

ACC

10000/135/227
(II)

POLICY
DEC. 194

10000/135/227
(II)

POLICY, IAF COMMUNICATIONS
DEC. 1945 - JULY 1946

M.I.

~~S.E.O. (P)~~ For your information please see following enclosures in
order listed! (Encl 1A and 12A only placed on my file today).

Encls. 1A, 11A, 12A, 2A, 4A, 8A and 10A refer to
taking over signals equipment by the 5 AF at Linate.

23rd Jan 1946

J.W. Freeman F/C
Signals Officer

6318 -

*file**581*

From : Air Forces Sub Commission, A.C., Rome
To : Air Headquarters Italy
Date : 5th July 1946.
Ref : AFSC/AIR/5503/RIGS

TO TOT + I.A.F. COMMUNICATIONS

The H/F/D/P Station at Beloane is now serviceable and will be in operation w. e. f. 0800 hours on Friday 5th July 1946.

<u>Call Sign</u>	<u>Frequency</u>	<u>Hours of Operation</u>
TEA	781 Mc/s	Down to Dusk

2. Please inform all concerned.

3. It is expected that the H/F D/P Station at Milan will be serviceable in three or four days.

Arshay sk

J. RAY S/Ldr.
for Air Vice Marshal,
Director,
Air Forces Sub Commission.

*file**58A*

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

To : Air Headquarters Italy

Date : 5th July 1946.

Ref : AFSC/AIR/3503/ETGS

POLICY + T.A.F. COMMUNICATIONS

The R/T D/F Station at Bolzano is now serviceable and will be in operation w. e. f. 0800 hours on Friday 5th July 1946.

<u>Call Sign</u>	<u>Frequency</u>	<u>Hours of Operation</u>
ILA	1781 Mc/s	Down to Dust

2. Please inform all concerned.

3. It is expected that the R/T D/F Station at Milan will be serviceable in three or four days.

Arshay sk

for Air Vice Marshal,
Director,
Air Forces Sub Commission.

57A
(L)

From : Italian Air Ministry
Communications Directorate, Rome.
To : A.F.S.C., A.C., Rome.
Date : 25th June, 1946
Ref. : 411065/1-1/2326 Coll.
Subject : H.F., D.F. at Bologna.



56A

Reference your AFSO/AIR/S503/SIGS dated 18th June 1946.

The following is the information requested on the above D.F.

- Station:
- a) operating from 06.00 hrs to 21.00 hrs (local time)
 - b) frequency 478, Kc/1
 - c) callsign: IIA
 - d) date on which operations will be initiated will be informed later.

We would like to point out that the apparatus has been overhauled and is in condition to operate. The operating personnel is not however aware of the procedure to determine direction finding as no explanation was given to them by the British personnel. It would therefore be helpful in order to speed up matters, to supply us with an operator acquainted with the apparatus in question.

(Lt. Col. A. De Vincenti)

6316

579

Dom 25 GIU 1946 10 A



Ministero dell'Interno
GABINETTO DEL MINISTRO
UFFICIO TELEGRAMMI E DISSEGNI / 23 e 6 ell

M. I. C. A. S.
Tramite Ufficio Collegamento

F.O.M.A.

Prot. N. 4111065/1-1/Milat

O G G E T T O

Risposta al p.v. n. dd

Buddiconcetto - Mts. Registrazione -

Sì fa risparmio al foglio n. ASTO/ATL/S 503/SIS/S

In data 18-6-46.

Le notizie richieste in merito al radiotelefonometro in

oggetto sono:

a) - ore di funzionamento dalle ore 0600 alle 21,00 (ora
legale)

b) - frequenza: fc/s 4781

c) - segnale al cliente; è l'A

d) - data dell'inizio del servizio sarà comunicato.

Sì fa presente che l'apparecchio è stato revisionato ed
è in condizioni di funzionamento. Il personale operatore però
non conosce le procedure per la determinazione del senso
dei rilevamenti eseguiti nessuna spiegazione in proposito

è stata fornita loro del personale impiegato. Sarebbe utile
al fine di acciuffare i tristi, d'invitare un operatore in-
flessivo dell'apparecchio.

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

Il telegramma delle comunicazioni di servizio
(Tel. Col. T. 117 - 1. DT VENDETTA 6215)

Gianfranco

Ministri dell'Istruzione

Uff. I.R.S.C.A.L.C.

Tramanda - 12/2/56 - Col. funzionamento

GABINETTO DEL MINISTRO

D.G.C.M.A.

Ref. N. 411065/1.1.10/pt

OCCETTO

Pedagorionetra - Alto Prezzo - Dizioni -

Risposta al p. N. 2 - dd

*Sul 2a richiamante si consta n° ASPO/171/S 503/STOS
in data 18-6-46.*

*Le scritte si riferiscono al manuale di radioelettronica in
ospedale sono:*

- a) - ore di funzionamento dalle ore 0600 alle 21,00 (ore
leggite)
 - b) - frequenza: 70/s 4781
 - c) - servizio di chiamata: TIA
 - d) - data dell'inizio del servizio sarà comunicato.
- Si fa presente che l'operatore è stato revisionato ed
è in condizioni di funzionare. Il personale operatore però
non conosce le procedure per la determinazione del senso
dei rilevamenti sicché nessuna spiegazione in proposito
è stata fornita negli ultimi due anni. Sarebbe utile
al fine di accelerare i tempi, d'invitare un operatore in-
teressato dell'apparato.

E. TRAMANDA - COMMUNICANT

(Ten. Col. Tramanda - 4.12. VINCENZO 6215

Giambanti

file

58A

From : Air Forces Sub Commission, A.C.U., Rome.
To : Italian Air Ministry
Date : 18th June 1946.
Ref : AFSC/AIR/3503/SIGS

I.A.F. COMMUNICATIONS - POLICY, H/FD/F BOLOGNA.

Reference is made to your 4109721/1.1. dated 8th June 1946.

2. It is requested that the following information be forwarded to this Sub Commission as soon as possible.

- a Hours of operation
- b Frequency
- c Call sign
- d Date of commencing service.

Curkay sl

A.W. RAY S/Ldr.
for Air Vice Marshal,
Director,
Air Forces Sub Commission.

6314

*file**SSA
(T)*

From : Italian Air Ministry
Communications Directorate, Rome.
To : Airforces Subcommission, Allied Commission,
Rome.
Date : 8th June, 1946.
Ref. : 410972/1.1
Subject : H.F.D.F. at Bologna.

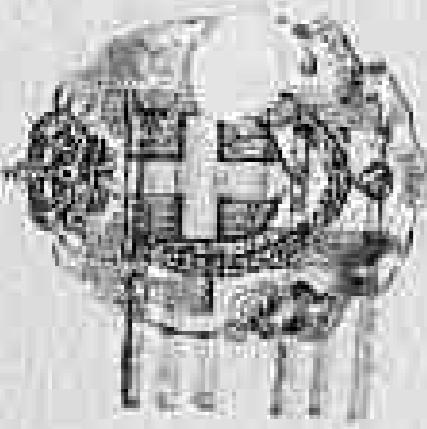
We would like to inform you that the H.F. D.F. at Bologna, handed over by your Subcommission to the Italian Air Force, will be ready to operate during the next week.

A thorough inspection of the accumulators and cables was necessary.

/s/ Lt.Col. A. De Vincenti.

18/6
N 888 ab
SSOS / sigs

6213

551
Mod. 120*

m. 0 JUL 1948 19 A

Ministero delle Comunicazioni
MINISTERO
 DIREZIONE DELLE COMUNICAZIONI

*M.L.A.F.S.C./S.C.*Tramite Ufficio Collegamento
 = R.O.M.A. =*Prot. N.º 410972 / L.I. M. 1948*

OGGETTO Rdg. A.F. Bologna.-

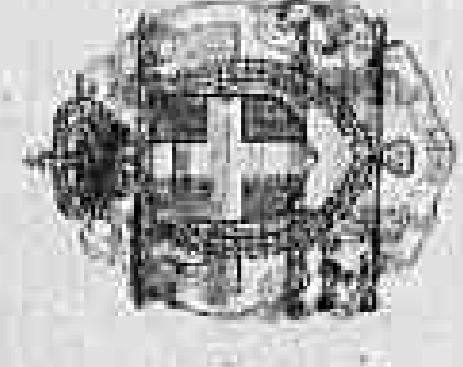
*Risposta al P.M.**ad*

Si comunica che il Rdg. ad A.F., ceduto da
 codesta A.F.S.C./S.C. alla R.A., sarà pronto a fun-
 zionare nella settimana entrante.-
 Ciò in quanto è stata necessaria una accura-
 ta verifica agli accumulatori e cavi di collegamen-
 to.=

*IL DIRETTORE DELLE COMUNICAZIONI
 (TenCol. Piloti - A. De Vincenti)*

M. Colletti

6212 -



Mod. 120*

ROMA 20 GIUGNO 1949

10 A

Ministro dell'Aeronautica

DIREZIONE DELLE COMUNICAZIONI

DIRETTORE DELL'ISTRUZIONE

R.D. N° 4109/2/1-1 Maggio

OGGETTO Rdg. A.F. Bologna.-

L'A.F.S.C./S.C.
Tramite Ufficio Collegamento
= ROMA =

Richiesta al P.M.O.

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

Si comunica che il Rdg. ad A.F., ceduto da
codesta A.F.S.C./S.C. alla R.A., sarà pronto a fun-
zionare nella settimana entrante.-
Ciò in quanto è stata necessaria una accura-
ta verifica agli accumulatori e cavi di collegamen-
to.=

*IL DIRETTORE DELLE COMUNICAZIONI
(Ten.Coll. Pilotato - M. V. VINCENTI)*
M. Vincenzi

621

Ro/G.
STATO MAGGIORE AERONAUTICA
1° REPARTO
2a Sezione Assist. Traffico Aereo

Roma, li

23 MAG 1946

54A

AIR FORCES SUB COMMISSION A.C. = ROMA =

Prot.n. 102424/C/20346

OGGETTO: Uso frequenze.-



In data odierna è stata revocata la concessione dell'
uso della frequenza di 4585 Kc/s per collegamenti tra Unità Aerea e Reparti dipendenti.-

6210

IL CAPO DI STATO MAGGIORE

Heller
IL CAPO DI STATO MAGGIORE
AERONAUTICA

Use of Frequency

As from today's date the allocation of frequency 4585 Kc/s granted for the use of liaison contacts between the "Unità Aerea" and its depending Units is to be considered cancelled. (St. Remondino)

From : Air Forces Sub Commission, A.C., Rome.
To : A.H.Q. Italy.
Date : 29th May 1946
Ref : AFSC/AIR/S503/SIGS.

53A

I.A.F. COMMUNICATIONS

Reference is made to your AHQI/S4308/3/SIGS dated 18th May 1946.

2. The following information has been received from the Italian Air Ministry.

(a) 5660 Kc/s is being used for international aircraft movement signals by H.E.Z. E.C.U. F.N.U. Y.T.W. P.Q.W. O.O.P. etc. Italian R/T stations have been invited to join this service by foreign stations.

(b) This channel was used by the above stations and Italian R/T stations before the war. International Agreement "C.I.N.A." May 1935 - List of Frequencies published by the International Bureau Office of Telecommunications, 12th Edition - refers.

(c) Italian Stations are repeatedly being requested by foreign civilian stations to provide information regarding aircraft movements. For instance on the 17th May the Italian Air Ministry was requested by Amsterdam for the frequency on which traffic with I.L.D. and I.K.O. was cleared.

3. The Italian Air Ministry feels that it is necessary to use an international H/F channel for the exclusive exchange of messages regarding aircraft movements and has requested that authority be given for their R/T stations at Cagliari Centocelle and Linate to join the 5660 Kc/s channel with the Swiss French and Dutch stations or other stations interested in the service.

Ambay S/C
K.W. RAY S/Ldr.
Air Vice Marshal,
Director,
Air Forces Sub Commission.

6209

52 A

From : Italian Air Ministry
 Communications Directorate
 Radio Section, Rome.

To : Airforces Subcommission, Rome.

Date : 27-5-46.

Ref : 110366/1-11/2010 Coll



International Signals for
Aircraft Movement.

43 A

Reference letter no 503 dated 15.4.1946, we inform you that we have collected sufficient data regarding the use of the 5660 Kc/s frequency by stations of other Nations, for the exchange of messages on aircraft movements.

On the above frequency a civilian service is also being carried out by the following R/T Stations:

HEL - EGU - FNU - YIW - PGW - OOF - etc

Our R/T stations have been invited to join in the 5660 Kc/s frequency foreign Radio - HEL - FNU - etc.

The same channel was similarly used before the war, and also by the Italian R/T stations.

(International Agreement "C.I.N.A." May 1935 - List of frequencies published by the International Bureau Office of Telecommunications -12 edition)

Furthermore, as it has been repeatedly requested by civilian stations of other nations (see note attached received on the 17th instant), and due to urgent requirements regarding flying assistance to Italian aircraft (which fly almost daily outside Italian territory, to Paris - London, Spain, etc) it is now felt necessary to use an International H.F. channel for the exclusive exchange of messages regarding aircraft movements.

Pending an International agreement we ask your Subcommission to kindly authorise our R/T stations IIS (Cagliari), IIC (Centodalle), ICY (Iinate) to join in the 5660 Kc/s frequency with the Swiss, French, and Dutch Stations or other stations interested in this service.

Lt. Col. A. De Vincenti
 /s/

6208

Mod. 120*

Roma. 24 - 5 1946 -



Alla A.F.S.C./S.C.

Tramite Ufficio Collegamento
ROMA

Risposta al f. N° del

Con riferimento al foglio n° 503 del 15 -4-1946 si comunica di aver raccolto dati sufficienti circa l'impiego della frequenza 5660 Kc/s da parte di stazioni di altre Nazioni, per lo scambio di messaggi inerenti il movimento degli aerei.-

- Sulla predetta frequenza svolgono attualmente servizio a carattere civile anche le seguenti stazioni R. T.:

HEZ - ECU - FNV - YTV - PQ - ODF - ecc. -

- Nostre Stazioni R.T. sono state invitate a corrispondere sulla frequenza di Kc/s 5660 dalla Radio Estere - HEZ - FNU ecc..

