946 DURING
HIS VISIT TO ROME/.//

W. J.
WILLIAM L. BEN
BRIG. GEN., U.S.A.
DEPUTY DIRECTOR.

PRIORITY : ROUTINE.

FROM : AIR FORCES SUB COMMISSION, A.C. ROME.
TO : BRITISH OVERSEAS AIRWAYS CORPORATION,
C/O ALA ITALIANA S.A., 15 Piazza S. Bernardo, ROME.
DATE : 7TH MARCH 1946
REF. : AFSC/36/AIR

CIVIL AIR SERVICES.

Reference is made to your letter, same subject as above,
dated 6th March, 1946.

2. Approval, in so far as it affects Italy, is given to the
project cited in above referred letter.

W. L. Lee
WILLIAM L. LEE
BRIG. GEN., U.S.A.
DEPUTY DIRECTOR.

19/3/46

1217

7A

1 : M.A.A.C., SECRETARIAT.
FROM : ALLIED COMMISSION, AIR FORCES SUB-COMMISSION, ROME.
DATE : JULY 2, 1946
REF. : A.F.S.C. ⁵⁷25/1/AIR

FORMATION OF THE ITALO-BRITISH AIR COMPANY

6A

Attached two copies of the Agreement for formation of the Italo-British Air Company are forwarded for your information and guidance.

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

BRITISH OVERSEAS AIRWAYS CORPORATION
c/o Ala Italiana S.A.
15 Piazza S. Bernardo
Phone : 480782
R O M E,

6A

I.N. 389/L.5

21st June, 1946

Sir,

With reference to our letter I.N. 325/L.2 of the 10th June I now enclose one copy in English of the Agreement for formation of the Italo-British Air Company "Aerolinee Italiane Internazionali".

2. As soon as copies in Italian are available one of these will be forwarded to you.

I have the honour to be, Sir,

Your obedient servant

A.V.M. I. Bredie, OBE
Director Air Forces Sub-Commission
Allied Commission
Rome

G.P. Hayward
Special Representative, Italy
R.E.A. Division of
British Overseas Airways Corporation.

Enclosure : 1 Copy of Agreement

This Agreement is made the Eight day of June, 1946 between THE MINISTRY FOR AERONAUTICS of the Italian Government of the one part, and BRITISH OVERSEAS AIRWAYS CORPORATION whose Head Office is at Airways House, Berkeley Square, London, operating through its British European Airways Division (herein after sometimes referred to as "B.E.A.") by Gerard John Regis Leo d'Erlanger, its duly constituted attorney, of the other part.

WHEREAS:-

- (a) The Italian Government intends to encourage the resumption with all possible speed of an efficient Italian civil air service for transportation of passengers, freight and mail, both in Italian territory and to and from foreign territories as soon as permitted.
- (b) The Italian Government considers it advantageous to avail itself for this purpose of British organization and equipment, and the assistance of B.E.A. and the latter is willing to co-operate in securing the achievement of this purpose in the best and most rapid way on the conditions stated below.

NOW IT IS HEREBY AGREED AS FOLLOWS:-

THE MINISTER FOR AERONAUTICS in accord with the President of THE COUNCIL OF MINISTERS and with the MINISTERS OF FINANCE and TREASURY, will propose within thirty days of the signature of this Agreement the introduction of a Decree Law authorising the formation of an Italian Air Transport Company to be known as "AEROLINEE ITALIANE INTERNAZIONALI" (Hereinafter referred to as "the COMPANY") for the purpose of carrying on:-

- (a) Air transport operations between Italy and foreign territories as soon as permitted.
- (b) Air transport operations between Italy and North Africa as soon as permitted.
- (c) Air transport operations within Italy.

In particular, the COMPANY may:

- (a) purchase, erect, operate and take over under concessions aerodromes, hangars, work-shops, building and structures of any kind intended for the service of air transport;

-2-

- (b) set up and operate all services which directly or indirectly form part of or are of interest to the COMPANY'S business or in any way connected therewith, as, for instance, hotels, automobile and motorbus services between the airports and towns, etc.;
 - (c) engage and train employees for all the services referred to under the previous letter;
 - (d) carry out all the operations and exercise all the economic industrial and financial activities which directly or indirectly contribute to the improvement and more efficient working of air transportation services.
2. The Italian Government shall on the formation of the COMPANY grant to the COMPANY a concession to operate the routes set out in the Annex No. 1 attached hereto. The duration of the concession will be for a period of ten years from the date of formation of the COMPANY.
3. LINEE AEREE TRANSCONTINENTALI ITALIANE shall by direction of the Italian Government transfer to the COMPANY on its formation the rights and privileges accruing to LINEE AEREE TRANSCONTINENTALI ITALIANE by virtue of the concession granted by the Italian Government and dated 20th September 1939. A supplementary agreement, which may also contemplate the possibility of an amalgamation of LINEE AEREE TRANSCONTINENTALI ITALIANE and the COMPANY shall be drawn up between the Italian Government, LINEE AEREE TRANSCONTINENTALI ITALIANE and the COMPANY to apply the provisions of the concession to the COMPANY.
4. The Government hereby consents to the transfer of any concessions, rights and privileges held by any Italian undertaking participating in the COMPANY which such undertaking may agree to transfer to the COMPANY.
5. The COMPANY shall be formed for the purpose of carrying out the terms of this Agreement with a share capital of Lire 9,000,000.
6. The Capital of the COMPANY shall be subscribed as follows:-
- (a) 60% by the Italian State, and by Corporations designated for that purpose by the Italian Government and/or Italian nationals or juridical persons of Italian nationality, which are set out in the attached Annex No. 2

-3-

- (b) 40% by British Overseas Airways Corporation and any Corporation or Body designated by British Overseas Airways Corporation and acceptable to the Italian Government.

