

DSOM

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

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FLYING CONTROL, POLICY
MAY 1945 - APR. 1947

Agenda for Informal Conference
to be held in Air Staff Offices

at 15.30 hours, Monday 28th. April, 1947

to discuss future Area Control & A.S.R.

Co-ordination between the R.A.F. and the Italians.

1. What provision has been made for continuing the Area Control Malta link-up with the Italian Organisations? Will the Italians have their own Area Control Boundaries?
2. The only direct link between Malta and C.C.R.S. Rome is through the W/T. point-to-point at Ciampino. When the R.A.F. withdraws, are the Italians prepared to man the Ciampino end?
3. Can the Italians carry out night A.S.R. patrols?
4. How long does it take the Italians to get aircraft into the air after initial warning of A.S.R. patrol?
5. What Italian airfields will remain open after the Allies have completed withdrawal?
6. Can the delays at present experienced by Malta on Signals traffic from Italy be overcome?
7. What is to be the future organisation of Ciampino?
8. What facilities are the Italians expecting the R.A.F. to provide in support of their Area Control Organisation?

Italians prepared to man the Ciampino end?

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MINUTES OF INDIVIDUAL CONFERENCE HELD IN THE AIR STAFF OFFICE
AT 1530 HRS. MURRAY 29TH APRIL 1947.

12a

SUBJECTS:- Future Area Control and Air Sea Rescue Cooperation
between the Allies and the Italian Air Force.

AFB/AP/3/ATR.

Present at the meeting were S/Obr Gross and Lt Irwin of the Air Staff, S/Ldr Macking of Air Traffic Control, Malta, P/Lt Charnley, Traffic Control (M), Ciampino and Lt. Benedetti of Traffic Control (A), Ciampino, Col Bal Wicks and Lt Col Gianotti of the Directorate of Communications, Italian Air Ministry.

2. It was decided that Air Traffic Control, Malta will continue functioning with the same area boundaries. The Italians are only organized on regional lines and the assignment of area boundaries for both France and Italy will be allotted at some future date by FICAO.

3. Upon withdrawal of the R.A.F. from Ciampino they will leave all communications equipment intact and the Italian Air Force has agreed to maintain the service at the present standard.

4. The Italians stated that at present they are unable to carry out night Air Sea Rescue patrols but that crews are shortly to be trained on Halibores and SM7Cs. The seaplanes have no facilities whatsoever for night flying. They also stated that after an alert was received they could get their aircraft airborne in 30 minutes during the day and one hour at night.

5. It is not known at present what airfields will remain open in Italy after the Allies depart but it is thought that they will be largely those contained in AVN Traffic's letter to the Italian Air Ministry.

6. As the R.A.F. will leave Ciampino first, the Italians will therefore take over operational control on the RAF side and later on the American side. The American representative said that he does not know for sure what equipment would remain but it is his opinion that the present equipment shall probably be left intact.

7. The Italians expect to be able to maintain normal service at Ciampino with us supporting them by making available the CFI reports and serviceability of airfields reports. They in turn will notify us monthly of airfield status and other pertinent information similar to our 'Notices to Airmen'.

[Signature] 4036
P. S. IRWIN M.C., A.C.
Air II

29th April 1947.

File 617

MEMORANDUM PER LA CONFERENZA NON UFFICIALE CHE SI TENNE' NELL'UFFICIO DELL'"AIR STAFF" ALLE ORE 15,30 DI LUNEDI' 28 APRILE 1947 PER DISCUTERE CIRCA LA FUTURA COOPERAZIONE TRA LA R.A.F. E GLI ITALIANI RIGUARDO IL CONTROLLO AEREO E L'ASSISTENZA AL VOLO.

- 1° - Quali provvedimenti sono stati presi per continuare il collegamento tra la Zona di Controlle di Malta e le organizzazioni italiane?
 - Avranno gli Italiani i confini della loro zona di controllo (Area Control Boundaries)?
- 2° - L'unico diretto collegamento tra Malta ed il Centro Coordinamento di Ricerca e Soccorso di Roma è attraverso l'R.T. di Ciampino.
 - Quando la R.A.F. rilascerà (Ciampino) saranno gli Italiani pronti ad equipaggiare (con uomini) l'R.T. di Ciampino?
- 3° - Possono gli Italiani effettuare aeree ed idre ricerche notturne?
- 4° - Quante volte socorre agli Italiani per far decollare apparecchi dopo il primo avviso alla squadriglia di soccorso?
- 5° - Quali aereparti Italiani continueranno a funzionare dopo che gli Alleati avranno completati i rilasci?