- Lo stesso canale era già ugualmente utilizzato anteguerra, e anche da parte di stazioni R.T. Italiane.-

(Accordo Internazionale C.I.N.A. Maggio 1935 - (Liste des fréquences publiée par le Bureau de l'Union Internazional des Télécommunication) - 12^a édition).-

- D'altra parte, sia perchè richiesto insistemente da Stazioni civili di altre Nazioni (vedi nota allegata pervenuta in data 17 corrente), sia per urgenti necessità riguardanti l'assistenza a velivoli italiani (che quasi giornalmente si recano all'Ester - Parigi - Londra - Spagna ecc.) è ormai sentita la necessità dell'utilizzazione di un canale internazionale in A.F., per lo scambio esclusivo di messaggi inerenti il movimento velivoli.-

Si prega quindi codesta Sub Commission, nell'attesa che vengano presi accordi internazionali, voler autorizzare le nostre Stazioni R.T. di ILE (Cagliari) IKO (Centocelle) ILY (Linate) a corrispondere sulla frequenza di 5660 Kc/s con le stazioni Svizzere, Francesi e Olandesi o altre Stazioni interessate per tale servizio.-

IL DIRETTORE DELLE COMUNICAZIONI
(Ten. Col. Pilota - A. DE VINCENTI)

C O P I A

MINISTERO DELL'AERONAUTICA
Mon. 56-E
Uff. TECNICO - SEZIONE RADIO
Uff. Organizz. ed esercizio

MINISTERO DELL'AERONAUTICA

Indicazioni d'urgenza

Circuito d'inoltro

TELEGRAMMA

Spedito il ore pel circuito N.
all'Ufficio di Trasmittente

QUALIFICA	DESTINAZIONE	PROVENIENZA	NUMERO	PAROLE	Data di presentazione	
					Giorno	Ors e minuti
SVZ		AMSTERDAM			17/5	

PSE ON WAT FREQUENCY IS TRAFFIC WITH "ILD"
AND "IEKO" CLEARED

TSL AMSTERDAM

Ricevuta alla ore 1205

P.C.A.

IL DIRETTORE DELLE COMUNICAZIONI
(Ten. Col. A.A.r.n.-A. De Vincenti)

Tu 24 feb

6206

*file**51A*

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

To : Italian Air Ministry
Director of Communications.

Date : 22nd May 1946.

Ref : AFSC/AIR/S503/3IGS

I.A.F. COMMUNICATIONS - POLICY.*45 A*

Reference is made to "Stato Maggiore" 2nd Section letter 102010/C/1755 Coll dated May 7th 1946 and my letter of even reference dated 9th May 1946.

2. Information has been received from higher authority that permission for the extension of the use of 4585 Kc/s for the exchanging of messages between Units in the Command of "Unità Aerea" cannot be given.

3. The provisional authority given in para 3 of the above quoted letter is therefore rescinded and the use of 4585 Kc/s by Unità Aerea is to cease forthwith.

*47 A**Avrillay sk*

Asst. RAY S/Ldr.
for Air Vice Marshal,
Director,
Air Forces Sub Commission.

6203

*file**50A*

From : Air Forces Sub Commission, A.C. Rome.
To : Italian Air Ministry
Director of Communications.
Date : 21st May 1946.
Ref : AF/C/AIR/S503/103.

INTERNATIONAL AIRCRAFT MOVEMENT SIGNALS.

32A

Reference is made to your 4I1261/1-11/905 Coll dated 5th March 1946, and to this Sub Commission's letter of even reference dated 15th April 1946.

2. It is considered that by this time some information should be available in respect of stations operating on 5650 Kc/s for the transmission of aircraft movement signals between countries in the Mediterranean Basin.
3. It would therefore be appreciated if you would forward the names, locations, call signs, operating periods and operating authorities of the stations on this V/T net, and any other information you have gathered in respect of these stations.
4. It is requested that this matter be treated as urgent and a reply forwarded by return.

Awkay sk

A. W. RAY S/Ldr.
for Air Vice Marshal,
Director,
Air Forces Sub Commission.

6204

49A

From:- Air Headquarters, Royal Air Force, ITALY.

To:- Allied Force Sub Commission, Allied Commission, ROME.

Date:- 18th May, 1946.

Ref:- AHQI/S.4308/3/Signals.

37A

I.A.F. COMMUNICATIONS.

Reference is made to your letter AFSC/AIR/S503/Sigs.
dated 19th March, 1946, and your signal S.527 dated 18th April,
1946.

2. It is considered that at this time some information
should be available in respect of the French stations operating
on 5660 Kc/s for the transmission of aircraft movement signals
between countries in the Mediterranean Basin.

3. It would therefore be appreciated if you would forward
the names, locations, callsigns, operating periods, operating
authorities of the stations on this W/T net, and any other
information you have gathered in respect of these stations.

Goobright sign

for Air Vice Marshal,
Air Officer Commanding,
AIR HEADQUARTERS, R.A.F. ITALY.



6307

48A

From:- Air Headquarters, Royal Air Force, ITALY.

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

Date:- 18th May, 1946.

Ref:- AHQI/S.4308/3/Signals.

46A

I.A.F. COMMUNICATIONS.

45A

Reference is made to your letter AFSC/AIR/S503/Sigs. dated 9th May, 1946.

2. The request by the I.A.F. "Stato Maggiore 2nd. Section" contained in the letter 102010/C/1755 Coll 7th May, 1946, is not fully understood.

3. It will be noted from this Headquarters Signal Instruction No.29 that 4585 Kc/s is allocated for P/P communications between I.A.F. stations in the N.E. area of Italy i.e. Zone 2, the Headquarters of which is at Padua. This allocation and the function of the channel as shown in the remarks column would appear to cover the request for an internal radio service. Although the channel is shown as a standby channel to teleprinter communications this does not preclude the W/T channel being used continuously.

4. Should however the Command of "Unita" Area be located at some other place than Padua, and outside the zone for which the frequency is allocated i.e. North Italy above a line from Cecina (West Coast) to Pesaro (East Coast), then authority for the extension of the frequency will be required from the Combined Communications Board M.E.

Donald Hugh Spur
Air Vice Marshal,
Air Officer Commanding,
AIR HEADQUARTERS, R.A.F. ITALY.



6302

LTA

From : Air Forces Sub Commission, A.C., Rome.
To : Italian Air Ministry.
Director of Communications.
Date : 9th May 1946.
Ref : AFSC/AIR/3503/SIGS.

I.A.F. COMMUNICATIONS - POLICY.

Reference State Maggiore letter reference 102010/C/
1755 Coll dated May 7th 1946.

2. Authority for the use of 4585 Kc/s for the exchange-
ing of messages between Command of "Unita' Aerea" and
dependent units has been requested from higher authority.

1. In the meantime provisional authority only is given
for this facility. Every care is to be taken to ensure that
transmitters are accurately calibrated to 4585 Kc/s in order
that interference will not be caused on adjacent frequencies.

Awkay sk.

A.W. RAY S/Ldr.
for Air Vice Marshal,
Director,
Air Forces Sub Commission.

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

(LbA)

To : A.M.Q. Italy.

Date : May 9th 1946.

Ref : AFSC/AMQ/S503/SIGS.

I.A.F. COMMUNICATIONS - POLICY

Reference the attached copy of "Stato Maggiore's" letter reference 102010/C/1759 Coll dated May 7th 1946.

2. Provisional authority has been given for the I.A.F. to use 4585 Kc/s for this facility with strict instructions that all transmitters must be very accurately calibrated in order that interference will not be caused on adjacent frequencies.

3. It is requested that authority be given by you for the use of this facility by the I.A.F.

Awkay Sh

A.W. RAY S/Ldr.
for Air Vice Marshal,
Director,
Air Forces Sub Commission.

6200

(45A)

From : I.A.F. "Stato Maggiore"
2nd Section.

To : Air Forces Subcommission,
Allied Commission, Rome.

and

To the Air Ministry
Department for Telecommunications.

Date : May 7, 1946.

Ref. : 102010/C/1755 Coll.

Subject : Liason Service of Unità Aeree.



It would be appreciated by this "Stato Maggiore" if it would be made possible ~~for~~ the Command of "Unità Aeree" to communicate with its depending Units by means of an internal radio service, so as to maintain a high degree of efficiency, by means of a continuous training for the personnel and liaison services.

The service would be carried out by radio- telegraphy on the 4585 Mc/s. frequency.

Since this frequency was assigned by this Sub-commission solely for the training of Units, it is requested that authority be given to use it also for exchanging messages between the Command of "Unità Aeree" and depending Units.

For the Chief of "Stato Maggiore"
/s/ Remondino.

Translation by
Stesha Furlan

6199

STATO MAGGIORE
U.R.I. ROMA

1^a Sottosegretario di Stato Aerea

Re: LI 7 MAG 1946 456

ALL'ALI FORCES SUB COMMISSION/AC

= R O M A =

e.p.c. AL MINISTERO DELL'AERONAUTICA.

Direzione delle Telecomunicazioni

= S E D E =

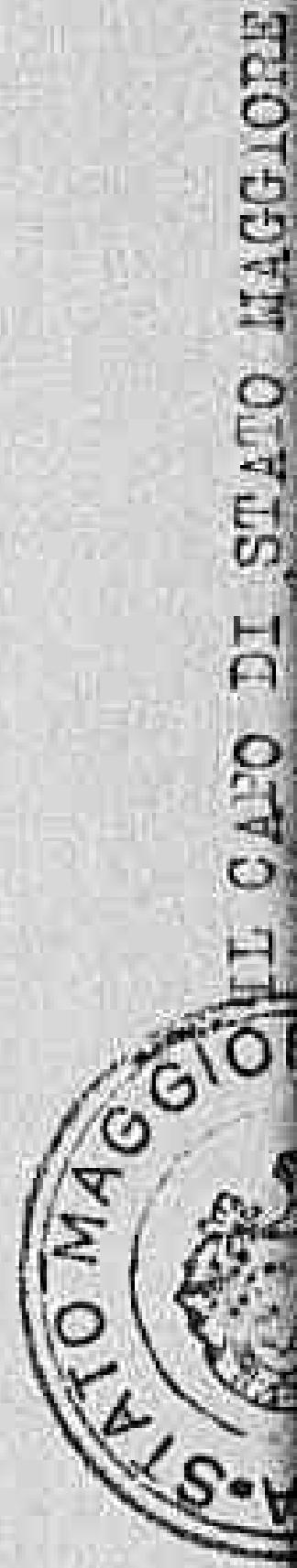
Prot.n. 102010 e/ 456 Col.

OBJETTO: Servizio collegamenti dell'Unità Aerea.-

Sarebbe gradimento di questo Stato Maggiore dare la possibilità al Comando Unità Aerea, di potersi collegare con i Reparti dipendenti a mezzo di un servizio radio interno, in modo da mantenere in condizioni di elevata efficienza, mediante un addestramento continuo, il personale ed i mezzi di collegamento.-

Il servizio verrebbe svolto in radio-telegrafia sulla frequenza di 4585 kc/s.-

Poichè tale frequenza è stata accordata da codesta Sottocommissione solamente per l'addestramento dei Reparti, si richiede che ne venga autorizzato l'uso anche per lo scambio di messaggi tra il Comando Unità Aerea ed i Reparti dipendenti.-



= R O M A =
e.p.c. AL MINISTERO DELL'AERONAUTICA
Direzione delle Telecomunicazioni

= S E D E =

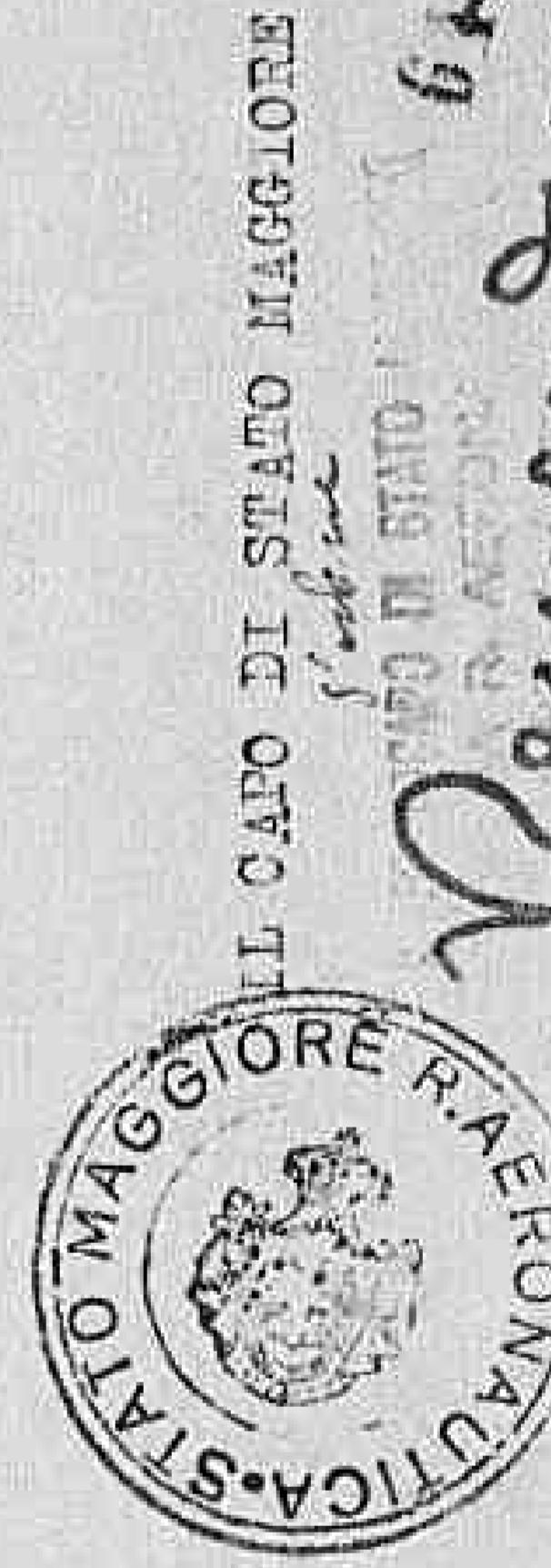
Prot.n. 102010 C / 1785 Col.

OGGETTO: Servizio collegamenti dell'Unità Aerea.-

Sarebbe gradimento di questo Stato Maggiore dare la possibilità al Comando Unità Aerea, di potersi collegare con i Reparti dipendenti a mezzo di un servizio radio interno, in modo da mantenere in condizioni di elevata efficienza, mediante un addestramento continuo, il personale ed i mezzi di collegamento.-

Il servizio verrebbe svolto in radio-telegrafia sulla frequenza di 4585 kc/s.-

Poiché tale frequenza è stata accordata da codesta Sottocommissione solamente per l'addestramento dei Reparti, si richiede che ne venga autorizzato l'uso anche per lo scambio di messaggi tra il Comando Unità Aerea ed i Reparti dipendenti.-



735017

Manzoni

645

1219

Declassified E.O. 12356 Section 3.3/RND No. 735017

44A

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

To : Italian Air Ministry.

Date : 30th April 1946.

Ref : AFSC/AIR/S503/SIGS.

I.A.F. COMMUNICATIONS - POLICY.

Complaints have been received from officers of this Sub Commission that pilots of Courier Aircraft are not making use of R/T facilities for aerodrome control.

2. It is requested that all I.A.F. pilots be instructed to make full use of these facilities as a matter of routine and not solely when considered essential.

3. Routine use of signals facilities will promote confidence and improve the efficiency of communications.

4. All concerned are to be instructed accordingly forthwith.

Cawley sk
for A.W. RAY S/Ldr.
Air Vice Marshal,
Director,
Air Forces Sub Commission.

6197

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

To : Italian Air Ministry,
Communications Directorate.

Date : 15th April 1946.

Ref : AFSC/AIR/S.503/SIGS.

BF. 22/9

43A

INTERNATIONAL AIRCRAFT MOVEMENT SIGNALS.