7. That portion of the capital of the COMPANY which is to be subscribed by BRITISH OVERSEAS AIRWAYS CORPORATION in accordance with Clause 6 (b) shall in exchange for the issue of shares of the COMPANY be paid by BRITISH OVERSEAS AIRWAYS CORPORATION in sterling to the credit of the COMPANY's bankers in London.

The funds thus provided shall be utilized by the COMPANY as follows:-

- (a) To acquire aircraft, spare parts and other equipment in the United Kingdom.
- (b) To meet any other expenditure in the United Kingdom or elsewhere approved by the Board of the COMPANY for which the capital of the COMPANY is required.

For the purpose of this Agreement the rate of exchange will be taken at the official congraglio rate which is at present Lire 900.- to £1 (as at present in force by Decree No. 9 of the 28th January, 1946) or at such other official rate as may be in force from time to time in the future. It is also further understood that no part of the capital subscribed by any other participant will be utilised for the purpose of acquiring intangible assets such as good will. Accordingly the Italian participation will also be subscribed in cash and will only be used for the purpose of acquiring tangible assets required by the COMPANY, except in so far as the Italian Government in agreement with B.E.A. may decide to transfer assets of Linee Aeree Transcontinentali Italiane in substitution.

8. Insofar as aircraft spares and equipment may not be available from Italian sources, equipment will be procured whenever suitable equipment is available, in the United Kingdom.
9. B.E.A. shall act on behalf of the COMPANY in placing orders for and in the inspection and approval prior to delivery of aircraft, spares and equipment purchased by the COMPANY in the United Kingdom.
10. To secure the satisfactory equipment and the most efficient operation of the services of the COMPANY, B.E.A. shall place at its disposal and, as far as necessary, at the disposal of the Italian Government in return for reimbursement in the United Kingdom of expenses incurred, their own organisation for purchase outside of Italy of aircraft spare parts and other equipment, and, if required, for engagement of advisory or other staff.

11. THE MINISTER FOR AERONAUTICS will empower the COMPANY to hire out aircraft and to make non-scheduled flights over routes not included in para. 2 subject to the limitations of other concessions and will do its utmost to facilitate this branch of the COMPANY's business.
12. As regards the mail services subject to the necessary agreements with the MINISTRY OF POSTS AND TELE-COMMUNICATIONS it is agreed that the necessary concessions shall be granted to the COMPANY without any limitation and at prices to be agreed with the administration concerned.
13. The Italian Government in conformity with the regulations of the MINISTRY OF TREASURY shall permit the transfer to B.E.A. in the United Kingdom of all dividends and repayments of share capital or other moneys which shall hereafter be due to B.E.A. from the Italian Government or the COMPANY under the terms of this Agreement.
14. Until such time as the extension of International Agreements to Italy may require the modification of the arrangements in this clause the Italian Government shall grant to the COMPANY for the said period of ten years the use of the Government airports selected as the regular landing points of the services and of the emergency landing grounds along the routes and of all hangars, warehouses, equipment and aeronautical services, owned by the Government or operated by it at the aforesaid airports and landing grounds, on terms not more onerous than those available to other users of similar facilities in Italy. The use of R.T. and meteorological services provided by the Italian Government shall be gratuitous. The Italian Government compatible with its financial resources undertakes to maintain or improve the above airports to standards that are required for the operations of the Company and navigational facilities to the standards laid down by Provisional International Civil Aviation Organisation.
15. The customs' exemptions and fiscal facilities contemplated by the Royal Decree Law of October, 23rd 1927, No. 2323, amended by the Royal Act of January 17th, 1929, No. 95, will be granted to the COMPANY for the period of two years from the commencement of the COMPANY'S services, as also exemption from the general tax on the price of all impositions mentioned under art. 1 and 2 and for the acts referred to under art. 3 of the aforesaid Royal Decree Law of October 23rd, 1927, No. 2323.
16. As soon as the COMPANY is organised and operating its air services, the COMPANY and B.E.A. shall each appoint the other General Agent in their respective national territories on terms and conditions to be agreed between the COMPANY and B.E.A.

-5-

17. At any time after three years from the date of registration of the COMPANY, S.E.A. will have the right to require, provided notice of such request has been served six months in advance, that the Italian Government purchase or cause to be purchased by Italian interests the shares registered in S.E.A.'s name at a price corresponding to the value of the COMPANY's assets as shown by the last balance-sheet, plus interest at 5% per annum on the nominal value for no more than the first five years, less the total amount of dividends received.
18. In the event of BRITISH EUROPEAN AIRWAYS being incorporated as a separate legal entity, BRITISH EUROPEAN AIRWAYS CORPORATION shall sign a supplemental agreement formally adopting this Agreement and this Agreement shall be construed as from the date of establishment of BRITISH EUROPEAN AIRWAYS CORPORATION in all respects as if BRITISH EUROPEAN AIRWAYS CORPORATION were a party hereto in the place of BRITISH OVERSEAS AIRWAYS CORPORATION, as from which date BRITISH OVERSEAS AIRWAYS CORPORATION shall be discharged from this Agreement.
19. Any difference which may arise between the parties touching the construction, meaning or effect of this agreement, shall be submitted to a Board of Arbitrators consisting of the undermentioned members who shall be appointed at the request of either of the parties of this Agreement as follows:-
- (a) One by the MINISTER OF AERONAUTICS of the Italian Government;
 - (b) One by the AMBASSADOR OF GREAT BRITAIN accredited to the Italian Government, for S.E.A.
 - (c) a Chairman of the Board of Arbitrators who shall be appointed by Provisional International Civil Aviation Organisation or such other International Body as agreed between the parties.
 - (d) The Board of Arbitrators shall meet in the locality chosen by its Chairman.
- The award of the Board of Arbitrators shall be accepted as final and binding on the parties.
20. Any communications and notices to be served in relation to the agreement shall be made:-
- (a) For the Italian Government to the Minister Of Aeronautics, Rome
 - (b) For S.E.A. to their Head Office, in England.