4034

- 1 - 2 -
- 6° - Pessano i ritardi, cheera Malta verifica nelle comunicazioni dell'Italia, essere soppressi?
- 7° - Quale sarà la futura organizzazione di Ciampino?
- 8° - Quali facilitazioni si aspettano gli Italiani da parte della R.A.F., riguardo all'organizzazione di Controllo della Iere zona (Area Control Organisation)?

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11LROF V NMIX NR T 2/25 ROUTINE

T - ADD

FROM MALTA AIR HQ .

TO A F H Q ITALY MILITARY AFFAIRS SECTION IR // AIR FORCE

SUB SECTION APO 794 .

BT

N 13 24/4 . UNCLASSIFIED . OUR N 686 12/4 S/LDR HACKING UB///
UNABLE VISIT YOU 25 APRIL OWING WITHDRAWAL SCHEDULED SERVICE .
WILL ENDEAVOUR ARRANGE VISIT IN NEAR FUTURE .

BT 241220

HE SENT GFV AR THXX

RD NR 22/25 08555 ISG AR PAR

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817.

AIR FORCE

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A.317 24/4 25-15-15

48/12/2

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

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(50 a)

AIR FORCE BRANCH ALLIED FORCE HEADQUARTERS MALTA

1200H 23 APRIL

SEC MALTA

UNCLASSIFIED

ADRE ONE NINE ONE PD TWO THREE APRIL ONE NINE FOUR SEVEN PD
YOUR SIGNAL N SIX EIGHT SIX DATED ONE TWO APRIL IS MISSED/LOST, PD

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AF/AS/3/AF.