Further to this Sub Commission's letter of even reference dated 19th March 1946, it is desired to refer to para 4 and to your Headquarter's letter ref. 410261/1-11/905 Coll, dated 5th March 1946.

2. It is advised that no information is available concerning the allocation or use of the frequency 5660 Kc/s, and it is presumed that the French have reverted to the use of a frequency authorised before the war, without having secured international agreement or informing neighbouring nations.

3. Any additional information that you may be able to obtain, such as the callsigns of stations working the channel and the W/T procedure used which might be helpful in identifying the stations as military or commercial as well as their locations, would be appreciated. In this connection it is noted that a W/T station at Malta is mentioned in your letter as one of the stations operating on his frequency. It has not been possible to trace any Allied W/T station at Malta working on the frequency.

4. It is evident that this Sub Commission cannot give authority for the Italian Air Force to join a W/T circuit of which nothing is known and over which no control is exercised by the Allies. Allied Headquarters has made no allocation of this frequency in the Mediterranean area. Any permission from the Allies can only be based on complete information, which it is hoped you may be able to supply.

*E.W. Freeman F/LT.
Air Vice Marshal,
Director,
Air Forces Sub Commission.*

SIGS FIR 42A
AFSC/AIR SEC 6

6195

34113
10/4

D.35 ab

S.503/SIGS
B.F. 15/5/46/S.503/SIGS

LINE V LAEE NR 13

T/ABE

FROM AMG RAF ITALY
TO AIR FORCE SUB COMMISSION ALLIED COMMISSION ROMEBT
S496 13 APRIL UNCLASSIFIED .REY YOUR AFSC/AIR/S503/SIGS
13 MAR .CAN YOU GIVE ANY MORE INFORMATION RE FRENCH
STATIONS OPERATING 5560 KCS GALSIC OPERATING AUTHORITY ETC
REQUIRED FOR NYC!!!! MEDINE

BT

P 1st DKI B1
RECD CE 1542 K K K K K

41P

From : Mediterranean Allied Air Committee Secretariat.

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

Date : 3rd April, 1946.

Ref : MAAC/4214/3/AFALS.

W/T Communications - International Frequencies.

Reference is made to your letter A^FSC/AIR/S.503/Sigs., dated 19th March, 1946.

2. The question as to the allocation of the frequencies mentioned by you have been referred to higher authority and their consideration.

3. Nothing is known of the frequency (5660 Kc/s) being allotted to the French and it would appear that revisions to pre-war circuits had been made by the French without co-ordinating the use with other interested parties.

37A

Maxwell Fisher
(MAXWELL FISHER)
Wing Commander,
Secretary to The
MEDITERRANEAN ALLIED AIR COMMITTEE.

Copy to: Chief Signals Officer, (AHQ. Italy).



6194

40A

From : Air Forces Sub-Commission, AG, Rome
to : Italian Air Ministry, Communications Directorate
Date : 29th March 1946
Ref. : AFSC/AIR/5.503/SIGS

COMMUNICATIONS - INTERNAL AIRCRAFT NOISES

Please refer to this Sub-Commission's letter of even reference dated 19th March 1946. In para. 2, second paragraph of the quotation amend "BERE Joint Communications Board" to read "British Joint Communications Board."

E.W.F.
E.W. FREEMAN F/Lt.
for AIR VICE MARSHAL,
DIRECTOR,
AIR FORCES SUB-COMMISSION

6193

From. Mediterranean Allied Air
Committee Secretariat.
To. Air Forces Sub Commission
Allied Commission, Rome.
Date. 26th March 1946.
Ref. MAAC/4214/3/AFALS.

Extension of Italian W/T Circuits to
carry International Aircraft Movements
Traffic.

~~35A~~
Your attention is drawn to this
Secretariat's letter of even reference
dated 16th March.
2. It is requested that para 3
be amended to read "BRITISH" Joint
Communications Board not "BERNE" Joint
Communications Board.

Daubeny st.
MAXWELL FISHER
Wing Commander
Secretary to the
MEDITERRANEAN ALLIED AIR COMMITTEE

Copy to C.S.O. Air Headquarters Italy



Signal 410335/TEL/1097 Coll././

38 A
(T) 503/sep

WITH EFFECT FROM THE 21ST OF MARCH AND UP TO APRIL 15TH. THE DAY ~~change to~~ FREQUENCIES WILL BE USED AT NIGHT AND NIGHT FREQUENCIES WILL BE USED BY DAY FOR ALL W/T. SERVICES/./ THIS CHANGE WILL TAKE PLACE AT 0700HRS. AND 20.00 HRS. (G.M.T.+2) RESPECTIVELY/./ MESSAGES BEIN SENT ON THOSE MENTIONED TIMES WILL BE COMPLETED ON THE FREQUENCIES THEY WERE STARTED ON/./ CHECK/./ LIEUT.COL. DE VINCENTI././

Seen
Bent



6191

Mod. 56-E



38A

MINISTERO DELL'AERONAUTICA

Indicazioni d'urgenza	MINISTERO DELL'AERONAUTICA	Circuito d'inoltro
TELEGRAMMA		

Spedito il pel circuito N.
all'Ufficio di Trasmittente

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					Giorno	Ors e minuti

INDIRIZZI OMESSI

PER CONS. ALL'A.P.S.C. - AC. TRAMITE UFFICIO COLLEGAMENTO SEDE
/1097 Coll-

COMUNICARE AL 41035/TEL DISPORRE CHE AT PARTIRE IL
MARZO ET FINC 15 APRILE CORRENTE ANNO CAMBI FREQUENZA
DA DIURNA AT NOTTURNA ET VICEVERSA PER TUTTI SERVIZI RT.
AVVENGA AT ORE 07.00 ET 20.00 ORA LEGALE // EVENTUALI
TRASMISSIONI IN CORSO IN DETTE ORE CONTINUERANNO SU
FREQUENZA CUI HANNO INIZIATO SERVIZIO // ASSICURARE //
TERZO DEBINONI

18 MAR 1946



Liaison

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735017

Mod. 56-P



380

MINISTERO DELL'AERONAUTICA

Indicazioni d'urgenza

Grenito d'inoltro

TELEGRAMMA

Spedito il ore *pel circuito N.*
all'Ufficio di *Trasmettente*

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

Macbeth

**ALL'UFFICIO COLLEGAMENTO PER L'A.F.S.C.
ALLA SEZIONE 3^a
A MACIA
AL CENTRO COMUNICAZIONI**

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16 MAR 1946



heatup

37A

FROM : AIR FORCES SUB COMMISSION, A.C. ROME.
TO : MEDITERRANEAN ALLIED AIR COMMITTEE SECRETARIAT.
DATE : 19th MARCH 1946.
R.F.P. : AFSC/AIR/S.503/SIGS.

W/T COMMUNICATIONS - INTERNATIONAL FREQUENCIES.

35A

Receipt is acknowledged of your letter ref. MAAC/4214/3/AFALS dated 16th March 1946, of which appropriate extracts have been quoted to the Italian Air Ministry.

2. Further to this matter, it has been requested by the Italian Air Ministry that sanction may be given for the Centrale di Assistenza del Volo at Rome to joint the W/T circuit operating between Malta, Ajaccio and Tunis, on 5660 Kc/s.

3. The present position is that the above mentioned W/T stations are passing communications pertaining to the movements of aircraft on 333 Kc/s. Movements signals concerning aircraft of French and Dutch Air lines are specifically mentioned.

4. This Sub-Commission is advised that on numerous occasions the C.A.V. at Malta and Ajaccio, (presumably by W/T operating signal), to open watch on the frequency 5660 Kc/s. This frequency, although not within the frequency bands detailed in the RJCB signal quoted by you was used before the war for information communications regarding the movement of aircraft by W/T stations of countries in the Mediterranean Basin, including Italy.

5. Without prejudice to the plans for future international radio communications of this nature, it is urgent that permission may be given for the Italian Air Forces to operate on this frequency from the C.A.V. at Rome as an interim measure, until plans for a comprehensive international communications system have matured.

M.J.L. LEE BRIG. GEN.
DEPUTY DIRECTOR
AIR FORCES SUB COMMISSION.

0103

FROM : AIR FORCES SUB COMMISSION, A.C. ROME.
TO : MEDITERRANEAN ALLIED AIR COMMITTEE SECRETARIAT.
DATE : 19th MARCH 1946.
R.F. : AFSC/AIR/S.503/SIGS.

W/T COMMUNICATIONS - INTERNATIONAL FREQUENCIES.

Receipt is acknowledged of your letter ref. MAAC/4214/3/MAALS dated 16th March 1946, of which appropriate extracts have been quoted to the Italian Air Ministry.

2. Further to this matter, it has been requested by the Italian Air Ministry that sanction may be given for the Centrale di Assistenza del Volo at Rome to joint the W/T circuit operating between Malta, Ajaccio and Tunis, on 5660 Kc/s.

3. The present position is that the above mentioned W/T stations are passing communications pertaining to the movements of aircraft on 333 Kc/s. Movements signals concerning aircraft of French and Dutch Air lines are specifically mentioned.

4. This Sub-Commission is advised that on numerous occasions the C.A.V. at Malta and Ajaccio, (presumably by W/T operating signal), to open watch on the frequency 5660 Kc/s. This frequency, although not within the frequency bands detailed in the IUCB signal quoted by you was used before the war for information communications regarding the movement of aircraft by W/T stations of countries in the Mediterranean Basin, including Italy.

5. Without prejudice to the plans for future international radio communications of this nature, it is urgent that permission may be given for the Italian Air Forces to operate on this frequency from the C.A.V. at Rome as an interim measure, until plans for a comprehensive international communications system have matured.


...L... LIEUT. GEN.
DEPUTY DIRECTOR
AIR FORCES SUB COMMISSION.

785017

361

From : Mr. Farooq Sub-Commissioner, AC, Rawalpindi
To : Interim Mix Committee, Commandant Directorate
Date : 10th March 1946
Ref. : HSSC/APP/3.5B3/7206

REGULATION OF TRAFFIC IN CITIES TO CARBON TAXES AND VEHICLE TAXES.

Following the above request made by the Director
of Communications on 20th February 1866, that certain portions
of Governmental air routes should be extended to Switzerland,
Air Force authority should be extended to Switzerland for the
necessity was outlined by this Sub-Commission that the
sections A 10 and A 15 to be so extended. (Instruction Air Force
Section 11/13 and Circular 16).

2. A reply has been received from Headquarters United Air
Companies Headquarters under the signature RAC/4214/2/1710,
dated 16th March 1946. Authority for the use of these is
given in the following terms :-

to allow in the following weeks
there are no negotiations so the proposal that the concession
of sections R-10 and R-15 be temporarily extended to permit
the Swin authorizations are being approached
in Scotland since the Swin authorities are being approached
by International and Weston Mining for clearance in their
area.

"Any permanent arrangements for such accommodations must, however, be you have already realized, employ Conventions in the internationally approved bonds. The latest information regarding the establishment of International Conventions is contained in the following paragraphs which ~~conventions~~ are contained in the following paragraphs which originated from a signal originated by ~~the~~ ~~the~~ BRITISH Commission Board late in February 1916:—
Commission Board, providing for civil aviation,

(n) In order to provide frequencies for expansion and in view of the fact that other national and international civil air lines, it is the ICAO policy of establishing civil air lines, it is the ICAO policy that no new allocations of frequencies to other than international services will be made in the purpose of providing services in the following bands: 100-102 MHz and 104-106 MHz.

150 m² Art. 7 of Cairo Regt
6500 - 6500 %/o. C480-8580 6a/b. 11300-101818/3
/

- 2 -

1. 12710 - 12710 Ke/s. 17250 - 17375 Ke/s. 21000-23000 Ke/s.
(b) It is not proposed that frequencies in these bands
already allocated to other services should be transferred
except where individual frequencies are causing intolerable
interference to aeronautical services.
(c) The EACD also recognises the right for nations to use
air route frequencies specified in Para. 152 of Art. 7,
Geneva Serv., and that alternatives will have to be found
for military circuits operating on them to and where they
are required for their registered purpose.
"The above is the latest information available to this
Secretary."
3. This Sub-Commission's letter requesting the extension
of services RA 11/13 and RA 16 into Switzerland quoted the
frequencies authorised for those circuits viz. 2735 Ke/s. 2920
Ke/s. 3280 Ke/s. and 3600 Ke/s. Since that time the day
frequency for RA 16 has been changed to 3955 Ke/s. The night
frequency for service 11/1 assigned by your Headquarters is
2700 Ke/s. In stead of 2735 Ke/s. An approval in principle
has been given for the use of these circuits for communication
with Switzerland, this Sub-Commission will ask for amendment
to the actual frequencies authorised, so that the position may
be regularised for the frequencies now in use.
4. Your request for authority to open watch on the frequency
5660 Ke/s., under the reference 410261/1-11/905 Coll., dated
5th March 1946 has been forwarded to Mediterranean Allied Air
Committee following the request in general terms for the introduction
of international frequencies made by this Sub-Commission's letter
of even reference dated 20th February 1946, copy to your
Headquarters. You will be notified as soon as a ruling has been
given on this matter.

E.W.J

S.V. FRASER R/UP.
for AIR VICE MARCHAL,
DIRECTOR,
Air Forces Sub-Commission.

From:- Mediterranean Allied Air Committee Secretariat.
 To :- Air Forces Sub-Commission, Allied Commission, Rome.
 Date:- 16th March, 1946.
 Ref :- MAAC/4214/3/AFALS.

35 A

WFF/19/3

EXTENSION OF ITALIAN W/T CIRCUITS TO CARRY
INTERNATIONAL AIRCRAFT MOVEMENTS TRAFFIC

Reference is made to your letters AFSC/AIR/S.503/Sigs.
dated 20th and 21st February, 1946:

2. There are no objections to the proposal that the frequencies of services RA10 and RA15 be temporarily extended to operate in Switzerland since the Swiss authorities are being approached by the TRANSCONTINENTAL AND WESTERN AIRWAYS (not the Western Transcontinental Airways as stated in your above quoted letters) for clearance in their area.

3. Any permanent arrangements for such communications must, however, as you have already realised, employ frequencies in the internationally approved bands. The latest information available regarding the establishment of international frequencies is contained in the following paragraphs which are extracts from a signal originated by the BEFRE Joint Communications Board in late February, 1946:

(a) "In order to provide frequencies for civil aviation, and in view of the fact that other nationals are establishing civil air lines, it is the BJCB policy that no new allocations of frequencies to other than aeronautical services will be made in the European region and Africa in the following bands *vide Para. 150 of Art. 7 of Cairo Regs.* 6500 - 6600 kcs. 8480 - 8580 kcs. 11300 - 11400 kcs. 12770 - 12830 kcs. 17250 - 17375 kcs. 23200 - 23380 kcs.

(b) It is not proposed that frequencies in these bands already allocated to other services should be transferred except where individual frequencies are causing intolerable interference to aeronautical services.

(c) The BJCB also recognises the right for nations to use air route frequencies specified in Para. 152 of Art. 7, Cairo Regs., and that alternatives will have to be found for military circuits operating on them to and where they are required for their registered purpose".