21. This Agreement is signed in both the Italian and the English languages and both texts shall be of equal authenticity. Each of the parties signing shall hold a copy in each of the two languages.
22. It is recognised by the signatories to this Agreement that nothing contained herein shall exclude the possible participation of other foreign capital by mutual consent.
23. The parties agree to adopt any other provisions that it should be necessary to adopt under the rules of Provisional International Civil Aviation Organisation, if and when Italy shall be admitted to membership of Provisional International Civil Aviation Organisation.

IN WITNESS the hands of the parties hereto, the day and year first above written:-

ANNEX ONE

The routes included in this Annex have been agreed between the contracting parties in recognition that:-

(i) The agreed primary object of the Company, subject to the necessary permission being granted to Italy, is to operate services between Italy and other European countries and other external services of interest to Italy, and (ii) Certain services having been previously operated by other undertakings which may participate in the COMPANY should be assigned to the latter, except where such services may be reserved for independent operation by the aforesaid undertakings, and (iii) A minimum number of internal services is essential to the commercial balance of the COMPANY's operations.

EXTERNAL ROUTES:

1. Between Italy and other European countries:

The COMPANY will be assigned three each of the routes in categories (a) and (b) below together with the other external routes and internal routes set out in 2. and 3. below:-

Category (a)

Rome/Milan/Vienna
Rome/Prague
Milan/Prague
Rome/Belgrade
Rome/Sofia/Bucarest
Tirane/Bari/Naples/Marseilles/Barcelona

Category (b)

Milan/Barcelona/Madrid
Naples/Rome/Madrid/Lisbon
Naples/Rome/Geneva
Turin/Milan/Zurich
Rome/Milan/Stockholm
Rome/Milan/Copenhagen/Oslo
Rome/Brussels
Rome/Berlin
Rome/Istanbul/Ankara

-7-

2. And Other External Routes:

- (i) Routes between Italian territory and points in the British Commonwealth.
- (ii) Milan/Bari/Tirana)
 Venice/Milan/Turin/Paris)
 Milan/Brussels)
 Milan/Amsterdam)
 Rome/Venice/Budapest/Warsaw/Gdynia)
 Turin/Milan/Zagreb/Belgrade/Bucharest)
 Milan/Turin/Marseilles)
- (iii) Rome/Amsterdam
- (iv) Routes between Italy and South America (L.A.T.I.)
- (v) Routes between Italy and North Africa
- (vi) Routes between Italy and Greece
- (vii) Routes between Italy and France (unless some alternative arrangement is desired by the French Government).

Aviolinee routes except in so far as any of these routes may be reserved by agreement to Aviolinee for independent operation.

INTERNAL ROUTES

3. (i) Rome/Genoa/Turin
- (ii) Turin/Milan/Venice/Trieste
- (iii) Trieste/Rome
- (iv) Rome/Naples/Cagliari
- (v) Genoa/Milan/Bolsano
- (vi) Cagliari/Turin
- (vii) Cagliari/Milan
- (viii) Cagliari/Bolsano
- (ix) Milan/Rimini/Foggia/Brindisi/Naples
- (x) Naples/Viareggio/Milan

Sec. (iv) to (x)

Subject to the necessary agreements with Aviolinee and Airoso regarding their participation in the COMPANY.

The available traffic on the route Turin/Milan/Venice/Trieste will be equally shared between the COMPANY and LINEE AEREE ITALIANE whose concession to operate this route is about to be granted and this arrangement shall be effected by an agreement between the two companies.

ANNEX TWO

The regulations governing the constitution of the COMPANY to be known as AEROLINEE ITALIANE INTERNAZIONALI:-

Objects: To establish, maintain and work air transport services for carriage of passengers, freight and mails between Italy and any foreign territory, Italy and North Africa, and in Italy, and all Air Charter Services.

Capital: The Capital of the COMPANY shall be

Italian Lire 900,000,000
 subscribed in shares of a denomination of Italian Lire 100,000.- each

-8-

Voting Rights: Each share to carry a right of one vote at COMPANY meetings.

At a general shareholders' meeting, be it a first or second meeting and a special or ordinary meeting a Resolution shall be deemed passed when approved by a majority of at least two thirds of the capital stock of the COMPANY subject to further agreement when discussing and approving the Articles of Association of the COMPANY.

Participation in Capital:

Capital to be divided as follows:-

- (a) 60% to be subscribed by the Italian Government.
- (b) 40% to be subscribed by S.E.A.
- (c) In the event of the Italian Government deciding not to take up the full 60% capital referred to in (a) above, not less than one third of the capital which is thereby made available shall be offered in the first place for subscription by AVIOLINEE ITALIANE and thereafter by such other companies as may be agreed to by the contracting parties.

Increase of Capital:

In the event of the capital of the COMPANY being increased it shall be offered in the first instance to the participants in proportion to their initial holdings in the capital,

Transfer of Shares:

The shares of the COMPANY are not to be sold or transferred without the unanimous consent of the Board of Directors of the COMPANY.

Board of Directors:

The COMPANY will be administered by a Board of ten directors appointed as follows:-

- (a) Six designated by the Italian Government and by the representatives of private Italian capital in proportion to their respective holdings.
- (b) Four by S.E.A.

Subject to further agreement when discussing and approving the Articles of Association of the Company the resolution of the Board of Directors will be taken on a majority of 2/3rds of the members present.

-9-

The President will be chosen from the Directors designated by the Italian Government and Vice-President will be chosen by the Directors designated by B.E.A.

Management &
Personnel:

The Managing Director will be of Italian nationality and there may be conferred upon him the functions of Director-General of the COMPANY.