ROUTE

AIR STAFF - AIR I

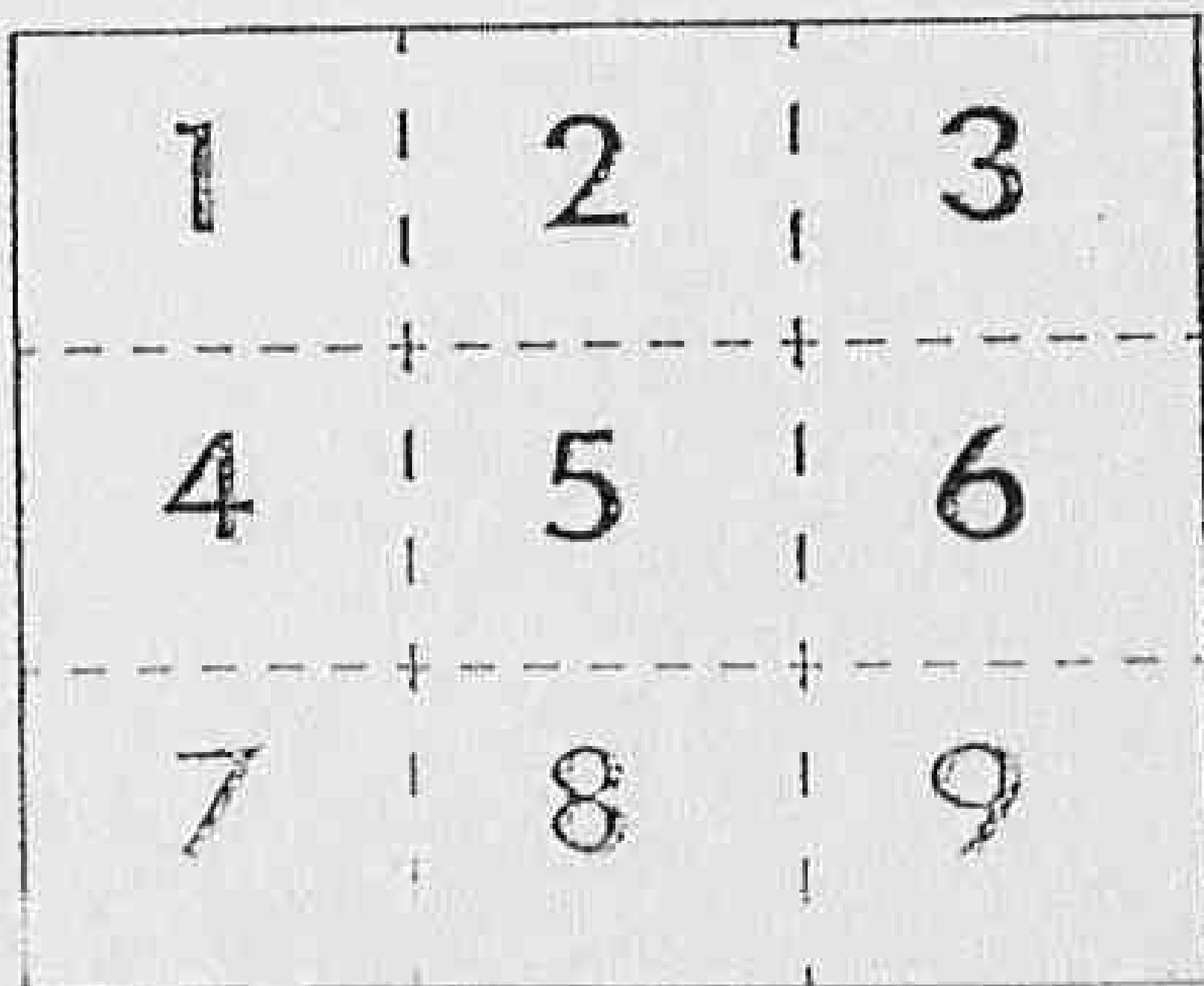