4. The above is the latest information available to this
Secretariat.

18/3 M992
W.M.

503/Sigs.

MAXWELL FISHER)
Wing Commander
Secretary to The
MEDITERRANEAN ALLIED AIR COMMITTEE

Copy to : SIGS, AHQ ITALY.

6184

S.503/19 34A

Routine

AER SPACES SUB-COMMISSION, ANGOL, ROMA 15/1600 A/MARSH
MAAO SECRETARY (R) HQ RAF ITALY

AFSC/AIR/S.503/8168

Unclassified

24A

S. 438

WT AFSC/AIR/ S 503/8168 FEB 21

PADA TWO ADVISED WESTERN TRANSATLANTIC AIRWAYS TO READ
TRANSATLANTIC WESTERN AIRWAYS

EAT

For

B.W. PRESTON P/LT.
AIR VICE MARSHAL,
DIRECTOR,
Air Forces Sub-Commission

WAG 19/3

Routine

AF SC/AC Roma

6183

LRKB V LAEE NR 27
TO AIR FORCES SUB COMMISSION ALCOM ROME
FROM MED ALLIED AIR COMMITTEE 131545

GR -- BT

U961 UNCLASSIFIED

YOUR S.273 FEB AND LETTER AFSC/AIR/S . 503/SIGS DATED 21/2
REFER . THERE ARE NO OBJECTIONS FROM THIS SECRETARIAT
TO EXTENSION FREQUENCIES TO ZONE R. SINCE THIS IS STRICTLY
ONLY A TEMPORARY MEASURE . LETTER FOLLOWS .

BT 131545

SENT NR 27 CS AR TNX K
RECD NR27 1734 HH KK

24 A

AIR 1M3 33A
S. 503/SIGS
C 839
19/2/61 503/5.88
19/2/61 13
WTH 19/2/61 82

Sopra S. SOS/SCS
324
(b)

From : Ministero Aeronautica (Communication Section)

To : Air Forces Sub Commission A.C. Rome

Date : 5th March 1946

Ref : 41026 IV/L-II/905Coll

AUTORISATION TO USE FREQUENCY 5660 Kc/s

We find necessary to inform of the following:

At present the R.T. Stations of Malta, Ajaccio, and Tunis, are forced to forward to our flying assistance Centers communications dealing with movement of A/C on frequency 333 Kc/s.

In order to avoid this congestion of the R.T. traffic for the assistance on the mentioned frequency, and most of all to avoid that late or not forwarded informations interfere on the security of the flying, specially regarding the French and Dutch air lines, we ask the Sub Commission to authorise the use of the International frequency 5660 Kc/s.

We also point out that many times the C.A.V. of Rome as been invited by the R.T. Stations of Malta and Ajaccio to transfer on the above mentioned frequency, before the war the frequency was used for communication of International character regarding the movement of A/C's of all R.T. Stations, included the Italians, in the Mediterranean sea.

It would be sufficient if the Air Forces Sub Commission could authorise only the C.A.V. of Rome to use the mentioned frequency being this one connected with the similar on high frequency.

W.M. 19/3

THE DIRECTOR OF COMMUNICATIONS
(TEN. COL. PIL. A. DE VINCENTI)

618 J

Date : 5th March 1946

Ref : 410261/L-II/905011

AUTHORISATION TO USE FREQUENCY 5660 Kc/s.

We find necessary to inform of the following:

At present the R.T. Stations of Malta, Ajaccio, and Tunis, are forced to forward to our flying assistance Centers communications dealing with movement of A/C on frequency 393 Kc/s.

In order to avoid this congestion of the R.T. traffic for the assistance on the mentioned frequency, and most of all to avoid that late or not forwarded informations interfere on the security of the flying, specially regarding the French and Dutch air lines, we ask the Sub Commission to authorise the use of the International frequency 5660 Kc/s.

We also point out that many times the C.A.V. of Rome as been invited by the R.T. Stations of Malta and Ajaccio to transfer on the above mentioned frequency, before the war the frequency was used for communication of International character regarding the movement of A/C's of all R.T. stations, included the Italians, in the Mediterranean.

It would be sufficient if the Air Forces Sub Commission could authorise only the

C.A.V. of Rome to use the mentioned frequency being this one connected with the similar on high frequency.

W.H. 11/3

THE DIRECTOR OF COMMUNICATIONS
(TEN. COL. PIL. A. DE VINCENZI)

6181

Translated by Sgt. Albertini M.



1 2 3 6
Declassified E.O. 12356 Section 3.3/NND No. 735017

321 Mod. 120

Roma 1-5 MAR 1946

Ministero dell'Aviazione
DIRETTORE DEL MINISTRO
S. S. A. - R. C.
Uff. Organizz. ed Esercizio
Prot. N. 440261-1-N/Allegati

e. P. c. ALTO STATO MAGGIORE DELLA R.A.
Roma
Risposta al p. N. C.
Oggetto: Autorizzazione impegno frequenza Ic/s. 5660.-

Declassified E.O. 12356 Section 3.3/NND No. 735017

Si ritiene doveroso segnalare quanto segue:

Attualmente le stazioni R.T. di Malta, Ajaccio, Tunisi, sono costrette ad inoltrare alle nostre Centrali di Assistenza del Volo comunicazioni riguardanti movimento velivoli sulla frequenza di Ic/s. 333.-
Allo scovo, di non cogestionare il traffico R.T. per l'assistenza degli aerei su tale frequenza, e soprattutto per evitare che ritardi o mancate segnalazioni possano incidere sulla sicurezza del volo, specie per quanto riguarda le linee aeree Francesi e Olandesi, di prega codesta A.P.S.C. voler autorizzare l'uso della frequenza internazionale di Ic/s. 5660.-

Si fa presente che ripetute volte la C.A.V. di Roma è stata invitata dalle stazioni R.T. di Malta e di Ajaccio di passare sulla predetta frequenza, in quanto tale frequenza veniva usata prima della guerra per le comunicazioni a carattere internazionale riguardanti il movimento velivoli di tutte le stazioni R.T., comprese quelle italiane, nel bacino mediterraneo.-

Sarebbe sufficiente che codesta A.P.S.C. autorizzasse allora la C.A.V. di Roma ad usare la predetta frequenza essendo quest'ultima collegata con le simili su

IL DIRETTORE DELLE COMUNICAZIONI
(Ten. Col. M. A. D'Inzatti.)

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Ministero dell'Aeronautica

Ministero dell'Aeronautica
A.P.S.C. R.O.M.A.

IL MINISTRO
S. M. d'ESERCIZIO

Aut. N. 40261-1-M/Regat
105 C.R.P.
Ripristinato al 10/11/1952

OGGETTO : Autorizzazione all'impiego di frequenza Lo/s. 5660.-

Si ritiene doveroso segnalare quanto segue:

Attualmente le stazioni R.T. di Malta, Ajaccio, Tunisi, sono costrette ad inoltrare alle nostre Centrali di Assistenza del Volo comunicazioni riguardanti movimento velivoli sulla frequenza di Kc/s. 333.-

Allo scopo, di non costringere il traffico R.T. per l'assistenza degli aerei su tale frequenza, e soprattutto per evitare che ritardi o mancate segnalazioni possano incidere sulla sicurezza del volo, specie per quanto riguarda le linee aeree Francesi e Olandesi, si prega codesta A.P.S.C. voler autorizzare l'uso delle frequenze internazionale di Kc/s. 5660.-

Si fa presente che ripetute volte la C.A.V. di Roma è stata invitata dalle stazioni R.T. di Malta e di Ajaccio di passare sulla predetta frequenza, in quanto tale frequenza veniva usata prima della guerra per le comunicazioni a carattere internazionale riguardanti il movimento velivoli di tutte le stazioni R.T., comprese quelle italiane, nel bacino mediterraneo.-

Sarebbe sufficiente che codesta A.P.S.C. autorizzasse almeno la C.A.V. di Roma ad usare la predetta frequenza essendo quest'ultima collegata con le similari su 21^a frequenza.-

IL DIRETTORE DELLE COMUNICAZIONI
(Ten. Col. Hill, a. d. INGMI.)

785017

6180

785017

From:- Air Headquarters, Royal Air Force, ITALY.

5.50 \$/seg
BF

31A

To:- Headquarters, No. 249 Wing,
Air Force Sub-Commission.

Air Force Sub-Commission, Allied Commission, ROME. ✓

Date :- 6th March, 1946.

Ref:- AII/S.4312/1/Signals.

ROUTING OF AIRCRAFT MOVEMENT SIGNALS TO ITALIAN AIR FORCE AIRFIELDS.

Recently difficulties have occurred in several instances when signals have been received at this Headquarters Unit signals office for onward routeing to Littorio an Italian Air Force airfield.

2. The obvious routeing is via 149 S.P. Ciampino. 149 S.P. to arrange with the airfield control authorities to pass the messages by their direct land line. Confirmation copies if required could be sent to the Air Force Sub-Commission, for onward despatch.

3. However, the teletype operators at Ciampino have on two occasions refused to accept traffic for Littorio on the grounds that it is an I.A.F. airfield and is 25 miles away, and that although there is a direct telephone line the operator at Littorio is Italian and the messages cannot be passed due to language difficulties.

4. The Superintendent of the watch has had to be telephoned from here asked to accept the message and to refer it to the American Tower Controlling authorities who were to pass the message by the medium of the Italian Liaison Officer or interpreter.

5. It is requested that pending further examination of routing signals 149 S.P. be authorized to accept messages for Littorio if passed over service W/T or landline circuits and that 149 S.P. be asked to make the necessary arrangements with the A.A.C.S. authorities for the messages to be passed by landline.

6. Air Force Sub Commission is requested to inform this Headquarters if any alternative routeing can be provided and also the routeing for any signals addressed to I.A.F. airfields in the event of these signals being originated at, and passed by, R.A.F. airfields to the nearest R.A.F. or Army Terminal Signal Office.

Aug 1913



General Sht.

Air Commodore,
Senior Air Staff Officer,
AIR HEADQUARTERS, R.A.F. ITALY.

Copy to: 149 Standing Point.

A. P. A. + L. S.

卷之三

From : Air For. & Sub Commission; A.C., R 2.
To : Air Headquarters, Royal Air Force, Italy.
Date : 1st March 1946.
Ref : ATSC/AIR/S.503/SIGS.

ITALIAN AIR FORCE BEACON SERVICES

In compliance with the recent request by telephone for information relating to the MF Radio Beacons operated by the Italian Air Force, the following data is forwarded.

2. Low power and very low power beacons operating service RA

6 :-

ALGHERO	AK	421	Kc/s	40°34'N	08°19'E	310 watts
BOLOGNA	BN	421	"	44°31'N	11°18'E	310 "
BRACCIANO	BO	421	"	42°05'N	12°13'E	80 "
GENOA	GE	421	"	44°24'N	08°54'E	310 "
ORIO AL SERIO	OR	421	"	45°40'N	09°41'E	80 "
TRIVENETO	TV	421	"	45°40'N	12°14'45"E	80 "
CATANIA	QU	320	"	37°30'N	15°06'E	310 "
FROSINONE	FR	320	"	41°38'N	13°17'E	80 "
GUDDONIA	GD	320	"	41°57'N	12°48'W	80 "
LECCCE	KK	320	"	40°01'N	18°10'E	310 "
ROME	RM	320	"	41°52'N	12°33'E	310 "
TURIN	TN	320	"	45°05'N	07°37'E	80 "
TARANTO	TA	421	"	40°28'N	17°17'E	310 "
			Hours of operation - on request.			

3. Medium power navigational beacons operating on service No. RA 7.

ELIAS	KV	455	Kc/s	39°15'N	09°05'E	1000 watts
CIBIA	AO	320	Kc/s	40°55'N	09°28'E	1000 "
BRINDISI	HU	403	Kc/s	40°38'46"N	17°52'09"E	1000 "
MILAN	ME	222	Kc/s	45°27'N	09°16'Y	1000 " 180 "
PALERMO	XF	421	Kc/s	38°06'N	13°18'E	1000 "
VENICE	VI	320	Kc/s	45°23'50"N	12°21'30"E	1000 "

hours of operation - continuous.

It should be noted that installations at Milan, Palermo and Venice are not completed in their final form and transmitters operate at reduced power, i.e. 310 watts.

30A

In compliance with the recent request by telephone for information relating to the IFF Radio Beacons operated by the Italian Air Force, the following data is forwarded.

2. Low power and very low power beacons operating service RA

6 :-

ALIGHERO	AZ	421	Kc/s	40°34'N	08°19'E	310 watts
BOLOGNA	BN	421	"	44°31'N	11°18'E	"
BRACCIANO	BO	421	"	42°05'N	12°13'E	80 "
GEMONA	GE	421	"	44°24'N	08°54'E	310 "
ORTO AL SERIO	OR	421	"	45°40'N	09°41'E	80 "
TREVISO	TV	421	"	45°40'N	12°14'E	80 "
CATANIA	QU	320	"	37°30'N	15°06'E	310 "
FROSINONE	FR	320	"	41°38'N	13°17'E	80 "
GUDIONIA	GD	320	"	41°57'N	12°48'E	80 "
LECCE	NR	320	"	40°13'N	18°10'E	310 "
ROMA	RM	320	"	41°52'N	12°33'E	310 "
DURIN	TH	320	"	45°05'N	07°37'E	80 "
TARANTO	TA	421	"	40°28'N	17°17'E	310 "

TA 421 Hours of operation - on request.

3. Medium power navigational beacons operating on service RA.

RA 7.

ELMAS	KV	455	Kc/s	39°15'N	09°05'E	1000 watts
OEBIA	AC	320	Kc/s	40°05'N	09°28'E	1000 "
BRINDISI	IU	403	Kc/s	40°38'N	17°52'E	1000 "
MILAN	ME	222	Kc/s	45°27'N	09°16'E	1000 " 17 "
PALERMO	XF	421	Kc/s	38°06'N	13°10'E	1000 "
VENICE	VE	320	Kc/s	45°23'50"N	12°21'30"E	1000 "

Hours of operation - continuous.

It should be noted that installations at Milan, Palermo and Venice are not completed in their final form and transmitters operate at reduced power, i.e., 310 watts.

E.W.T.

E.W. TRIGGIANI E/LT.
for Air Vice Marshal
Director
Air Forces Sub Commission.

785017

29A

From : Air Forces Sub Commission, A.C., Rome.
To : Air Headquarters, Royal Air Force, Italy.
Date : 26th February 1946.
Ref : AFSC/AIR/S.503/SIGS.

H.F. D/F STATION - LINATE.

10A

Reference is made to your Headquarters signal S.101,
dated 21st January 1946, it is confirmed that Italian Air
Ministry has now issued instructions for taking on charge
the H.F. D/F Station at Linate.

2. It is understood that a V/T fitting party is now
available to service the station.

EWS

for
R.W. FRERMAN R/LT.
Air Vice Marshal,
Director
Air Forces Sub Commission.

6177

28A

From :- Aircraft Safety Centre, N. Italy, R.A.F., C.M.F.

