

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

785017

ACC

10000/135/489

ITALIAN CI  
NOV. 1946 -



10000/135/489

ITALIAN CIVIL AIRLINES, PLANS & REQUESTS  
NOV. 1946 - SEPT. 1947







39

2/16/77  
5/5

NOTE ON ENCLOSURE 38

On receipt of this letter the first reaction was to write to A.Hq Italy drawing their attention to SAC/MED - restrictions on civil aviation in A.M.C. Territory and forbidding the use of Udine until the ban was lifted.

2. However a conversation. Directed - A.O.C. Italy indicated that approval may have been given by Allied Force Headquarters although we had not been notified.
3. Further action was suspended until W/C Hamilton MAAC Secretariat could give his views.

3728

5/5/47



Di. <sup>pk</sup>  
DIO.

MT  
MT

Ref Enclomer 22. Suggest that we make no further action at this stage and await developments.

1. The next move is for the company to submit its proposals to the I.A.M. who in turn will ask in 10. afternoon and forward their recommendations to AMG for the Supreme Allied Command comment.

2. In any case no decision can be made until after "R" day, but a lot of other preliminary work can be completed which will save time when we know the 7 month from State regulation regarding work action.

Weyman 3727-ge  
31/3/47



award developments.

1. The next move is for the company to submit its proposal to the I.A.M. who in turn will ask us to approve and forward their recommendation to the AUSA for the Supreme Allied Command comments.

2. In any case no decision can be made until after "R" day, but a lot of other preliminary work can be completed which will save time over we know the 7 month even slower regulation regarding our armament.

1-2-78-3723-2  
31/3/47

*[Signature]*

MS

Please see Submarine 3047314.

The quickest & best reliable will be to type in the diplomatic bag

Chickens  
Mr. I.

25/7/47.



6024

785017

Min 3

Reference Min 2

Believe that AMIQ should be asked their policy "M.B." Italy for the future. I do not believe there is a possibility of receiving any information concerning the Airlines in Trieste until it becomes a free State, and a proper Air "Governing" Board is in actual operation.

pkM 13/12

M.A. minter

pkc 11/2/67

Ref M1.2.3. The regulation for flight to and over the Free Territory of Trieste are contained in the "HM" Stationary Office book on the Terms of the Peace Treaty.

Wapman 12-2-67

M.S.

pkM 12/12/67

Reference Enclosure 10A. I suggest you contact the first addressee & sort out this point. You should also speak with the office of Dr. Cacopardo.

Christchurch. Air 2

M6

pkM 12/12/67

Enclosure 16A in a draft reply to 3726



to and over the Free Territory of Trieste are  
contained in the "HM" Stationary Office  
book on the Terms of the Peace Treaty.

*W. J. J. J. J.*  
12-2-47

M.S.

*pk*  
2912 (12/1/47)

Reference Enclosure 10A. I suggest you  
contact the first addressee & sort out this  
point. You should also speak with  
the office of Dr. Cacopardo.

*Chickinup.*  
A. J. J.

26/2.

MB

*5/11/47*  
DID  
DIR  
2912 (12/1/47)

3726

Enclosure 16A is a draft reply to  
Enclosure 10A and is submitted for  
your amendment and comment.

*W. J. J. J. J.*  
7-3-47

Enclosure 19 extracted and passed to C.F.O.

*pk* 24/3/47



D/D

ORG IV  
mission

M2

M2

Reference letter 1A-6A on this file. 21 May  
now the opportunity to enquire from AFHQ. It is  
belong to Civil Aviation in "NE" Italy after  
"R" (participation) day.

③ On this day (approximately 10 March)

A.M.C. ceases in Venezia Giulia Illegitimate Italian  
civil aviation restriction in the area also ceases.  
but a Free State of Trieste is created.

④ Under which he is <sup>also</sup> Italy, Gorgier in  
~~gorgier~~ which will limit Italian civil  
air lines but we have no information on what will  
happen to proposed air lines to Trieste, as the  
Free State will in effect become another  
country.

⑤ Presumably the governing body of the Free  
State will have an air advisory board section  
which will have the job of allocating air lines  
fairly between interested countries; Italy  
however will be at a disadvantage as any  
line to Trieste could then be classified as



② On this day (approximately 10 hours) A.M.C. ceases in Venezia Giulia Illegitimate Italian civil aviation restoration in the area also ceases. but a Free State of Trieste is created.

③ Udine will be in Italy <sup>also</sup> (Gorgiano is ~~not~~ ~~not~~ which will limit Italian civil air lines but we have no information on what will happen to proposed air lines to Trieste, as the Free State will in effect become another

country.

④ Presumably the governing body of the Free State will have an air advisory board which will have the job of allocating airlines fairly between interested countries; Italy however will be at a disadvantage as any line to Trieste could then be classified as "external" civil aviation.

⑤ May I hear your comment.

⑥ Enclosure 7A is a tracing of the Trieste area showing the position of NOCERA. The nearest airport to Trieste.

9-2-47.

Wentham



0020

735017

OK  $\frac{1}{2}$  M  
D/O  $\frac{1}{2}$   
DRG IV

M1

Ref 1A.

OK  $\frac{1}{2}$   
JTB

Enclosure 2A is a draft reply to this letter. Please comment and modify where you consider necessary.

Wojanowski  
4/2/97



FILE

FROM: WING COMMANDER C.M.L. GROSS, D.F.C.ALLIED FORCE HEADQUARTERS,  
AIR FORCE BRANCH,  
A P O 794,  
R O M E .

13th September, 1947.

AFB/59/2/11r.

Dear

*to Rossetti*

Information has now been received from Allied Force Headquarters and from the authorities operating the British Zone of Austria that your flights to Vienna and Danzig have been approved. Should either of the aircraft need to cross any zone other than the British Zone you will need to obtain an authorisation from the appropriate authorities.

Would you please notify this office of the dates of the intended flights and also your estimated time of arrival at Schwechat, Vienna, in order that this office may clear the flights.

Yours sincerely,

*Ch.H.*

Dott. Rossetti,  
S.I.S.A.,  
Via Bissolati, 35-37,  
R O M E .

3724



FROM : AIR FORCES BRANCH  
A.F.R.Q., ROME.

TO : HEADQUARTERS ALLIED MILITARY GOVERNMENT  
VENEZIA ITALIA.

DATE : 26th AUGUST, 1947.

REF : AFM/20/2/AIR.

49

ITALIAN CIVIL AVIATION IN AND TERRITORY.

1. Reference is made to your letter VG/AMG/  
20.92/24/2044 dated 12 August 1947 and enclosures.

2. The Supreme Allied Commander has now sig-  
nified approval for the Neteor company to operate a charter  
air service using Fairchild aircraft from Ronche airfield in  
your territory.

3. It is requested that you will notify the  
Neteor company accordingly.

C.E.M. GREGG  
WING COMMANDER  
for AIR COMMODORE  
DIRECTOR A.F.R.  
A.F.H.Q.

Copy to: Ministry of Defense (Air)  
(Attention Director of Civil Aviation)

Dir.  
D.D. JEM/4  
INT.

JEM  
26/8

3723



0029

785017

B344

48

LEOF V. LAMM NR 2 153/25 R.R.

QVR 1

FROM ASHQ 2517173

TO AIR FORCES BRANCH ROME

INFO CMC CMT ; TAC CMC CMT

CB 61 BT

RESTRICTED PD REF NR 77225

REFERENCE YOUR LETTER APRIL FOUR DASH SLASH THREE

SLASH TWO SLASH AIR DATED TWO ONE AUGUST ONE NINE FOUR SEVEN PS

SIGNED SIGNED CITY FRUIT PD PERMISSION GIVEN MATHEOR CIVIL AIR

~~SERVICE~~ SERVICE TO OPERATE FAIRCHILD FROM BOCHER AIRFIELD PD

BY FOR KRAY SEVEN SIX THREE SIX EIGHT DATED TWO THREE MAY FOUR SEVEN

ON THIS SUBJECT REFERS

BT 2517173

SENT NR 14 AT 1543 PS

RD NR 74 AT 1546 DNR 153-81

Aug 26/8

3722

chub.  
n/k m  
30/8



47A

From : Air Forces Branch,  
Allied Force Headquarters.

To : Mediterranean Allied Air Committee Secretariat.

Date : 21st August, 1947.

Ref : AFB/39/2/Air.

Ref. 546.

ITALIAN CIVIL AVIATION IN A.M.G. TERRITORY.

Information has recently been received at this office from the Headquarters of Allied Military Government in Venezia Giulia that a Company known as the 'Meteor' civil air service has requested permission to operate a chart air service using light aircraft from Ronchi airfield which is situated in the A.M.G. territory.

2. The Company is organized and equipped with 13 Fairchild aircraft and intends to offer chart air services for the carriage of passengers and freight to all parts of Italy.

3. The Italian Air Ministry has been advised of this and has approved the plans of the Company and its temporary use of Ronchi airfield.

4. Copies of correspondence between the Company, the Italian Air Ministry and A.M.G. Headquarters are held here and can be forwarded to you, if necessary.

5. This office recommends that permission be granted for the use by the Meteor Company of Ronchi airfield and requests that your approval or otherwise be notified as soon as possible.

*Chubb*

C.M.M. GARDNER, W/Cdr,  
for Air Commodore,  
Director, AFB, AFHQ.

*DD*  
D.D. J.E.M. 22/8  
O.C.

3721



HEADQUARTERS  
ALLIED MILITARY GOVERNMENT  
VENEZIA GIULIA

46A

DATE, 12 August 1947

Telephone No. : 29794 Ext. 158

Reference No. : VG/AMG/Ec.91/24/2044

Subject : "METEOR" Civilian Air Service.

To : C-5 Section AFHQ ROME  
/For Air Force Sub Commission/

: TAC GHQ

1. Transmitted herewith is letter VG/AMG/TN/1-26/2178 of 30 July on above subject. Relative correspondence from Italian Government officials is enclosed as part of said letter.

2. Examination of the papers furnished to this Headquarters appear to clear all necessary action for institution of these requested services.

3. This Headquarters recommends that "METEOR" be given permission to operate the air service requested from Ronchi Air Port. A similar organization and service existed in the Territory prior to the past war.

4. If favorable action on your part is recommended this office will communicate same to "METEOR".

FOR THE SENIOR CIVIL AFFAIRS OFFICER :-

39/2.  
AIR

*D.S. Bickersteth*

D.S. BICKERSTETH  
LIEUT COLONEL  
CHIEF ECONOMICS

1 encl. : Ltr. VG/AMG/TN/1-26/2178 of 31.7.47

DSB/lr



PAGE(S) MISSING



COPY

HEADQUARTERS  
ALLIED MILITARY GOVERNMENT  
VENEZIA GIULIA

Telephone No. : 43-03

30 July 1947

Reference : VG/AMG/TN/1-26/2178

Subject : Request by "Meteor" for License to Operate  
a civilian Air Service.

To : Chief Economic Section - Hq AMG VG

1. Attached is formal request by "Meteor" /Compagnia Collegamenti Trasporti Moleggi Servizi Aerei/ to operate an "Air Taxie" service from Ronchi Air Port.

2. This company is organized and equipped, with the idea of furnishing air transport to all parts of Italy by offering for hire small light planes for charter by the single trip.

3. The type of plans to be used are such that they can land and take off from very small air fields or from more or less improvised sights similar to our Artillery Observation planes.

4. It is also planned by "Meteor" to convert five or six of these planes as hydro-planes which will further increase the services offered by this Company to the Public.

5. This Division recommends the granting of permission to operate this type of service as it will furnish Trieste and this Territory with a modern means of transportation needed by Trieste as a World Port.

6. The Italian Air Ministry has been advised of and has approved this projects

7. It is requested this application be approved, and forwarded to Allied Air Sub Commission with the request that they assist in obtaining proper authorization for this company to operate at the rate.

For the Senior Civil Affairs Officer :

Sgd.



- To : Chief Economic
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For the Senior Civil Affairs Officer :

Sgd.

FRED W. RICE  
Lt.Col.Inf.

Chief Transportation Officer.

FWR/or



COPY

M E T E O R

Prot. No.: 1061

Oggetto : Attivita' Meteor.

Trieste, 21 Luglio 1947

Al : Allied Military Government  
Transport Division  
T r i e s t e

Facendo seguito alla nostra precedente corrispondenza /prot. D/8/4/H del 23/1/47 e prot. 833 del 26/5/47/ e' desiderio della Societa' Meteor informare codesto A.M.G. sulle attivita' svolte ed in corso di svolgimento da parte della Societa' stessa in relazione alle operazioni preparatorie per l'inizio dell'esercizio.

1. Il Ministero della Difesa - Aereonautica - direzione Generale del Demanio ha dato autorizzazione alla "Meteor" di occupare gli impianti esistenti sull'aeroporto di Ronchi per l'esercizio delle proprie attivita'. /Si allegano copia della lettera N. D 838-32270 del 11 aprile 1947/, nonche' ad esercitare l'uso agricolo del terreno attualmente sfruttato da coltivatori abusivi /si allega copia della lettera D 838/33228 del 26 aprile 1947/. In forza di queste due autorizzazioni la Societa' ha preso effettivo possesso del campo dove ha installato la sua base di armamento. S detta base si trovano otto velivoli fuori uso che la Societa' intende usare per utilizzazioni di parti di ricambio e per ricostruzione apparecchi.

2. La Societa' in parola ha provveduto all'acquisto dal Governo degli Stati Uniti con contratto N.W./ANL/TEO II/3532, documento di trasferimento N. 21215, di n. 13 apparecchi Fairchild Argus III; attualmente dislocati sull'Aeroporto di Treviso che si ha in programma di trasportare al piu' presto a Ronchi e con i quali si ha intenzione di iniziare ed esercitare il servizio di aero-taxi.

3. La "Meteor" ha ottenuto dal Ministero dell'Aeronautica la concessione di esercizio per il trasporto a carattere discontinuo di persone e per il trasporto di merci; di cui si allega una copia del disciplinare. Per base di attivita' e stato scelto l'aeroporto di Venezia non essendosi potuto ottenere a tutt'oggi il permesso di volo dall' aerop. di Ronchi. A tale riguardo ci rivolgiamo a codesto AMG per un cortese interessamento e relativo appoggio presso le autorità competenti.

4. Il Ministry of Supply ha portato nell'aerop. di Ronchi mediante la ditta Imp-Ex-Avia n. 13 velivoli affinché sieno colti e custoditi.



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Con i migliori saluti

Finto. METEOR S.A. Trieste

4 Allegati.



COPIA

REPUBBLICA ITALIANA  
MINISTERO DELLA DIFESA-AERONAUTICA  
Direzione Generale del Demanio  
Division Demanio

Roma, 26 Aprile 1947

Al COMANDO DELLA 2 Z.A.T.  
Direzione Demanio  
P A D O V A

Prot. D.838/33228

Oggetto : Campo di volo Ronchi dei Legionari. Concessione  
Agricola Società' di navigazione "METEOR".

Con riferimento a nota D.838/32270 diretta l'11 Aprile 1947, per conoscenza a codesta Direzione, si ritiene opportuno che la Amministrazione Aeronautica, non potendo utilmente esperire regolari gare di appalto per la concessione in oggetto fino all'epoca della restituzione del territorio di Ronchi all'Amministrazione del Governo Italiana, addivenga alla concessione a trattativa diretta della manutenzione ed utilizzazione agricola del campo di Ronchi alla Società' Meteor, che attualmente ha la custodia dei manufatti e delle attrezzature di volo.

Le condizioni di concessione saranno le seguenti :

- durata della concessione fino alla scadenza dell'annata agraria 1947 - 1948.
- revocabilità' in qualsiasi momento con un mese di preavviso;
- decadenza in tronco nel caso che all'atto della restituzione del territorio all'Amministrazione Italiana od, in qualsiasi altro momento, dall'applicazione del trattato di pace risultino clausole incompatibili con il mantenimento in tutto o in parte dell'esercizio della concessione;
- canone da stabilirsi in base agli effettivi oneri e benefici che la concessione comporta;
- aggiunta al canone di una percentuale dell'a somma che la Società' riuscirà' a recuperare a titolo di subconcessione dagli attuali esercenti abusivi delle concessioni agricole sul campo.

Si resta in attesa di ricevere lo schema di convenzione.

3716

IL DIRETTORE GENERALE  
/Generale B.A.B. - B. Borghetti/  
fto Borghetti.



COPIA

REPUBBLICA ITALIANA  
MINISTERO DELL'AERONAUTICA

Roma, 11 Aprile 1947

DIREZIONE GEN. DEMANIO  
Divisione Demanio  
Prot.N. V 7 - 32270

Alla SOCIETA' NAVIGAZIONE AEREA  
METEOR - Via Giotto, N.9  
T r i e s t e

O g g e t t o : campo RONCHI LEGIONARI.

e.p.c.

AL COMANDO DELLA II Z.A.T.  
Direzione Demanio - P A D O V A -

Si autorizza codesta Societa' di Navigazione Aerea ad occupare temporaneamente i manufatti ed impianti esistenti sullo Aeroporto in oggetto per l'esercizio della propria attivita'.

Il campo e i fabbricati dovranno essere lasciati liberi, entro un mese dal preavviso da parte dell' Amm.ne Aeronautica, qualora il campo stesso debba essere utilizzato da quest'ultima, e nel caso che abbiano esito negative le trattative in corso di cui all domanda presentata da codesta Societa' in data 3 Apr. c.s., avente per oggetto "affitto del campo di Ronchi".

La direzione Demanio, cui la presente e' diretto per conoscenza, e' invitata a fissare, di comune avviso con l' Intendenza di Finanza, un canone provvisorio di uso, per regolare i rapporti tra l'Amministrazione e la Societa' nel periodo precedente alla definizione delle trattative a carattere permanente.

Si fa presente, infine, che la Societa' in parola e' autorizzata a fare utilizzare degli impianti per le attivita' sportive e turistiche del Club Aeronautico Triestino.

P. Il Ministro  
fto. illeggibile.



COPIA

Decreto n. 33

REPUBBLICA ITALIANA  
MINISTERO DELLA DIFESA-AERONAUTICA-

IL MINISTRO

SOTTOSEGRETARIO DI STATO PER L'AERONAUTICA

VISTI gli articoli 738 e seguenti del Codice della Navigazio-  
ne

VISTA la domanda presentata dalla "meteor" Compagnia Collega-  
menti Trasporti Noleggi Servizi Aerei - Soc. p.a. con sede in  
Trieste, rappresentata dall'Avv. Furio Lauri di Ferruccio -  
Presidente di detta Società, intesa ad ottenere il permesso di  
eseguire voli a carattere discontinuo od occasionale per trasporto  
di merci a pagamento

CONSIDERATA la opportunità di dare esecuzione al disciplinare  
relative all'anzidetta attività di volo

DECRETA

Art. 1

E' concesso alla "meteor" Compagnia Collegamenti Trasporti Noleggi  
Servizi Aerei Soc. p.a. Trieste, la licenza di effettuare nell'am-  
bito del territorio nazionale voli a carattere discontinuo od  
occasionale per trasporto merci a pagamento

Art. 2

E' approvato l'unito disciplinare relativo all'anzidetta attività  
di volo ;

Art. 3

La licenza ha la durata di tre anni a decorrere dalla data di  
comunicazione del provvedimento di concessione

Roma 11 1 luglio 1947

P. IL MINISTRO  
fto M. Cingolanti

MINISTERO DELL'AERONAUTICA  
Direzione Centrale Aviazione  
Civile e Traffico Aereo  
/Timbro circolare x/

VISTO dalla Ragioneria  
Centrale presso  
Il Ministero della Difesa  
Aeronautica  
Roma 3 luglio 1947  
Il Direttore capo della  
Ragioneria  
fto. NUCCIO



TRANSLATION

"METEOR" - COMPAGNIA COLLEGAMENTI TRASPORTI NOLEGGI  
SERVIZI AEREI.