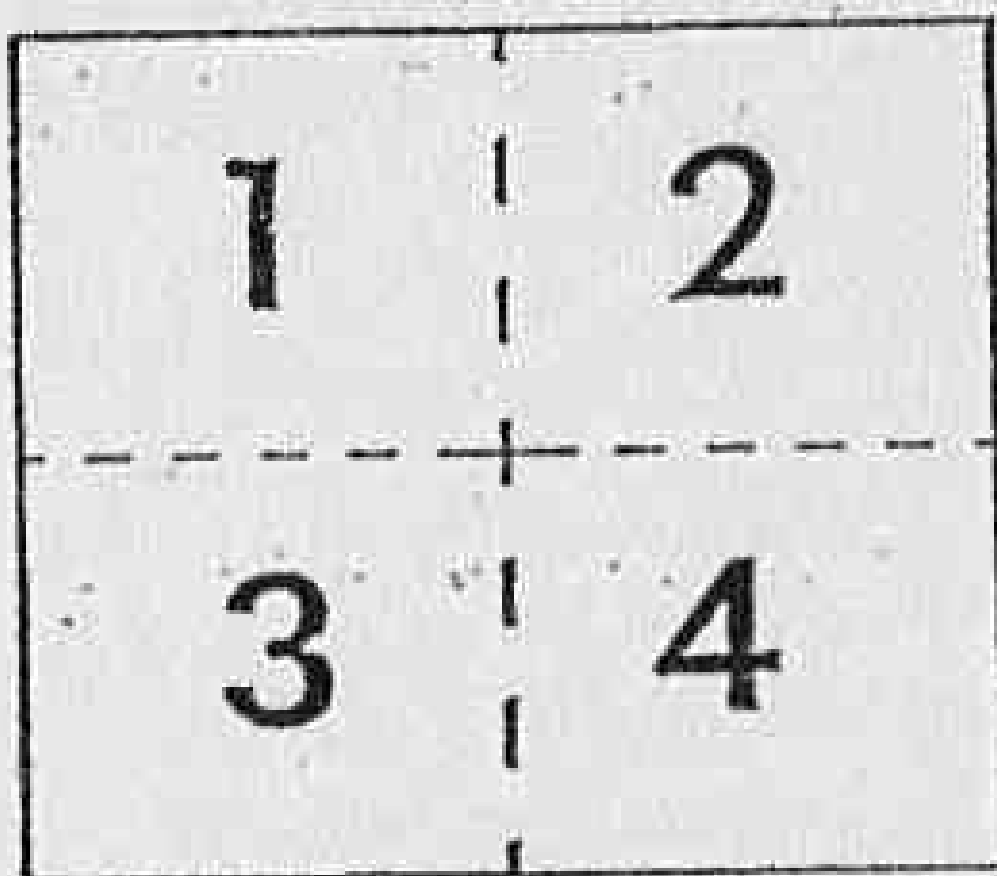
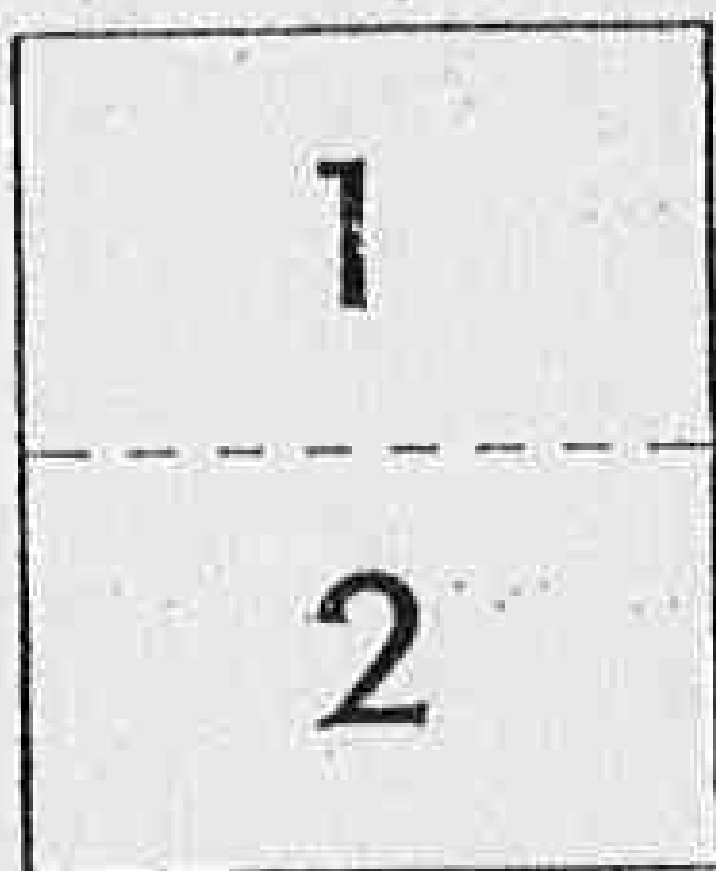
A.C. HERRICK F/O

