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FOREIGN CIVIL AVIATION, POLICY
NOV. 1946 - MAR. 1947

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of. ^{171.} Mr. [unclear] from A.H.Q. Malta which was at [unclear] 7A
 does not of course belong on this file; I have
 removed it & put it on 4074 Air.

Chisholm
 Air I

7/3.

Note.

all non-policy material (application etc) have been
 transferred to 374/31/area.

[unclear]
 2/5/1947.

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

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all non-policy material (applications etc) have been transferred to 374/2/1/area

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2/5/1967

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Embajada de España
EN
ITALIA

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(12)

The Spanish Embassy presents its compliments to the Allied Forces Headquarter - Air Forces Branch - and has the honour to acknowledge with thanks the receipt of the circular letter Ref. A.P.B./39/1/Air dated March the 21st 1947 informing that former Air Force Subsection is designated as Air Forces Branch - Allied Force Headquarters and that the procedure for the clearance of Foreign Civilian Aircraft remains the same.

Rome March, the 25th 1947.

X

E. Garcia Comin
Minister Counsellor.

28/3/47
Ab22

wy
39/1/AIR

From: Air Force Branch, APO 704
 ALLIED FORCE HEADQUARTERS

To : Royal Netherlands Legation
 Via Pasquale Stanislas Mancini, 2 int.

Date: 22nd March 1947

Ref : AFB/39/1/Air



5A

Clearance of Foreign Aircraft to Italy

Reference your letter, File 1522, dated 6 March 1947.

2. Forwarded as requested are copies of our letters AFB/39/1/Air of 29 November 1946 and AFB/39/1/Air of 20 December 1946.

EDWARD D.S. SULLIVAN,
 Major, Air Corps.
 for Air Commodore
 Director
 Air Forces Branch, AFHQ

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735017

From : Air Forces Branch, APO 794
 ALLIED FORCE HEAD QUARTERS

To : Argentinian Embassy
 Brazilian Embassy
 Spanish Embassy
 Swedish Embassy
 Dutch Legation
 Swiss Legation

Date : 21st March 1947

Ref : AFB/39/1/Air

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Clearance of Foreign Aircraft to Italy

Reference our letter AFB/39/1/Air/A.F. of ¹⁷ February 1947 you are informed that the Italian Military Affairs Section of Allied Force Headquarters was abolished on 15 March 1947.

2. Effective 15 March 1947, the former Air Force Sub Section was designated as the Air Forces Branch, Allied Force Headquarters.

3. The procedure in connection with the clearance of Foreign Civilian Aircraft remains the same and all communications previously sent to the Air Forces Sub Section will now be addressed to the following address:-

Allied Force Headquarters
 Air Forces Branch,
 APO 794.

EDWARD D. S. SULLIVAN
 Major, Air Corps,
 for Air Commodore,
 Director,
 Air Forces Branch, AFHQ

ALLIED FORCE HEADQUARTERS
Italian Military Affairs Section
APO 794

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3A

14 February, 1947.

Zmas/39/1/AIR/AP.

Subject :- Clearance of Foreign Aircraft to Italy.

To :- SWISS Legation,
SPANISH Embassy, — *Has acknowledged receipt.*
BRAZILIAN Embassy,
DUTCH Legation,
SWEDISH Embassy,
ARGENTINE Embassy.

1. Reference is made to our letters AFBC/39/1/Air, dated 20th Nov., 1946 and our AFBC/39/1/Air, dated 20th December, 1946.
2. As from 1st February, 1947 the Allied Commission was abolished by order of the Supreme Allied Commander.
3. Effective 1st February, 1947 the three Military Sub-Commissions will be known as Sub Sections of the Italian Military Affairs Section, Allied Force Headquarters, APO 794.
4. The procedure in connection with the clearance of Foreign Civilian Aircraft remains the same, all communications previously addressed to the Air Forces Sub-Commission will now be sent to the following address:-

ALLIED FORCE HEADQUARTERS
ITALIAN MILITARY AFFAIRS SECTION
AIR FORCES SUB SECTION
APO 794.

ELIZY W. STONE
Rear Admiral, USNR
Chief
Italian Military Affairs Section.

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ALLIED FORCE HEADQUARTERS
Italian Military Affairs Section
APO 794

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2A
11 February, 1947

IMAS/39/1/AIR/A.F.

Subject: Clearance of Foreign Aircraft to Italy.

To : SWISS Legation,
SPANISH Embassy,
BRAZILIAN Embassy,
DUTCH Legation,
SWEDISH Embassy,
ARGENTINE Embassy.

1. Reference is made to our letter AFSC/39/1/Air, dated 20th Nov., 1946 and our AFSC/39/1/Air, dated 20th December, 1946.

2. As from 1st February, 1947 the Allied Commission was abolished by order of the Supreme Allied Commander.

3. Effective 1st February, 1947 the three Military Sub-Commissions will be known as Sub Sections of the Italian Military Affairs Section, Allied Force Headquarters, APO 794.

4. The procedure in connection with the clearance of Foreign Civilian Aircraft remains the same, all communications previously addressed to the Air Forces Sub-Commission will now be sent to the following address: -

Allied Force Headquarters, Italian Military Affairs Section,
Air Forces Sub Section - APO 794.

ELMER W. STONE
Rear Admiral, USNR
Chief, IMAS

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From: Mediterranean Allied Air Committee Secretariat.

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

Date: 14th November, 1946.

Ref: MAAC/4085/AFALS.