Prot. 1061

Subject: Activity of "Meteor"

Trieste, 21 July 1947

Following our letters /prot. D/8/4/BL dated 23/1/47 and prot. 833 dated 26/5/47/ it is the wish of "Meteor" Society to inform this AMG on activities performed and being performed by this Society in connection with preparatory operations to start exercise.

1. The Ministry of Defence - Aviation - General Direction of Demeene gave authorization to "eteor" to occupy plants existing on the Ronchi Air Field for the exercise of its activity, herewith enclosed is copy of letter N.38-32270 dd. 11 April 47/, and to exercise agricultural handling of ground which is actually being used up by abusers /we enclose copy of letter D 838/33228 dd. 26 April 47./ Having a/m authorizations, this Society took effective possession of the field where it placed its armament base. On said base there are 8 worn out planes that this Society is going to use to get spare parts and to reconstruct planes.

2. Subject Society purchased by the U.S. Government, with contract N.W./ANL/TEO II./ 3532, document of transfer of property No. 21215, 13 Fairchild planes Argus III, which are actually located at the Treviso Air Field and will be transported /that's our program/ as soon as possible to Ronchi; with those planes we intend to start operation of air-taxi service.

3. "Meteor" has obtained by the Ministry of Aviation the granting of exercise for transport of goods and passengers; this transport will have a discontinuous character; we enclose herewith a copy of said authorization. - The Air Field of Venice has been chosen as the base for this activity, having been unable up to now to obtain permission of flight from the Ronchi Air Field. For this reason we apply to AMG for a kind interest and support with the competent authorities.

4. The Ministry of Supply carried with collaboration of the firm Import-Export-Pavia 13 planes to Ronchi that they may be taken care of over there.

Yours truly



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Yours truly

"METEOR"

4 enclosures.



C O P Y

ITALIAN REPUBLIC  
MINISTRY OF DEFENCE - AVIATION  
D. 838/33228

Subject : Air Field of Ronchi dei Legionari, Agricultural  
Granting to Societa' di Navigazione "METEOR".

Referring to the note D.838/32270 sent to this Direction for information on the 11 April 1947, we think it is the case that the Administration of Aviation, being unable to regularly set up competitions for the subject granting until the restitution of the RONCHI Territory to the Italian Government, grant by direct contract the maintenance and agricultural cultivation of the RONCHI Air Field to METEOR, which actually has the care of plants and flight accommodations.

Conditions of granting will be the following :

- Last of granting until the expiration of agricultural year 1947 - 48
- possibility of revocation at any time without warning
- complete fall of rights in the case at the hand - back of the territory to the Italian Administration or at any other time, some clause which is incompatible with the maintenance, wholly or partially of the exercise.
- amount to be fixed basing on effective burdens and Benefits brought by the granting
- addition to a/m amount of a percentage of the sum which will be recovered by the Society as a sub-granting, from actual people abusively exercising agricultural grantings on the field.

We await the scheme of agreement.

3713

Signed

General Borgetti.



C O P Y

Subject : Air Field of RONCHI DEI LEGIONARI

Society METEOR is hereby authorized to temporarily occupy plants and materials existing on subject Air Field for the exercise of its activity.

Both Field and housing shall be quit within one month from the date of warning by the Air Administration if field has to be used by the latter and in the case negotiations on hand mentioned in the request forwarded by "Meteor" Society on the 3 April this year, subject "Rent of Ronchi Air Field" - will have no success.

The Demesniai Direction, whom this letter is addressed to for information, is hereby invited to fix up, in agreement with Indendenza di Finanza, a temporary amount for use, in order to regularize relations between the Administration and the Society in the period of time preceding the set up of permanent agreements.

We finally point out that the subject Society is authorized to let Aeronatic Club of Trieste use a part of the plants for its sport and touristic activities.

3712



C O P Y

Decree No. 33

Ministry of Defence - Aviation.

The Minister  
Undersecretary of State for the Aviation.

Having seen art. 788 and following ones of the Navigation Code, having considered the request forwarded by the METEOR Society of Trieste, represented by Lawyer Furio Lauri of Ferruccio - President of said Society, made to obtain permission to operate flights having a discountinual and occasional character for the transport of goods on payment.  
Having considered the opportunity of allowing said flights activity

D E C R E E S  
Art. 1

"Meteor" Society is hereby granted permission to operate within National Territory flights having a discontinuous or occasional character for the transport of goods on payment.

Art. 2

The enclosed provision concerning aforesaid flight activity is approved.

Art. 3

The licence has a last of three years w.s.f. the date of communication of the granting permit.

Rome, 1 July 1947

3711



HEADQUARTERS  
ALLIED MILITARY GOVERNMENT  
~~SECRET~~  
VENEZIA GIULIA

Telephone No: 43-03

Reference : VG/AMG/TW/1-26 *7178*

Subject :

: Request by "Meteor" for License to Operate  
a Civilian Air Service.

TO : Chief Economic Section - Hq AMG VG

Date 21.7.47 EGI

1. Attached is formal request by "Meteor" (Compagnia Collegamenti Trasporti Noleggi Servizi Aerei) to operate an "Air Taxie" service from Ronchi Air Port.

2. This company is organized and equipped, with the idea of furnishing air transport to all parts of Italy by offering for hire small light planes for charter by the single trip.

3. The type of plane to be used are such that they can land and take off from very small air fields or from more or less improvised sights similar to our Artillery Observation planes.

4. It is also planned by "Meteor" to convert five or six of these planes as hydro-planes which will further increase the services offered by this Company to the Public.

5. This Division recommends the granting of permission to operate this type of service as it will furnish Trieste and this territory with a modern means of transportation needed by Trieste as a World Port.

6. The Italian Air Ministry has been advised of and has approved this project.

7. It is requested this application be approved, and forwarded to Allied Air Sub-Commission with the request they assist in obtaining proper authorization for this Company to operate.

For the Senior Civil Affairs Officer :

*Fred W. Rice*

FRED W. RICE  
Lt. Col. Inf.



to

: Chief Economic Section - Hq AMG VG

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For the Senior Civil Affairs Officer :

*Fred W. Rice*  
FRED W. RICE  
Lt. Col. Inf.

Chief Transportation Officer

FWR/cr

Date 21.7.47 Fg





# "METEOR"

COMPAGNIA COLLEGAMENTI TRASPORTI NOLEGGI SERVIZI AEREI

SOCIETÀ PER AZIONI CON CAPITALE DI L. 1.500.000. - INT. VERS.

SEDE LEGALE E DIREZIONE GENERALE: TRIESTE - Via Giotto N. 9, tel. 26115

BASE DI ARMAMENTO, MAGAZZINI E OFFICINE: RONCHI - Aeroporto

Prot. N.

1061

Trieste, 21 luglio 1947

OGGETTO: attività "Meteor"

AL ALLIED MILITARY GOVERNMENT  
TRANSPORT DIVISION

\* TRIESTE \*

60 277 Cl.  
17  
1.26

Facendo seguito alla nostra precedente corrispondenza (prot. D/8/4/BI del 23/1/47 e prot. 833 del 26/5/47) è desidero della Società "Meteor" informare codesto A.M.G. sulle attività svolte ed in corso di svolgimento da parte della Società stessa in relazione alle operazioni preparatorie per l'inizio dell'esercizio.-

- 1) Il Ministero della Difesa -Aeronautica- Direzione Generale del Demanio ha dato autorizzazione alla "Meteor" di occupare gli impianti esistenti sull'aeroporto di Ronchi per l'esercizio delle proprie attività. (Si allega copia della lettera R. D. 838-32270 del 11 aprile 1947), nonché ad esercitare l'uso agricolo del terreno attualmente sfruttato da coltivatori abusivi (si allega copia della lettera D. 838/33228 del 26 aprile 1947). In forza di queste due autorizzazioni la Società ha preso effettivo possesso del campo dove ha installato la sua base di armamento. Su detta base si trovano otto velivoli fuori uso che la Società intende usare per utilizzazione di parti di ricambio e per ricostruzione apparecchi.-
- 2) La Società in parola ha provveduto all'acquisto dal Governo degli Stati Uniti con contratto M.W./ANL(TEO II°)3532, documento di trasferimento N°21215, di n° 13 apparecchi Fairchild Argus III°; attualmente dislocati sull'Aeroporto di Treviso che si ha in programma di trasportare al più presto a Ronchi e con i quali si ha intenzione di iniziare ed esercitare il servizio di aero-taxi.-
- 3) La "Meteor" ha ottenuto dal Ministero dell'Aeronautica la concessione di esercizio per il Trasporto a carattere discontinuo di persone e per il trasporto di merci; di cui si allega una copia del disciplinare.





# "METEOR"

COMPAGNIA COLLEGAMENTI TRASPORTI NOLEGGI SERVIZI AEREI

SOCIETÀ PER AZIONI CON CAPITALE DI L. 1.500.000. - INT. VERS.

SEDE LEGALE E DIREZIONE GENERALE: **TRIESTE** - Via Giolito N. 9, tel. 26115

BASE DI ARMAMENTO, MAGAZZINI E OFFICINE: **RONCHI** - Aeroporto

Prot. N.

Trieste, 21 luglio 1947

OGGETTO: segue foglio Nro 1061

- 2 -

Per base di attività è stato scelto l'aeroporto di Venezia non essendosi potuto ottenere a tutt'oggi il permesso di volo dall'aerop. di Ronchi. A tale riguardo ci rivolgiamo a questo A.M.G. per un cortese interessamento e relativo appoggio presso le autorità competenti.

- 4) Il Ministry of Supply ha portato nell'aeroporto di Ronchi mediante la ditta Imp-Ex-Avia n° 13 velivoli affinché sieno colla custoditi.-

Con i migliori saluti.-

"METEOR" S.p.A.  
TRIESTE

*fr. m. hamer*

Allegati: N° 4



= COPIA =

REPUBBLICA ITALIANA  
MINISTERO DELLA DIFESA-AERONAUTICA  
Direzione Generale del Demanio  
Divisione Demanio

Roma, 26 aprile 1947

Al COMANDO DELLA 2<sup>a</sup> Z.A.T.  
Direzione Demanio

Prot.D.838/33228

P A D O V A

Oggetto: Campo di volo Ronchi dei Legionari. Concessione  
agricola Società di navigazione "Meteor"

Con riferimento a nota D.838/32270 diretta l'11 Aprile 1947, per conoscenza a codesta Direzione, si ritiene opportuno che la Amministrazione Aeronautica, non potendo <sup>utilmente</sup> esperire regolari gare di appalto per la concessione in oggetto fino all'epoca della restituzione del territorio di Ronchi all'Amministrazione del Governo Italiano, addivenga alla concessione a trattativa diretta della manutenzione ed utilizzazione agricola del campo di Ronchi alla Società Meteor, che attualmente ha la custodia dei manufatti e delle attrezzature di volo.

Le condizioni di concessione saranno le seguenti:

- durata della concessione fino alla scadenza dell'annata agraria 1947-1948
  - revocabilità in qualsiasi momento con un mese di preavviso;
  - decadenza in tronco nel caso che all'atto della restituzione del territorio all'Amministrazione Italiana od, in qualsiasi altro momento, dall'applicazione del trattato di pace risultino clausole incompatibili con il mantenimento in tutto o in parte dell'esercizio della concessione;
  - canone da stabilirsi in base agli effettivi oneri e benefici che la concessione comporta;
  - aggiunta al canone di una percentuale della somma che la Società riuscirà a recuperare a titolo di subconcessione dagli attuali esercenti abusivi delle concessioni agricole sul campo.
- Si resta in attesa di ricevere lo schema di convenzione.

IL DIRETTORE GENERALE  
(Generale B.A.-B. Borghetti)  
fto Borghetti

3707

P. C. C.  
"METEOR" S.p.A.  
VERBA



= C O P I A =

REPUBBLICA ITALIANA  
MINISTERO DELL'AERONAUTICA

Roma: 13 aprile 1947

DIREZIONE GEN. DEMANIO  
Divisione Demanio  
Prot. N. V 7 - 32270

ALLA SOCIETA' NAVIGAZIONE AEREA  
METEOR - Via Giotto, N. 9  
TRIESTE

O g g e t t o: campo RONCHI LEGIONARI

e. p. c.AL COMANDO DELLA 11<sup>a</sup> Z.A.T.Direzione Demanio = F A D O V A =

Si autorizza codesta Società di Navigazione Aerea ad occupare temporaneamente i manufatti ed impianti esistenti sullo Aeroporto in oggetto per l'esercizio della propria attività.-

Il campo e i fabbricati dovranno essere lasciati liberi, entro un mese dal preavviso da parte dell'Amministrazione Aeronautica, qualora il campo stesso debba essere utilizzato da quest'ultima, e nel caso che abbiano esito negativo le trattative in corso di cui alla domanda presentata da codesta Società in data 3 Apr. c.a., avente per oggetto "affitto del campo di Ronchi".-

La Direzione Demanio, cui la presente è diretto per conoscenza, è invitata a fissare, di comune avviso con l'Intendenza di Finanza, un canone provvisorio di uso, per regolare i rapporti tra l'Amministrazione e la Società nel periodo precedente alla definizione delle trattative a carattere permanente.-

Si fa presente, infine; che la Società in parola è autorizzata a fare utilizzare parte degli impianti per le attività sportive e turistiche del Club Aeronautico Triestino.

p. IL MINISTRO  
f.to illeggibile

3706

METEOR S.p.A.

12/5/47



= C O P I A =

Decreto n..3.3.

REPUBBLICA ITALIANA  
MINISTERO DELLA DIFESA-AERONAUTICA-

IL MINISTRO

SOTTOSEGRETARIO DI STATO PER L'AERONAUTICA

VISTI gli articoli 733 e seguenti del Codice della Navigazione  
VISTA la domanda presentata dalla "Meteor" Compagnia Collegamenti Trasporti Noleggi Servizi Aerei Soc.p.a. con sede in Trieste, rappresentata dall'Avv. Furio Lauri di Ferruccio-Presidente di detta Società, intesa ad ottenere il permesso di eseguire voli a carattere discontinuo od occasionale per trasporto di merci a pagamento  
CONSIDERATA la opportunità di dare esecuzione al disciplinare relativo all'anzidette attività di volo

DISPOSTO

Art.1

E' concesso alla "Meteor" Compagnia Collegamenti Trasporti Noleggi Servizi Aerei Soc.p.a.-Trieste, la licenza di effettuare nell'ambito del territorio nazionale voli a carattere discontinuo od occasionale per trasporto di merci a pagamento

Art.2.

E' approvato il disciplinare relativo all'anzidette attività di volo;

Art.3.

La licenza ha la durata di tre anni e decorrere dalla data di comunicazione del provvedimento di concessione

Roma li 1 luglio 1947

p. IL MINISTRO  
fto E. Cingolani

MINISTERO DELL'AERONAUTICA  
Direzione Generale Aviazione  
Civile e Traffico Aereo  
( timbro circolare\*)

VISTO alla Ragioneria  
Centrale presso  
il Ministero della Difesa  
-Aeronautica-  
Roma 3 luglio 1947  
Il Direttore o po della  
Ragioneria  
fto RUCCIO

3705

METEOR





TRANSLATION

"METEOR" - COMPAGNIA COLLEGAMENTI TRASPORTI NOLEGGI  
SERVIZI AEREI

Prot. 1061

Trieste, 21 July 47

Subject: Activity of "Meteor"

Following our letters (Prot. D/8/4/BI dated 23/1/47 and Prot. 633 dated 26/5/47) it is the wish of "Meteor" Society to inform this AMO on activities performed and being performed by this Society in connection with preparatory operations to start exercise.

- 1) The Ministry of Defence - Aviation - General Direction of Demesens gave authorization to "Meteor" to occupy plants existing on the Ronchi Air Field for the exercise of its activity, (herewith enclosed is copy of letter N.38-32270 dd. 11 April 47), and to exercise agricultural handling of ground which is actually being used up by abusers (we enclose copy of letter D 838/33228 dd. 26 April 47). Having a/m authorizations, this Society took effective possession of the field where it placed its armament base. On said base there are 8 worn out planes that this Society is going to use to get spare parts and to reconstruct planes.
- 2) Subject Society purchased by the U.S. Government, with contract N.W./AWI/(TED II.) 3532, document of transfer of property No. 21215, 13 Fairchild planes Argus III, which are actually located at the Treviso Air Field and will be transported (that's our program) as soon as possible to Ronchi; with those planes we intend to start operation of air-taxi service.
- 3) "Meteor" has obtained by the Ministry of Aviation <sup>3704</sup> the granting of exercise for transport of goods and passengers; this transport will have a discontinuous character; we enclose herewith a copy of said authorization. - The Air Field of Venice has been chosen as the base for this activity, having been unable up to now as the base for this activity, having been unable up to now to obtain permission of flight from the Ronchi Air Field. For this reason we apply to AMO for a kind interest and support with the competent authorities.
- 4) The Ministry of Supply carried with collatoration of the firm Import-Export-Pavia 13 planes to Ronchi that they may be taken care of over there.



Following our letters (prot. D/8/4/VI dated 23/1/47 and prot. 833 dated 26/5/47) it is the wish of "Meteor" Society to inform this AMG on activities performed and being performed by this Society in connection with preparatory operations to start exercise.

- 1) The Ministry of Defence - Aviation - General Direction of Demeane gave authorization to "Meteor" to occupy plants existing on the Ronchi Air Field for the exercise of its activity. (herewith enclosed is copy of letter N.38-32270 dd. 11 April 47), and to exercise agricultural handling of ground which is actually being used up by abusers (we enclose copy of letter D 838/33228 dd. 26 April 47). Having a/m authorizations, this Society took effective possession of the field where it placed its armament base. On said base there are 8 worn out planes that this Society is going to use to get spare parts and to reconstruct planes.
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- 4) The Ministry of Supply carried with collaboration of the firm Import-Export-Avia 13 planes to Ronchi that they may be taken care of over there.

Yours Truly

"METEOR"

4 enclosures.



C O P Y

ITALIAN REPUBLIC  
MINISTRY OF DEFENCE - AVIATION  
D.838/33228

Subject : Air Field of Ronchi dei Legionari, Agricultural Granting  
to Società di Navigazione " METEOR "

Referring to the note D.838/32270 sent to this Direction for information on the 11th April 1947, we think it is the case that the Administration of Aviation, being unable to regularly set up competitions for the subject granting until the restitution of the RONCHI territory to the Italian Government, grant by direct contract the maintenance and agricultural cultivation of the RONCHI Air Field to " METEOR ", which actually has the care of plants and flight accommodations.

Conditions of granting will be the following :

- last of granting until the expiration of agricultural year 1947-48
- possibility of revocation at any time without warning
- complete fall of rights in the case at the hand-back of the territory to the Italian Administration or at any other time, some clause which is incompatible with the maintenance, wholly or partially of the exercise.
- amount to be fixed basing on effective burdens and benefits brought by the granting
- addition to a/m amount of a percentage of the sum which will be recovered by the Society as a sub-granting, from actual people abusively exercising agricultural grantings on the field.