To :- Italian Air Ministry Communications Directorate.
Air Forces Sub Commission, A.C., Rome.

Date :- 19th. February, 1946

Ref :- AFSC/1320/Sigs.

*File and OFFICE
S. 503 Sigs*

22 A

COMMUNICATION I.A.F. TREPOTE - A.S.C., N. ITALY

Reference is made to the Sub Commission's letter
AFSC/AIR/S.503/Sigs dated 11th. February, 1946.

2. Enclosed is one copy of the instructions regarding
stand-by communication between I.A.F. Trepote and A.S.C., N. Italy,
copies of which have been forwarded to the Seaplane Base, Trepote,
C.A.V. Venice and I.A.F. Pologna.

Lewis G. Raine
F/O
Signals Officer,
Aircraft Safety Centre,
N. ITALY, R.A.F., C.M.F.



6178

21

ADMIRALTY OFFICE, NAPLES, ITALY.

ADM/1320/3100

Instruction for substitution of Stand-by to
Line Communication in the event of Failure
of the Land-line Link A.S.C.M.I. - Seaplane
Base, Treviso.

The Land-line A.S.C., Northern Italy Operations to Seaplane Base,
Treviso, is to be tested by the Operator at R.A.F. Bologna Exchange and
the operator at Treviso once hourly on the hour from 0000 to 0600.

2. In the event of failure of communication on this line, the
following arrangements are to be carried out:-

- (a) Treviso Exchange inform G.A.V. Venice to open up V/T watch
on 4990 Kc/s and establish communication with I.A.F. Bologna.
- (b) R.A.F. Bologna Exchange inform Airy Controller who will
inform I.A.F. Bologna (via Italian Liaison Officer) to
open up V/T watch on 4990 Kc/s and establish communication
with G.A.V. Venice.
- (c) Co-ordination between A.S.C.M.I. and Seaplane Base will
then be carried out as follows:
A.S.C.M.I. to I.A.F. Bologna by Land-line.
I.A.F. Bologna to G.A.V. Venice by V/T on 4990 Kc/s.
G.A.V. Venice to Seaplane Base, Treviso by Land-line.

3. In the event of failure to establish satisfactory communication
on 4990 Kc/s, 5920 Kc/s if satisfactory may be employed.

4. Messages passed by the means described above must be handled with
the utmost expedition by all concerned, as they will for the main part
relate to Air-Sea Rescue Operations.

5. This Stand-by to Line system is to be tested once per week and a
report on the test passed to the Signals Officer, Aircraft Safety Centre.

6. In the event of failure of the Land-line, a test message should
always be passed over the stand-by system where operations are not actually
in progress.

Louis P. H.
S/0.
Signals Officer,
U.S.A. IN ITALY.

1st February, 1945

6175

Distribution:

Airline: Seaplane Base Treviso. Information: Air Forces Sub Command, AC, R.A.F.
I.A.F. G.A.V. Venice.

Formation: Bologna Airfield.

Italian Air Ministry Communications Directorate.

Senior Controller, A.S.C.M.I.

27 A
(E)FROM : ITALIAN AIR MINISTRY, COMUNICATIONS SECTION,
R O M E.

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

DATE : 13th FEBRUARY 1946

REF. : 410151/Tel.

1 - 18

20 A

HIGH FREQUENCY D.F. STATION AT MILAN

Reference your A.F.S.C./AIR/S.503/SIGS. dated 4th Feb. 1946, we would like to inform you that appropriate instructions have been issued regarding the "taking into stock" of high frequency D.F. equipment.

(Lt. Col. A. DE VINCENTI)



6174

785017

Museo

Roma - 13 aprile 1949 - Anno 274

G. 16



MINISTERO DELL'AVIATIONE
 DELLA RISALTAZIONE
 SEZIONE RADIO
 Uff. Organizz. & Lavori
 Divisione
 Prot. N. 410/151/4 - May 18
 Oggetto: Stazione Radiodioniométrica ad alta frequenza di
 Milano.

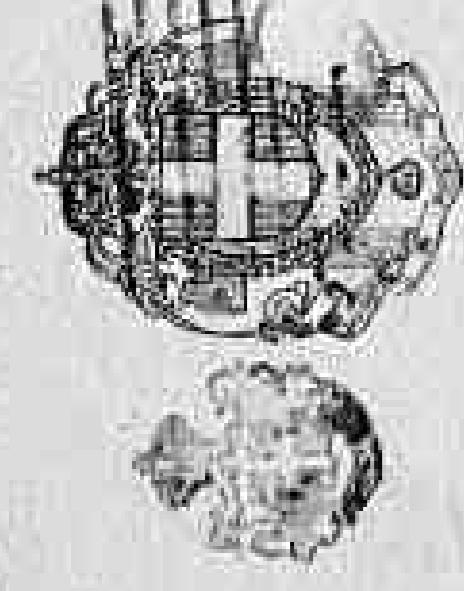
M. I. A. F. S. C. R. O. M. A.
 e.p. Conoscenze: ALLO STATO MAGGIORE R.A.
 S. E. D. E.
 Proposta al Capo del
 Dr. G. C.
 Oggetto: Stazione Radiodioniométrica ad alta frequenza di
 Milano.

Con riferimento al foglio AFSC/AIR/S.503/SIGS, del 4 cor=
 rente mese, si comunica che sono stati impartiti opportune dis=
 posizioni per la presa in consegna del materiale relativo al Ra=
 diodionometro ad alta frequenza.



II. DIRETTORE DELLE COMUNICAZIONI
 (Ten. Col. P.M. A. DE VINCENTI.)
 Chiusura

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 È vietata la sua diffusione all'esterno delle strutture dell'Aeronautica Militare Italiana.



Ministero dell'Aeronautica

MINISTERO DELL'AVIATIONE

DI COMUNICAZIONI

SEZIONE RADIO

Direzione Uff. Organizz. e Servizio

Prot. N.º 410151/129 Allegato
4 - 18

Per il servizio di linea
M. P. F. S. C. R. O. L. A.

e. b. Conoscenza: ALIC ST. TC MAGGIORE R.A.
S. E. D. E.
Rif. della ditta del
Dir. Servizi
S. N. C.

Oggetto: Stazione Radiogenometrica su alta frequenza di
Milano.

Con riferimento al foglio AFSC/AIR/S. 563/5155, del 4 corrente mese, si comunica che sono state impartite opportune disposizioni per la presa in consegna del materiale relativo ai Radiogoniometri ad alte frequenze.



III DIRETTORE DELLE COMUNICAZIONI
(Ten. Col. Pil. A. DS VAIOMTI.)

S. N. C.

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PIRELLA OTTOBRE 1944

26 A
S. 503/SUP

FROM : ITALIAN AIR MINISTRY
TO : A.F.S.C. (for information only)
DATE : 19/2/46
REF. : 410183/TEL/722 COLL

Elev

AEROTELE MILAN = PADUA = ROME = BARI = CAGLIARI = NAPLES = PALERMO

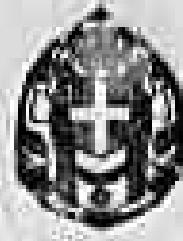
MAKE NECESSARY ARRANGEMENTS SO THAT FROM 21ST FEBRUARY UP TO
20TH MARCH 1946 THE CHANGE OF FREQUENCY FROM DAY TO NIGHT
WATCHES AND VICEVERSA FOR ALL R/T SERVICES WILL TAKE PLACE
AT 06.30 AND 1830 HRS // EVENTUAL TRANSMISSIONS DURING THE
ABOVE MENTIONED TIME CHANGES WILL BE CONTINUED ON THE FREQUENCY
THE TRANSMISSION WAS ORIGINALLY STARTED OUT ON //
LT.COL. DE VINCENTI //

for information to :

III SEZIONE SEDE
MACIA SEDE
COMMUNICATIONS CENTRE SEDE



6171



26A

MINISTERO DELL'AERONAUTICA

Indicazioni d'urgenza	MINISTERO DELL'AERONAUTICA SEZIONE RADIO TELEGRAMMA	Circuito d'inoltro
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Spedito il ore pel circuito N.
 all'Ufficio di Trasmittente

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

AEREO/TELE MILANO = PADOVA = ROMA = BARI = CAGLIARI =
 NAPOLI = PALEST.

1777 C.R.

COMUNICAEREO 410183/TEL/. DISPORRE PERCHE' AT PARTIRE
 GIORNO 21 FEBBRAIO ET FINO GIORNO 20 MARZO C.A. CAMBIO
 FREQUENZA DA DIURNE AT NOTTURNE ET VICEVERSA PER TUTTI
 SERVIZI R.T. AVVENSA AT ORE 06.30 ET 18.30/. EVEN TUALI
 TRASMISSIONI IN CORSO IN DETTE ORE CONTINUERANNO SU FRE-
 QUENZE CUI HANNO INIZIATO SERVIZIO/. ASSICURARE/.
 TENCOL DE VINCENTI.-

S9FFR 1946

ALL'UFFICIO COLLEGAMENTO (PER L'A.F.S.C.) S E D EALLA 3^a SEZIONE S E D EA MACIA S E D EAL CENTRO COMUNICAZIONI S E D E

Q.C.C

6170

25A

FROM : AIR FORCES SUB-COMMISSION, A.G. ROME.
 TO : ALLIED AND FOREIGN LIAISON SECTION OF
 AIR HEADQUARTERS, ROYAL AIR FORCE, ITALY.
 DATE : 20TH FEBRUARY 1946 B.F. 28/2
 REF. : APDC/AIR/S.503/SIGS.

A/F COMMUNICATIONS - INTERNATIONAL
FREQUENCIES.

Consequent on the resumption of transport and courier aircraft services now in being, and anticipated to increase, between Italy and other countries it is evident that there will be a need for the introduction of one or more international communication channels on which aircraft movement signals can be passed between countries in the European and Mediterranean areas. Instances can be given of movements of French aircraft in transit to North Africa for which movement signals have been passed in the international D/F frequency 333 Kc/s. It is not known if an alternative circuit is available, but obviously there should be one, in order that congestion of the D/F wave may be avoided.

2. In the absence of civil aviation in Italy and the lack of commercial communications, as yet, to carry aircraft movement traffic, the Italian Air Force is willing to operate the necessary services as an interim measure. It will be appreciated that the existing circuits in use by the Italian Air Force cannot carry a very large increase in traffic without jeopardising the rapidity of communication necessary for aircraft movements and aircraft safety. Therefore, while operational messages could be accepted, it is not intended that administrative traffic should be passed over Italian Air Force circuits at the present juncture.

3. It is anticipated that the establishment of international frequencies may already be under consideration by Allied and International Communications Boards but no information on the subject has reached this Sub-Commission.

6169

785017

- 2 -

An indication as to the possibility of the introduction of such channels of communication, especially in relation to aircraft movements, would be greatly appreciated.

EAT
for
B.W. FREEMAN P/L
AIR VICE MARSHAL
DIRECTOR
AIR FORCES SUB-COMMISSION

Copies to : Communication Sub.Comm. Allied Comm.
Italian Air Ministry, Communications
Directorate.

6168

24 A

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

To: Allied and Foreign Liaison Section,
Air Headquarters, Royal Air Force, Italy.

B/F 26/2

Date: 21st February, 1946.

Ref: AFSC/AIR/S.503/SIGS.

EXTENSION OF ITALIAN W/T CIRCUITS TO CARRY INTERNATIONAL
AIRCRAFT MOVEMENTS TRAFFIC.

23 A

Further to this Sub-commission's signal S.273, dated 20th February, 1946, it is advised that the Italian Air Ministry and this Sub-Commission have been approached regarding the possibility of passing aircraft movement signals to and from Switzerland over Italian Air Force W/T circuits. Letter AFSC/AIR/S.503/SIGS., dated 20th. Feb. 1946, also refers.

25 A

2. Representatives of Western Transatlantic Airways have requested that as a temporary measure, until such time as International communication channels are available, that messages regarding their aircraft movements might be accepted over Italian Air Force circuits. The stations that it is proposed to operate in Switzerland are Zurich, (to open as soon as possible), and Geneva at a later date. The Italian Air Ministry is agreeable to handling this traffic and has requested that the services RA 10 and RA 15 may be extended.

3. The frequencies involved are 2735 Kc/s, 2910 Kc/s, 5290 Kc/s, and 5920 Kc/s, and it is requested that if possible they may be cleared in Zone R. It is particularly requested that provisional sanction may be given at as early a date as possible. Meanwhile, Western Transatlantic Airways representative will negotiate directly with the Swiss authorities to secure agreement on the proposal on a temporary basis, though the exact frequencies have not yet been specified.

4. Another future possibility may arise for out of theatre circuits as the Italian Air Ministry has also been approached by a representative of Swedish Civil Aviation, who was informed of the radio facilities now operated by the Italian Air Force and Air Transport Command. It is understood that a courier service between Sweden and Italy is a project now under active consideration. This emphasises the need for International frequencies in the near future, guards on which could become a commitment of the Italian Air Force until such time as Civil Aviation may be permitted in Italy or until civilian communications undertakings

6167

are prepared to operate them, should such a course be in conformity with the over all Communications Policy.

E.W.F.
S.W.Freeman,
Flight Lieutenant,
for Air Vice Marshal,
Director,

Air Forces Sub-Commission.

Copy to:

Communications Sub-Commission.

Information regarding the proposed system to be installed.

Information required will be used during the current discussions in the Communications Sub-Commission which will take place at the present time. The information will be given between now and the end of the year. A detailed report will be made of the work done at the end of the year and a comprehensive report will be prepared early in January. It is hoped that the information will be of interest and will assist the Commission in its deliberations. Please let me know if there is any particular subject you would like to have discussed.

Information required will be used during the present discussions in the Communications Sub-Commission which will take place at the present time. The information will be given between now and the end of the year. A detailed report will be prepared early in January. It is hoped that the information will be of interest and will assist the Commission in its deliberations. Please let me know if there is any particular subject you would like to have discussed.

Information required will be used during the present discussions in the Communications Sub-Commission which will take place at the present time. The information will be given between now and the end of the year. A detailed report will be prepared early in January. It is hoped that the information will be of interest and will assist the Commission in its deliberations. Please let me know if there is any particular subject you would like to have discussed.

23A

OUTGOING SIGNAL

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

TO : MEDITERRANEAN ALLIED AIR COMMITTEE SECRETARIAT
(R) A.H.Q. R.A.F. ITALY

UNCLASSIFIED T.O.C. 200956 A 3.273 FEB. 20 CONFIDENTIAL
FOR AIRCRAFT MOVEMENT SIGNALS BETWEEN SWITZERLAND AND ITALY
REQUEST CONSIDER EXTENSION 5920/2920 (R) 5920/2920 AND
5280/2735 (R) 5280/2735 TO ZONE ROGER//
PERMISSION DESIRED FOR SWISS STATION ZURICH TO JOIN THESE
CIRCUITS// LATER REQUIREMENT FOR GENEVA ALSO// LETTER
FOLLOWS=//

E.W.Freeman

for
E.W.FREEMAN P/L
AIR VICE MARSHAL
DIRECTOR
AIR FORCES SUB COMMISSION

PRIORITY: ROUTINE

FILE REF. AFSC/AIR/S.503/SIGS

file

6166

From : Air For Sub Commission, A.C., R ..
To : Italian Air Ministry
Communications Directorate.
Date : 11th February 1946.
Ref : AFSC/AIR/S.503/SIGS.