907

F.W. TWIN Lt..A.C.

MAPS AND CHARTS TOO LARGE TO FILM ON ONE EXPOSURE ARE FILMED CLOCKWISE BEGINNING IN THE UPPER LEFT CORNER, LEFT TO RIGHT, AND TOP TO BOTTOM.

SEE DIAGRAMS BELOW.



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

785017

WORKS & BUILDINGS DIRECTORATE
 DIREZIONE DEMANIO 3^a Z.A.T. ROMA
 AEROPORTO CIAMPINO NORD SVD
 CIAMPINO AIRPORT N.C.



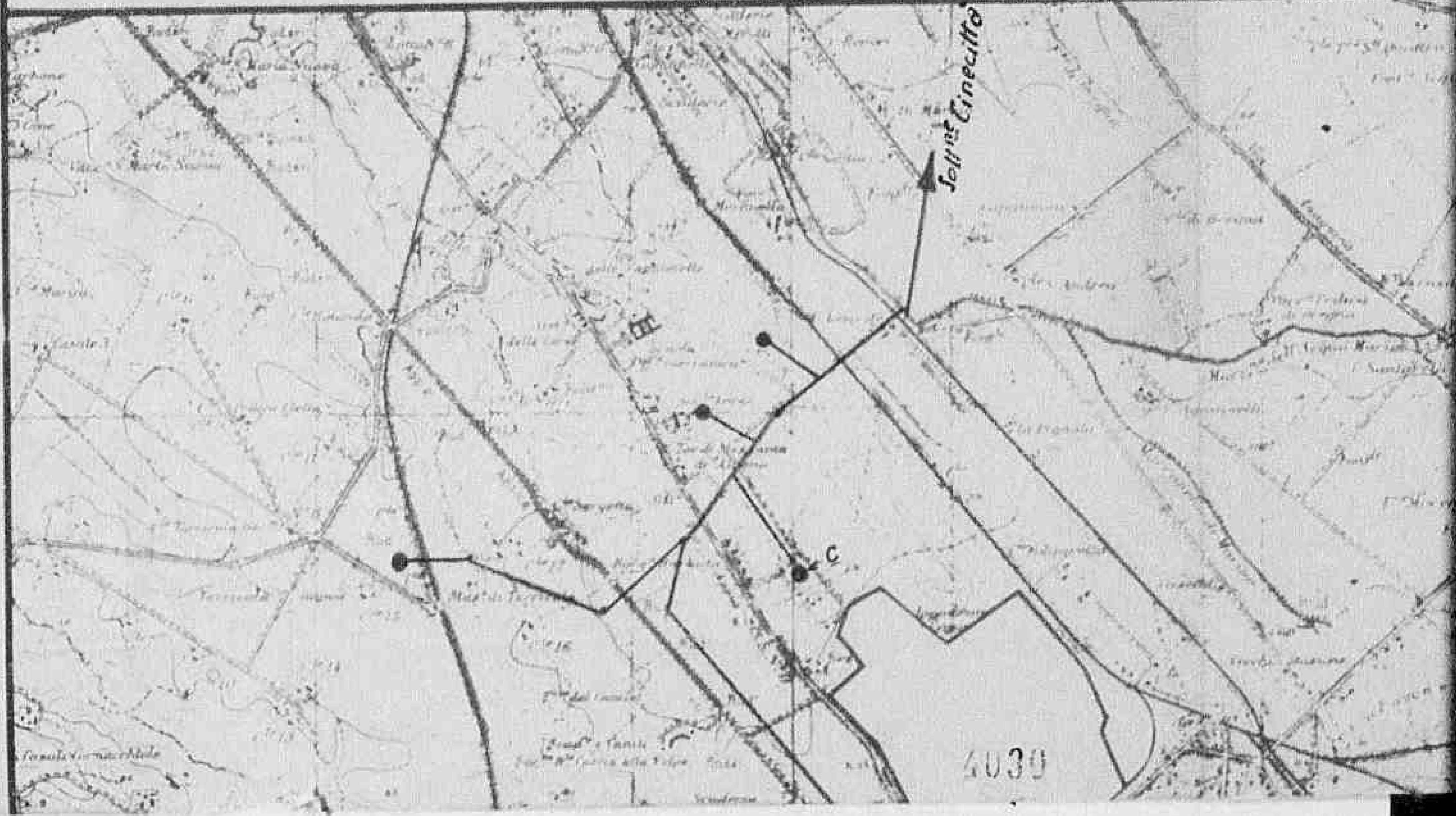
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 • ——— C
 □ (a-b) C
 c.d.e. Suedi