We await the scheme of agreement.

Signed :

General Borgetti

3703



--- C O P Y ---

Subject : Air Field of RONCHI DEI LEGIONARI

Society METEOR is hereby authorized to temporarily occupy plants and materials existing on subject Air Field for the exercise of its activity.

Both Field and housing shall be quit within one month from the date of warning by the Air Administration if field has to be used by the latter, and in the case negotiations on hand mentioned in the request forwarded by "Meteor" Society on the 3 April this year, subject " Rent of Ronchi Air Field " - will have no success.

The Demesial Direction, whom this letter is addressed to for information, is hereby invited to fix up, in agreement with Intendenza di Finanza, a temporary amount for use, in order to regularize relations between the Administration and the Society in the period of time preceding the set up of permanent agreements.

We finally point out that the subject Society is authorized to let Aeronatic Club of Trieste use a part of the plants for its sport and touristic activities.

3702



C O P Y

Decree No. 33

Ministry of Defence - Aviation

The Minister

Undersecretary of State for the Aviation

Having seen art. 788 and following ones of the Navigation Code,  
having considered the request forwarded by the " METEOR " Society  
of Trieste, represented by Lawyer Furio Iauri of  
Ferruccio - President of said Society, made to obtain  
permission to operate flights having a discontinual  
and occasional character for the transport of goods  
on payment.

Having considered the opportunity of allowing said flight activity

D E C R E E S

Art. 1

"Meteor" Society is hereby granted permission to operate within  
National Territory flights having a discontinuous or occasional  
character for the transport of goods on payment.

Art. 2

The enclosed provision concerning aforesaid flight activity is  
approved.

Art. 3

The licence has a last of three years w.e.f. the date of communi-  
cation of the granting permit.

Rome, 1 July 1947

3767



FROM :- AIR FORCES BRANCH, ALLIED FORCE HEADQUARTERS, AFO 794.  
TO :- S A L P A N A V I, COMPANY  
DATE :- 15th JUNE 1947  
REF. :- AFM/39/2/AIR.

REQUEST TO LAND AT PISA

Reference your letter 21419/2765/UM/DA of 10 June 1947 you are advised that the decision contained in paragraph 2 of our letter, IMAS/39/2/AIR of 10 February is still in effect. No civil aircraft will be permitted to land at Pisa until the airfield is returned to the control of the Italian Government.

EDWARD D.S. SULLIVAN, Major  
for Air Commodore, Director,  
Air Forces Branch,  
ALLIED FORCE HEADQUARTERS.



0055

785017

From: Salpanari Co. - Rome  
Via Bocchetto

To: Allied Commissions - Rome

Ref: 2619/2765/U.M./D.A.

Date: June 10 - 1947

Request of landing permit at  
Fua airfield.

This Company have been granted the  
concessions for the operation of the air-  
line Milan - Massa - Rome.

As it is not possible, at the present, to  
land at Massa because that airfield  
is not yet operational, we venture to  
ask that permissions be granted to us  
for the temporary use of Fua airfield.

Our Company according to the  
commitments we have undertaken  
should start operating the air line in  
question, next week.

3700

Signed  
Salpanari





# Salpanavi.

## Costruzioni navali - Armamenti - Veli

SOCIETA' D. AZIONI - CAPITALE L. 10.000.000 - SEDE IN MILANO

VENEZIA - TRIESTE - ROMA - GENOVA - NAPOLI

ALLA COMMISSIONE ALLEATA  
PER L'AERONAUTICA -

R O M A

|          |         |        |             |         |
|----------|---------|--------|-------------|---------|
| C. R. C. | ROMA    | 109904 | TELEFONI N. | 109-601 |
|          | MILANO  | 713421 |             | 109-602 |
|          | VENEZIA | 45547  |             | 109-603 |
|          | TRIESTE | 84086  |             | 109-604 |

CODICI BENTLEY'S A-B-C PUBBLICITA' TELEGR. SALPANAVI

*Salpanavi*, ROMA, 10 GIUGNO, 1947  
VIA BOCCHETTO, 6

SI PREZZA L'USO DI UN SOLO ARGO PER OGNI LETTERA E CILINDRO. L'ALFABETO.

*Salpanavi* RICHIESTA PERMESSO ATTERRAGGIO *Salpanavi* 2419/2765/UM/DA  
AEROPORTO PISA -

QUESTA SOCIETA' HA AVUTO LA CONCESSIONE  
DELLA LINEA AEREA MILANO - MASSA - ROMA.

POICHE' L'ATTERRAGGIO A MASSA NON E' POS-  
SIBILE PER ORA, PERCHE' L'AEROPORTO IN TALE LOCALITA' NON  
E' ANCORA STATO ALLESTITO, SI RICHIEDE DI ESSERE AUTORIZ-  
ZATI AD USUFRUIRE TEMPORANEAMENTE DELL'AEROPORTO DI PISA.

QUESTA SOCIETA', SECONDO GLI IMPEGNI PRESI,  
DOVREBBE INIZIARE LA LINEA NELLA PROSSIMA SETTIMANA.

CON OSSERVANZA.

*Salpanavi*  
Societa' per Azioni  
*Salpanavi*

3694



COPY

From : Air Headquarters, R.A.F., Italy, C.M.F.

To : Mr. D.L. Craig,  
c/o ALITALIA,  
Via Biscroati 20, ROME.

Date : 30th May, 1947.

Ref : AHQI/3001/3/rg.

USE OF UDINE (CAMPO FORMIDO) AIRFIELD

Your letter reference ROM/DF/DLC/403 dated 2nd May, 1947, has been forwarded to this Headquarters by A.F.B. A.F.H.Q. Air Headquarters Italy have no objection to the use of the above airfield by your affiliated company ALITALIA. Forwarded for your information is a copy of a letter sent from this Headquarters to the Societa Italiana Servizi Aerie which may be of interest to you.

2. It is suggested that a visit to this Headquarters be made by one of the representatives of ALITALIA to discuss any small points which might arise in connection with the use of CAMPO FORMIDO airfield.

(Sgd.) W.A. LAURIE,  
Wing Commander,  
for Air Commodore,  
Air Officer Commanding,  
A.H.Q. R.A.F. Italy.

{ Copy to : Air Forces Branch, A.F.H.Q. }  
" " : R.A.F. Station, UDINE.

This Headquarters  
AHQI/3001/3/rg. dated  
29th April, 1947, refers.

3698

Good

2/5

B.143

2/6/47

39/2/47



From : Air Forces Branch,  
Allied Force Headquarters, APO 794.  
To : Air Headquarters Italy, R.A.F., C.M.F.  
(for attention of W/Cdr. Laine).  
Date : 21st May, 1947.  
Ref : ABB/39/2/Air.

ITALIAN CIVIL AIR LINE  
USE OF CASPEROMIDO AIRFIELD.

The attached letter from British European Airways, Rome, is forwarded to you direct.

2. The approval for the BSA Company to use Casperomido was given in your AMI/3001/13/Org. dated 29th April 1947, and it is requested and recommended that similar approval is given in the case of ALITALIA.

*L. E. Jagger*  
L. E. JAGGER, C/O,  
for Air Commodore,  
Director, AFI/AFHQ.

Copy to : Mr. D. L. Craig,  
Resident Director, Alitalia, B.E.A.,  
20, Via Bissolati, Rome.

BEA

(no copy of letter retained as  
the Headquarters ~~does~~ only acting  
as a letter forwarding office)

*21/5*

3697



0062

785017

From : Air Forces Branch,  
Allied Forces Headquarters, APO 72.  
To : British European Airways,  
(attn. of Mr. Bartlett),  
13, Piazza S. Bernardo, Rome.  
Date : 19th May, 1947.  
Ref : AFB/39/2/Air.

41A

USE OF BRITISH FACILITIES AT CIAMPINO AIRFIELD

Reference our conversation PM 19th May 1947 I attach a copy of Italian Air Ministry letter 756/Call dated 13th May, for your information.

2. I have instructed Major Sullivan of our organization to ask the Commanding Officer Ciampino if he has any objections to the scheme.
3. Provided he is in agreement I am writing to the Italian Air Ministry suggesting that the companies concerned negotiate direct with your organisation.

L E S.

L. E. JARMAN, G/O,  
for Air Commodore,  
Director, AFB, AFHQ.



40A

From : Air Forces Branch,  
Allied Force Headquarters.

To : Italian Air Ministry.

Date : 19th May, 1947.

Ref : AFB/33/2/Air.

USE OF CIAMPINO BY ITALIAN CIVIL AIR LINE COMPANIES

Reference is made to your letter 756/Call dated 15th May 1947, the contents of which have been communicated to Mr. Barker of British European Airways.

2. This Headquarters has no objection to these companies using British facilities at Ciampino provided that the Hold Homeless agreement is signed and that details of arrangements are negotiated between the companies concerned and a representative of B.E.A.

L.E. JARMAN, G/O,  
for Air Commodore,  
Director, AFB, AFHQ.

3695



From : Italian Air Ministry.  
To : Air Forces Branch, Rome.  
Date : 13th May, 1947.  
Ref : 756/Coll.

(39)

Use of Ciampino Airport by Italian Societies  
for Aerial Navigation

We beg this headquarters that necessary authority will be granted for work to be carried out by the following societies assumed by the Italian air lines, at the British section, Ciampino airport.

1. Aerea Tasseo.
2. Aéreo.
3. Avio Lines Italian.
4. Transaeritalia.

In the meanwhile, the necessary procedure for the signing of the 'Held Harmless Agreement' is under way by the Italian Minister of foreign affairs through State Department and the War Washington Department.

It has come to our notice that the Lai, and Alitalia societies, grantees, like the four above-mentioned local air lines, have already started the proceedings for the signature of the same Agreement.

for The Minister

Translated by Sgt Farrugia.



We beg this headquarters that necessary authority will be granted for work to be carried out by the following societies assumed by the Italian air lines, at the British section, Ciampino airport.

1. Aerea Tassos.
2. Aerehe.
3. Avie Linee Italiane.
4. Transadriatica.

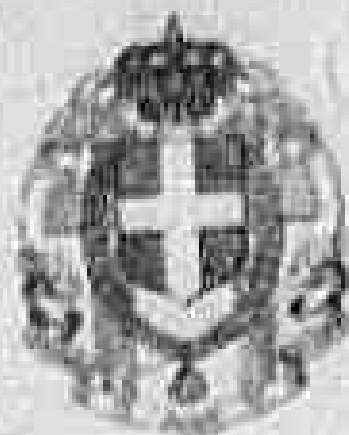
In the meanwhile, the necessary procedure for the signing of the 'Held Harmless Agreement' is under way by the Italian Minister of foreign affairs through State Department and the War Washington Department.

It has come to our notice that the Lail, and Alitalia societies, grantees, like the four above-mentioned local air lines, have already started the proceedings for the signature of the same Agreement.

for The Minister

Translated by Sgt Parrugia.





Ministero dell'Aeronautica

DIREZIONE AVIAZIONE CIVILE  
E TRAFFICO AEREO

Roma, 13 MAG 1947

39

ARMED FORCES HEAD QUARTER  
AIR FORCES BRANCH  
Tramite Ufficio di Collega  
mento con la AFB.

Prot. N.º 2083/456 All. Allegati

OGGETTO Utilizzazione dell'aeroporto di Ciampino da parte  
delle società italiane di navigazione aerea.

Si prega cotesto Ufficio di voler concedere  
l'autorizzazione necessaria affinché presso l'ae  
roporto di Ciampino, sezione britannica, possano  
svolgersi i servizi delle seguenti società assun  
trici di linee aeree interne:

- 1.- Aerea Teseo;
- 2.- Airone;
- 3.- Avio Linee Italiane;
- 4.- Transadriatica.

Vengono, nel frattempo, iniziate dal Ministe  
ro italiano degli affari esteri, presso lo State  
Department e il War Department di Washington, le  
pratiche necessarie per la firma dell' "Hold Harm  
less Agreement".

Risulta a questo Ministero che l'azienda  
LAI e ALITALIA, concessionarie, come le quattro so  
pra indicate, di linee aeree interne, hanno da tempo  
iniziato le pratiche per la sottoscrizione dello  
stesso "Agreement".

P. IL MINISTRO:

Il presente documento è riservato e non deve essere divulgato senza permesso scritto dalla Direzione Generale dell'Aeronautica.



From : Ministry of National Defence. Directorate of Civil Aviation.  
To : Air Forces Branch, Rome.  
Ref : 2083/756/0011.  
Date:- 15th. May, 1947.

USE OF CIAMPINO AIRFIELD BY THE ITALIAN AIRLINE COMPANIES.

We should be grateful if you will grant authority to use the facilities existing in the British part of the Ciampino airfield to the following companies which operate internal airlines:-

1. Aerca Tesco.
2. Airona.
3. Avio Linee Italiane.
4. Transafrica.

In the meantime our foreign office are taking the necessary steps for the signing of the "Hald Hornblase Agreement".

It is also known by us that the I.A.I. and ALITALIA Companies, as well as the four above have started, some time ago, the negotiations for the signing of the same agreement.

P. H. MINISTER.

BRUSSELS.

B. 40.  
19/5/47.  
39/2/47.

3692



From: Ministry of National Defence  
Directorate of Civil Aviation

To: Air Force Branch

Ref: 2085/756 Coll.

May 15. 47.

Use of Ciampino Airfield by the Italian  
Air Lines Companies.

We should be grateful if you will grant authority to use the facilities existing in the British part of Ciampino Airfield to the following companies which operate internal air lines:

1. Aerea Teseo
2. Airone
3. Avio Linee Italiane
4. Transadriatica

In the meantime our Foreign Office are taking the necessary steps for the signing of the "Held Harmless Agreement".

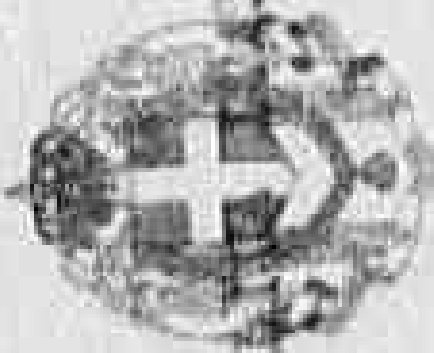
It is also known by us that the L.A.I. & ALITALIA companies, as well as the four above have started, some time ago, the negotiations for the signing of some agreement.

Bruno.



(CORTA per il Ed. Brenta)

13 maggio 1947



Ministero dell. Finanze  
ITALIA

DIREZIONE AVIAZIONE CIVILE  
E TRAFFICO AEREO

ALLIED FORCES HEAD QUARTER  
AIR FORCES BRANCH  
tramite Ufficio di Collega-  
mento con la AFB

100-4-2083

substant

Occurre l'assunzione dell'intero porto di Ciampino da parte delle società italiane di navigazione aerea.

Si prega cotesto Ufficio di voler concedere l'autorizzazione necessaria affinché presso l'aeroporto di Ciampino, sede one britannica, possano svolgersi i servizi delle seguenti società aeree interne:

39/2/AIR

vengono, nel frattempo, iniziati dal Ministero Italiano degli affari esteri, presso lo Stato Department e il War Department di Washington, le pratiche necessarie per la firma dell' "Hold Harmless Agreement".

riculta a questo Ministero che la società  
LAI e ALITALIA, concessionarie, come le quattro so  
preindicate, di linee aeree interne, hanno da tempo  
iniziato le pratiche per la sottoscrizione dello

STATE "Agreement",  
D. L. HARRIS







From : Air Headquarters, R.A.F. Italy, C.A.F.

To : Società Italiana Servizi  
ERISSI, Piazza S. Antonio Nr. 1.  
(Copy to : Mr. Pardo Bruch, A.I. N., Rome)

Date : 29th April, 1947.

Ref : MIL/302/15/47.

R.A.F. STATION, UDINE

Your letter of 26th April, 1947, requesting permission to use R.A.F. Station, UDINE, is acknowledged and permission is given for your aircraft to use this airfield. The following points, raised at yesterday's conference, are confirmed :-

- (a) Arrangements are being made for Chief Technical Officer, R.A.F. Station, UDINE, to loan a mission hut for the use of your maintenance personnel.
- (b) It will be in order for you to place two tables in the Reception Hall for the use of your passenger book and for customs facilities.
- (c) No maintenance facilities are available from R.A.F. sources nor will petrol, oil or lubricants be supplied by the Royal Air Force.
- (d) Reminders are to be made with the Town-Hall Officer of R.A.F. Station, UDINE, to ensure that the divisions arriving on the airfield park their vehicles in the Administrative Site Car Park. The S.I.S.A. is responsible for conveying passengers from the Administrative Site of the airfield to the dispersal area by bus.
- (e) All departure and arrival signals are to be made through the Italian Air Force network, R.A.F. signals facilities are not to be used.
- (f) Meteorological information is to be obtained from Italian sources but can be supplied by Met. Section, R.A.F. Station, UDINE, on request.
- (g) Although the dispersal area is used during non-working hours, the Royal Air Force can accept no responsibility for the security of the S.I.S.A. aircraft.
- (h) Flying Control, R.A.F. Station, UDINE, is to be responsible for the marshalling of aircraft into the dispersal area. Aircraft are to be marshalled out and your own arrangements.
- (i) The airfield buffet is to be closed on 1st April.

*Referred to  
the  
been  
referred to  
Mr. H.C. Lee*

*W. H. Lee*

3688

38



Your letter of 25th April, 1947, requesting permission to use R.A.F. Station, WIMB, is acknowledged and permission is given for your aircraft to use this airfield. The following points, raised at yesterday's conference, are confirmed :-

- (a) Arrangements are being made for Chief Technical Officer, R.A.F. Station, WIMB, to loan a witness hut for the use of your maintenance personnel.
- (b) It will be in order for you to place two tables in the Reception Hall for the use of your passenger books and for Customs facilities.
- (c) No maintenance facilities are available from R.A.F. sources nor will petrol, oil or lubricants be supplied by the Royal Air Force.
- (d) Communications are to be made with the Command Officer of R.A.F. Station WIMB to ensure that the civilians arriving on the airfield park their vehicles in the administrative Site Car Park. The S.I.S.A. is responsible for conveying passengers from the administrative site of the airfield to the dispersal area by bus.
- (e) All departure and arrival signals are to be made through the Italian Air Force network. R.A.F. signals facilities are not to be used.
- (f) Meteorological information is to be obtained from Italian sources but can be supplied by Met. Section, R.A.F. Station, WIMB, on request.
- (g) Although the dispersal area is closed during non-working hours, the Royal Air Force can accept no responsibility for the security of the R.A.F. aircraft.
- (h) Flying Control, R.A.F. Station, WIMB, is to be responsible for the marshalling of aircraft into the dispersal area. Aircraft are to be marshalled out under your own arrangements.
- (i) The airfield buffet is to be closed on 30th April. If buffet facilities are required, it will be necessary for you to make your own arrangements.

*Handwritten:*  
The above has been referred to WRAF

*Handwritten:*  
J. G.

*Handwritten:*  
J. G. M  
5/5

*Handwritten:*  
A. G. F.

*Handwritten:*  
3/1/47

*Handwritten:*  
29/1/47



2. It is understood that these services will commence on Monday, 5th May, 1967, and that the aircraft will arrive at H.A.S. Station 1010K on 20th April, 1967.