72A

TA

COMMUNICATIONS I.A.F. VENICE - A.S.C. NORTH ITALY.

5A

As requested by this Sub Commission's signal S.170, dated 15th January 1946 and amplified by letter ref. AFSC/AIR/S.503/SIGS, dated 16th January 1946, tests have been made over Italian Air Force V/T services for standby to landline communication between Aircraft Safety Centre, Northern Italy and the Italian Seaplane Base, Treporte. The results of these tests have been examined and it appears that communications over these channels would be quite satisfactory.

2. Air Headquarters, Royal Air Force, Italy has agreed that the V/T circuit between the Italian Air Force, Bologna and the C.A.V., Venice may be substituted for the standby to land line watch between A.S.C. North Italy and the Italian Seaplane Base, Treporte. Accordingly, the Signals Officer, A.S.C. North Italy (in conjunction with the Italian Liaison Officer of the Aircraft Safety Centre and the C.A.V. Signals Officer), has been requested by Air Headquarters to issue such instructions as are necessary to inform all concerned with the substitution of the standby to landline link.

3. It is requested that the Communications Directorate will authorise the implementation of these instructions, when received, by the Italian Air Force formations concerned.

G.W.F.
E.W. FREEMAN P/LP.
Air Vice Marshal,
Director
Air Forces Sub Commission.

Copy to: Aircraft Safety Centre, North Italy.

616

21A
Sigs file

B/F

11/2

2nd flr
L/S 503 Sigs
S. file

From : Ministero R.A. (Communication Section)
Date : 2.2.1946

AEROTELE - MILAN- Padova-ROME-BARI-NAPLES-CAGLIARI-PALERMO-
COMUNICAEREO 410099/TELL./.498.COLL-FOLLOWING TELL.410007/TEL
JANUARY 10 NOTIFY YOU THAT FROM THE 12 OF THIS MONTH THE CHANGE
OF THE FREQUENCY TIME TABLE WILL COME IN TO EFFECT SEE APPENDIX "A"
PUBLICATION U.T.2. EDITION 1946/. TEN. COL. DE VINCENTI.

For Information to: Air Forces Sub Commission A.C. ROME
3. Section ROME
M.A.C.I.A. ROME

Translated by Sgt. Albertini.M.



6164

Mon. 56-E

21 A

MINISTERO DELL'AERONAUTICA

MINISTERO dell'AERONAUTICA

DELEZIONE

CAZIONI

SEZIONE RADIO

Ufficio Organico di Comunicazioni

TELEGRAMMA

Circuito d'inoltro

Indicazioni d'urgenza

DELEZIONE	CAZIONI
SEZIONE RADIO	
Ufficio Organico di Comunicazioni	

Circuito d'inoltro

Spedito il ore pel circuito N.
 all'Ufficio di Trasmittente

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

AEROTELN = MILANO = FADDAVA = ROMA = BABI =

= NAPOLI = CAGLIARI = PALERMO =

COMUNICAZIONE 410099/TEL / 410077/TEL
1498 belli.

GIUGNO 10 COMUNICASI CHE AT PARTIRE OICRNO 12 CORRENTE

ENTRA VIGORE TABELLA GRATO CARBIO FREQUENZA DI CUI

APPENDICE "A" PUBBLICAZIONE U.T. 2 EDIZIONE 1946 / .

TENCOL. DE VINCENTI

2 FFR 1946



ALL'A.P.S.C. ROMA

ALLA 111^ Sez. SEDDE

M.A.C.I.A. ROMA

..... per conoscenza.

6163

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

To : Ministero Aeronautica, Rome.

Date : 4th February 1946

Ref : AFSC/AIR/S.503/SIGS.

20A
B.F. MZ
E.D.

HIGH FREQUENCY RADIOGONOMETRIC STATION - MILAN.

Reference is made to your Headquarters' letter ref. 41006C/Tell/343 Coll. 1-3 dated 23rd January 1946 concerning the above station.

2. It is unfortunate that the station is still not serviceable, and on account of existing prior commitments no fitting party is immediately available to effect the necessary repairs. It is hoped that these can be finished in about fourteen days time.

3. Some hesitation is felt in requesting the Italian Air Force to take over the station in its present condition, but on the understanding that the station will be made serviceable as soon as possible, the handover may be made effective as soon as would meet your wishes.

4. It has already been agreed that the station can be transferred to the Italian Air Force only as temporary measure, and its return may be required at a later date. A schedule of equipment should therefore be prepared and signature cover the transfer. It is suggested that with your concurrence, the effective date should be 17th February 1946.

E.W.J.
E.W. FREEMAN F/LT.
Air Vice Marshal,
Director
Air Forces Sub Commission.

Copies for information to:-

Air Forces Sub Commission, Milan.

Air Headquarters, Royal Air Force Italy.

6162



19A

From:- Air Headquarters, Royal Air Force, ITALY.

To:- Air Forces Sub-Commission, Allied Commission, ICME.
A.S.C. North Italy.

Date:- 31st January, 1946.

Ref:- AHQI/S.4350/2/Signals.

COMMUNICATIONS I.A.F. VENICE - A.S.C. NORTH ITALY.

17A

Reference is made to A.S.C. North Italy signals S.175
January 29th and to letter ABSC/AIR/3503/Sigs. dated 16th
January, 1946.

7A

2. The times taken to pass messages from the Air Safety Centre to the Seaplane Base at Venice via the CAV's Bologna and Venice appear to be such that the link could be said to be satisfactory and that little advantage would be gained by maintaining a completely separate watch at the Seaplane Base in the event of landline failure.

3. It is considered that the substitution can take place and the Signals Officer of the Aircraft Safety Centre is required to issue such instructions (in conjunction with the Italian Liaison Officer and the C.A.V. Signals Officer) as are necessary to inform all concerned with the substitution of standby to line links.

4. The T.1154 transmitter mains operated being issued from 378 M.U. to A.S.C. North Italy will not be required at the Seaplane Base. It is to be held by the A.S.C. for any future emergency use.

J. J. Pearce Gc
Air Vice Marshal,
Air Officer Commanding,
AIR HEADQUARTERS, R.A.F. ITALY. 6161



SECRET.

18 A

From: Air Forces Sub Commission, Allied Commission, Rome.
To: Stato Maggiore, Regia Aeronautica, Communications Section.
Date: 31st January, 1946.
Ref: AFSC/AIR/ 8.503/ SIGS. *16A*

R/T COMMUNICATIONS - UFFICIO "I".

It is desired to refer to your Headquarters' letter ref UI/70013¹, dated 25th. January 1946, on the subject of proposed R/T communications between the Intelligence Sections in Milan, Padua and Rome.

2. In view of this communication having originated with the Intelligence Branch, the comments of the Communications Directorate would be appreciated. Information is desired as to the necessity of the proposed circuit, of what alternative channels are available, (telephone, teleprinter, telegraph or R/T), and if these channels are in fact overloaded, insecure or otherwise unsuitable.

3. It should be observed in reference to the last para. of your letter that the circuit requested is not at present authorised, and that this Sub Commission is not empowered to give the necessary authority without the concurrence of higher formations.

4. It should also be noted that it is most unlikely that nine frequencies would be available. The requirement for such a number is not understood.

5. In conclusion it is mentioned that some consideration would have to be given to the aspect of security. No R/T code is at present authorised for the use of the Italian Air Force, and in the event of the scheme being approved in principle, it would then be necessary for such a code to be submitted through this Sub Commission to higher authority for approval prior to its being taken into use.

E.W.J.
E. W. Freeman,
Flight Lieutenant,
for Air Vice Marshall,
Director,
Air Forces Sub Commission.

Copy to Senior Intelligence Officer.

----- 6110 -----

785017

TO THE AIR FORCE ROUTINE

FROM ASCN I ITALY 291035 A

TO AIR FORCES SUB COMMISSION AC ROME

REPEATED - ABQ RAF ITALY

BT

5A

S175 JAN 29 RESTRICTED .
YOUR S170 15 . ^{ABQ} ITALY'S S131 20 JAN .
UNDERSTAND RA9 C4585 KC/S) NO LONGER USED BY BOLOGNA .
TESTS CARRIED OUT OVER PERIOD 23 - 28 JAN INCLUSIVE THREE
TIMES PER DAY ALTERNAVELY ON SERVICE 10 C5920 KC/S) .
SERVICE 12 C4990 KC/S) . AVERAGE TIME OF TRANSIT MESSAGE
ASCN I TO SEA-PLANE BASE 8/5 MINUTES REPEAT 8.5 MINUTES
AVERAGE TIME FROM TRANSMISSION AT ASCNI TO RECEIPT OF
REPLY AT ASCNI 18 CRD 18 MINUTES .
MESSAGE TELEPHONED TO IAF BOLOGNA - THENCE W/T
TO CAV - TELEPHONE TO SEA- PLANES .
TYPICAL EXAMPLE 23 JAN 1012A
MESSAGE TELEPHONED FROM ASCNI RECEIVED SEA-PLANE BASE
1024A BASE REPLIED 1026A RECEIVED ASCNI 1030A .
RECEPTION BETTER 4990 KC/S . SUGGEST USE THIS FREQ 5920
AS S/DY . PLEASE CONFIRM

CSC
503/Sig

XXXXXX

BT 1 201035A

REPEATED - AHQ RAF ITALY
G.R. — BT

S175 JAN 29 RESTRICTED .

YOUR S170 15 • -^{b1} ITALY'S S131 20 JAN .

UNDERSTAND RAY C4585 KC/S) NO LONGER USED BY BOLGNA .

TESTS CARRIED OUT OVER PERIOD 23 -26 JAN INCLUSIVE THREE TIMES PER DAY ALTERNATIVELY ON SERVICE 16 C5920 KC/S)

SERVICE 12 C4990 KC/S) . AVERAGE TIME OF TRANSIT MESSAGE ASCNI TO SEA-PLANE BASE 8/5 MINUTES REPEAT 8.5 MINUTES

AVERAGE TIME FROM TRANSMISSION AT ASCNI TO RECEIPT OF

REPLY AT ASCNI 16 CRD 16 MINUTES .

MESSAGE TELEPHONED TO IAF BOLGNA - THENCE W/T ^{C/501} 1012A
TO CAV - TELEPHONE TO SEA- PLANES .

TYPICAL EXAMPLE =26 JAN 1012A

MESSAGE TELEPHONED FROM ASCNI RECEIVED SEA-PLANE BASE

1024A BASE REPLIED 1026A RECEIVED ASCNI 1030A .

RECEPTION BETTER 4990 KC/S . SUGGEST USE THIS FCCY 5920

AS S/BY. PLEASE CONFIRM

X3XX28X2XXX

BT 1 201025A

SENT DCT AR K

HFC FROM 15.TC ITALY'S

15.JAN AHG ITALY'S

REBETEL 1125 AMR

16 A
(c)

From : Ministero Aeroneautica Rome
To : Air Forces Sub Commission Rome
Date : 23, January 1946
Ref : 410060/Tell/343.Coll. 1-3-

8 A

HIGH FREQUENCY RADIOGONOMETER STATION OF MILAN

With reference to the message without any classification S.187//T.O.O. 181100A, we notify you that this Direction is willing to take over temporarily the Milan high frequency Radiogonometer station.

We are expecting to know with effect from which date, the handing over of the Station will take place.

THE DIRECTOR OF COMUNICATIONS
(Ten.Col.Pil.A.DE. VINCENTI)

Translated by Sgt. Albertini.M.



615N

Whistler's *Arrangement*

23 GEN 1969 10 AM

SOTTOCOMMISSIONE PER LA R. A.
// LA COMMISSIONE ALLIEVA
= BONI

— 40 —

Conjecture

First 24. @ 4.10060 Hotel Majahik

卷之二

Declassified E.O. 12356 Section 3.3/NND No. 783011

Con riferimento al messaggio senza classifica
S.187/.T.0.0. 181100A, si comunica che questa Direzione
è disposta a prendere in carico contemporaneo la stazione tra

Si rimane in attesa di conoscere la data delle
concessioni.

**IL DIRETTORE DELLE CONSUNZIONI
(Ten. Col. P.M. A. De VINCENZO)**

**IL DIRETTORE DELLE COMUNICAZIONI
(Ten. Col. P.I.) • DE VINCENTI**

卷之三

15A
S.503/SIGS
B.F. 3/2

OUTGOING SIGNAL

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

To : A.S.C. Northern Italy
(R) A.H.Q. Italy

UNCLASSIFIED (.) S.220 (.) TOO. 29/1506 A (.) JAN.'46 (.)
REQUEST ACTION MY S.170 JAN (.) NY ASC/AIR/S.503/SIGS JAN 16
REFERS (.)

ROUTINE

E.W.F.
E. W. FREEMAN F/LT.

6155

I 992

U A

STATO MAGGIORE REGIA AERONAUTICA

27th January, 1946.

Ufficio "I"

To: A.F.S.C. Intelligence Section

Secret

R O M E .

Ref: UT/700138

Subject: R/T COMMUNICATIONS.

Following our verbal discussion herewith details of or
an R/T Communications link between Ufficio "I" in Rome and
offices at Milan and Padua:

Frequency required: 5015 - 6018 - 6835 kc/s
6492 - 7567 - 3763 "
4051 - 4565 - 4905 "

Medium power used: 20 Watt/ aerial

In reserve for the Rome station a transmitter of about
100 Watt/ aerial, to be used exclusively in cases of serious
difficulty in communications.

Timetable : 2 or 3 appointments per day.

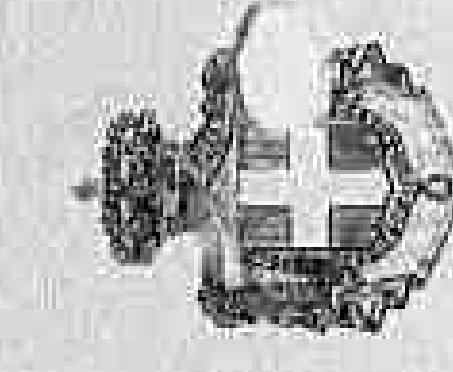
Code : to be arranged.

This office would be glad to know whether there is any
objection on the part of the A.F.S.C. to the communications in
question.

b136

Head of Ufficio "I"
(Lt. Col. Pilot - F. SANTINI)

1992



25 GEN 1946

Stato Maggiore Regia Aeronautica

SEGUIMENTO

UFFICIO T

UI/100138/z.

Ord. N° 2 Allegato

Risposte al bollino
Dir. - S. - N. -

Oggetto : Collegamenti R.T.+

M.I. A.P.S.C. Intelligence
Section

= ROMA =

A seguito delle conversazioni verbali comuni le caratteristiche per un collegamento R.T. tra l'Ufficio "T" di Roma ed i Nuclei di Milano e di Padova:

Frequenze occorrenti fc/s :	5015	-	6018	-	6835
	6492	-	7567	-	8763
	4051	-	4565	-	4905

Potenza media adoperata: 20 Watt/ antenna

Di riserva per la Stazione di Roma un trasmettitore di circa 100 Watt/antenna, da impiegare esclusivamente nei casi di gravi difficoltà di collegamento.