SHEET
FOGLI N. 150 III NO-NE

MAP
COROGRAFIA 1:25000

DIS. 9945

AR



4030

OMA

SVA



GRAFIA 1:25000

DIS. 9945 | ARM. 3 | CAS. 74 | ROMA 22-9-941 XIX.

EXISTING CABLE & 30KV HIGH TENSION CABLES

● ———

Cabine e linee HT. 20KV. esistenti

● ———

CABINE & 20KV HIGH TENSION CABLES TO BE CONSTRUCTED

da costruire

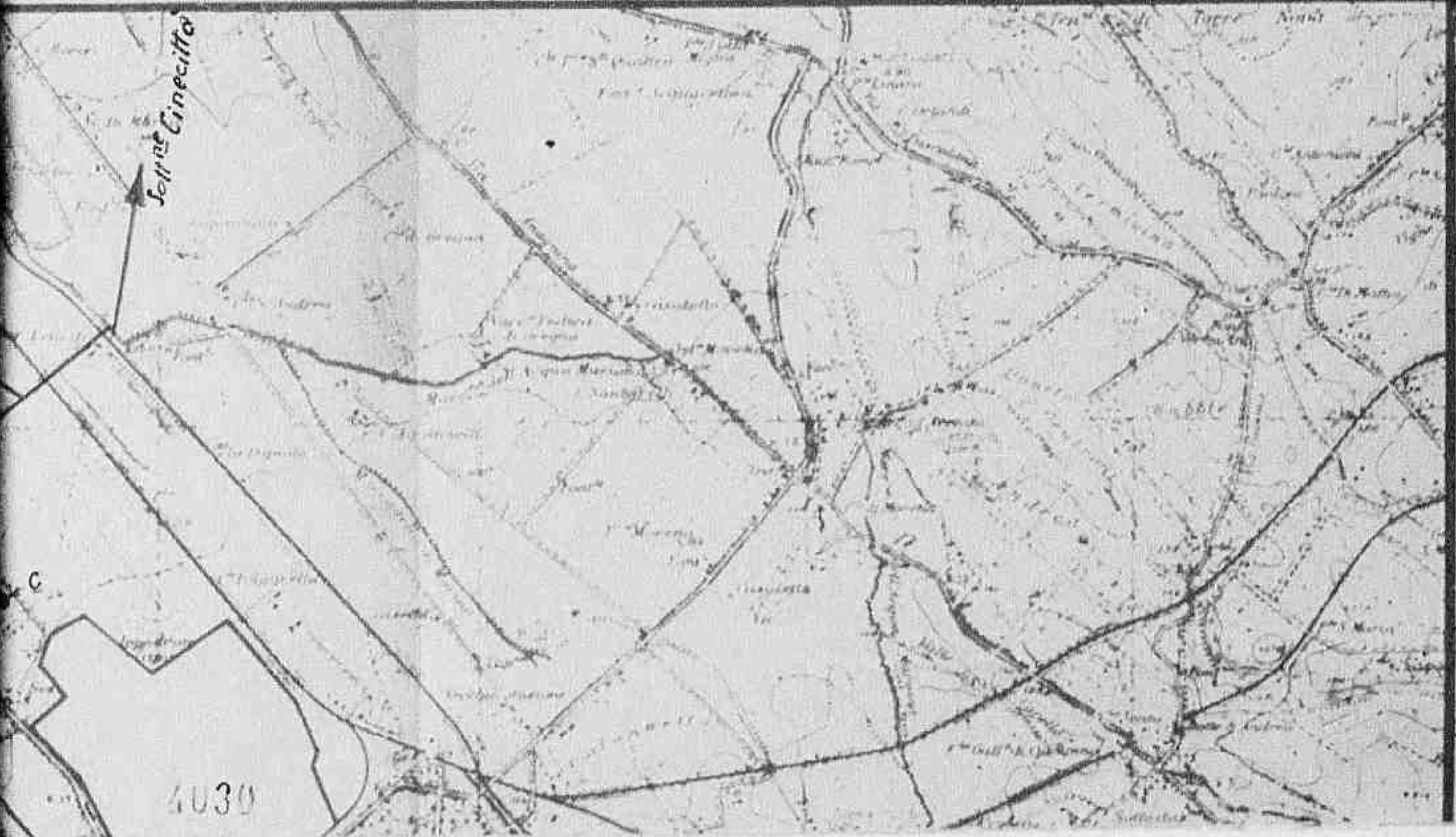
□ (2-10)