*D. J. Davis*

1st Commander,  
for Air Commodore,  
Air Officer Commanding,  
A.H.S. B.A.S. Italy.

3687



(37)

From : Air Forces Branch, APO 794,  
Allied Force Headquarters.  
To : Ministry of Defense,  
Under Secretariat for Aviation.  
Date : 1st May, 1947.  
Ref : AFB/39/2/Air.

USE OF CIAMPINO AIRFIELD BY L.A.I.

You are advised that there is no objection to the use  
of Ciampino Airfield, Rome, by the Linea Aerea Italiana.

Edward D.S. SULLIVAN,  
Major, Air Corps,  
for Air Commodore,  
Director AFB, AFHQ.

3686



LROY V LACE NR 15/29 P P P  
FROM AFHQ 291114 B  
TO AIR FORCES BJ NCH AFHQ ROME  
GR 37  
BT

UNCLASSIFIED PD C 15220  
FROM MIKE ABL E ABLE CHARLIE SECRETARIAT PD YOUR ~~ZERO~~ ONE NINE  
TWO DATED TWO THREE E APRIL NO OBJECTION TO THE USE ~~TO~~ OF CIAMPINO  
AIRFIELD ROME BY THE LINEA AREA ~~ITALIANA~~ ITALIANA PAREN LOVE  
ABLE ITEM UNPAREN

BT

SENT NR 38 AT 1500 RR KK  
RD NR 38 AT 1500 'RKK'

AIR FORCE

3685

300920

29 A

946.  
702 (36)



1.6999

942.

35

AIR FORCE

(23) LROF V MMXX T50/29 P P QVR

→ FROM AMO ITALY 2907"  
TO ~~REPORT~~ CL BRANCH AFHQ

BT

01229 29 APRIL (.) UNCLASSIFIED (.) AUTHORITY GRANTE FOR  
SOCIETA ITALIANA SERVIZI AERIE TO USE RAF STATION UDINE (CAMPO FORMIDO)  
AIRFIELD FOR CIVILIAN AIRLINE

BT

SENT MMXX 1235 RVJ B1 K

RD NR 23 AT 1235 'RKK'

3684

300925

IMI TRA TO IN THE ADDS PLS



From: Air Forces Branch, APO 794  
ALLIED FORCE HEADQUARTERS

To : ALLIED MILITARY GOVERNMENT  
VENETIA GIULIA

Date: 29th April 1947

Ref : AFB/39/2/

Use of Merna Airfield

Reference is made to your letter UG/AMO/TM/1-25/1522 dated 14 April 1947 which was received by this Branch on 25 April 1947.

2. Attention is invited to letter subject: "Italian Internal Civil Aviation", AFB/39/Air dated 23 April 1947, a copy of which is attached for your information. You will note that paragraph 3 of the a/m letter contains reference to the use of Merna Airfield as a base for Italian Civil Aviation.

3. Informal advices from AFHQ, however, indicate that the Supreme Allied Commander will not favorably consider the use of Merna Airfield but may lift the ban on civil flights into Campoformido (Udine).

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



From: Air Forces Branch, APO 794  
ALLIED FORCE HEADQUARTERS

To : ALLIED MILITARY GOVERNMENT  
VENEZIA GIULIA

Date: 29th April 1947

Ref : AFB/39/2/

Use of Merna Airfield

Reference is made to your letter UG/AMG/TN/1-26/1522 dated 14 April 1947 which was received by this Branch on 25 April 1947.

2. Attention is invited to letter subject: "Italian Internal Civil Aviation", AFB/39/Air dated 23 April 1947, a copy of which is attached for your information. You will note that paragraph 3 of the a/m letter contains reference to the use of Merna Airfield as a base for Italian Civil Aviation.

3. Informal advices from AFHQ, however, indicate that the Supreme Allied Commander will not favorably consider the use of Merna Airfield but may lift the ban on civil flights into Campoformido (Udine).

OK  
JLM  
29/4



9912

HEADQUARTERS  
ALLIED MILITARY GOVERNMENT  
VENEZIA GIULIA  
TRANSPORTATION DIVISION

(33)

Telephone: 4303

14 Apr. 47

Reference: VG/AMG/TE/1-26/1522

Subject : Trieste - Air Lines.To : Air Forces Sub Branch, AFHQ, Livorno.  
(Attn. Lt.Col. Frank E. Marek, Deputy Director).

1. Enclosed is letter addressed to Headquarters A.M.G. V.G. from Italian Ministry of Aeronautics approving for Italy the establishment of Air Service between Trieste (Merna) - Rome - Naples and Trieste (Merna) - Milan - Genova.

2. As per our conversation two weeks ago we trust the matter can now be presented to Headquarters for the approval of the use of Merna Airfield and the scheduling of the above mentioned flights regular.

3. With the inauguration of Civilian Air Service in Italy we feel you appreciate the desire of all interested parties to get the above service in operation at the earliest moment possible.

FRED W. RICE  
Lt. Col. Inf.

Chief Transportation Officer

P.R.C. 28/4/47

FWR/cc

39/2/47

J 29/4.

3589



C O P I A

REPUBBLICA ITALIANA  
MINISTERO DELLA DIFESA  
- AERONAUTICA -

Roma, 2 Aprile 1947.

Divisione: Trasporti

Prot. N° 1246

AL HEADQUARTERS  
ALLIED MILITARY GOVERNMENT  
VENEZIA GIULIA

OGGETTO: Trieste - Servizi Aerei.

In esito al foglio n. VG/AMO/TN/1-26/1028 dell' 8 Febbraio 1947 trasmesso in copia con lettera n. VG/AMO/TN/1-26/1234 del 5 marzo U.S. e che non era prima pervenuta a questo Ministero, si informa contesto Allied Military Government che è stata effettuata, nei riguardi della Società Italiana Servizi Aerei "S.I.S.A." la concessione (attualmente in corso di approvazione presso la Sezione di affari militari italiani del Quartiere Generale delle FF.A.A.) delle seguenti linee aeree:

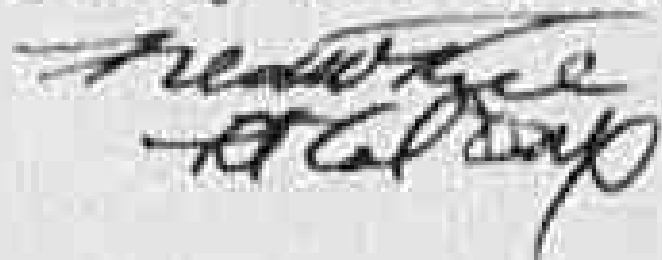
- 1.- Trieste (Merna) - Roma - Napoli
- 2.- Trieste (Merna) - Milano - Genova

Le domande poi dei servizi aerei minori (taxi aereo e servizio di trasporto merci) della società "ENTECOM" sono in fase di esame presso questo Ministero che provvederà al più presto alla concessione del servizio di taxi aereo limitatamente per il momento ad un solo apparecchio.

P. IL MINISTRO

(illegibile)

I certify this is the true copy.



3678



ALLIED FORCE HEADQUARTERS,

AIR FORCES BRANCH,

AFO 794.

25th April, 1947.

AFB/39/2/ALT.

USE OF CASTEL VENTRO BASE - TRIPOLI.

Reference is made to your letter Prot. N.4131 and enclosure, dated 23rd April, 1947. You are informed that your letter addressed to the Chief Administrator, British Military Administration in Tripolitania, has today been despatched through the British Embassy.

*Chubb*

C.M.M. GEORGE, W/CIF.,  
for AIF COMMISSIONER,  
DIRECTION,  
AIR FORCES BRANCH,  
A.F.M.O., AFG 74.

Aerolinee Italiane Internazionali,  
20, Via Bissolati,  
R.O.M.E.

3677



ALLIED FORCE HEADQUARTERS,

AIR FORCES ITALY,

AFO 794.

25th April 1947.

312

AFB/39/2/ALF

Dear Mr. Lawrence,

Further to our telephone conversation this morning, I now enclose a letter from the Aerolinee Italiane Internazionali and addressed to the Chief Administrator, British Military Administration in Tripolitania. I should be very much obliged if you would see that this is sent off in your next bag to Cairo.

Yours sincerely,

*E. Chamberlain*

Miss Lawrence,  
British Embassy,  
R O K E.



AEROLINEE  
ITALIANE  
INTERNAZIONALI

- ALITALIA -

PROT N. 1131

ROMA April 23, 1947

20, VIA BISSOLATI  
TELEF. 487052 - 487054 - 487055

302

Allied Military Affairs HQ  
Air Forces Section  
Via Veneto  
Rome

Sirs,

Use of Castelbenito Base (Tripoli)

We are enclosing an application for the use of Castelbenito Airport (Tripoli), addressed to Brig. F.R. Backley, Chief Administrator of the British Military Administration, Tripolitania.

We should very much appreciate your kind co-operation in forwarding such application to the addressee.

With thanks, we remain

Yours truly

THE PRESIDENT  
(De Michellis)

*De Michellis*  
3676

1 encl.

*Wing Commander Greece*

1/ If either Embassy or ourselves have a reliable means of despatch, closed to the Company, then I have no objection to forwarding.

2/ If we only have civil postal channels then Company should send themselves. P.T.O.



If (1) acknowledge & say has been forwarded

If (2) Return, regretting that we have no special means of despatch.

AS  
28/

079991

3/1/43  
7/25/43



*File copy -**Minute to order**29A*

AIR FORCES BRANCH - ALLIED FORCE HEADQUARTERS  
APO 794

23 1230 B

MEDITERRANEAN ALLIED AIR COMMITTEE SECRETARIAT - LEGHORN.

0839

UNCLASSIFIED

OBOX ONE NINE TWO PD

A REQUEST HAS BEEN RECEIVED FROM THE LINEA AEREA ITALIANA PAREN LAI PAREN FOR  
PERMISSION TO USE CIAMPINO AIRFIELD ROME IN THEIR INTERNAL CIVIL AVIATION  
ORGANISATION PD LAI SIGNED THE HOLT HARMLESS AGREEMENT ON THE TWO FIVE MARCH  
ONE NINE FOUR SEVEN PD COMMANDING OFFICER ATO CIAMPINO AGREES TO THEIR REQUEST  
PD YOUR OPINION IS REQUESTED

*File in  
25/4*

3675

APM/39/2/AIR

OR IMPORTANT

ORGANISATION

A.T. NEISS, LT.

*A.C. Merrien*  
A.C. MERRIEN, R/O.



785017

From : Italian Air Ministry  
General Directorate of Civil Aviation and Aerial Transport

To : A.P.H.Q. A.F.B.

Ref. : 1577/1/617 Coll

Date : 18th April 1947

S.I.S.A. FIEM MERNA AIRPORT

With reference to letter AFB/39/2/AIR dated 11th April 1947 we have taken the necessary action on the information which you have forwarded us regarding the Merna Airport.

The request for the authority to use (temporarily) the above named airport was made directly to us by the S.I.S.A. with letter SI/121 dated 14th March 1947, of which please find copy attached.

This letter referred to an authorisation obtained from the Allied Military Command of Ven. Giulia dated 30/12/46.

We have therefore passed on your information to the S.I.S.A..

The above mentioned S.I.S.A. has requested that it be authorised to use the runway of Udine Airport, whilst waiting for the use of the Merna Airport runway.

We hereby forward the request to your A.F.B. so that you may inform us of your decision regarding this matter.

for the MINISTER

3674

translated by L.A.C.

DOSI

24/4

24/4

284(7)

23/4 7.2.47

39/2/AIR

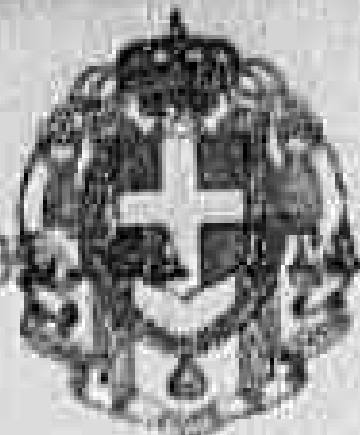


22/4  
W. J. J. J.



M-21194

REPUBBLICA ITALIANA



*Ministero della Difesa*  
DIFESA  
DIREZIONE GENERALE  
AVIAZIONE CIVILE E T.A.

Divisione Trasporti

*Prot. N. 1577 Allegato 1* (P.C.O.)

Roma, 18 APR 1947 19 Anno

28A

AZ AIR FORCES BRANCH  
ALLIED FORCE HEADQUARTERS

APO - 794 = ROMA =

Tramite l'Ufficio Collegamento  
Gabinetto del Ministro = SEDE =

Risposta al f. del 11/4 NATB/39/2/Air

OCCETTO: Società "S.I.S.A." - Aeroporto di Merna.-

In esito al foglio sopradistinto, questo Ministero ha preso atto di quanto cotesto Ufficio comunica in merito all'aeroporto di Merna.-

L'autorizzazione dell'uso temporaneo del predetto aeroporto era stato chiesto direttamente alla scrivente dalla Società "S.I.S.A." con foglio n.SI/121 in data 14 marzo u.s., allegato in copia, che faceva riferimento ad una autorizzazione ottenuta dal Comando militare alleato della Venezia Giulia in data 30 dicembre 1946.

Comunque, si è provveduto ad avvertire la Società "S.I.S.A." di quanto cotesto Ufficio comunica.

La predetta Società chiede che sia intanto autorizzato lo scalo nell'aeroporto di Udine, in attesa di ottenere quello di Merna. Si trasmette la richiesta a cotesto Ufficio per le sue decisioni.-

3673

p. IL MINISTRO

*V. Pacipari*

Si prega di allegare, con il foglio sopradistinto, anche il foglio n. 121/121 del 14 marzo u.s. allegato in copia.



Società Italiana Servizi aerei  
Italian Air Services

S 1/121

Giunta 14 March 47

To: S. A. M. 288  
General Directorate of  
Civil Aviation and Aerial  
Traffic

Subject: Roma airport.

Following our letter S 1/109 dated 16/2/47  
we hereby inform you that we will take  
over Roma airport in place of Rieti airport.  
The A. M. Command of V. Giulini has, ~~granted~~  
with 30/12/46 authorized the S.I.S.A. to  
use the Roma airport.

3672



S.I.S.A.

SOCIETA' ITALIANA SERVIZI AEREI

28 B

SI/ 121.

Trieste, 14 marzo 1947

AL MINISTERO DELL' AERONAUTICA

Direzione Generale dell'Aviazione Civile e  
Traffico Aereo.

R O M A

OGGETTO: Aeroporto di Merna.

A seguito della nostra S I/109 del 16/2/47 vi comunicia-  
mo che adotteremo l'Aeroporto di Merna in sostituzione di quel-  
lo di Ronchi.

Il Comando Militare Alleato Venezia-Ciulia in data 30-12-  
1946 ha autorizzato alla S.I.S.A. l'uso dell'Aeroporto di Merna.  
Con osservanza.

S.I.S.A.

f.to Cesulich

p.c.c.

*Spintini*

3671



## 50

Telephone : 43-03

Reference : VG/ANG/TN/1-26 / 1459

Subject : Development of Air Travel by Civilian Air Lines in Venezia Giulia.

To : LACAR - Air Sub Commission - ROME

Copy to : Lt.Col.Robertson - Planning Division HQ AMG VG

: Economics Section HQ AMG VG

1. It is proposed to inaugurate in this Area an advertising campaign to promote travel by air. Articles in the local newspaper and the dropping of leaflets from a plane being two of the means considered as practical.

2. Attached is translation of one of the articles for the local newspaper and also a translation of a proposed leaflet which would be dropped from a plane flying over the cities of Trieste and Gorizia.

3. To accomplish the dropping of the leaflets we would like to obtain a clearance from your Office should this plan meet your approval.

4. Also we would welcome any suggestion you may care to offer in connection with the idea of indoctrinating the general public in the matter of Air Transportation.

5. While at the present time there are only two civilian Air Lines considering the above plan, the focusing of public attention on the advantages offered by air travel, and also the fact that civilian recovery and planning for the future development of the Area is actually making progress, seems to justify this Division's aid, as far as consistent with present policies, in the development of these ideas.

6. Advertising of this nature benefits the entire industry and for that reason can not be objected to by air lines which are now operating or may operate in the future.

7. If you approve the proposed plan, formal request for the necessary clearance for the flights will be inaugurated.

For the Senior Civil Affairs Officer :



TO : IACAR - Air Sub Commission - ROME  
Copy to : Lt.Col. Robertson - Planning Division HQ AMG VG  
: Economics Section HQ AMG VG

1. It is proposed to inaugurate in this Area an advertising campaign to promote travel by air. Articles in the local newspaper and the dropping of leaflets from a plane being two of the means considered as practical.

2. Attached is translation of one of the articles for the local newspaper and also a translation of a proposed leaflet which would be dropped from a plane flying over the cities of Trieste and Gorizia.

3. To accomplish the dropping of the leaflets we would like to obtain a clearance from your Office should this plan meet your approval.

4. Also we would welcome any suggestion you may care to offer in connection with the idea of indoctrinating the general public in the matter of Air transportation.

5. While at the present time there are only two civilian Air Lines considering the above plan, the focusing of public attention on the advantages offered by air travel, and also the fact that civilian recovery and planning for the future development of the Area is actually making progress, seems to justify this Division's aid, as far as consistent with present policies, in the development of these ideas.

6. Advertising of this nature benefits the entire industry and for that reason can not be objected to by air lines which are now operating or may operate in the future.

7. If you approve the proposed plan, formal request for the necessary clearance for the flights will be inaugurated.

For the Senior Civil Affairs Officer :

*Fred W. Rice*  
Fred W. Rice  
Lt. Col. Inf.  
Chief Transportation Officer

NOTE

The request to start  
letter on in enclosure 26.24.  
of this file  
15/9

FVR/cr



TRANSLATIONof Newspaper Article.AIR - ACTIVITY IN TRIESTE

As has been recently communicated by the Press, Trieste will again be connected to the various Italian Centers by means of two airlines, that will be managed by the S.I.S.A. established a few months ago.

The renewal of aeronautical activity in our town will without doubt be welcomed with sympathy in the commercial and industrial circles and by all who, before the war, used this means of transport for social purposes. Such a rebirth will achieve reemploying of productive forces which in this latter period had to suspend, or were obliged to change their manner of work.

The air connections with Italy arise at a moment in which commercial aviation in Europe has assumed a formidable development and has launched itself into serious competition with all means of communication by land and by sea. In fact the tariffs used by the major Societies of Air transport are similar to those by land and in certain cases inferior to those by sea. As is known, technical progress, especially in the United States, has permitted Civil Aviation to evolve a program of communications capable of substituting the land and sea connections of pre-war. The transcontinental air-voyages have become the common means of communication between Europe and America and the maritime lines already feel the weight of competition.

Until now, only foreign Societies (American, English, Swiss, Dutch, Swedish), have flown over and landed on national territory, where as the Italian Societies were forbidden this activity pursuant to terms of the Armistice. With the development of the new situation, also our Companies have been allowed to exercise civil airlines, and the military couriers that in the meantime provided for these connections, will stop their tasks.

The communication situation in Italy is very grave and in the various transport systems only slow improvement is being made. Without doubt the Air Navigation, that before the war had reached a fairly high grade of regularity and safety, will now contribute to the renewal of public services and to commercial and technical development in that branch. The Trieste initiative inserts itself



- 2 -

in the general picture of reestablishing of communications.