Orario : 2 o 3 appuntamenti al giorno.

Cifrario : da stabilirsi.

Questo Ufficio gradirebbe conoscere se nulla ostava da parte di codesta A.P.S.C. per l'inizio del collegamento in questione.

IL CAPO UFFICIO "T"
(Ten. Ccl. *[Signature]* F. SANTINI)

615/

UFFICIO IT

SEGRETERIA

= ROMA =

VII/100138/2.

Not. 1/2

Rapporto Ufficio "I"
Dm. 1/2

OCCETTO : Collegamenti R.T.+

A seguito delle conversazioni verbali comunico le caratteristiche per un collegamento R.T. tra l'ufficio "I" di Roma ed i Nuclei di Milano e di Padova:

Frequenze occorrenti Kc/s : 5015 - 6018 - 6835
6492 - 7557 - 8763
4051 - 4565 - 4905

Potenza media adoperata: 20 Watt/ antenna

Di riserva per la Stazione di Roma un trasmettitore di circa 100 Watt/antenna, da impiegare esclusivamente nei casi di gravi difficoltà di collegamento.

Orario : 2 o 3 appuntamenti al giorno.

Cifrario : da stabilirsi.

Questo Ufficio gradirebbe conoscere se nullaosta da parte di codesta A.R.S.C. per l'inizio del collegamento in questione.

IL CAPO UFFICIO "I"
(Ten. Col. *[Signature]* F. SANTINI)

61,7

SANTINI

1966



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

TO :- C.I.O. AIR FORCES SUB-COMMISSION,
H.Q. ALLIED COMMISSION, ROME.

DATE :- 5th January 1940.

REF :- AFSC/M/4/INT.

APPLICATION FOR RADIO TRANSMITTING & RECEIVING SET FOR

UFFICIO "I" USE

It has been suggested to this office by Major SANDON, chief of Ufficio "I" Milan, that a small radio transmitting and receiving-set would be of considerable service to his department, and that, in addition, communication with Rome would be improved thereby.

2. It is understood that radio-sets of this nature (portable suitcase type) are available in Rome, and that information about them can be obtained from Col. SANTINI.

3. Your comments on the above request, stating whether objections or vetoes exist, would be appreciated.



J.W. JARMAN G/C
Commanding
A.F.S.C. MILAN.

Recon. unit report
from 11th Dec 1940
(A)

6153

12A

(c)

From : I.A. Ministry Rome
To : Air Forces Sub Commission Rome
Date : 14 January 1946
Ref : 420148/TELL.

FLYING CONTROL SERVICE AT MILAN.

11A

With reference to your letter No. A.F.S.C./AIR/S.503/SIGS dated the 4 January 1946 we notify you.

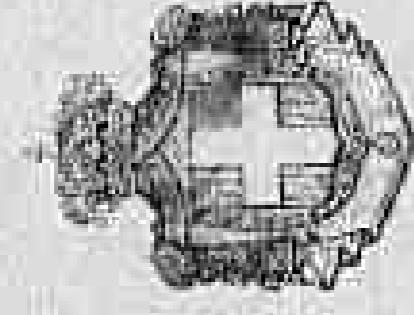
- 1 The R.A. would like to replace all the R.A.F. material at the Control tower at Linate.
- 2 At the Control tower of Linate there is already an Officer who understands the English language, the Stato Maggiore has already in course of assigning other two Officers who speak English, to be put at the disposal of the Met and Operations Section.
- 3 The telephone circuit BOLOGNA-MILAN must be ended at the Linate Airport telephone exchange.

The Director Of Comunications
Col. DE. VINCENTI

Translated by Sgt. Albertini.

L.626
15/1511.
6152
503/SIGS

S. 503/Sp 86



Mod. 123

Roma, 14 gennaio 1956

Ministère de la Défense
Direzione delle Comunicazioni

Direzione
Ref. N° 42C/4B/25 Allgemeine
Nome _____
Cognome _____

Proprietà dello Stato Italiano
Dir. Gen. No. _____

OGGETTO : Servizio di controllo di volo e Milano.

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

Don riferimento al foglio n. A50/AIV/S 203/SIGS del
4 ottobre si comunica:

1°) - La R.A. desidera fissare entro il mese di Marzo del
1956 le forme di controllo di Milano;

2°) - che presso la Torre di Controllo dell'Aeroporto di Mil-
ano vi è già un ufficio che conduce la linea in-
glese, da parte d'uno Stato maggiore à SIA in corso l'is-
sazione di altri due Uffici aeronautici inglesi per
easter mesi e la pubblicazione della Sezione Meteorologica
e di quella Operativa;

3°) - il circuito telefonico Bologna-Milano sia fatto terminare
presso il centroline della strada di Milano =

Il ministro delle Comunicazioni
(Dm. Col. G. Vassalli)

G. Vassalli

Ministère de l'Information

Direzione delle Comunicazioni

Divisione : Turismo

Ref. N° 120143/TE/Allegato

Rappresentanza del Gov. G. De
Gov. G. De

Oggetto : Servizio di controllo al lineo a Milano

PARIS 20205 SUB COMMISSION A.C.

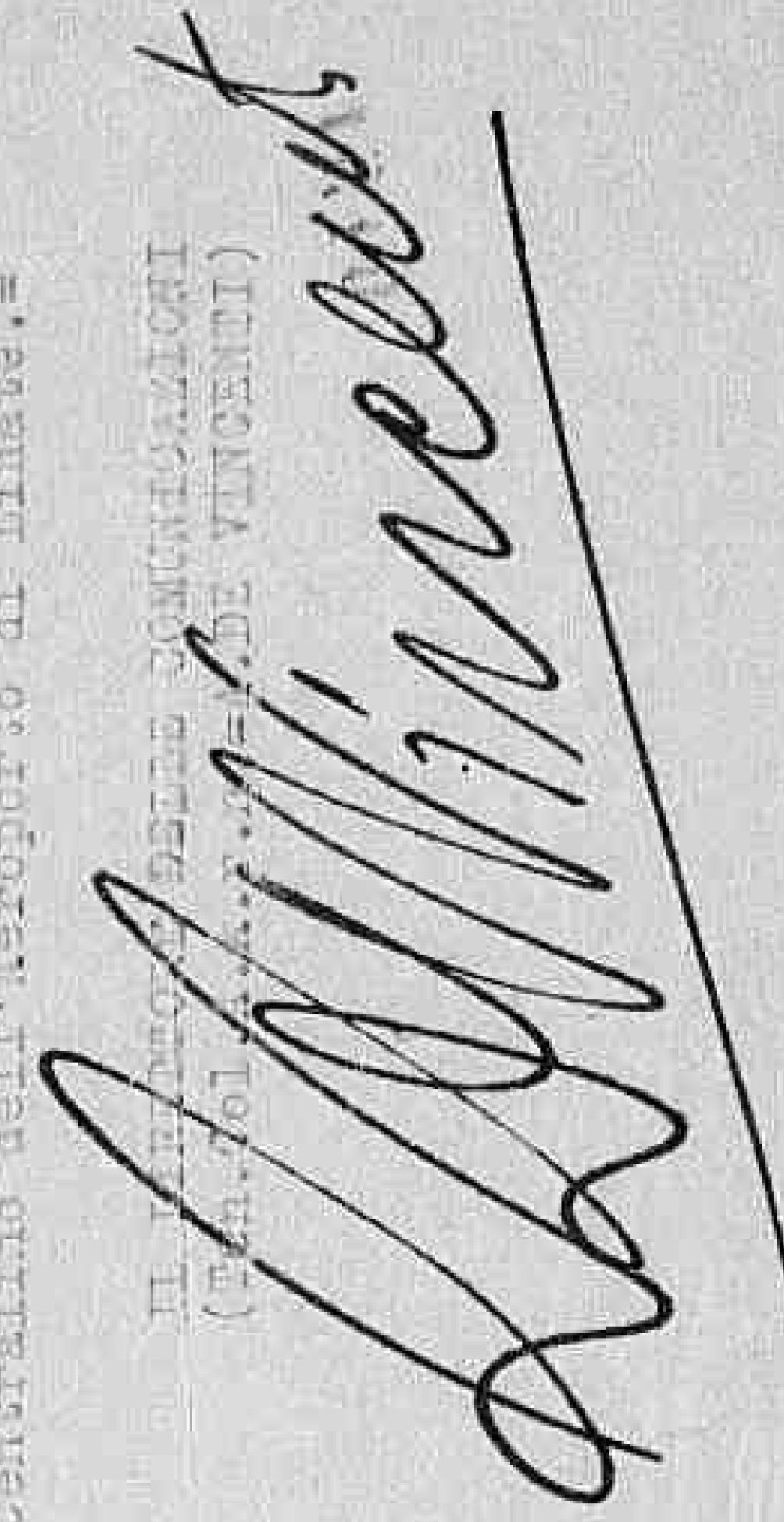
- 1 C.M.A. =

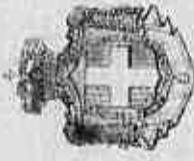
Declassified E.O. 12356 Section 3.3/NND No. 785017

Con riferimento al foglio n° AFS/AT/3 503/SIGS del
4 corrente si comunica :

- 1°) - Le S.A. desilleri rilevare tutto il materiale RAF 381
la notte di controllo di Milano;
- 2°) - alle presso la zona di controllo dell'aeroperto di Milano vi è già un ufficiale che conduce la lingua inglese, da parte della stazione langue à dire in corso interrogazione di altri due piloti per cui essere messa a disposizione della Sezione Meteorologica
di quella Cherbourg;
- 3°) - al circuito telefonico Bologna-Milano sia fatto terminare
presso il centralino dell'aerodromo di Milano.

Il 20.01.1952 VINCENZO
(P.M. 101... P.47 - DE VINCENZO)





Ministrazione Aeronautica

Direzione delle Comunicazioni

Roma, 14 gennaio 1956

Mod. 123*

// AIR FORCES SUB COMMISSION A.C.

= R.O.M.A. =

Destinazione:

Nome:

Ind. N.º 420148/TED/Allegato

Risposta al Foglio del
Dir. Lina N.º

Oggetto : Servizio di controllo di volo a Milano.-

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

Con riferimento al foglio n. AFSC/AIR/S 503/SIGS del
4 corrente si comunica :

- 1°) - La R.A. desidera rilevare tutto il materiale RAF della Torre di Controllo di Linate ;
- 2°) - che presso la Torre di Controllo dell'Aeroporto di Linate vi è già un Ufficiale che conosce la lingua inglese, da parte dello Stato Maggiore è già in corso l'assegnazione di altri due Ufficiali parlanti inglese per essere messi a disposizione della Sezione Meteorologica e di quella Operativa;
- 3°) - il circuito telefonico Bologna Milano sia fatto terminare presso il Centralino dell'Aeroporto di Linate. -

*Il DIRETTORE DELLE COMUNICAZIONI
(Ten. Col. A.A.T.n. A. DE VINCENZO)*

Dominio
Rif. N.º 420148/TED/Megale

Lucca
Disposto al Segreto del
Dir. Serv.

OOGGETTO : Servizio di controllo di volo a Milano.-

Con riferimento al foglio n° AFSC/AIR/S 503/SIGS del

4 corrente si comunica :

- 1°) - La R.A. desidera rilevare tutto il materiale RAF dei la Torre di Controllo di Linate ;
- 2°) - che presso la Torre di Controllo dell'Aeroporto di Linate vi è già un Ufficiale che conosce la lingua inglese, da parte dello Stato Maggiore è già in corso l'assegnazione di altri due Ufficiali parlanti inglese per essere messi a disposizione della Sezione Meteorologica e di quella Operativa;
- 3°) - il circuito telefonico Bologna Milano sia fatto terminare presso il Centralino dell'Aeroporto di Linate. =

IL DIRETTORE DELLE COMUNICAZIONI
(Ten. Col. A.A. T.n.=A. DE VINCENTI)

W. M. Mullik

From : Air Forces Sub Commission, Allied Commission, Rome.

To : Italian Air Ministry
Communications Section.

Date : 4th January 1946.

Ref : AFSC/AIR/S.503/SIGS.

FLYING CONTROL FACILITIES - MILAN.

It is advised that the Royal Air Force Unit now operating Flying facilities at Milan will cease operations on 10th January 1946.

2. Signals equipment for the operation of airfield control, employing very low power on high frequencies and very high frequencies is installed and at present operated by Royal Air Force Personnel. It is desired that you will intimate whether or not the Italian Air Force wishes to take over this equipment.

3. It is understood that there is already an English speaking Flying Control Officer at Milan, but confirmation of this is desired.

4. It is proposed to leave in situ the existing speech circuit between Bologna R.A.F. switchboard and Linate airfield, and it is requested that you will advise this Headquarters of the most suitable termination for this circuit.

E.W. Freeman
E.W. FREEMAN F/LT.
for Air Vice Marshal,
Air Officer Commanding.

Copy to: A.F.S.C. MILAN

6149

785017

T 74/21 REC'D LGJP NR 35 R

QVR

FROM AHQ ITALY

TO AF SUB - COMMISSION ROME

S 101 21 JAN UNCLASSIFIED

YOUR S 187 CONFIRMED BUT AWAITING APPROVAL

OF HQ MEDNE FOR TRANSFER

OF EQUIPMENT

BT 211147A

SENT NOB AR KKK

RD NR 35 RECD LGJP AT 1902 R.N.M. b2

8 A



6148

1277

From : AIR Forces Sub Commission, A.S.C., Rome.
To : Italian Air Ministry
Communications Section
Date : 16th January 1946
Ref : AFSC/AIR/S.503/SIGS.

W/T COMMUNICATIONS - ITALIAN SEAPLANE BASE TREPORTI

Following an investigation of the communications failures between aircraft based at Treporti and the Aircraft Safety Centre, Northern Italy, a report has been rendered to Air Headquarters, Royal Air Force, Italy, and certain findings and recommendations have been forwarded to this Headquarters.

2. It appears that the difficulty was largely attributed to aircraft W/T operators not appreciating the necessity for the aircraft W/T set being accurately tuned to the A.S.R. control frequency. More importance was being attached to establishing communication with Treporti W/T station, on its normal frequency, than to establishing and maintaining communication with the A.S.R. Control.
3. The recommendations made are the following:-
 - (i) That a mains operated receiver and a mains operated transmitter T1154 be supplied for static installation in the tower used by the I.A.F. for their radio equipment. This static installation would replace the signals vehicle type LT 21, which is at present in use for the A.S.R. channel.
 - (ii) That arrangements be made for the Treporti mains supply to the seaplane base to remain connected and not switched off several days each week.
 - (iii) That arrangements be made for the 3805 Kc/S and 4370 Kc/S be supplied for the use of the ground station.
 - (iv) That the single channel I.A.F. radio installation be serviced and brought up to its maximum efficiency.
4. In regard to the above, the following remarks must be added:-

278

Following an investigation of the communications failures between aircraft based at Treporté and the Aircraft Safety Centre, Northern Italy, a report has been rendered to Air Headquarters, Royal Air Force, Italy, and certain findings and recommendations have been forwarded to this Headquarters.