20KV CABLE TO BE CONSTRUCTED

Cabina in muratura da costruire

(c.d.e)

HIGH TENSION POINTS NOW SUPPLYING THE AIRPORT
 Punti di derivazione HT. da dove in alimenta ora l'aeroporto.

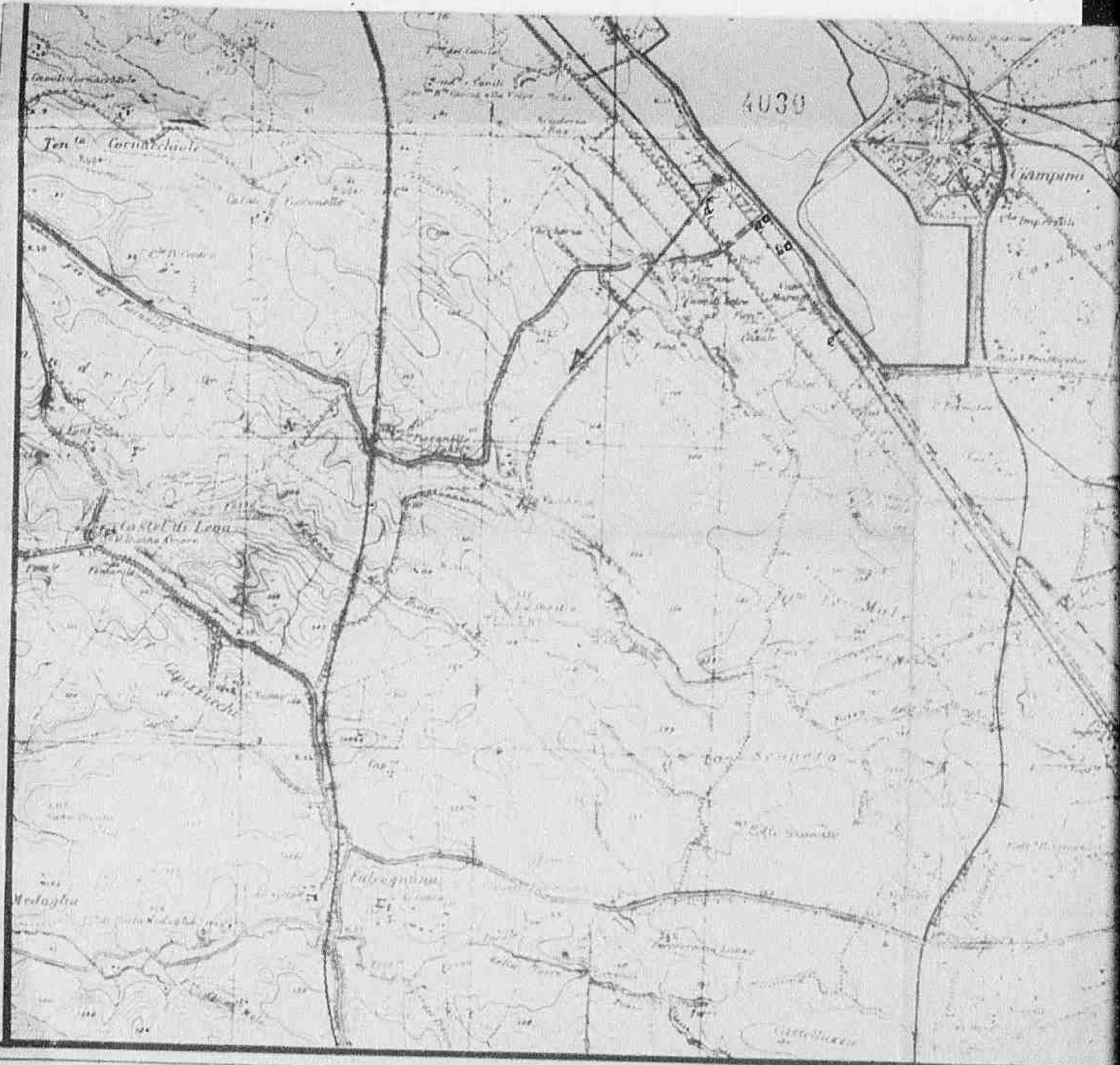


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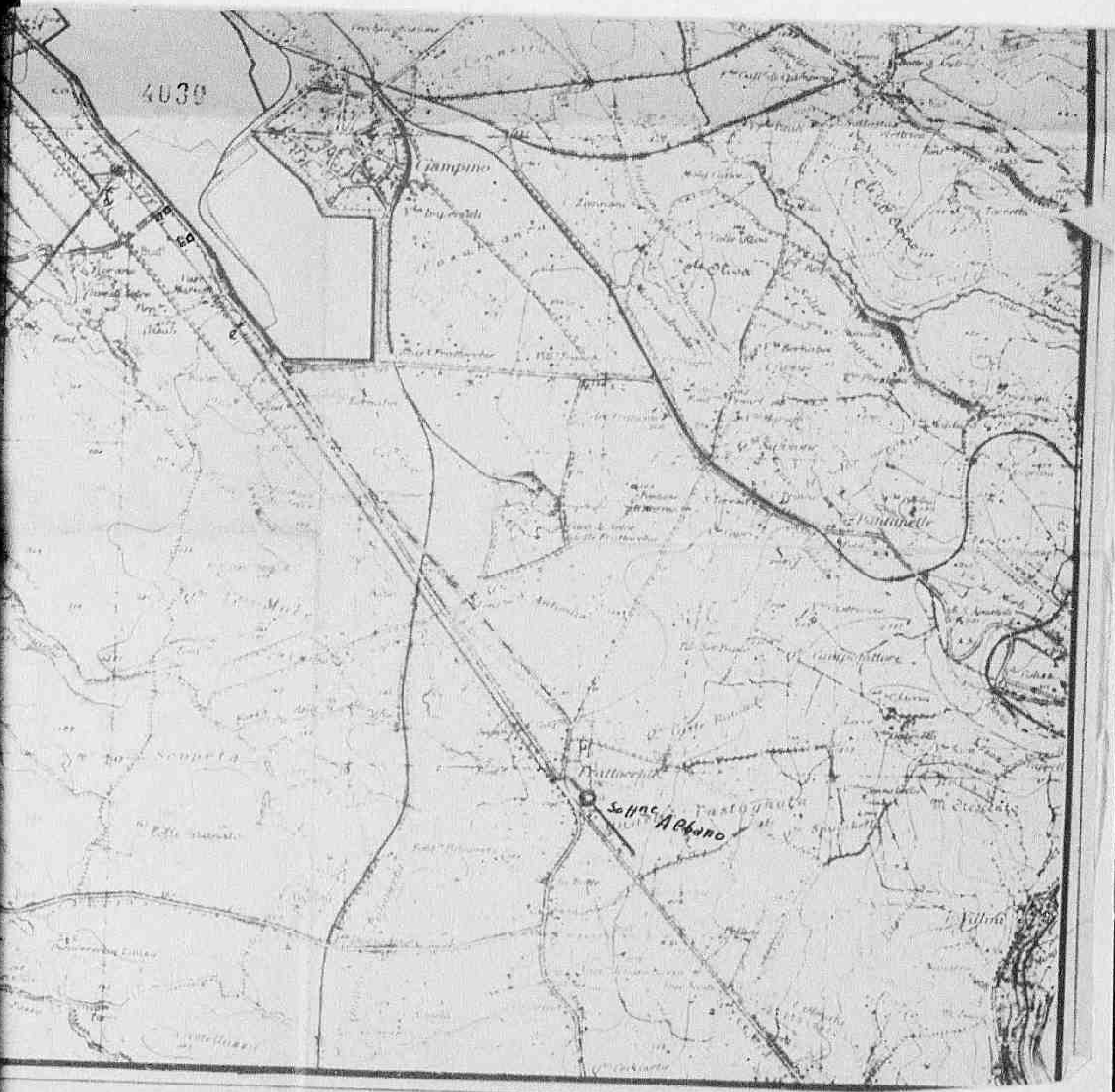
Declassified E.O. 12356 Section 3.3/MD No.

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



File 483/ain.

FLYING CONTROL - GENERAL HISTORY.

(9)

When the Allied Commission was first formed in Italy, all Flying Control Services were in the hands of the Allies, as no such Italian Organisation existed in Italy. This state of affairs has persisted until quite recently.