The connections actually foreseen by the various Companies comprising S.I.S.A., embrace a vast net-work that connects the major industrial and cultural centers and which will be able to give the public the possibility of travelling rapidly, without loss of time and eventual forced so-journing.

The passenger traffic is doubtless the most important but one must not forget, that the transporting of goods (parcels and luggage) has also its importance. In fact, lately, the airtransport of perishable goods and goods of value has had a big development. On certain lines we even see that the Companies may tend to reduce the number of passengers so as to be able to effect a greater load of goods. (The pilots say that the goods have the advantage of being silent and of not suffering from air sickness.)

In Italy the transport of luggage can be entrusted to airlines that will guarantee the consignment during the day, the reduction of insurance expenses and the packing cost. Observing the map, one can see that every line joining the East to Central Europe, passes in the immediate neighbourhood of Trieste.

The position of the mart of Trieste is in fact among the most favourable, and no opportunity must be neglected to establish our city as one of the most important centers on international airlines. The modern planes have, it is true, such capability as to make the crossing directly from Central-Europe to the East, but commercial traffic demands that the stop at Trieste be nevertheless effected.

The S.I.S.A.'s program therefore contemplates a net-work of air services with Central-Europe, the Adriatic countries and with the East. The development of commercial exchanges and Trieste traffic is still only at the beginning and therefore no predictions can be made as to its evolution; it seems evident though, that a connection with Vienna and Prague will contribute to strengthen relations between our mart and its eventual back-country, enlarging in this way the sphere of influence of the Trieste Port.

The Air Services with Yugoslavia, Greece and Egypt will enable the markets of the East to have rapid and easy communication with our town and neighbouring countries. For the fullfilling of these connections, the air port of Merna will temporarily be used, as there do not exist other efficient air ports in the Zone of Trieste.

Ronchi, that would have all the technical and meteorological requisites and would be nearer to the town, is a cultivated ground and therefore cannot be reactivated in less than a year's time.

3668

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- 3 -

The Airport (emergency) of Noghere is excluded from the beginning, being absolutely inadequate because of swampy ground, the smallness of runways the impossibility of take-off and landing in safety. Kerna will be fitted out so as to serve the traffic of these first years, and meanwhile the construction of an international Airport will be studied and planned on which planes of maximum tonnage will be able to land.

Concluding : the renewing of commercial air-activity in Trieste is a sign that the local industry and initiative, in spite of painful vicissitudes of the recent years and the still difficult situation, have the desire to come to life once more and to compete on the international market.

It is our wish that this activity, arising in difficult and adverse times, will assert itself and will find in national and foreign circles that welcome and that constructive criticism which are the factors of certain success.

3667



LEAFLET

- 1) No more interminable days of travel  
No more anxious looking for sleeping quarters.  
With the S.I.S.A. you will leave in the morning  
and return in the evening.
- 2) To travel  
COMFORTABLY  
RAPIDLY  
SAFELY  
use the planes belonging to  
S I S A  
which will carry you to :  
ROME in 1 hour and 3/4  
MILAN in 1 hour and 1/4
- 3) On board the planes of the S.I.S.A. you will even find bar  
service and the newspapers that interest you.
- 4) The S.I.S.A. offers you the possibility of doing your business  
in Milan, Turin, Rome, Naples leaving in the morning and return-  
ing to Trieste in the evening.



26

From: Air Forces Branch  
ALLIED FORCE HEADQUARTERS, APO 794

To : Comm. Salvatore Cacopardo  
Direttore Generale Aviazione Civile  
Traffico Aereo, Sottosegretariato per l'Aviazione

Date: 11th April 1947

Ref : AFB/33/2/Air

Civil Aviation in AMG Territory

Reference your letter 1074 dated 31 March 1947 addressed to the SISA Company, a copy of which was forwarded to this Branch for information.

2. It is noted that your office has authorized the use of Morna airfield by the SISA Company as a temporary replacement for the Ronchi airfield.

3. You are advised that no civil airlines will be permitted to fly over or into Allied Military Government Territory prior to Ratification Day without the specific approval of the Supreme Allied Commander which would be communicated to your office through this Branch.

4. This office has no record of any request from SISA which asked the Supreme Allied Commander for authority to operate from AMG Territory.

s/ Edward D.S. Sullivan  
t/ EDWARD D. S. SULLIVAN  
for Air Commodore,  
Director, AFB, AFHQ

Copies to:-  
Italian Undersecretariat for Air  
Allied Military Government Venezia Giulia

3665



CD

D

25

From: Air Forces Branch  
ALLIED FORCE HEADQUARTERS, APO 794

To : Genm. Salvatore Cacopardo  
Direttore Generale Aviazione Civile  
Traffico Aereo, (Ministero dell'Aeronautica)

Date: 11th April 1947 *Postmark 11/4*

Ref : AFB/39/2/Air

Civil Aviation in AMG Territory

Reference your letter 1074 dated 21 March 1947 addressed to the SISA Company, a copy of which was forwarded to this Branch for information.

2. It is noted that your office has authorized the use of Borna airfield by the SISA Company as a temporary replacement for the Ronchi airbase.

3. You are advised that no civil airlines will be permitted to fly over or into Allied Military Government Territory prior to ratification day without the specific approval of the Supreme Allied Commander which would be communicated to your office through this Branch.

4. This office has no record of any request from SISA which asks the Supreme Allied Commander for authority to operate from AMG Territory.

OK JRM 11/4

*[Signature]* 11/4

*[Signature]* 16/4

3664

copies: IAM  
AME, VG.



24

FROM: AIR FORCES BRANCH  
ALLIED FORCE HEADQUARTERS, APO 794

TO : ALLIED MILITARY GOVERNMENT  
VENEZIA GIULIA

DATE: 9TH APRIL 1947

REF : AFB/39/2/AIR

DEVELOPMENT OF AIR TRAVEL BY CIVILIAN AIRLINES  
IN VENEZIA GIULIA

Reference your letter VO/AMG/S/1-26/1439 dated 1 April 1947.

2. You are advised that Top Secret Letter, AFHQ, dated 14th November 1946 specifically prohibits the establishment of Civil Air Lines in Allied Military Government territory and that, until the Ratification of the Peace Treaty and the dissolution of the Allied Military Government of Venezia Giulia, no Italian Civil Air Lines are permitted to fly over or land in the area. It would therefore be impossible for this office to clear any plane which would drop leaflets advertising SISA over the cities of Trieste and Gorizia.

3. It is believed to be inadvisable to publish the press release concerning Air Activity in Trieste since up to this date the Italian Air Ministry has not forwarded for the attention of this Branch any formal request from the SISA to form an air service. No approval can be given to the formation of any air line until full information is forthcoming concerning:

- (a) Airfields to be used;
- (b) Air routes;
- (c) Types and specification of aircraft to be used;
- (d) Total numbers of aircraft to be employed;
- (e) Total numbers of aircrew and other personnel to be employed.

4. You are also advised that the Aerolinee Italiane Internazionali (A.L.I.I.) has already secured approval of the Italian Under Secretariat for Air to establish two routes terminating in Trieste. Although it is realized that after "R" Day permission will have to be secured from the Free Territory authorities for

3663



- 2 -

this line to operate in Trieste, a similar problem will be encountered by SISA who, after "R" Day, will in effect be a foreign company operating an internal air line in Italy with stops in Milan, Genoa, Rome, and Naples. Taking cognizance of the fact that the status of both these companies will undergo a major change on "R" Day which will have to be settled between the respective governments of Italy and the Free Territory, this Branch is obliged to give prior consideration to the request of ALII since that company has submitted all the required information to this office through the Under Secretariat for Air.



L. E. JARMAN, C/C  
S.S.O.  
for Air Commodore  
Director, AFB, AFHQ

3662



23

From: Air Forces Branch,  
ALLIED FORCE HEADQUARTERS, APO 794

To : ALLIED MILITARY GOVERNMENT  
VENETIA GIULIA

Date: 9th April 1947

Ref : 39/

Development of Air Travel by Civilian Airlines  
in Venezia Giulia

Reference your letter VG/AMG/3/1-25/1439 dated 1 April 1947.

2. You are advised that Top Secret Letter, AMHQ, dated 14th November 1946 specifically prohibits the establishment of Civil Air Lines in Allied Military Government territory ~~and that,~~ until the ratification of the Peace Treaty and the dissolution of the Allied Military Government of Venezia Giulia, no Italian Civil Air Lines are permitted to fly over or land in the area. It would therefore be impossible for this office to clear any plane which would drop leaflets advertising SISA over the cities of Trieste and Gorizia.

3. It is ~~was~~ believed to be inadvisable to publish the press release concerning Air Activity in Trieste since up to this date the Italian Air Ministry has not forwarded, for the attention of this Branch, any formal request from the SISA to form an air service. No approval can be given to the formation of any air line until full information is forthcoming ~~concerning~~ *concerning*:

- (a) Airfields to be used;
- (b) Air routes;
- (c) Types and specification of aircraft to be used;
- (d) Total numbers of aircraft to be employed;
- (e) Total numbers of aircrew and other personnel to be employed.

3661



- 2 -

4. You are also advised that the Aerolinee Italiane Internazionali (A.I.I.I.) has already secured approval of the Italian Under Secretariat for Air to establish two routes terminating in Trieste. Although it is realized that after "R" Day ~~Authority~~ <sup>permission</sup> will have to be secured from the Free Territory authorities for this line to operate in Trieste, a similar problem will be encountered by SIA who, after "R" Day, will in effect be a foreign company operating an internal air line in Italy with stops in Milan, Genoa, Rome, and Naples. Taking cognizance of the fact that the status of both these companies will undergo a major change on "R" Day which will have to be settled between the respective governments of Italy and the Free Territory, this Branch is obliged to give prior consideration to the request of AII since that company has submitted all the required information to this office through the Under Secretariat for Air.

*G/C Signat me*

*wt. 10/4*  
*OK J/KM 10/4*  
*Air Commodore Bishop*  
*has seen on 10/4*

3666



22

From: The Ministry of Defense  
Main Office for Civil Aviation and Air Traffic

To : Italian Company for Air Services "SISA",  
Piazza S. Antonio, 1, Trieste.

Date: 21st March 1947

Ref : 1074 (two enclosures)

Reply to letter No. 1/32 dated 31 January 1947

Authority to Operate Airline Services

With reference to the requests submitted by your Company, we communicate that this Ministry has taken into favorable consideration the possibility of authorizing your Company to operate the following airlines:-

Trieste (Ronchi) - Milan - Genoa;  
Trieste (Ronchi) - Rome - Naples;

Following communication sent by your Company with letter No. 51/131 dated 14th inst. we grant permission for the temporary use of the Merna Airfield for a temporary replacement of the Ronchi airfield.

Will your Company:

- 1) Forward, if it has not been done yet, a true copy of the document proving its constitution;
- 2) Supply the following particulars:-
  - a) if the capital paid up will be totally used for aeronautical purposes;
  - b) if any activities have been carried out from the date of the Company's constitution up to to-day's date; if yes, specify activities; what funds are really available at present.

We are forwarding the attached schemes of the agreement and regulations to be made up for the granting of permission for operation of air services for those airlines in which your Company is interested.

When we will receive the above said particulars, it will be possible to proceed to a revision and final completion of the required documents and air line services can be operated.

3659

For THE MINISTER  
/s/ Brusasca

6 I AM have no control over  
MENA at this stage. It is  
in A.M.C. Territory.



55

(21) 9167



AIR FORCE

MSG 4 1318 1318 8 P  
 FROM HQ AND VC TRANSPORTATION DIVISION 251132Z  
 TO ITALIAN MILITARY AFFAIRS SECTION AIR FORCE'S SUB SECTION 2092  
 (ATTENTION C/CAPT JARDAN)

BT  
 23/1-26 . WOOD . RE YOUR LETTER I WAS/39/2/AIR/AF IS WARD .  
 CHIEF TRANSPORTATION OFFICER HQ AND VC IS NOW IN ROME .  
 SUGGEST YOU ATTEMPT CONTACT WITH HIM THROUGH L A C A B  
 HOME OR ALLIANCE OFFICER . THE FIRM S.I.S.A. HAS PUBLISHED  
 IN NEWSPAPERS HERE WITHOUT AUTHORITY THAT LINES TRINSTE -  
 ROME - NAPLES AND MILAN WILL DEFINITELY OPEN IN A  
 FEW WEEKS . SIGNED COLEMAN CAPT TREN DIV AND VC

3658

NOTE

Phoned LACAB and  
 American Bulletin Office.  
 but was unable to contact  
 Lt Col Rice

ST 1318 1314 085 B 1  
 HQ "LEE" 1328 KKK



1  
LROFV LRUL RNR 1315/6/7 P P QIN

FROM HQ ANG VS TRANSPORTATION DIVISION 251300Z

TO (1) MAJESTIC HOTEL ROME (2) LACAB ROME (3) ECCELSIOR HOTEL ROME

BT

26/1-26. L FOR LT COL FRED W RICE CHIEF TRANSPORTATION OFFICER  
VENEZIA GIULIA ANG NOW IN ROME.

SUGGEST YOU CONTACT AIR FORCES SUB SECTION

ITALIAN MILITARY AFFAIRS SECTION RE LETTER IMAS/39/2/AIR/AF

WHICH ARRIVED HERE YESTERDAY. IMPORTANT. (18)

S.I.S.A. (CONSULICH) HAS PUBLISHED IN NEWSPAPER THAT AIR LINES  
TRIESTE- ROME- NAPLES AND MILANO WILL DEFINITELY ~~BE~~ OPEN IN FEW  
WEEKS. COLEMAN.

BT

SENT NY DRB

RD\* LEE\* AT 1316

h/km  
2/13

3657

39/2/Air





0108

785017

18

From : Italian Military Airplane Section,  
Air Forces Sub Section

To : Allied Military Command,  
Parma Office.

Date : 13th March, 1947.

Ref : DMG/33/2/140/AR.

CONSENT TO ALIEN  
LANDING AND TAKE-OFF

With reference to your letter of 10/3/47 dated 16th January 1947, an air line Company controlled in the Free Territory of Trieste would comply with the regulations and laws in force in the Free Territory.

2. For your information Article 32 of the Peace Treaty with Italy dealing with Commercial Aviation in the Free Territory of Trieste states --

"(1) Commercial aircraft registered in the territory of any one of the United Nations which operate in the territory of the Free Territory of Trieste shall be granted international commercial aviation rights, including the right to land for refuelling and repairs, to fly over the Free Territory without landing and to use the facilities provided for such aircraft as may be designated by the competent authorities of the Free Territory."

(2) These rights shall not be subject to any restrictions other than those imposed on a basis of non-discrimination by the laws and regulations in force in the Free Territory and in the countries external or adjoining from the special character of the Free Territory as national and controlled."

3. Also, until the ratification of the Peace Treaty and the dissolution of the Allied Military Government of Trieste Trieste no Italian aircraft shall be permitted to fly over or to land in this area and design aircraft must follow the regulations laid down in our directives DMG/33/2/140/AR dated 10th March, 1946. (copy enclosed)

4. After the ratification of the Peace Treaty it will be the Italian Government's responsibility to ensure flying in the Trieste Trieste area.

5. The U.S.A. Company will continue to submit its plans to the Trieste Free Territory authorities (main command) and will have to negotiate with consideration of any one of the United Nations for carrying out landing operations.



CLASSIFIED INFORMATION TO BE RELEASED  
EXCEPT BY AUTHORITY OF THE SECRETARY OF DEFENSE

with reference to your letter to/SEC/AF/1-26/408 dated 15th February 1947, an Air Line Company chartered in the Free Territory of Trieste would comply with the regulations and laws as laid down by the Free Territory authorities.

2. For your information Article 32 of the Peace Treaty with Italy dealing with Commercial relations in the Free Territory of Trieste states -

"(1) Commercial aircraft registered in the territory of any one of the United Nations which operate in the territory of the same rights to over-landed aircraft registered in the Free Territory, shall be granted international commercial aviation rights, including the right to land for refueling and repairs, to fly over the Free Territory without landing and to use the facilities possessed such aircraft as may be designated by the competent authorities of the Free Territory.

(2) These rights shall not be subject to any restrictions other than those imposed on a basis of non-discrimination by the laws and regulations in force in the Free Territory and in the countries concerned or resulting from the special character of the Free Territory as neutral and demilitarized.

3. Also, until the ratification of the Peace Treaty and the dissolution of the Allied Military Government of Venezia Giulia no Italian civil air lines are permitted to fly over or to land in this area and therefore aircraft must follow the regulations laid down in our directives AFM/3/4/AF dated 30th November, 1946. (signature)

4. After the ratification of the Peace Treaty it will be the Italian Government's responsibility to control flying in the Venezia Giulia area.

5. The S.I.L.A. Company will therefore have to submit its plans to the Trieste Free Territory authorities (when formed) and will have to negotiate with authorities of any one of the United Nations for overflying and landing privileges.

6. From Article 32 it is not clear what procedure is to be adopted to obtain permission to overfly or land in Italy as this country is not a member of the United Nations; this point will eventually be taken up by the Free Territory authorities.

7. The position of IMAA aircraft in Italian territory as the terminal airport for a Trieste Free Territory Air Line Company will be a complication and authority for this can only be granted by the Italian Government after the conclusion of a 1946 military



6. Hence in the granting of such good rights to Commercial Men and Women is justified in any one of the United States except that the United States Territory also claim have their own authorities within the United States and every boundary.

5. The letter was dated 14th November 1946 attached to your communication was cancelled a few days later by Allied Forces Headquarters and the G.I.C.A. files was destroyed. It is reported that a copy of this communication was not also forwarded to your Headquarters.

See *Journal of Applied*  
*and Physiological Psychology*, *Abstracts*,  
*and Reviews of Psychology*, *etc.*

Jordan to a Italian Air Military,  
Northwestern Allied Air and the Northwest Air



5342

HEADQUARTERS  
ALLIED MILITARY GOVERNMENT  
VENEZIA GIULIA

14

Telephone: 4303

7 March 1947

Reference: VG/AMG/TN/1-26//LSS

Subject : Clearance Procedure for Foreign Air Lines.

To : Allied Forces Headquarters,  
Air Force Sub-Section, ROME.  
(Through Economics Division).

1. This Division is in receipt of a request from Società Italiana Servizi Aerei (SISA) for information concerning procedure necessary to obtain permission to transport civilian passengers by air from Trieste to Prague in connection with the Industrial Fair to be held in Prague from March 15 to 30.

2. In connection with the above request, your attention is directed to previous correspondence concerning the subject Clearance for Flights by Civilian Air Lines and the Use of Air Fields by Civilian Planes (A.F.S.C./39/1/Air; our letter VG/AMG/TN/1-26 dated 28 Jan. 47; your letter IMAS/39/2/Air/A7 dated 7 Feb.; our letter VG/AMG/TN/1-26/1087.

3. May we have the necessary information needed to reply to this request.

SA

IA

For the SENIOR CIVIL AFFAIRS OFFICER;

FRED W. RICE

Lt. Col. Inf.

Chief Transportation Officer

wy  
h

10/3

A 451

39/2/AIR

3655

FWR/mv



HEADQUARTERS  
ALLIED MILITARY GOVERNMENT

VENEZIA GIULIA

Telephone: 4303

7 March 1947

Reference: VG/AMG/TS/1-26/1255

Subject : Clearance Procedure for Foreign Air Lines.