2. It appears that the difficulty was largely attributed to aircraft R/T operators not appreciating the necessity for the aircraft R/T set being accurately tuned to the A.S.R. control frequency. More importance was being attached to establishing communication with Treporté R/T station, on its normal frequency, than to establishing and maintaining communication with the A.S.R. Control.

3. The recommendations made are the following:-

- (1) That a mains operated receiver and a mains operated transmitter T1154 be supplied for static installation in the tower used by the I.A.F. for their radio equipment. This static installation would replace the signals vehicle type ME 21, which is at present in use for the A.S.R. channel.
- (ii) That arrangements be made for the Treporté mains supply to the sea plane base to remain connected and not switched off several days each week.
- (iii) That a crystal monitor and crystals for 3805 Kc/S and 4370 Kc/S be supplied for the use of the ground station.
- (iv) That the single channel I.A.F. radio installation be serviced and brought up to its maximum efficiency.

4. In regard to the above, the following remarks must be added:-

- (i) Pending the consideration of keeping the R/T watch at the C.A.V. instead of the sea plane base the equipment as at para 3 (ii) will be held in readiness but not installed. The signals vehicle type ME 21 is now unserviceable at Bologna and some concern is felt at the neglected state into which the vehicle had fallen.

- (ii) Arrangements were made through Captain BUTCHER, Allied Control Commission, Venice, for the electrical supply to remain connected to the seaplane base at Treporté.
- (iii) A frequency meter is being provided from R.A.F. sources.
- (iv) The visiting signals officer was unfavourably impressed by the I.A.F. radio installation in the tower and expressed the opinion that lack of care in both the fitting and maintenance of the equipment was evident, in particular in the aerial installation.
5. Consequent on the withdrawal of the signals vehicle type ME 21, power facilities at the sea plane base are stated to be inadequate for battery charging. Arrangements have been made by Air Headquarters R.A.F. Italy to supply a suitable rectifier and charging board.
6. The finding as at para 2 (above) is not fully understood as it was believed that while aircraft were operating on air sea rescue searches or exercises that the ground station set watch on 3005 Kc/S. It is not felt that this is worth while pursuing this matter as it is intended for the W/T watch on 3005 to be undertaken at the C.A.V. No watch will be required at the sea plane base if this plan is brought into effect.

*E.W. FREEMAN T/LT.
For Air Vice Marshal,
Air Officer Commanding.*

*E.W. FREEMAN T/LT.
For Air Vice Marshal,
Air Officer Commanding.*

8A
S. 503/sig

OUTGOING MESSAGE

FROM : AIR FORCES SUB COMD. (ROME)
TO : A.H.Q. R.A.F. ITALY (R) AIR FORCES SUB COMD. (MILAN)
(R) ITALIAN AIR MINISTRY

UNCLASSIFIED S.187 ././ T.O.O. 1811004././
HF D/F STATION MILAN ././ FURNISHED BY S.136 JAN. 5 TO FIRST
ADDRESSEE ONLY IAF WILLING TAKE OVER HF D/F STATION ON
10AM ././ W/OPS AND MECHANICS AVAILABLE ././ UNDERSTAND STATION
UNSERVICEABLE BUT WILL BE PUT SERVICEABLE PRIOR TAKING OVER ././

E.W. Freeman
for E.W. FREEMAN F/LT
AIR VICE MARSHAL
AIR OFFICER COMMANDING..

PRIORITY : ROUTINE

6142

RECORDED

7A

From : Air Fo as Sub Commission, A.C., .
To : air Headquarters, Royal Air Force, Italy.
Date : 16th January 1946
Ref : APSC/AIR/3.503/SIGS.

COMMUNICATIONS I.A.F. VENICE-BOLOGNA

6144

It is desired to clarify the position respecting the Centrale di assistenza di Volo and the seaplane base at Venice and their communications with Bologna. This Headquarters signal S.170 of even date repeated to you for information, refer.

2. Whereas the C.A.V. is situated at Lido di Venice, the sea plane base is at Treporte on the mainland about two miles by sea from the C.A.V. Power supplies ^{on the mainland have been intermittent, but} it is understood that P/L BARBER took this matter up locally when he visited Treporte. On the other hand power supplies to the C.A.V. W/T station are reliable.

3. Aircraft take off from Treporte, but when airborne set W/T watch on 3805 Kc/S and come under control of aircraft Safety Centre, Northern Italy. It is however shown by experience that communication sometimes breaks down. This may be in part attributed to the inferior W/T equipment of the aircraft. The set employed is a type 350/2 and it is known that the transmitter gives far less than its rated output of 50 watts, and is subject to frequency drift. The receiver is not very selective and exact tuning is not an easy matter. It follows ~~ing~~s that back tuning the transmitter is not reliable. The aircraft W/T set type 320/3 is available but 3805 Kc/S is not within its frequency coverage, (approx 4.3 to 8.5 Kc/S). It is not anticipated that you would consider favourably operating on a frequency other than 3805 Kc/S.

4. Up to the present the C.A.V. at Venice has set a listening watch while aircraft were in flight, and on one occasion has passed a message for A.S.C. Northern Italy, which had lost contact with the aircraft. The Italian Air Ministry will now instruct the C.A.V. to keep watch and be prepared to operate as W/T link whenever necessary.

5. Communication from Bologna to the sea plane base is normally by direct land line. As a standby to this, the sea plane base is at present under orders to open watch on 4370 Kc/S in the event of land line failure, changing to 3805 Kc/S if aircraft are operating. This form of communication has proved, it is understood, unreliable partly on account of the intermittent power supply, but also in part because of the inferior W/T installation at the sea plane base.

•/•

-2-

6. The V/T station of the C.A.V. is much more adequately equipped to open any required watches, than is the sea plane base itself, and communication between these two stations is by direct land line with a standby VHF link. In addition to land line between the I.A.P. Bologna and the C.A.V., Venice, there are two I.A.P. V/T circuits, R.A.9, standby to line, and R.A. 15, inter C.A.V. circuit for aircraft movements. Tests over these circuits have been requested, as it is thought that these channels may provide adequate standby communication in lieu of watch on 4370 kc/s. If however, it is felt that the latter watch must still be maintained, it is thought that more reliable communication would result if the C.A.V. rather than the sea plane base keeps watch, in spite of messages having to be passed through an additional link.

7. These views are submitted for the consideration of your headquarters and on receipt of the results of the test messages it is hoped that a satisfactory agreement may be reached.

est
R.W. FREEMAN F/LT.
for Air Vice Marshal,
Air Officer Commanding.

Copies to: Aircraft Safety Centre Northern Italy
" " Italian Air Ministry, Communications Section.

6143

Sig file -

5.503/ sig 6A
5.503/ 141
B.F. Aut.

From : Air Headquarters, Royal Air Force, Italy.

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

Date : 12th January, 1946.

Ref. : AFQI/S.4350/Signals.

W/T COMMUNICATIONS - ITALIAN SEAPLANE BASE, TRIPORTI(VERICE)

1. In consequence of recent failures in communications with the Triperti (Venice) based I.A.F. Cant aircraft by A.S.C., North Italy, during A.S.R. exercises, the Signals Officer and the Senior Controller of A.S.C., North Italy visited the seaplane base to ascertain the cause of the failure.

2. From the Signals Officer's report it would appear that the difficulty was, in the main, due to the aircraft operators not appreciating the necessity for the aircraft W/T set being accurately tuned to the A.S.R. control frequency. More importance was being attached to establishing communications with the ~~Triperti~~ V.L.P. station, on that station's frequency, than to establishing communications on the A.S.R. control frequency.

3. Recommendations made by the Signals Officer were:-

- (a) That a mains operated receiver and a mains operated T.1154 be supplied for static installation in a tower used by the I.A.F. for their radio equipment. This static installation would replace the Signals vehicle type ME.21 which is at present in use for the A.S.R. W/T channels.
- (b) That arrangements be made for the Triperti mains supply to the seaplane base to remain connected and not switched off several days each week.
- (c) That a crystal monitor and crystals for 3805 KC/s and 4370 KC/s be supplied for use by the ground station.
- (d) That the single channel I.A.F. radio installation be serviced and brought to its maximum efficiency.

NOTE: It was stated that the I.A.F. radio installation in the tower bore evidence of carelessness in fitting and maintenance, particularly the aerial installation.

4. Recommendations as at Para. 4 (a) and (c) are agreed with and action has been taken for the required equipment to be issued to A.S.C., North Italy, who will supervise the installation. Arrangements were

1. In consequence of recent failures in communications with the Triponti (Venice) based I.A.F. Cant aircraft by A.S.C., North Italy, during A.S.R. exercises, the Signals Officer and the Senior Controller of A.S.C., North Italy visited the seaplane base to ascertain the cause of the failure.

2. From the Signals Officer's report it would appear that the difficulty was, in the main, due to the aircraft operators not appreciating the necessity for the aircraft V/T set being accurately tuned to the A.S.R. control frequency. More importance was being attached to establishing communications with the Triponti V.L.P. station, on that station's frequency, than to establishing communications on the A.S.R. control frequency.

3. Recommendations made by the Signals Officer were:-

- (a) That a mains operated receiver and a mains operated T.115L be supplied for static installation in a tower used by the I.A.F. for their radio equipment. This static installation would replace the Signals Vehicle Type LE.21 which is at present in use for the A.S.R. V/T channel.
- (b) That arrangements be made for the Triponti mains supply to the seaplane base to remain connected and not switched off several days each week.
- (c) That a crystal monitor and crystals for 3805 KC/s and 4370 KC/s be supplied for use by the ground station.
- (d) That the single channel I.A.F. radio installation be serviced and brought to its maximum efficiency.

NOTE: It was stated that the I.A.F. radio installation in the tower bore evidence of carelessness in fitting and maintenance, particularly the aerial installation.

4. Recommendations as at para. 4 (a) and (c) are agreed with and action has been taken for the required equipment to be issued to A.S.C., North Italy, who will supervise the installation. Arrangements were made through Captain Butcher (Allied Control Commission at Venice) for the electrical supply to remain connected to Triponti Seaplane Base continuously.

John H. Smith
for
Air Commodore,
Senior Air Staff Officer,
AIR HEADQUARTERS, R.A.F., ITALY.



L.H.S./Sig.
503/Sigs

S. 503/Sigs.
BC 24/1 5A
over

From : Air Forces Sub Commission, A.C., Rome.
To : A.S.C. Northern Italy
Repeated for information: AHQ RAF Italy.

S.170 (.) RESTRICTED (.) TO015/1025/A JAN. '46
PARA 1 (.) HAVE ARRANGED THAT ITALIAN AIR MINISTRY WILL INSTRUCT
CAV VENICE TO OPEN W/T WATCH ON 3805 Kc/S DURING OPERATIONS (.)
STATION WILL ACT AS W/T LINK FROM YOU TO AIRCRAFT WHEN NECESSARY (.)
PARA 2 (.) W/T STANDBY TO LINE A.S.C. N.I. TO SEA PLANE BASE
VENICE (.) ARRANGE TEST MESSAGES VIA I.A.F. CHANNELS R.A. 9
(4585 Kc/S) OR R.A. 15 (5920 Kc/S) TO CAV VENICE THENCE TO SEA
PLANE BASE BY LAND LINE OR V.H.F. (.) SUMMARISE TIMES OF TEST
MESSAGES IN TRANSIT (.) REQUEST REPORT OVER 7 DAYS TO THIS HEAD-
QUARTERS REPEATED TO SECOND ADDRESSEE (.)

DEFERRED

808 6141
E.W. FREEMAN P/LT.
AIR VICE MARSHAL
AIR OFFICER COMMANDING

4A

20/7

~~ROUTINE~~ T65247 ROUTINE~~ROUTINE~~
FROM AHQ ITALY 071435A
TO HQ MEDME(RD) AF SUB COMMISSION ROMEGR -BT
UNCLASSIFIED. S925 ITALIAN AIR FORCE
~~BT~~ DESIRE TAKE OVER H/F AND VHF

AIRFIELD CONTROL INSTALLATIONS

AND H/F D/F STATION AT 146 STAGING POST .

REQUEST YOUR AUTHORITY FOR TRANSFER OF
THIS EQUIPMENT TO I A F

BT 071435A

SENT JB AR

RD RGD AT LGJP NR95 1700 KK



File S 503 Jan

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

To : A.H.Q. Italy.

Date : 8th December 1945

Ref : AIR/2503/SIGS.

(BA)

6/12

ITALIAN COMMUNICATIONS

With reference to MED/ME Signal Instruction N° 17 (Revised). Herewith a table of Italian Communications which will be operative from 1st January 1946.

2. The Italian Air Ministry have requested that they may be permitted to use the international callsigns of their stations on all frequencies.

3. Until the policy is decided upon the request in para 2 the following callsigns have been allotted pending confirmation.

	RK	Z/T
Bologna	Bologna Tower	—
Guidonia	Guidonia Tower	—
Genoa	—	46 K
Turin	Turin Tower	—
Littorio	Littorio Tower	—
Orio (Bergamo)	—	43 Ø
La Spezia	—	93 L
Pisa	—	87 J
Verona	—	4 ØZ

for J.L. O'HARE F/LT.
Air Vice Marshal,
Air Officer Commanding.

6/13/45

OUTGOING SIGNAL.

FROM : A.F. SUB COMM. ROME.
TO : AHQ, ITALY.

File ~~447~~
AFSC/MHS 503/SIP
②A

051221A.

3 A

S136 JANUARY 5 UNCLASSIFIED (.)

YOUR S 899 JANUARY 5 (.) ITEM ABLE FOX DESIRE TAKE OVER AIRFIELD
CONTROL HOW FOX AND VICTOR HOW FAX AND HOW FOX DOG FOX (.)
HOW FOX WILL OPERATE EXISTING AIRCRAFT GUARD AND KEY COMBEN
TRANSMITTER. (.)

E.W.Freeman F/L

ROUTINE.

6138

T 215/3 LRKB V LDI// IL NR 274 R

TO AIR FORCE SUB COMMISSION ALLIED COMMISSION ROME
FROM AHQ ITALY

S 899 3 JAN UNCLASS

FURTHER TO TEL/CON F/LS WRIGHT/O'HARE . WITH DISBANDMENT OF
146 SP MILAN IN NEAR FUTURE REQUEST CONFIRMATION THAT ONLY
RADIO EQUIPMENT REQUIRED BY IAF IS AIRFIELD CNTROL
R/T AND VHF EQUIPMENT OTHER FACILITIES AVAILABLE ARE

MF BEACON H/FD/E

BT 031207A

SENT NOD B2 K

RECD 03 2120 HA K

Please file

ASCOM/S. 503/SIG

1A 27
T 274 72/03

EWT

AIR

file my S 136
on same file



1290