If the General Manager is not a member of the Board of Directors, the approval of B.E.A. must be obtained to his appointment.

The COMPANY shall also have a Technical Manager and an Administrative Manager, both of Italian Nationality, and subject to the approval of B.E.A.

All the personnel of the COMPANY will be of Italian nationality both as regards ground personnel and aircrew except for those particular cases that the Board of Directors shall consider necessary to facilitate the operation of the external services of the COMPANY.

Accounts:

A Board of Auditors will be formed of five members two only designated by B.E.A.

Staff of Other
Companies:

Compatible with the commercial requirements of the COMPANY, not less than 75% of personnel whether aircrew, or ground, which the COMPANY may absorb in its formation and for a duration of two years thereafter shall be recruited from among the personnel whether employed at the time or not - of the Italian Civil Air Companies which were operating in 1940, subject to competence in their professional category.

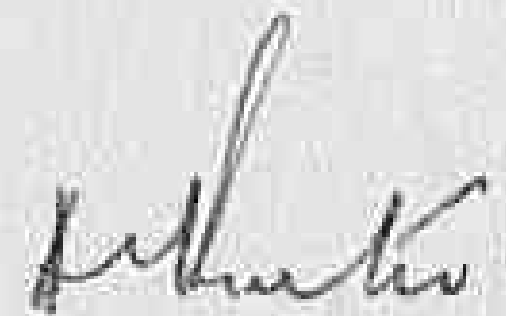
4A

From : Air Forces Sub-Commission, A.C. ROME.
To : Air Forces Sub-Commission, A.C. IECCE.
Date : 21st June, 1946.
Ref. : AFSC/59/AIR.

BRITISH CIVIL AIR LINES

Reference your AFSC/59/AIR, dated 30th May, 1946.

2. Herewith copy of B.O.A.C. Time Table as requested.



A. G. SAUER, S/LDR.,
FOR AIR VICE MARSHAL,
DIRECTOR,
AIR FORCES SUB-COMMISSION.

FROM: AIR FORCES B-COMMISSION ALLIED COMMISSION LECCE, *4A*

TO : AIR FORCES SUB-COMMISSION ALLIED COMMISSION ROME,

DATE: 30th. MAY 1946.

REF.: AFSC/59/AIR.

B.O.A.C. TIME TABLES.

We are in receipt of your letter of even reference dated 24th. May 1946, but find that the time tables enclosed are for the most part illegible, being carbon copies.

It is therefore requested that a further set of these time tables be forwarded to this detachment for information;

W. C. Ollason
W.C. OLLASON G/CAPT.,
OFFICER COMMANDING,
A.F.S.C. A.C.,
LECCE DETACHMENT.

Recd 20/6/46



1 2 3 0

2A

FROM : AIR FORCES SUB COMMISSION, A.C., ROSE.
TO : AIR FORCES SUB COMMISSION, A.C., MILAN.
: AIR FORCES SUB COMMISSION, A.C., LONDON.
: AIR FORCES SUB COMMISSION, A.C., NANTES.
DATE : 24th MAY, 1946.
REF. : AMQ/59/ALR.

B.O.A.C. TIME TABLES.

Herewith copy of British Overseas Airways Corporation European Time Table for information.

2. Further copies of Far Eastern Routes will be forwarded in due course.

A. G. Salter

A.G. SALTER, 3/10P.
FOR HIS VICE MARSHAL
DIRECTOR
AIR FORCES SUB COMMISSION.

UNITED STATES AIR FORCEU.S.UNITED STATES AIR FORCEUNITED STATES AIR FORCEUNITED STATES AIR FORCE1st April, 1946 - 30th September, 1946.UNITED STATES AIR FORCE

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1st April, 1946 - 10th September, 1946.

18037

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

785017

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SERVICE CODE PREFIX	EUROPEAN SERVICES OPERATED BY B.E.A. DIVISION OF B.E.A.C.		SERVICE CODE PREFIX
1.1.	LONDON (Northolt)	AMSTERDAM (Schiphol)	2.1.
1.2.	LONDON (Northolt)	BRUSSELS (Nvere)	4.2.
5.1.	LONDON (Northolt)	PARIS (Le Bourget)	6.1.
7.1.	LONDON (Northolt)	MADRID-LISBON (Portela)	8.1.
9.1.	LONDON (Northolt)	COPENHAGEN - STOCKHOLM	10.1.
11.1.	STOCKHOLM	HELSINKI	12.1.
13.1.	LONDON (Northolt)	LISBON - CIBRALIAR	14.1.
15.1.	LONDON (Northolt)	LISBON (Portela)	16.1.
17.1.	LONDON (Northolt)	COPENHAGEN (Kastrup)	18.1.
19.1.	LONDON (Northolt)	OSLO (Gardemoen)	20.1.
21.1.	LONDON (Northolt)	MARSEILLES-ROME-ATHENS (Marsenni)	22.1.

LONDON-ATHENS-LONDON VIA MARSEILLES AND ROME.

The above service operates ex Northolt once weekly in each direction. Douglas Aircraft are used with a passenger capacity of 10. A steward is carried.

21Z

FLIGHTABLE

22Z

G.M.T.

G.M.T.

Thursday	0740	dep.	Northolt	err.	1605
	1130	err.	Marseilles	dep.	1145
	1230	dep.	Marseilles	err.	1045
	1505	err.	Rome	dep.	0800
Friday	0530	dep.	Rome	err.	1520
	0945	err.	Athens	dep.	1040
Note: Local standard time					
			Marseilles	1 hr. in advance of G.M.T.	
			Athens and Rome 2 hrs. in advance of G.M.T.		