To : Allied Forces Headquarters,  
Air Force Sub-Section, BOMM.  
(Through Economic Division).

1. This Division is in receipt of a request from Società Italiana Servizi Aerei (SISA) for information concerning procedure necessary to obtain permission to transport civilian passengers by air from Trieste to Prague in connection with the Industrial Fair to be held in Prague from March 15 to 30.

2. In connection with the above request, your attention is directed to previous correspondence concerning the subject Clearance for Flights by Civilian Air Lines and the Use of Air Fields by Civilian Planes (A.F.S.C./39/1/Air: our letter VG/AMG/TS/1-26 dated 28 Jan.47; your letter ISAR/39/2/Air/A? dated 7 Feb.; our letter VG/AMG/TS/1-26/1057.

3. May we have the necessary information needed to reply to this request.

For the SENIOR CIVIL AFFAIRS OFFICER;

*Frederick W. Rice*

FRED W. RICE

Lt. Col. Inf.

Chief Transportation Officer

3654

PWR/ev



HEADQUARTERS  
ALLIED MILITARY GOVERNMENT

VENEZIA GIULIA

Telephone: 4303

7 March 1947

Reference: VG/AMG/TR/1-26/1255

Subject : Clearance Procedure for Foreign Air Lines.

To : Allied Forces Headquarters,  
Air Force Sub-Section, BOMK.  
(Through Economic Division).

1. This Division is in receipt of a request from Società Italiana Servizi Aerei (SISA) for information concerning procedure necessary to obtain permission to transport civilian passengers by air from Trieste to Prague in connection with the Industrial Fair to be held in Prague from March 15 to 30.

2. In connection with the above request, your attention is directed to previous correspondence concerning the subject Clearance for Flights by Civilian Air Lines and the Use of Air Fields by Civilian Planes (A.F.S.O./39/1/Air; our letter VG/AMG/TR/1-26 dated 20 Jan. 47; your letter IMAR/37/2/Air/A7 dated 7 Feb.; our letter VG/AMG/TR/1-26/1087.

3. May we have the necessary information needed to reply to this request.

For the SENIOR CIVIL AFFAIRS OFFICER:

*Fred W. Kucé*  
Lt. Col. Inf.  
Chief Transportation Officer

3653

FWR/uv



DRAFT

From : Italian Military Affairs Section,  
Allied Forces Sub Section.

To : Allied Military Government,  
Venetia Giulia.

Date : 7th March, 1947.

Ref : IMAS/39/2/Air/AF.

Atty. 1. a.m.

Copy to 77AFC  
(by letter, which specifies)

CLEARANCE FROM THE TO ALLIEDMILITARY GOVERNMENT CONTROLLED TERRITORY.

With reference to your letter no/IMAS/AF/1-26/108 dated 16th February 1947, an air line Company domiciled in the Free Territory of Trieste would comply with the regulations and laws as laid down by the Free Territory authorities.

2. For your information Article 32 of the Peace Treaty with Italy dealing with Commercial Aviation in the Free Territory of Trieste states: -

"(1) Commercial aircraft registered in the territory of any one of the United Nations which grants on its territory the same rights to commercial aircraft registered in the Free Territory, shall be granted international commercial aviation rights, including the right to land for refuelling and repairs, to fly over the Free Territory without landing and to use for traffic purposes such airports as may be designated by the competent authorities of the Free Territory.

(2) These rights shall not be subject to any restrictions other than those imposed on a basis of non-discrimination by the laws and regulations in force in the Free Territory and in the countries concerned 3652 resulting from the special character of the Free Territory as neutral and demilitarized.

16A

16A



CLEARANCE PROCEEDINGS TO ALLIEDMILITARY GOVERNMENT CONTROLLED TERRITORY.

With reference to your letter PG/MGC/TW/1-26/108 dated 16th February 1947, an air line Company domiciled in the Free Territory of Trieste would comply with the regulations and laws as laid down by the Free Territory authorities.

2. For your information Article 32 of the Peace Treaty with Italy dealing with Commercial Aviation in the Free Territory of Trieste states: -

"(1) Commercial aircraft registered in the territory of any one of the United Nations which grants on its territory the same rights to commercial aircraft registered in the Free Territory, shall be granted international commercial aviation rights, including the right to land for refuelling and repairs, to fly over the Free Territory without landing and to use for traffic purposes such airports as may be designated by the competent authorities of the Free Territory.

(2) These rights shall not be subject to any restrictions other than those imposed on a basis of non-discrimination by the laws and regulations in force in the Free Territory and in the countries concerned ~~2659~~ resulting from the special character of the Free Territory as neutral and demilitarised.

3. Also, until the Ratification of the Peace Treaty and the dissolution of the Allied Military Government of Venezia Giulia no Italian Civil Air Lines are permitted to fly over or to land in this area and foreign civil aircraft must follow the regulations laid down in our directive ASAC/39/1/Air dated 20th November, 1946. (Copy enclosed)

X



-2-

4. After the Satisfaction of the Peace Treaty it will be the Italian Government's responsibility to control flying in this area <sup>except for</sup> ~~within the limits laid down by the Supreme Allied Commander for Italian civil flying and Italian civil airlines.~~
5. The S.I.S.A. Company will therefore have to submit its plans to the Trieste Free Territory authorities (when formed) and will have to negotiate with countries of any one of the United Nations for overflying and landing privileges.
6. From Article 32 it is not clear what procedure is to be adopted to obtain permission to overfly or land in Italy as this country is not a member of the United Nations; this point will presumably be taken up by the Free Territory authorities.
7. The position of MZMA airfield in Italian territory as the terminal airport for a Trieste Free Territory Air Line Company will be a complication and authority for this can only be granted by the Italian Government after the cancellation of A.M.C. authority.
8. However the granting of reciprocal rights to Commercial Aircraft Companies registered in any one of the United Nations assures that the Trieste Free Territory Air Lines have their own airfields within the Trieste Free Territory boundaries.
9. The letter AFSC/354/1/ORG. dated 14th November 1946 attached to your communication was cancelled a few days later by Allied Forces Headquarters and the S.I.S.A. firm was informed. It is regretted that a copy of this cancellation was not also forwarded to your Headquarters.

3651



with countries of any one of the United Nations for overflying and landing privileges.

6. From Article 32 it is not clear what procedure is to be adopted to obtain permission to overfly or land in Italy as this country is not a member of the United Nations; this point will presumably be taken up by the Free Territory authorities.
7. The position of MONA airfield in Italian territory as the terminal airport for a Trieste Free Territory Air Line Company will be a complication and authority for this can only be granted by the Italian Government after the cancellation of A.M.C. authority.
8. However the granting of reciprocal rights to Commercial Aircraft Companies registered in any one of the United Nations assumes that the Trieste Free Territory Air Lines have their own airfields within the Trieste Free Territory boundaries.
9. The letter AFSC/354/1/Org. dated 14th November 1946 attached to your communication was cancelled a few days later by Allied Forces Headquarters and the S.I.S.A. Firm was informed. It is regretted that a copy of this cancellation was not also forwarded to your Headquarters.

3651

L.R. JARMAN, C/S,  
for Air Vice-Marshal, Director,  
Air Forces Sub Section, IAFS.



785017

15A

FROM: ALLIED FORCE HEADQUARTERS  
ITALIAN MILITARY AFFAIRS SECTION,  
AIR FORCE HEADQUARTERS, APO 704

TO : ITALIAN AIR MINISTRY  
DIRECTOR OF CIVIL AVIATION

DATE: 6TH MARCH 1947

REF : IRAN/39/2/AIR

CIAMPINO AIRFIELD

Your attention is kindly invited to the two applications from the "LAI" and "Italia" Civil Air Line Companies requesting permission to utilize Ciampino Airfield.

2. It would be appreciated if you would inform the above named airline companies that there is no objection for them to utilize Ciampino Airfield provided they have received approval from the War Department and executed the customary Host Nations Agreement.

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

3 Incls:-  
Application from LAI dtd 4 Feb 47  
" " ALITALIA dtd 13 Feb 47

JEH  
5/3

3650



HEADQUARTERS  
1119th AAF Base Unit - Rome, Italy  
European Division, Air Transport Command  
APO 526, US Army

CC/EMH/ef  
21 February 1947

SUBJECT: Use of Ciampino Airport  
by Italian Civil Air Carriers

TO : Deputy Director  
Air Forces Sub-Section  
Italian Military Affairs Section  
APO 794, US Army

1. The present use of facilities at Ciampino airport by international civil air carriers has reached such proportions as to severely tax the existing facilities. This Headquarters is transmitting this fact to Headquarters, European Division Air Transport Command with the request that this be brought to the attention of the War Department with a view to limiting further use of Ciampino by international civil air carriers who may have negotiated or be in the process of negotiating the Hold Harmless agreement as of 20 February 1947. Pending a decision from higher Headquarters in this matter, the position of this Headquarters is as follows:

Any international civil air carrier that completes the negotiation of a Hold Harmless agreement with the War Department is authorized to use Ciampino upon this Headquarters being advised by the War Department of the completion of this negotiation.

2. In view of the above this Headquarters could not refuse the use of Ciampino airfield or its facilities to Italian civil air carriers should they negotiate a Hold Harmless agreement with the War Department for the use of Ciampino.

*E. M. Hampton*  
E.M. HAMPTON  
Colonel, AC  
Commanding

Copy to  
419th AAF BC  
Central Files

*J. L. M.*  
11/3

3649



13A

FROM: ITALIAN MILITARY AFFAIRS SECTION  
AIR FORCES GUN SECTION, APO 794

TO : C.O., BALDWIN AAF-BU, ATC, CIAMPINO AIRFIELD, ROME

DATE: 15TH FEBRUARY 1947

REF: IMA/23/2/61/AF

CIAMPINO AIRFIELD

Applications have been received from the Linee Aeree Italiane (Italo-American) and the Alitalia (Italo-Anglo) Internal Civil Airline Companies requesting permission for their airline companies to operate from Ciampino airfield. They have also stated that necessary action has been taken by the respective Companies to gain War Department's approval to utilize Ciampino airfield and also to execute the customary Host Harmless Agreement.

2. Request information if there are any objections to the above named airline companies operating from Ciampino airfield provided they have received War Department's approval and the Host Harmless Agreement have been executed.

LEAH E. MUMF  
Lt. Col., Air Corps  
Deputy Director

7 km  
15/2

3648



AEROLINEE ITALIANE INTERNAZIONALI  
- ALITALIA -

12A  
Roma, February 13, 1947  
20, Via Bissolati  
Telef. 467553-467554-467555

Allied Forces Headquarters  
Italian Military Affairs Section  
Air Forces Subcommittee  
R O M E

Attention: Group Capt. Jarman

Sirs:

Permission to use Ciampino Airfield

We hereby apply for permission to use Ciampino Airfield for our operations.

We have reached an agreement with our associated Company, British European Airways, by which we should be able to make use of their facilities for traffic handling. It remains therefore understood that, for the latter purpose, we would make use of the "British" side of the airfield.

Our fleet will consist initially of approximately eight aircraft and we anticipate that we will be effecting approximately six landings and six take-offs per day on an average, for the first three months of operations.

We have already applied to the United States Authorities in Washington through the Italian Foreign Office, to sign the usual "Held Harmless" agreement.

We should like our permit to come into force on March 1, 1947.

In regard to maintenance, because of the absence of hangar accommodations we should have to do this elsewhere and we consider that the most suitable place would be Centocelle. We hope to be able to secure the use of one quarter of the hangar space and of one workshop building at that airfield.

We remain,

Yours faithfully

Il Presidente  
(G. De Michelis)

/ on the British side of the airfield,

3647

3571  
14/2



FROM: ITALIAN AIRLINES  
THE PRESIDENT, Via F. Crispi, 10, Tel. 487,204  
TO : AIR FORCES SUB-COMMISSION, ALLIED COMMISSION, ROME  
DATE: 4TH FEBRUARY 1947

CIAMPINO AIRPORT

As you are aware the situation of airports in the Rome area, except Ciampino, does not permit air traffic to operate with the required safety margin. The Air Ministry has previously submitted to your Sub-Commission's approval the complete programme of the air activity carried out by the various Italian Air Companies. The Italian "LAI" Company is desirous to know if it is possible to use the Ciampino airport as an operational air base for the LAI in Rome.

2. Further authority granted by A.F.S.C., the LAI Company has already provided to transfer its first airplanes to Rome. However, as the Urbe airfield is not apt to guarantee the necessary safety margin, this Company suggests that any decision on the afore mentioned request be made with the most courteous urgency.

3. Moreover, this Company informs you that proper steps are being at present made through the Italian Authorities in Washington to sign the required "Hold Harmless Agreement" at the War Department in Washington.

Please accept my most respectful regards.

/s/ The President

gkm  
1/2

3646



2573

HEADQUARTERS  
ALLIED MILITARY GOVERNMENT  
VENEZIA GIULIA

Telephone: 4303

10B.  
16 Feb. 1947

Reference: VG/AMG/TN/1-26/108P

Subject : Clearance Procedure for Foreign Air Lines.To : Allied Forces Headquarters, Italian Military Affairs Section -  
Air Force Sub-Section - HOME.

- 5A.
1. Reference your letter IMAS/39/2/Air/AF, dated 7 Feb. 47.
  2. In considering our letter VG/AMG/TN/1-26/1068 dated 8 Feb. 1947 it is pointed out that S.I.S.A. is domiciled in Trieste which is expected to become part of the Free State of Trieste. As if and when this is accomplished S.I.S.A., it is believed by this Division, should be considered under the laws and regulations applicable to Foreign Air Lines operating in Italian Territory.
  3. In reference to par 4. of your letter, a copy of a letter from Air Force Sub-Commission A.C. Home, dated 14 Nov. 1946 is attached. The Air Force Sub-Commission has had considerable correspondence with respect to the re-establishing of S.I.S.A. and their files should contain information on this subject.
  4. In view of the above, we would ask further information on the subject of what procedure should be followed in obtaining the necessary permission to enable S.I.S.A. to proceed with plans for re-establishing operation.

For the SENIOR CIVIL AFFAIRS OFFICER;



FWR/mv

Child  
25/2.

*Fred W. Rice*  
FRED W. RICE  
Lt. Col. Inf.  
Chief Transportation Officer  
3645



C O P Y

From: Air Force Sub-Commission, A.C. ROME.

To : S.I.S.A. - Piazza S. Antonio,  
TRIESTE.

Date: 14th November, 1946.

Ref.: AFEC/354/1/ORG.

10 B

Authority is granted by Air Forces Sub-Commission to transfer the under-mentioned aircraft to MEMNA Airport (CORIZIA) instead of Monfalcone.

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|-------|----------|--------|
| DC 47 | 41/7799  | I-COSU |
| " "   | 41/7845  | I-NAVE |
| " "   | 41/7847  | I-LENA |
| " "   | 41/38599 | I-VELE |
| " "   | 41/18444 | I-SOLE |

A.O. SAINTER? S/LDR,  
FOR AIR VICE MARSHAL,  
DIRECTOR,  
A.F.S.C.

Copies to:

Italian Air Ministry,  
H.Q. - A.M.G. Venezia Giulia.

3644

Cancelled  
ACC FOR 9  
24th 14 A



FROM: ITALIAN MILITARY AFFAIRS SECTION  
AIR FORCES SUB SECTION, APO 794

TO : THE PRESIDENT, LINEE AEREE ITALIANE, S.P.A. *9A*  
VIA P. CRISPI, 10  
ROME, ITALY

DATE: 11TH FEBRUARY 1947

REF : IMAS/39/2/AIR/AF

CIAMPINO AIRPORT

With reference to your letter dated 4th February 1947, same subject as above, action has been taken to obtain a decision from higher authorities on the use of Ciampino airfield by your company.

2. Upon receipt of reply, you will be informed of the decision without delay.

*Frank E. Marek*  
FRANK E. MAREK  
lt. Col., Air Corps  
Deputy Director

3643



*File  
Original was Forwarded*

FROM: ALLIED FORCE HEADQUARTERS  
ITALIAN MILITARY AFFAIRS SECTION,  
AIR FORCES SUB SECTION, APO 734

TO : SALPANA VI (COSTRUZIONI NAVALI-ARMAMENTI-MOLI) *SA*  
Copy to:- DIRECTOR CIVIL AVIATION, I.A.M.

DATE: 10TH FEBRUARY 1947

REF : MAS/39/2/AIR

CIVIL AIRLINES

Reference your letter 6th February 1947, 1963/2765/  
UM/DA, the following is submitted for your information.

1. Reference para numbered 1. The Air Forces Sub Section is not aware of any international agreement between the Italian Government and the American Government. However, it is known that an agreement was reached between the TWA Company and the Italian Government on the 6th June 1946.
2. Reference para numbered 2. The Allies' refusal to authorize civil aircraft to land at Pisa will remain in effect until the airfield is handed back to the Italian Government, probably soon after the ratification of the Peace Treaty.
3. Reference para numbered 3. Permission for landing on Lucca or Massa airfields should be obtained from the Italian Air Ministry. These airfields are not a responsibility of the Allied Force Hqs.
4. Reference para numbered 4. The refusing or granting of concessions for airline routes in Italy is the responsibility of the Italian Government. Any differences which exist concerning the granting of airlines, should be dealt with by the interested company and the Italian Air Ministry.
5. Please note that the Allied Commission no longer exists though certain functions of the AFSC have been transferred to I.M.A.S.

*James L. Curnutt*  
JAMES L. CURNUTT,  
Major Air Corps  
for Air Vice-Marshal  
Director

3642



FROM: ALLIED FORCE HEADQUARTERS  
 ITALIAN MILITARY AFFAIRS SECTION  
 AIR FORCE SUB SECTION, APO 794

TO: CASPARATI (COMMISSIONE SAVALI-ARMAMENTI-NOLI)  
 COPY TO: DIRECTOR CIVIL AVIATION, I.A.M.

DATE: 10TH FEBRUARY 1947

REF: RMB/DA/2/AIA

CIVIL AVIATION

Reference your letter 6th February 1947, 1945/2780/  
 13/DA, the following is submitted for your information.

1. Reference para numbered 1. The Air Force Sub Section is not aware of any International agreement between the Italian Government and the American Government. However, it is known that an agreement was reached between the two Governments and the Italian Government on the 6th June 1946.
2. Reference para numbered 2. The Allied refusal to authorize civil aircraft to land at Pisa will remain in effect until the airfield is handed back to the Italian Government, probably soon after the ratification of the Peace Treaty.
3. Reference para numbered 3. Permission for landing on bases or leased airfields should be obtained from the Italian Air Ministry. These airfields are not a responsibility of the Allied Force HQs.
4. Reference para numbered 4. The refusing or granting of concessions for airline routes in Italy is the responsibility of the Italian Government. Any differences which exist concerning the granting of airlines, should be dealt with by the interested company and the Italian Air Ministry.
5. Please note that the Allied Commission no longer exists though certain functions of the AIA have been transferred to Italian Military Affairs Section.

*James H. Hays* 3641  
 Major, Air Corps  
 For Air Vice-Marshal, Director,  
 Air Force Sub Section, I.A.M.,  
 Allied Force Headquarters.