CLEARANCE OF FOREIGN AIRCRAFT TO ITALY

Reference is made to your letter AFSC/36/Air dated 25th June, 1946:

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

3. The clearance procedure for foreign aircraft to and over Italy as laid down in this Secretariat's signal IM.979 dated 19th March, 1946, is cancelled with effect from 25th November, 1946, on which date the regulations stated in this letter will come into force.

4. FOREIGN AIRLINE SERVICES TO ITALY.

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

5. INDIVIDUAL FLIGHT CLEARANCE TO ITALY.

The clearance procedure in respect of individual flights to or over Italian Government controlled territory will be the responsibility of the Italian Government and will be implemented as planned in your letters AFSC/39/1/AIR dated 27th August and enclosures thereto, and 1st October, 1946 respectively. It will not at present apply to British and American aircraft, which can land provided civilian crews and passengers have necessary entry documents and that normal flight warning signals are sent.

6. FLEETS OVERFLYING A.K.G. CONTROLLED TERRITORY.

When clearance is requested, under Paras. 4 and 5 above, for flights that overfly Allied Military Government controlled territory, clearance must first be obtained from this Secretariat in accordance with Para. 7 below, before the Italian Government can authorize final clearance. The Italian Government is to refer all such requests to this Secretariat, through the Air Forces Sub-Commission, allowing adequate time for clearance to be effected.

CLEARANCE OF FOREIGN AIRCRAFT TO ITALY

Reference is made to your letter AFSC/56/air dated

25th June, 1946:

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

3. The clearance procedure for foreign aircraft to and over Italy as laid down in this Secretariat's signal W. 979 dated 19th March, 1946, is cancelled with effect from 25th November, 1946, on which date the regulations stated in this letter will come into force.

4. FOREIGN AIRLINE SERVICES TO ITALY.

When it is proposed to inaugurate a foreign airline service to or over Italian Government controlled territory, approval of such service will be given by the Italian Government. If it is intended to operate the service to an Allied controlled airfield in Italy the matter is to be referred to this Secretariat for a decision; in all other cases the Italian Government is authorized to make its own decision, informing this Secretariat when approved has been given.

5. INDIVIDUAL FLIGHT CLEARANCE TO ITALY.

The clearance procedure in respect of individual flights to or over Italian Government controlled territory will be the responsibility of the Italian Government and will be implemented as planned in your letters AFSC/59/1/AIR dated 27th August and enclosures thereto, and 1st October, 1946 respectively. It will not at present apply to British and American aircraft, which can land provided civilian crews and passengers have necessary entry documents and that normal flight warning signals are sent.

6. FLIGHTS OVERFLYING A.M.G. CONTROLLED TERRITORY.

When clearance is requested, under Paras. 4 and 5 above, for flights that overfly Allied Military Government controlled territory, clearance must first be obtained from this Secretariat in accordance with Para. 7 below, before the Italian Government can authorize final clearance. The Italian Government is to refer all such requests to this Secretariat, through the Air Forces Sub-Commission, allowing adequate time for clearance to be effected.

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Para 2.7. CLEARANCE PROCEDURE TO ALLIED MILITARY GOVERNMENT CONTROLLED TERRITORY.

The clearance procedure in respect of flights to A.M.G. controlled territory in Italy (A.O. Udine and Verusia Giulia) applies to all foreign, including British and American civil, aircraft, and is as follows :-

All requests for clearances will be referred to this Secretariat for approval at least five days before E.T.F. and the following information given :-

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

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

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

10. Air Ministry London, and the War Department Washington, have been requested to inform all Air Attaches, Military Missions and other interested parties of the new procedure and the effective date of its commencement.

11. Request you advise the Italian Air Ministry and all concerned of the foregoing, and inform this Secretariat when the new procedure has come into operation.

for P. E. de Long *10/15*
 S. J. B. HAMILTON
 Wing Commander
 Secretary to The

MEDITERRANEAN ALLIED AIR COMMITTEE

Copies to :- Allied Force Headquarters 3-2 Section,
 3-3 Section,
 3-4 Section,
 3-5 Section.

H.Q., M.T.C.U.S.A. (Air Advisory Section)
 British Field.
 United States Field,
 Near Air Headquarters Italy (Air Plans)

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Following information given :-

- A. Purpose of flight.
 - B. Type and Markings of Aircraft.
 - C. Names of crew and passengers.
 - D. Route to be followed, and destinations.
 - E. Arrival and Departure Dates.
8. None of the above regulations apply to British and American military aircraft, which can land in Italy provided crews and passengers are travelling under proper military authority.
9. The Supreme Allied Commander reserves the right at his discretion to resume control of all aircraft flying into or over Italy.
10. Air Ministry London, and the War Department Washington, have been requested to inform all Air Attaches, Military Missions and other interested parties of the new procedure and the effective date of its commencement.
11. Request you advise the Italian Air Ministry and all concerned of the foregoing, and inform this Secretariat when the new procedure has come into operation.

B. C. de Longh (10/11)

for ()
 S. J. R. HAMILTON
 Wing Commander
 Secretary to the
MEDITERRANEAN ALLIED AIR COMMITTEE

Copies to :- Allied Force Headquarters G-2 Section,
 G-3 Section,
 G-4 Section,
 G-5 Section,
 H.Q., M.T.C.U.S.A. (Air Advisory Section)
 British Field,
 United States Field,
 Near Air Headquarters Italy (Air Plans)

3618

2 copies to each address.

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