Saturday

PASSPORT REGULATIONSLONDON-ATHENSNationality

British

French

Italian

Greek

Other Nationals

MARSEILLESTransit Entry

No

Yes

No

Yes

Yes

Yes

ROMETransit Entry

Yes

Yes

No

Yes

Yes

ATHENSEntry

Yes

Yes

Yes

Yes

Yes

Health Regulations.

No regulations are applicable to passengers arriving in the United Kingdom from Rome and Athens.

10.2.	LONDON (Northolt)	COPENHAGEN - STOCKHOLM	10.2.
11.2.	STOCKHOLM	HELSINKI	11.2.
13.2.	LONDON (Northolt)	LONDON - COPENHAGEN	14.2.
15.2.	LONDON (Northolt)	LONDON (Portela)	16.2.
17.2.	LONDON (Northolt)	COPENHAGEN (Kastrup)	18.2.
19.2.	LONDON (Northolt)	COLO (Gardemoen)	20.2.
21.2.	LONDON (Northolt)	MARSEILLES - NICE - ATHENS (Bassano)	22.2.

LONDON-ATHENS-LONDON VIA MARSEILLES AND NICE.

The above service operated ex Northolt once weekly in each direction. Douglas Aircraft are used with a passenger capacity of 16. A steward is carried.

213
C.M.T.

TIMETABLE

222
C.M.T.

Thursday	0740	dep.	Northolt	arr.	1603
	1130	arr.	Marseilles	dep.	1145
	1230	dep.	MARSEILLES	arr.	1045
	1505	arr.	Rome	dep.	0800 Saturday
Friday	0530	dep.	Rome	arr.	1520
	0945	arr.	Athens	dep.	1040 Friday
			Marseilles	1 hr. in advance of C.M.T.	
			Athens and Rome 2 hrs. in advance of C.M.T.		

Note: Local Standard Time

PASSENGER REGULATIONS

LONDON-ATHENS

Nationality

British

French

Italian

Greek

Other Nationals

MARSEILLES

Transit Entry

No

No

Yes

Yes

Yes

ROME

Transit

Yes

Yes

No

Yes

Yes

ATHENS

Entry

Yes

Yes

Yes

Yes

Yes

Health Regulations.

No regulations are applicable to passengers arriving in the United Kingdom from Rome and Athens.

Passenger Bookings.

All enquires should be addressed to B.O.A.C., Air Booking Centre, Albergo Reale, Rome. Telephone 478-281 - 2 - 3.

[illegible]

		<u>Q. Price</u>	<u>A. Price</u>	<u>S. Price</u>	<u>E. Price</u>
ARMING	LOAN	330,000,-	1,660,000,-	1,100,000,-	6,600,-
	LOAN	70,000,-	1,400,000,-	1,100,000,-	4,400,-
	LOAN	300,000,-	660,000,-	1,100,000,-	2,200,-
BLANK	LOAN	6,720,-	15,440,-	-	53,20
	LOAN	7,200,-	14,400,-	-	57,60
	LOAN	2,880,-	5,760,-	-	23,-
BOND	LOAN	7,920,-	15,840,-	-	63,60
	LOAN	5,120,-	10,240,-	-	40,80
	LOAN	2,560,-	5,120,-	-	34,60
LOAN	LOAN	1,050,-	2,100,-	-	8,40
	LOAN	500,-	1,000,-	-	4,-