FROM: ALLIED FORCE HEADQUARTERS  
ITALIAN MILITARY AFFAIRS SECTION  
AIR FORCES SUB SECTION, AFO 794

TO : SALPARAVI (COSTRUZIONI NAVALI-ARMAMENTI-MOLI)  
COPY to:- DIRECTOR CIVIL AVIATION, I.A.M.

DATE: 10TH FEBRUARY 1947

REF : DMAG/39/2/AIR

CIVIL AIRLINES

Reference your letter 6th February 1947, 1905/2705/  
UM/DA, the following is submitted for your information.

1. Reference para numbered 1. The Air Forces Sub Section is not aware of any International agreement between the Italian Government and the American Government. However, it is known that an agreement was reached between the TWA Company and the Italian Government on the 8th June 1946.

2. Reference para numbered 2. The Allies' refusal to authorize civil aircraft to land at Pisa will remain in effect until the airfield is handed back to the Italian Government, probably soon after the ratification of the Peace Treaty.

3. Reference para numbered 3. Permission for landing on Lucca or Massa airfield should be obtained from the Italian Air Ministry. These airfields are not a responsibility of the Allied Force Hdqs.

4. Reference para numbered 4. The refusing or granting of concessions for airline routes in Italy is the responsibility of the Italian Government. Any differences which exist concerning the granting of airlines, should be dealt with by the interested company and the Italian Air Ministry.

5. Please note that the Allied Commission no longer exists though certain functions of the AFAC have been transferred to Italian Military Affairs Section.

*[Signature]*  
Major, Air Corps



CIVIL AIRLINES

Reference your letter 6th February 1947, 1955/2765/  
UM/DA, the following is submitted for your information.

1. Reference para numbered 1. The Air Forces Sub Section is not aware of any International agreement between the Italian Government and the American Government. However, it is known that an agreement was reached between the two Company and the Italian Government on the 6th June 1946.

2. Reference para numbered 2. The Allies' refusal to authorize civil aircraft to land at Pisa will remain in effect until the airfield is handed back to the Italian Government, probably soon after the ratification of the Peace Treaty.

3. Reference para numbered 3. Permission for landing on Lucca or Massa airfield should be obtained from the Italian Air Ministry. These airfields are not a responsibility of the Allied Force Hqs.

4. Reference para numbered 4. The refusing or granting of concessions for airline routes in Italy is the responsibility of the Italian Government. Any differences which exist concerning the granting of airlines, should be dealt with by the interested company and the Italian Air Ministry.

5. Please note that the Allied Commission no longer exists though certain functions of the AFAC have been transferred to Italian Military Affairs Section.

*James L. Gammeter*  
Major, Air Corps  
for Air Vice-Marshal, Director,  
Air Forces Sub Section, I.M.A.S.  
Allied Force Headquarters.



FROM: ALLIED FORCE HEADQUARTERS  
ITALIAN MILITARY AFFAIRS SECTION  
AIR FORCE HQ SECTION, AFO 732

TO : SALPARAVI (CONTRADIZIONE NAVALI-ARMATA-NOI)  
Copy to: DIRECTOR CIVIL AERIAL, I.A.A.

DATE: 10th FEBRUARY 1947

REF: HQS/39/2/ALR

CIVIL AIRLINES

Reference your letter 6th February 1947, 1905/2705/  
UM/DA, the following is submitted for your information.

1. Reference para numbered 1. The Air Forces Sub Section is not aware of any International agreement between the Italian Government and the American Government. However, it is known that an agreement was reached between the two Company and the Italian Government on the 6th June 1946.
2. Reference para numbered 2. The Allies' refusal to authorize civil aircraft to land at Pisa will remain in effect until the airfield is handed back to the Italian Government, probably soon after the ratification of the Peace Treaty.
3. Reference para numbered 3. Permission for landing on Ince or Hessa airfield should be obtained from the Italian Air Ministry. These airfields are not a responsibility of the Allied Force Hqs.
4. Reference para numbered 4. The refusing or granting of concessions for airline routes in Italy is the responsibility of the Italian Government. Any differences which exist concerning the granting of airlines, should be dealt with by the interested company and the Italian Air Ministry.
5. Please note that the Allied Commission no longer exists though certain functions of the AFAC have been transferred to Italian Military Affairs Section.

*James J. Hennessey*  
Major, Air Corps  
For Air Vice-Marshal, Director.

3641







TRANSLATION

From : "Selpasvi" (Costruzioni Navali - Arnesenti - Noli).  
 To : Allied Commission, Rome.  
 Date : 6th February, 1947.  
 Ref : 1965/2765/TMG/PA

CIVIL AIR LINES

Since the beginning of 1946 the Italian Air Ministry had promised to grant to us the Milan-Pisa-Rome-Naples-Palermo airline route.

On the 18th December 1946 the Ministry informed us that the line had to be interrupted at Rome and that its extension up to Palermo could not be granted because of the international agreements directly taken with the American Government.

Subsequently the Italian Air Ministry informed us that also the Milan-Palermo-Rome line had to be suppressed because the Allies refused to all civil aircraft authority to land at Pisa airfield.

As our Company has planned its aeronautical programme essentially on the operation of the Milan-Pisa-Rome-Naples-Palermo line, and owing to its equipment and organisation as well as to the commitments already taken, based on the official promises received during all the year, the suppression of the line would cause great damage.

We therefore ask you to be kind as to notify us of the following :

- 1) Which are the international agreements taken with the American Government which the Italian Air Ministry refers to and accordingly refused the granting already promised of the Rome-Naples-Palermo line?
- 2) Is the Allies' refusal to authorise civil aircraft to land on the Pisa airfield to be considered definite or limited to a certain date?
- 3) If the decision of the Allies to refuse civil aircraft authority to land on the Pisa airfield is definite for several years, does the Allied Commission permit landing on another airfield in the area, i.e. <sup>3640</sup> or <sup>3641</sup> ~~3642~~ ~~3643~~ ~~3644~~ ~~3645~~ ~~3646~~ ~~3647~~ ~~3648~~ ~~3649~~ ~~3650~~ ~~3651~~ ~~3652~~ ~~3653~~ ~~3654~~ ~~3655~~ ~~3656~~ ~~3657~~ ~~3658~~ ~~3659~~ ~~3660~~ ~~3661~~ ~~3662~~ ~~3663~~ ~~3664~~ ~~3665~~ ~~3666~~ ~~3667~~ ~~3668~~ ~~3669~~ ~~3670~~ ~~3671~~ ~~3672~~ ~~3673~~ ~~3674~~ ~~3675~~ ~~3676~~ ~~3677~~ ~~3678~~ ~~3679~~ ~~3680~~ ~~3681~~ ~~3682~~ ~~3683~~ ~~3684~~ ~~3685~~ ~~3686~~ ~~3687~~ ~~3688~~ ~~3689~~ ~~3690~~ ~~3691~~ ~~3692~~ ~~3693~~ ~~3694~~ ~~3695~~ ~~3696~~ ~~3697~~ ~~3698~~ ~~3699~~ ~~3700~~ ~~3701~~ ~~3702~~ ~~3703~~ ~~3704~~ ~~3705~~ ~~3706~~ ~~3707~~ ~~3708~~ ~~3709~~ ~~3710~~ ~~3711~~ ~~3712~~ ~~3713~~ ~~3714~~ ~~3715~~ ~~3716~~ ~~3717~~ ~~3718~~ ~~3719~~ ~~3720~~ ~~3721~~ ~~3722~~ ~~3723~~ ~~3724~~ ~~3725~~ 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Since the beginning of 1946 the Italian Air Ministry had promised to grant to us the Milan-Pisa-Rome-Naples-Palermo airline route.

On the 18th December 1946 the Ministry informed us that the line had to be interrupted at Rome and that its extension up to Palermo could not be granted because of the international agreements directly taken with the American Government.

Subsequently the Italian Air Ministry informed us that also the Milan-Palermo-Rome line had to be suppressed because the Allies refused to all civil aircraft authority to land at Pisa airfield.

As our Company has planned its aeronautical programs essentially on the operation of the Milan-Pisa-Rome-Naples-Palermo line, and owing to its equipment and organization as well as to the commitments already taken, based on the official promises received during all the year, the suppression of the line would cause great damage.

We therefore ask you to be <sup>so</sup> kind as to notify us of the following :

- 1) Which are the international agreements taken with the American Government which the Italian Air Ministry refers to and accordingly refused the granting already promised of the Rome-Naples-Palermo line?
- 2) Is the Allies' refusal to authorize civil aircraft to land on the Pisa airfield to be considered definite or limited to a certain date?
- 3) If the decision of the Allies to refuse civil aircraft authority to land on the Pisa airfield is definite for several years, does the Allied Commission permit landing on another airfield in the area, i.e., <sup>3640</sup> ~~3640~~ <sup>3640</sup> ~~3640~~ or Masset?
- 4) At the end of the international agreements for the constitution of the Italo-American I.A.I. Company the Italian Government granted the monopoly of the most important lines exclusively to the I.A.I. Company, refusing them to private Companies, and particularly, at the end of the said international agreements, is the Italian Government authorized to refuse the Milan-Pisa-Rome-Naples-Palermo line to a private Company?

Yours faithfully

SALPANA VI



TRANSLATION

From : "Galeazzi" (Contrattato Havell - Arsenale - Mod.)

To : Allied Commission, Rome.

Date : 6th February, 1947.

Ref : 1965/2765/nu/na

CIVIL AIR LINE

Since the beginning of 1946 the Italian Air Ministry had promised to grant to us the Milan-Pisa-Rome-Naples-Palermo airline route.

On the 18th December 1946 the Ministry informed us that the line had to be interrupted at Rome and that its extension up to Palermo could not be granted because of the international agreements directly taken with the American Government.

Subsequently the Italian Air Ministry informed us that also the Milan-Palermo-Rome line had to be suppressed because the Allies refused to all civil aircraft authority to land at Pisa airfield.

As our Company has planned its conventional programme essentially on the operation of the Milan-Pisa-Rome-Naples-Palermo line, and owing to its equipment and organization as well as to the commitments already taken, based on the official promises received during all the year, the suppression of the line would cause great damage.

We therefore ask you to be <sup>any</sup> kind as to notify us of the following :

- 1) Which are the international agreements taken with the American Government which the Italian Air Ministry refers to and accordingly refused the granting already promised of the Rome-Naples-Palermo line?
- 2) In the Allies' refusal to authorize civil aircraft to land on the Pisa airfield to be considered definite or limited to a certain date?
- 3) If the decision of the Allies to refuse civil aircraft authority to land on the Pisa airfield is definite for several years, does the Allied Commission permit landing on another airfield in the area, i.e. Lucca or Genoa?
- 4) At the end of the international agreements for the constitution of the Italo-American L.A.I. Company the Italian Government granted the monopoly of the most important lines exclusively to the L.A.I. Company, refusing them to private Companies, and particularly, at the end of the said international agreements, is the Italian Government authorized to refuse the Milan-Pisa-Rome-Naples-Palermo line to a private Company?

Yours faithfully



Since the beginning of 1946 the Italian Air Ministry had promised to grant to us the Milan-Pisa-Rome-Naples-Palermo airline route.

On the 18th December 1946 the Ministry informed us that the line had to be interrupted at Rome and that its extension up to Palermo could not be granted because of the international agreements directly taken with the American Government.

Subsequently the Italian Air Ministry informed us that also the Milan-Palermo-Rome line had to be suppressed because the Allies refused to all civil aircraft authority to land at Pisa airfield.

As our Company has planned its conventional programme essentially on the operation of the Milan-Pisa-Rome-Naples-Palermo line, and owing to its equipment and organization as well as to the conditions already taken, based on the official promises received during all the year, the suppression of the line would cause great damage.

We therefore ask you to be kind as to notify us of the following :

- 1) Which are the international agreements taken with the American Government which the Italian Air Ministry refuses to see accordingly refused the granting already promised of the Rome-Naples-Palermo line?
- 2) In the Allies' refusal to authorize civil aircraft to land in the Pisa airfield to be considered definite or limited to a certain date?
- 3) If the decision of the Allies to refuse civil aircraft authority to land on the Pisa airfield is definite for several years, does the ALG<sup>by JF</sup> admission permit landing on another airfield in the area, i.e. Lucca or Massa?
- 4) At the end of the international agreements for the constitution of the Italo-American I.A.L. Company the Italian Government granted the monopoly of the most important lines exclusively to the I.A.L. Company, refusing them to private Companies, and particularly, at the end of the said international agreements, is the Italian Government authorized to refuse the Milan-Pisa-Rome-Naples-Palermo line to a private Company?

Yours faithfully

GALEAZZI



TRANSLATION

From : "Salvemini" (Continental Navelli - Anvers - Belli).  
To : Allied Commission, Rome.  
Date : 6th February, 1947.  
Ref : 1945/2765/101/10

CIVIL AIR LINES

Since the beginning of 1945 the Italian Air Ministry had promised to grant to us the Milan-Rome-Bologna-Palermo airlines route.

On the 18th December 1946 the Ministry informed us that the line had to be interrupted at Rome and that its extension up to Palermo could not be granted because of the international agreements already taken with the American Government.

Subsequently the Italian Air Ministry informed us that also the Milan-Palermo-Rome line had to be suspended because the Allies refused to all civil aircraft authority to land at Milan airport.

As our Company has planned its operational program essentially on the operation of the Milan-Rome-Bologna-Palermo line, and owing to its equipment and organization as well as to the commitments already taken, based on the official promises received during all the years, the suspension of the line would cause great damage.

We therefore ask you to be kind as to notify us of the following :

- 1) Which are the international agreements taken with the American Government which the Italian Air Ministry refuses to deal accordingly refused the granting already promised of the Rome-Bologna-Palermo line?
- 2) In the Allies' refusal to authorize civil aircraft to land in the Milan airport to be considered definite or limited to a certain date?
- 3) If the decision of the Allies to refuse civil aircraft authority <sup>on the Milan airport</sup> is definite for several years, does the Allied Commission permit landing on another airport in the area, i.e. Lucca or Massa?
- 4) At the end of the international agreements for the constitution of the Italo-American L.A.L. Company the Italian Government granted the monopoly of the most important lines exclusively to the L.A.L. Company, reserving them to private companies, and particularly, at the end of the said international agreements, is the Italian Government understood to refuse the Milan-Rome-Bologna-Palermo line to a private company?



CIVIL AIR LINE

Since the beginning of 1946 the Italian Air Ministry had intended to grant to us the Milan-Pisa-Rome-Bologna-Belluno airline route.

On the 18th December 1946 the Ministry informed us that the line had to be interrupted at Rome and that its extension up to Bologna could not be granted because of the international agreements already taken with the American Government.

Subsequently the Italian Air Ministry informed us that also the Milan-Palermo-Belluno line had to be suspended because the Allies refused to all civil aircraft authority to land at Pisa airport.

As our Company has planned its commercial programme essentially on the operation of the Milan-Pisa-Rome-Bologna-Belluno line, and owing to its equipment and organization as well as to the commitments already taken, based on the official promises received during all this year, the suspension of the line would cause great damage.

We therefore ask you to be kind as to notify us of the following:

- 1) Which are the international agreements taken with the American Government which the Italian Air Ministry refuses to accept accordingly refused the granting already promised of the Rome-Bologna-Belluno line?
- 2) In the Allies' refusal to authorize civil aircraft to land on the Pisa airport to be considered definite or limited to a certain date?
- 3) If the decision of the Allies to refuse civil aircraft authority <sup>at Pisa</sup> on the Pisa airport is definite for several years, does the Allied consideration permit landing on another airport in the area, i.e. Lucca or Pisa?
- 4) At the end of the international agreements for the constitution of the Italo-American L.A.I. Company the Italian Government granted the monopoly of the most important lines exclusively to the L.A.I. Company, refusing them to private Companies, and particularly, at the end of the said international agreements, is the Italian Government authorized to refuse the Milan-Pisa-Rome-Bologna-Belluno line to a private Company?

Yours faithfully

ALFRED



# Salpanavi

## Costruzioni navali - Armamenti - Veli

SOCIETA' p. AZIONI - CAPITALE L. 10.000.000 - SEDE IN MILANO

VENEZIA - TRIESTE - ROMA - GENOVA - NAPOLI

Raccomandata  
a mano

88

ALLA COMMISSIONE ALLEATA

R O M AR O M A - TRIESTE  
MILANO - TRIESTE  
VENEZIA - TRIESTE  
TRIESTE - TRIESTETELEFONO N. 100.000  
100.000  
100.000  
100.000

CINQUE BENTLEY'S A.B.C. IN 2 EDIZ. (ALBA - SALPANAVI)

Roma, 6 FEBBRAIO, 1947

L. 100.000 IN 2 EDIZ. (ALBA - SALPANAVI)

— REGINA ELENA, 47

1965/2765/UM/DA

L. 100.000 IN 2 EDIZ. (ALBA - SALPANAVI)

FIN DALL' INIZIO DEL 1946 IL MINISTERO DELL' AERONAUTICA CI AVEVA PROMESSO FRA L' ALTRO LA CONCESSIONE DELLA LINEA MILANO-PISA-ROMA-NAPOLI-PALERMO.

IL 18 DICEMBRE 1946 IL MINISTERO CI COMUNICAVA CHE LA LINEA DOVEVA ESSERE INTERROTTA A ROMA E CHE IL PROLUNGAMENTO FINO A PALERMO NON POTEVA ESSERCI CONCESSO A CAUSA DI ACCORDI INTERNAZIONALI DIRETTAMENTE ASSUNTI CON IL GOVERNO AMERICANO.

SUCCESSIVAMENTE IL MIN. DELL' AERONAUTICA CI COMUNICAVA CHE ANCHE IL TRATTO MILANO-PALERMO-ROMA DOVEVA ESSERE SOPPRESSO PERCHE' GLI ALLEATI HANNO RIFIUTATO IL PERMESSO DI SCALO NELL' AEROPORTO DI PISA A QUALSIASI APPARECCHIO CIVILE.

POICHE' QUESTA SOCIETA' FONDA ESSENZIALMENTE IL SUO PROGRAMMA AEREO SULL' ESERCIZIO DELLA LINEA MILANO-PISA-ROMA-NAPOLI-PALERMO, ANCHE IN RELAZIONE ALLA SUA ATTREZZATURA ED ORGANIZZAZIONE OLTRE CHE AGLI IMPEGNI GIA' ASSUNTI, A SEGUITO DI FORMALI RIPETUTE PROMESSE RICEVUTE DURANTE TUTTO UN ANNO, LA SOPPRESSIONE DELLA LINEA CONSEGUIREBBE UN GRAVE DANNO.

CON LA PRESENTE CI PERMETTIAMO COSI' DI RIVOLGERCI A CODESTA ON. LE COMMISSIONE ALLEATA PER CONOSCERE POSSIBILMENTE QUANTO SEQUE:

- 1) - QUALI SONO GLI IMPEGNI INTERNAZIONALI CON IL GOVERNO AMERICANO, CUI IL MINISTERO DELL' AERONAUTICA FA RIFERIMENTO E SECONDO I QUALI HA DOVUTO RIFIUTARE LA GIA' PROMESSA



*Salpanavi**Segue foglio N° 2**Lettera a COMMISSIONE ALLEATA del 6.2.47*

CONCESSIONE DEL TRATTO DI LINEA ROMA-NAPOLI-PALERMO.