1 2 3 6

ITEM	DESCRIPTION	QTY	UNIT	PRICE	TOTAL	REMARKS
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ITEM	DESCRIPTION	QTY	UNIT	PRICE	TOTAL	REMARKS
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DATE	AMOUNT	REMARKS	DATE	AMOUNT	REMARKS	DATE	AMOUNT	REMARKS
1946	100.00	100.00	1946	100.00	100.00	1946	100.00	100.00
1947	100.00	100.00	1947	100.00	100.00	1947	100.00	100.00
1948	100.00	100.00	1948	100.00	100.00	1948	100.00	100.00
1949	100.00	100.00	1949	100.00	100.00	1949	100.00	100.00
1950	100.00	100.00	1950	100.00	100.00	1950	100.00	100.00
1951	100.00	100.00	1951	100.00	100.00	1951	100.00	100.00
1952	100.00	100.00	1952	100.00	100.00	1952	100.00	100.00
1953	100.00	100.00	1953	100.00	100.00	1953	100.00	100.00
1954	100.00	100.00	1954	100.00	100.00	1954	100.00	100.00
1955	100.00	100.00	1955	100.00	100.00	1955	100.00	100.00
1956	100.00	100.00	1956	100.00	100.00	1956	100.00	100.00
1957	100.00	100.00	1957	100.00	100.00	1957	100.00	100.00
1958	100.00	100.00	1958	100.00	100.00	1958	100.00	100.00
1959	100.00	100.00	1959	100.00	100.00	1959	100.00	100.00
1960	100.00	100.00	1960	100.00	100.00	1960	100.00	100.00
1961	100.00	100.00	1961	100.00	100.00	1961	100.00	100.00
1962	100.00	100.00	1962	100.00	100.00	1962	100.00	100.00
1963	100.00	100.00	1963	100.00	100.00	1963	100.00	100.00
1964	100.00	100.00	1964	100.00	100.00	1964	100.00	100.00
1965	100.00	100.00	1965	100.00	100.00	1965	100.00	100.00
1966	100.00	100.00	1966	100.00	100.00	1966	100.00	100.00
1967	100.00	100.00	1967	100.00	100.00	1967	100.00	100.00
1968	100.00	100.00	1968	100.00	100.00	1968	100.00	100.00
1969	100.00	100.00	1969	100.00	100.00	1969	100.00	100.00
1970	100.00	100.00	1970	100.00	100.00	1970	100.00	100.00
1971	100.00	100.00	1971	100.00	100.00	1971	100.00	100.00
1972	100.00	100.00	1972	100.00	100.00	1972	100.00	100.00
1973	100.00	100.00	1973	100.00	100.00	1973	100.00	100.00
1974	100.00	100.00	1974	100.00	100.00	1974	100.00	100.00
1975	100.00	100.00	1975	100.00	100.00	1975	100.00	100.00
1976	100.00	100.00	1976	100.00	100.00	1976	100.00	100.00
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1987	100.00	100.00	1987	100.00	100.00	1987	100.00	100.00
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2000	100.00	100.00	2000	100.00	100.00	2000	100.00	100.00
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2002	100.00	100.00	2002	100.00	100.00	2002	100.00	100.00
2003	100.00	100.00	2003	100.00	100.00	2003	100.00	100.00
2004	100.00	100.00	2004	100.00	100.00	2004	100.00	100.00
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2008	100.00	100.00	2008	100.00	100.00	2008	100.00	100.00
2009	100.00	100.00	2009	100.00	100.00	2009	100.00	100.00
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2015	100.00	100.00	2015	100.00	100.00	2015	100.00	100.00
2016	100.00	100.00	2016	100.00	100.00	2016	100.00	100.00
2017	100.00	100.00	2017	100.00	100.00	2017	100.00	100.00
2018	100.00	100.00	2018	100.00	100.00	2018	100.00	100.00
2019	100.00	100.00	2019	100.00	100.00	2019	100.00	100.00
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2025	100.00	100.00	2025	100.00	100.00	2025	100.00	100.00
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2038	100.00	100.00	2038	100.00	100.00	2038	100.00	100.00
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2040	100.00	100.00	2040	100.00	100.00	2040	100.00	100.00
2041	100.00	100.00	2041	100.00	100.00	2041	100.00	100.00
2042	100.00	100.00	2042	100.00	100.00	2042	100.00	100.00
2043	100.00	100.00	2043	100.00	100.00	2043	100.00	100.00
2044	100.00	100.00	2044	100.00	100.00	2044	100.00	100.00
2045	100.00	100.00	2045	100.00	100.00	2045	100.00	100.00
2046	100.00	100.00	2046	100.00	100.00	2046	100.00	100.00
2047	100.00	100.00	2047	100.00	100.00	2047	100.00	100.00
2048	100.00	100.00	2048	100.00	100.00	2048	100.00	100.00
2049	100.00	100.00	2049	100.00	100.00	2049	100.00	100.00
2050	100.00	100.00	2050	100.00	100.00	2050	100.00	100.00
2051	100.00	100.00	2051	100.00	100.00	2051	100.00	100.00
2052	100.00	100.00	2052	100.00	100.00	2052	100.00	100.00
2053	100.00	100.00	2053	100.00	100.00	2053	100.00	100.00
2054	100.00	100.00	2054	100.00	100.00	2054	100.00	100.00
2055	100.00	100.00	2055	100.00	100.00	2055	100.00	100.00
2056	100.00	100.00	2056	100.00	100.00	2056	100.00	100.00
2057	100.00	100.00	2057	100.00	100.00	2057	100.00	100.00
2058	100.00	100.00	2058	100.00	100.00	2058	100.00	100.00
2059	100.00	100.00	2059	100.00	100.00	2059	100.00	100.00
2060	100.00	100.00	2060	100.00	100.00	2060	100.00	100.00
2061	100.00	100.00	2061	100.00	100.00	2061	100.00	100.00
2062	100.00	100.00	2062	100.00	100.00	2062	100.00	100.00
2063	100.00	100.00	2063	100.00	100.00	2063	100.00	100.00
2064	100.00	100.00	2064	100.00	100.00	2064	100.00	100.00
2065	100.00	100.00	2065	100.00	100.00	2065	100.00	100.00
2066	100.00	100.00	2066	100.00	100.00	2066	100.00	100.00
2067	100.00	100.00	2067	100.00	100.00	2067	100.00	100.00
2068	100.00	100.00	2068	100.00	100.00	2068	100.00	100.00
2069	100.00	100.00	2069	100.00	100.00	2069	100.00	100.00
2070	100.00	100.00	2070	100.00	100.00	2070	100.00	100.00
2071	100.00	100.00	2071	100.00	100.00	2071	100.00	100.00
2072	100.00	100.00	2072	100.00	100.00	2072	100.00	100.00</

Item No.	Qty.	Unit	Price	Amount	Ext. Price	Ext. Price	Ext. Price
1	1	1	1	1	1	1	1
2	2	2	2	2	2	2	2
3	3	3	3	3	3	3	3
4	4	4	4	4	4	4	4
5	5	5	5	5	5	5	5
6	6	6	6	6	6	6	6
7	7	7	7	7	7	7	7
8	8	8	8	8	8	8	8
9	9	9	9	9	9	9	9
10	10	10	10	10	10	10	10
11	11	11	11	11	11	11	11
12	12	12	12	12	12	12	12
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14	14	14	14	14	14	14	14
15	15	15	15	15	15	15	15
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17	17	17	17	17	17	17	17
18	18	18	18	18	18	18	18
19	19	19	19	19	19	19	19
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22	22	22	22	22	22	22	22
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24	24	24	24	24	24	24	24
25	25	25	25	25	25	25	25
26	26	26	26	26	26	26	26
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46	46	46	46	46	46	46	46
47	47	47	47	47	47	47	47
48	48	48	48	48	48	48	48
49	49	49	49	49	49	49	49
50	50	50	50	50	50	50	50
51	51	51	51	51	51	51	51
52	52	52	52	52	52	52	52
53	53	53	53	53	53	53	53
54	54	54	54	54	54	54	54
55	55	55	55	55	55	55	55
56	56	56	56	56	56	56	56
57	57	57	57	57	57	57	57
58	58	58	58	58	58	58	58
59	59	59	59	59	59	59	59
60	60	60	60	60	60	60	60
61	61	61	61	61	61	61	61
62	62	62	62	62	62	62	62
63	63	63	63	63	63	63	63
64	64	64	64	64	64	64	64
65	65	65	65	65	65	65	65
66	66	66	66	66	66	66	66
67	67	67	67	67	67	67	67
68	68	68	68	68	68	68	68
69	69	69	69	69	69	69	69
70	70	70	70	70	70	70	70
71	71	71	71	71	71	71	71
72	72	72	72	72	72	72	72
73	73	73	73	73	73	73	73
74	74	74	74	74	74	74	74
75	75	75	75	75	75	75	75
76	76	76	76	76	76	76	76
77	77	77	77	77	77	77	77
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82	82	82	82	82	82	82	82
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91	91	91	91	91	91	91	91
92	92	92	92	92	92	92	92
93	93	93	93	93	93	93	93
94	94	94	94	94	94	94	94
95	95	95	95	95	95	95	95
96	96	96	96	96	96	96	96
97	97	97	97	97	97	97	97
98	98	98	98	98	98	98	98
99	99	99	99	99	99	99	99
100	100	100	100	100	100	100	100

1234

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SCHEDULE OF FREIGHT RATES FROM 1ST APRIL TO 10TH SEPTEMBER 46.

All rates are per kilo, airport/airport, and do not include clearance or statistical charges, etc.

FROM LONDON TO:

AMSTERDAM	11 d
ATHENS	5/-d
BARCELONA	1/10d
BELGRADE	1/6d
BREITENBURG	9d
COPENHAGEN	2/4d
GENOVA	1/9d
GIENHARTAN	1/6d
GOTHENBURG	2/5d
LISBON	3/2d
LUXEMBOURG	1/1d
LYONS	1/4d
MADRID	2/7d
MARSEILLE	1/7d
NAPLES	2/4d
NICE	1/8d
OSLO	3/-d
PRAGUE	2/5d
PRAGUE	2/1d
ROME	3/-d
STOCKHOLM	1/11d
ZURICH	1/10d

Via Amsterdam or Brussels
Direct

See notes on page 5.

Page 5

FARES AND RATES - GENERAL NOTES.

The rates and fares quoted on Page 2 and 3 will be adopted, as appropriate, by all I.A.T.A. companies on the dates specified.

Fares and rates are quoted to and from a number of points not yet served by our service or by those of other companies. Such fares and rates will become applicable as and when we, or another air company, open up routes to those points.

Certain fares and rates are shown to and from points which at present are served only by other air companies, for example Geneva and Zurich by Swissair. Accordingly these fares and rates will be applied, from the dates specified, for any fare or freight collections which we make as General Agent for the air company concerned.

We direct services to or from U.K. are yet in operation but the through fares and rates quoted to and from these destinations will apply to the sectional journeys. For example a London-Lyon ticket is good for travel London-Paris by B.O.A.C. or Air France and Paris-Lyon by Air France.

GREEK GOVERNMENT TAX ON TRAFFIC IN ATHENS.

A tax of 15% is levied on all tickets sold and freight charges incurred in Greece. This is payable by the passenger or shipper. Until the position is clarified we should collect this tax on any tickets sold here, or elsewhere outside Greece, for single or return journeys commencing in Greece.

FREE BAGGAGE ALLOWANCE.

From 1st April 1946 and until 30th September 1946 the free baggage allowance on all intra-European services will be:-

20 KILOGRAMS OR 44 LBS.

The undermentioned items may be carried free in addition.

- (i) Ladies handbags/pocket books
- (ii) Overcoats/Raincoats
- (iii) Bags and wraps
- (iv) Umbrellas and walking sticks
- (v) Small pocket cameras.

The undermentioned items will be included in baggage weights.

- (i) Brief Cases
- (ii) Typewriters
- (iii) Heavy covers.

The free baggage allowance on a through booking will be the highest applicable to any section of the journey - see "THROUGH TRANS-ATLANTIC TRAFFIC".

not yet served by our service or by those of other companies. Such fares and rates will become applicable as and when we, or another air company, open up routes to those points.

Certain fares and rates are shown to and from points which at present are served only by other air companies, for example Geneva and Zurich by Swissair. Accordingly these fares and rates will be applied, from the dates specified, for any fare or freight collections which we make as General Agent for the air company concerned.

As direct services to or from U.K. are yet in operation but the through fares and rates quoted to and from these destinations will apply to the sectional journeys. For example a London-Lyon ticket is good for travel London-Lyon by B.O.A.C. or Air France and Paris-Lyon by Air France.

GREEK GOVERNMENT TAX ON TRAFFIC BY AIR.

A tax of 15% is levied on all tickets sold and freight charges incurred in Greece. This is payable by the passenger or shipper. Until the position is clarified we should collect this tax on any tickets sold here, or elsewhere outside Greece, for single or return journeys commencing in Greece.

FREE BAGGAGE ALLOWANCE.

From 1st April 1946 and until 30th September 1946 the free baggage allowance on all intra-European services will be:-

- | | |
|--|---|
| <u>20 KILOGRAMS OR 44 LBS.</u>
<u>The undermentioned items may be carried free in addition.</u>
(i) Ladies handbags/pocket books
(ii) Overcoats/Reincoats
(iii) Rugs and wraps
(iv) Umbrellas and walking sticks
(v) Small pocket cameras. | <u>The undermentioned items will be included in baggage weights.</u>
(i) Brief Cases
(ii) Typewriters
(iii) Heavy cameras. |
|--|---|

The free baggage allowance on a through booking will be the highest applicable to any section of the journey - see "THROUGH TRANS-ATLANTIC TRAFFIC".

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CHILDREN'S FARE AND BAGGAGE ALLOWANCES.

% of Fare	Free Baggage Allowance.
100%	Nil
50%	20 Kilos
50%	20 Kilos
50%	20 Kilos

First child under 2 years of age, accompanied by passenger paying adult fare, and not occupying individual seat.)