- 2) - IL RIFIUTO DEGLI ALLEATI A CONSENTIRE LO SCALO SULL'AEROPORTO DI PISA PER APPARECCHI DI LINEE CIVILI DOVESSE RITENERSI DEFINITIVO, OPPURE LIMITATO A QUALE PRESUMIBILE TERMINE?
- 3) - NEL CASO IN CUI FOSSE DEFINITIVO PER DIVERSI ANNI, LA DETERMINAZIONE DEGLI ALLEATI A NEGARE LA FACOLTA' DI ATTERRE SULL'AEROPORTO DI PISA CON APPARECCHI CIVILI, CONSENTE LA COMMISSIONE ALLEATA CHE SIA FATTO SCALO SU ALTRO AEROPORTO DELLA ZONA, PER ES. LUCCA O MASSA?
- 4) - A TERMINE DEGLI ACCORDI INTERNAZIONALI PER LA COSTITUZIONE DELLA SOCIETA' ITALO-AMERICANA LAI, IL GOVERNO ITALIANO HA TENUTO A DARE IN MONOPOLIO "O ESCLUSIVA" LE PRINCIPALI LINEE ALLA SOC. LAI, RIFIUTANDOLE A COMPAGNIE PRIVATE; ED IN MODO PARTICOLARE, A TERMINE DEI SUDDETTI IMPEGNI INTERNAZIONALI, E' IL GOVERNO ITALIANO TENUTO A RIFIUTARE LA MILANO-PISA-ROMA-NAPOLI-PALERMO AD UNA COMPAGNIA PRIVATA?

CON VIVI RINGRAZIAMENTI E CON OSSERVANZA.

SALPANAVI  
*Societa per Aerea*

*Mazzolini*

3636

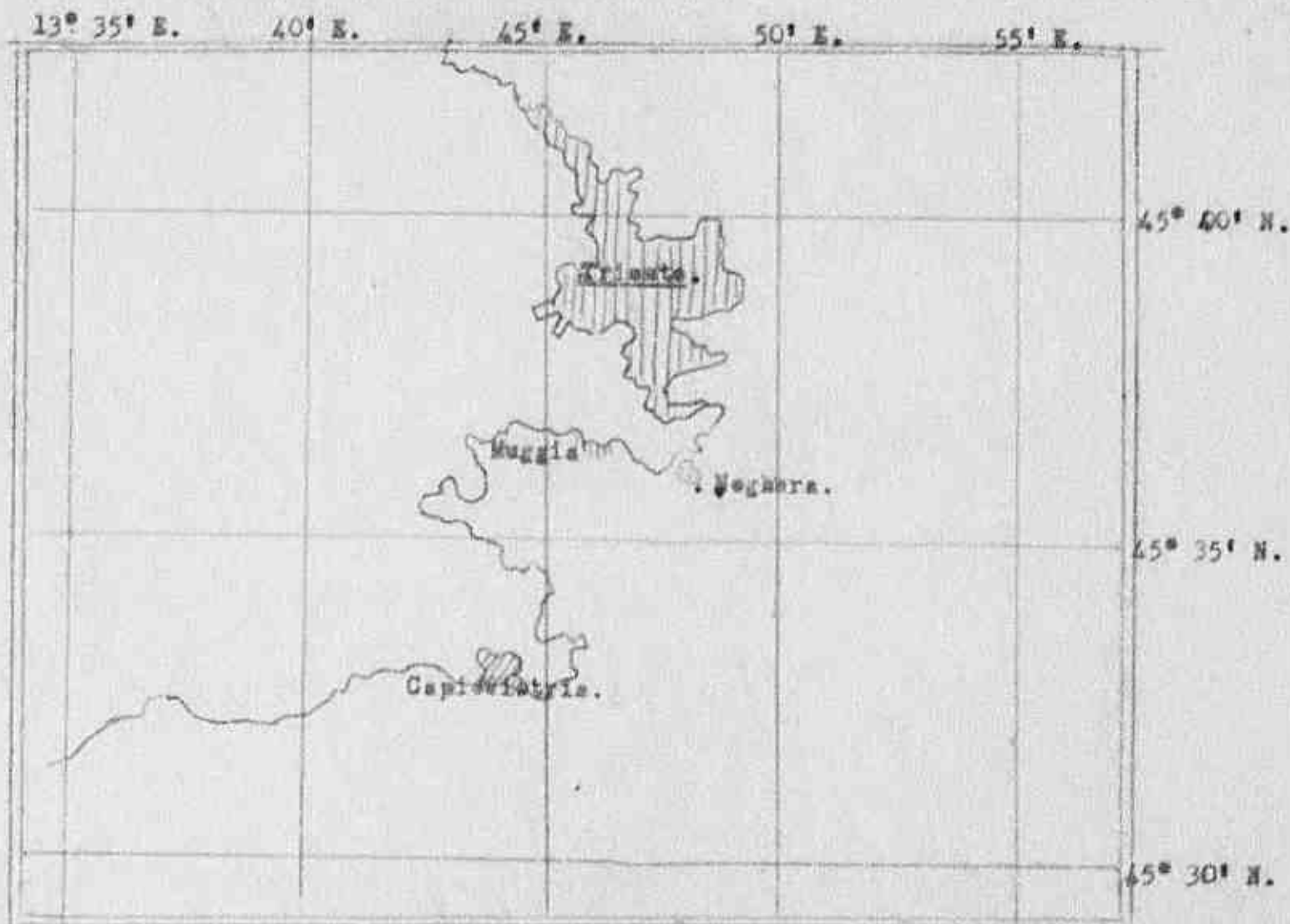


0135

785017

TRIESTE AIRFIELD

7A



MUGGIA AIRFIELD. (Muggia.)

Position 4 miles SSE of Trieste.

Grass airfield not now in use.

Longest run 775 meters or 866 yards.  
approx direction E/W.

Short run 640 meters or 698 yards.  
approx direction N/S.

45° 36' N.  
13° 48' E.

*Excell's No.*  
*AIR-111*

6A

From : Allied Force Headquarters,  
Italian Military Affairs Section,  
Air Force Sub Section.

To : Mediterranean Allied Air Committee Secretariat.  
(attention W/Cdr. Hamilton).

Date : 8th February, 1947.

Ref : IMAS/39/2/AIR/AF.

CLEARANCE PROCEDURE TO ALLIED MILITARY  
GOVERNMENT CONTROLLED TERRITORY

The attached letter from Headquarters Allied Military Government Venezia Giulia and this Headquarters reply is forwarded to you for your information.

  
L.E. JARMAN, G/C,  
for Air Vice-Marshal,  
Director,  
Air Force Sub Section,  
Italian Military Affairs Section,  
Allied Force Headquarters.

3634

SA

From : Allied Forces Headquarters,  
Italian Military Affairs Section,  
Air Force Sub Section.

To : Headquarters A.M.C., Venezia Giulia.

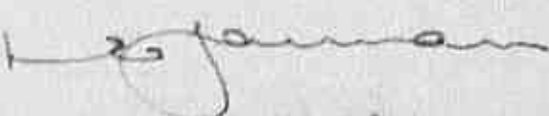
Date : 7th February, 1947.

Ref : LAM/39/2/AIR/AR.

CLEARANCE PROCEEDURE TO ALLIED MILITARY  
AERIAL TERRITORY

Reference is made to your letter WJ/AMC/IN/1-26/inf dated 28th January, 1947.

2. Our directive LAM/39/1/AIR dated 29th November 1946 refers only to the clearance of Foreign Aircraft to Italy, and para 7 in particular deals with the procedure necessary where flights are contemplated to A.M.C. controlled territory.
3. As at present no Italian Civil Air Lines are authorized to fly into this territory and as it is doubtful whether the Supreme Allied Area Commander's approval would be given, no clearance procedure for Italian Civil Airlines to A.M.C. territory has been published.
4. Also the allocation of Monfalcone (Trieste) airfield to the A.I.A.A. Company mentioned in the plan attached to your letter, has not been submitted to or approved by this Headquarters and until our directive from Allied Forces Headquarters on Italian Civil Aviation is modified we could not give it our recommendation.

  
L.E. JAMON, O/C,  
for Director,  
Air Force Sub Section,  
Italian Military Affairs Section,  
Allied Forces Headquarters.

Copies to : Mediterranean Allied Air Committee Secretariat.  
Venezia Section. L.A.C.A.S.

3633



4A

From : Allied Force Headquarters,  
Italian Military Affairs Section,  
Air Force Sub Section.

To : Italian Air Ministry.

Date : 7th February, 1947.

Ref : IMA/39/2/ADM/AF.

TRAINING FLIGHTS FOR ITALIAN  
ROYAL AIR FORCE

With reference to your letter 410/221/001, dated 4th February, 1947, permission is given to carry out a test and reconnaissance flight on each of the following routes:

1. Florence-Rome-Bagno Calabro;
2. Bologna-Florence-Bagno;
3. Florence-Bologna-Rimini;
4. Florence-Bologna-Milan;
5. Florence-Bologna-Torino.

2. However Route No. 2 Bologna-Florence-Bagno cannot be carried out until after 1st March 1947 on which date the control of Capodichino will be handed over to the Italian Government.

3. Authority for these flights is given on the understanding that they will be for training and reconnaissance purposes only and that no fare paying passengers will be carried.

*[Signature]*  
L. E. JAMES, C/O,  
for Air Vice-Marshal,  
Director,  
Air Force Sub Section,  
Italian Military Affairs Section  
Allied Force Headquarters

Copy to : Mediterranean Allied Air Committee Secretariat. (for information).

3A

FROM: THE ITALIAN AIR MINISTRY  
Civil Aviation Directorate

TO : ITALIAN MILITARY AFFAIRS SECTION  
ROME (thru the Minister's Cabinet)

DATE: 4TH FEBRUARY 1947

REF : 418/221/Col1.

REQUEST FOR AUTHORITY TO EFFECT A  
RECONNAISSANCE FLIGHT ON AIR ROUTES

The "Aerea Tesco" Company has requested this Ministry to grant authority for a test and reconnaissance flight on the air routes mentioned below in order to check and establish the organization of the above named Company. All prospectus and diagrams concerning the air routes in question were in due time forwarded to your office.

2. This Ministry wishes to call your attention to the above request and trusts you will consider it favorably.

1. Florence-Rome-Reggio Calabria;
2. Bologna-Florence-Naples;
3. Florence-Bologna-Venice;
4. Florence-Bologna-Milano;
5. Florence-Bologna-Genoa;

FOR THE MINISTER  
/s/ Giacopardo.

F/sgl

Please file in  
Italian Civil aviation.  
Plans. Requests

36320  
7/2/47

39/2/47

IMAS / 39/2/47 / AF



Roma, 4 FEB 1947

193 A

## Ministero dell'Aeronautica

DIREZIONE GENERALE

AVIAZIONE CIVILE E T.A. DIV. TRASP. DEL GABINETTO DEL MINISTRO

LA SEZIONE DEGLI AFFARI  
MILITARI ITALIANI DEL QUARTIERE  
GENERALE DELLE FF.AA. = ROMA =  
TRAMITE UFFICIO DI COLLEGAMENTO  
DEL GABINETTO DEL MINISTRO

Prot. N° 410

Allegati

= SEDE =

Risposta al f. N°

del

OGGETTO: Richiesta autorizzazione volo ricognizione  
linee aeree. =

La Società "AEREA TESCO" ha chiesto a questo Mi-  
nistero l'autorizzazione ad effettuare un volo di pro-  
va e di ricognizione, per la messa a punto della orga-  
nizzazione di esercizio, sulle seguenti linee aeree in  
via di concessione, di cui sono stati inviati a cote-  
sta Sezione gli specchi ed i grafici relativi:

1. Firenze-Roma-Reggio Calabria;
2. Bologna-Firenze-Napoli;
3. Firenze-Bologna-Venezia;
4. Firenze-Bologna-Milano;
5. Firenze-Bologna-Genova. =

Questo Ministero si fa interprete del predetto  
desiderio e prega cotesto Ufficio di accoglierlo favo-  
revolmente. =

p. IL MINISTRO

D. Caropanti

3630



DRAFT

From : Allied Force Headquarters,  
Italian Military Affairs Section,  
Air Force Sub Section.

To : Headquarters A.M.G., Venezia Giulia. (only to M.A.C.)

Date : 4th February, 1947.

Ref : IMAS/39/2/ATR/A.F.

CLEARANCE PROCEDURE TO ALLIED MILITARY

GOVERNMENT CONTROLLED TERRITORY

Reference is made to your letter VC/AMG/TN/1-25/auf dated 28 January

1947.

2. Our directive AFSC/39/1/Air dated 20th November 1946 refers only to the clearance of Foreign Aircraft to Italy, and para 7 in particular deals with the procedure necessary where flights are contemplated to A.M.G. controlled territory.

3. As at present no Italian Civil Air Lines are authorised to fly into this territory and as it is doubtful whether the Supreme Allied Area Commander's approval would be given, no clearance procedure for Italian Civil Airlines to A.M.G. Territory has been published.

4. Also the allocation of Monna (Trieste) airfield to the S.I. <sup>3629</sup> Con-pany mentioned in the plan attached to your letter, has not been submitted to or approved by this Headquarters and until our directive from Allied Force Headquarters on Italian Civil Aviation is modified we could not give it our recommendation.

# GOVERNMENT CONTROLLED TERRITORY

1967.

3. As at present no Italian Civil Air Lines are authorized to fly into this territory and as it is doubtful whether the Supreme Allied Area Commander's approval would be given, no clearance procedure for Italian Civil Airlines to A.M.C. Territory has been published.

for  
L. E. JARMAN, G/C,  
Director,  
Air Force Sub Section,  
Italian Military Affairs Section,  
Allied Force Headquarters.



HEADQUARTERS  
ALLIED MILITARY GOVERNMENT  
VENEZIA GIULIA

Telephone : 4303

Reference : VG/AMG/TN/1-25/44

Subject : Clearance for Civilian Air Flights  
over A.M.G. Controlled Territory.-

To : Air Force Subcommission, A.C. Roma.  
(Through Economics Division).

ECONOMIC SECTION

1. Reference A.F.S.C./39/1/Air.

2. Società Italiana Servizi Aerei di Trieste has asked this Division for information concerning procedure in obtaining clearance for regular scheduled commercial flights originating at Merna Air Port, Gorizia, V.G. and terminating in Italian Territory.

3. Would the furnishing of data asked for in Par.7 of your Cir. A.F.S.C./39/1/Air be complied with if all air craft owned and crews names be furnished together with routes and E.D.I. schedules for all flights be furnished periodically, say on the first of each month.

4. In commercial operations the furnishing of passengers six days in advance will present a problem. Can this be modified?

5. Regular scheduled flights by S.I.S.A. can be inaugurated on or about March 1st 1947.

6. For this reason we are requesting information concerning clearance for regular Scheduled Commercial Flights.

7. Attached is plan for expansion as now being considered by S.I.S.A.

FOR THE SENIOR CIVIL AFFAIRS OFFICER,



TO : AIR FORCE (Through Economics Division).

ECONOMICS SECTION

29/1/47  
JPM

1. Reference A.F.S.C./39/1/Air.
2. Società Italiana Servizi Aerei of Trieste has asked this Division for information concerning procedure in obtaining clearance for regular scheduled commercial flights originating at Verona Air Port, Gorizia, V.G. and terminating in Italian Territory.
3. Would the furnishing of data asked for in par.7 of your Cir. A.F.S.C./39/1/Air be complied with if all air craft owned and crews names be furnished together with routes and S.D.I. schedules for all flights be furnished periodically, say on the first of each month.
4. In commercial operations the furnishing of passengers six days in advance will present a problem. Can this be modified?
5. Regular scheduled flights by S.I.S.A. can be inaugurated on or about March 1st 1947.
6. For this reason we are requesting information concerning clearance for regular Scheduled Commercial Flights.
7. Attached is plan for expansion as now being considered by S.I.S.A.

FOR THE SENIOR CIVIL AFFAIRS OFFICER,



*Fred W. Rice*  
FRED W. RICE  
Lt. Col. Inf.  
Chief Transportation Officer

FWR/IV

Station Civil Aviation  
19/1/47  
1 MAS/29/12/47

113  
 Nine months after its establishment, the S.I.S.A. (Società Italiana Servizi Aerei, Società per Azioni), overcoming severe obstacles in the line of organization and supply of materials, has the pleasure to announce the restoration of its air lines from February next.

We should not fail to mention that the S.I.S.A., established immediately after the first world war in 1922, has been the first Company to operate civil air lines in Italy.

It is therefore a very old and experienced organization that is being revived.

The projected air activity involves the provisional development of the air system connecting Trieste to Northern and Central Italy; authority has been requested from the Italian Government to re-establish the following air lines:

Trieste (Merna)-Milano (Forlanini)-Torino-Genova  
 Trieste (Merna)-Bologna-Roma (Ciampino)-Napoli (Capodichino)

The connections above mentioned will be in a short time followed by further lines to Czechoslovakia - Hungary - Turkey and Egypt. Negotiations are satisfactorily proceeding with the "Czechoslovenska Aerolinie" of Prague, for the establishment of the following line:

Trieste (Merna)-Wien (Thun)-Prague (Ruzyn)  
 and with the "Massevler" of Budapest for the line:  
 Trieste (Merna)-Zagabris-Budapest

S.I.S.A. is now in communication with interests in Egypt concerning future establishment of air lines to that Country. Proposed route:

Trieste (Merna)-Brindisi-Athens (Hassani)-Istanbul  
 Cairo  
 Trieste (Merna)-Brindisi-Athens (Hassani)-Istanbul  
 (Yechil Key)

As already known, the Airfield of Merna has been allocated by the 88th Infantry Division to our Company for the joint use with the Army.

The Company owns at present six Douglas C 39, generally called Zakotas, which will form the first part of our fleet.

Additional equipment will from time to time be purchased.



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Trieste (Merna)-Wien (Thun)-Prague (Ruzyn)  
and with the "Maszovlar" of Budapest for the line:

Trieste (Merna)-Zagabria-Budapest

S.I.B.A. is now in communication with interests in Egypt concerning future establishment of air lines to that Country. Proposed route:

Trieste (Merna)-Brindisi-Athens (Hassani)-Istanbul-Cairo

Trieste (Merna)-Brindisi-Athens (Hassani)-Istanbul (Yechil Kay)

As already known, the Airfield of Merna has been allocated by the 88th Infantry Division to our Company for the joint use with the Army.

The Company owns at present six Douglas C 3s, generally called Dakotas, which will form the first part of our fleet.

Additional equipment will from time to time be purchased as expansion demands.

The first part of our program is as follows:

Over/



1B(2)

1) To start immediately:

Trieste (Merna)-Milano (Forlanini)-Torino-  
Genova

Trieste (Merna)-Bologna-Roma (Ciampino)-Napoli  
(Capodichino)

2) To start in springtime:

Trieste (Merna)-Vienna (Thun) - Prague (Ruzyn)  
Trieste (Merna)-Budapest

3) To start in summer:

Trieste (Merna)-Brindisi-Atene (Marsani)-Istanbul  
(Yechil Key)

The Allied Military Government of Venezia Giulia is therefore requested to consider seriously the enclosures explaining all requirable informations and particulars of organization, and to authorize S.I.S.A. to:

- 1) operate the projected lines to Italy as point (1)
- 2) follow and concret the negotiations entertained with the above countries, in order to resume as soon as possible the said air connections.

S.I.S.A.  
Società Italiana Servizi Aerei

3626