Each child under 2 years of age in excess of the one accompanied by passenger paying adult fare, whether occupying individual seat or not...)

Children under 2 years of age occupying individual seat....)

Children who have reached their second birthday but not their twelfth birthday....)

EXCESS BAGGAGE - CALCULATION OF.

All excess baggage will be charged at full rate, both for children and adults. There are no reduced excess baggage charges. Excess baggage rates have been calculated, with approximations when necessary, on the basis of 1/100th of the passenger fare per kilogram.

RETURN TICKETS - IMPERIAL OR FAR.

Two tickets, one "outward" and the other "inward", will continue to be issued and the price shown on each ticket will be 50% of the total return fare.

RETURN FARE.

For the time being only one type of return ticket will be in force i.e. 60 days return ticket: 10% reduction on the round trip fare to be effective from the 1st July 1946.

UNRECOVERABILITY.

Return halves for the direct services of Swissair to and from Switzerland may be used for travel via Paris. No fare adjustment arises as the new fares for the direct journey and those for the sectional journey via Paris are the same.

RE-BOOKING ARRANGEMENT.

Not applicable to intra-European services.

SPECIAL FARES AND RATES.

No reduction in connection with B.T.V., C.B.B., C.T., I.T. and season tickets, etc. will be put into force for the time being. Government officials, relatives and relatives to members of H.M. Armed Forces will continue.

vidual seat or not...) 50' 20 Kilos
Children under 2 years of age occupy)
ing individual seat....) 50' 20 Kilos
Children who have reached their second)
but not their twelfth birthday....) 50' 20 Kilos

EXCESS BAGGAGE - CALCULATION OF.

All excess baggage will be charged at full rate, both for children and adults. There are no reduced excess baggage charges. Excess baggage rates have been calculated, with approximations when necessary, on the basis of 1/100th of the passenger fare per kilogram.

RETURN TICKETS - INSTRUCTIONS OF FARE.

Two tickets, one "outward" and the other "inward", will continue to be issued and the price shown on each ticket will be 50% of the total return fare.

RETURN FARE.

For the time being only one type of return ticket will be in force i.e. 60 days return ticket: 10% reduction on the round trip fare to be effective from the 1st July 1946.

INTERRAILABILITY.

Return halves for the direct services of Switzerland to and from Switzerland may be used for travel via Paris. No fare adjustment arises as the new fares for the direct journey and those for the sectional journey via Paris are the same.

RE-BOOKING ARRANGEMENT.

Not applicable to intra-European services.

SPECIAL FARES AND AGREEMENTS.

No reduction in connection with B.I.V., C.I.B., C.T., I.T. and season tickets, etc. will be put into force for the time being. Government officials' relatives and rebates to members of H.M. Armed Forces, as laid down in Traffic Notices, will continue.

SURFACE TRANSPORT.

Transportation between airports and city terminals will continue to be provided free of charge to passengers.

MEALS AND ACCOMMODATION.

The I.A.T.A. recommendation at the recent Paris meeting is that on all intra-European services the passenger will be charged with meals or refreshments in flight and meals and accommodation on the ground. However, recognition has been given to the fact that certain

Page 2.

Value for Carriers

"Value for Carriers" is the factor to be used for the purpose of determining the value of goods for insurance, not "Special Declaration of Value for Insurance by the Carrier".

The I.A.C. Committee has recommended the figure of 3,500 (thousand francs) (about \$ 50) as the value per kilo other which goods will be definable as valuable. For the time being it has been left to the countries to select basis or continue with their existing policy. A shall continue to use the figure of \$20 per kilo and to exercise the option to charge double freight rate per kilo or double freight rate per \$ 40 value, whichever is the higher. Therefore the current regulations laid down in Traffic Notice will continue in force.

Minimum Density (Value Carrier)

The minimum density will be 280 cubic inch per 10, 400 cubic inches per kilogram or 7 cubic inches per kilogram. Any consignment which is of less density than these minimum will be charged at one and one half times the normal weight charge. For value "Carriers" (except "Carriers")

For the time being there will be no exception to the two-tier practice of

charging diminishing rates of carriage for progressively increasing weights of freight and there will be no exception for high aggregate weights of freight carried over short periods.

Minimum Density

At present there will be a minimum of 280 and the minimum of 2 kilograms per cubic inch and live from one except from the carrier.

Minimum Density

At present the rate per kilo will be plus 100. On all scheduled services human remains will be carried only in the form of ashes.

Minimum Density

Full shipments of human remains will be accepted on terms 1.4.46 at reduced rates, approximately 75% of the normal freight rates. See page 4 for rates.

Minimum Density

Will continue to be subject to a minimum of 100 and for the minimum of 2 kilograms.

Minimum Density of Human Remains and Human Remains

At present the minimum density is one for 2 kilograms, minimum of 2 kilograms.

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TRANS-ATLANTIC AIRLINE TRAFFIC (cont.)

Atlantic's Service and Revenue Allocation

The children's fares and baggage allowances mentioned for European internal services agree with those adopted by the North Atlantic Conference.

Atlantic's Service

Going to the difference between the methods of applying valuation charges on the trans-Atlantic services and on the internal European services, where the latter computations are carried through from the L... or United to points within Europe, using a local European service, the valuation charges will require to be calculated separately for the trans-Atlantic and European services respectively.

Value Computation

Going to the remaining outstanding difference between the method of value-adding charges on value computation as between the trans-Atlantic operations and the internal European operations, it will for the present be necessary for the charges on such computations when carried on a local European service, to be calculated separately for the trans-Atlantic and internal European services respectively.

Table No. 1

See Annex, 1946
British Overseas Airlines Corporation
London New Bernards, 15 Ave
Telephone 480-744