In view of the large number of Allied personnel travelling on the I.M. Courier Service HQ. M.A.A.F. on request from this HQ. agreed to attach a Flying Control Officer to the A.F.S.C. to make suggestions with regard to the Aircraft Safety Position in the I.A.F.

The Officer joined the A.F.S.C. Staff in June 1945 and ~~returned~~ ^{left} ~~the~~ ~~unit~~ in Aug. 1945. During this period, he visited various I.A.F. Stations and offered suggestions for the A.F.S.C. to work on in order to ensure the establishment and maintenance of Allied standards of Aircraft Safety and Flying Control.

The first aim of the A.F.S.C. was to train I.A.F. personnel in up-to-date Flying Control methods, and although the general scheme was well received by the I.A.A. great difficulty was experienced in getting them to take available personnel for training.

After much trouble the first school was opened in Aug. 1945 at Lecce, and the pupils were found to be very keen on the subject and systems ^{taught}. After the second course however, enthusiasm on the part of the I.A.A. died, and no further courses ~~were offered~~ ^{the reason they were being}.

"That the pupils were all of pilots of first class college, and ~~were already versed in the main principles, and that the practical experience necessary to be obtained on an airfield.~~"

Further efforts on the part of the A.F.S.C. to have the school ^{started} were not successful until the I.A.A. realized that a high standard of Aircraft Safety would be needed if they were to be admitted as members of F.I.C.I.C. A new school was then formed in Rome and the course ~~was~~ ^{started}.

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Control Officer to the A.F.S.O. to make suggestions with regard to the Aircraft Safety Position in the I.A.F.

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" That the pupils were all ex pilots or from Staff Colleges, and ~~were already versed in the main principles, and that the practical experience necessary could be obtained on an airfield.~~"

Further efforts on the part of the A.F.S.O. to have the school ^{started} were not successful until the I.A.F. realized that a high standard of Aircraft Safety would be needed if they were to be admitted as members of P.I.C.I.O. A new school was then formed in Rome and the courses restarted in Feb. 1947.

Help in the setting up of Flying Control has been given ~~objectively~~, in supplying ~~with up-to-date information etc.~~

- (1) ~~The Flying Control school was set up in the I.A.F.~~
- (2) ~~Advice on the training methods to be used in the schools.~~
- (3) ~~The layout of Flying Control towers.~~
- (4) ~~R/T procedure.~~
- (5) ~~airfield lighting and Services facilities.~~

FLYING CONTROL PROGRESS.

May
1945.

In view of the large numbers of Allied personnel travelling on the I.A.F. Courier Services, H.Q. M.A.A.F. agreed to attach Flying Control Specialist Officers to A.P.S.C. to investigate, report and make suggestions with regard to aircraft safety in the I.A.F.

June
1945.

Two aircraft safety officers were attached to the A.F.S.D. from H.Q. M.A.A.F. Their briefing instructions from A.P.S.C. were to investigate and report on the standard of safety in the Italian Air Force (Flying Control and Air Sea Rescue) and to take steps to ensure that establishment and maintenance of Allied standards in aircraft safety. Visits were made to airfields used by the I.A.F. in Rome area and also Seaplane Bases in S.E. and N. Italy. ~~An interim report on Flying Control was made. It covered:-~~

- ~~(a) Provision of Flying Control Orders.~~
- ~~(b) Setting up of Control Towers (including equipment)~~
- ~~(c) Formation of Aircraft Safety Sections to Italian Air Force.~~
- ~~(d) Revision of Flying Control Officers' School at Lecco.~~
- ~~(e) Provision of navigation aids, G.A.V.S (CENTRALE ASSISTENZA Volo)~~

July
1945.

Further visits were made by two Aircraft Safety Officers to airfields in Northern Italy and a final report submitted. Arrangements were made for Control Towers to be constructed at all airfields under Italian Control. Flying Control Orders were prepared.

August
1945.

The first course at the Flying Control School at Lecce was completed during the month with the examination of all pupils. All did very well and benefited by the course. All concerned were very enthusiastic ~~and keen to accept the control system taught.~~

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~~The attachment was terminated of the two officers from Aircraft Safety, ASD/AS, as a result of their valuable attachment contributing improvement had been effected. The responsibility for dealing with Italian aircraft safety as teaching staff interests was reverted to the Air Staff of ASD. At this stage I.A.F. aircraft were being equipped with H/T. Ball equipment~~

October

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- (a) ~~Provision of Flying Control Orders.~~
- (b) ~~Setting up of Control Towers (including equipment).~~
- (c) ~~Formation of Aircraft Safety Section to Italian Air Force.~~
- (d) ~~Formation of Flying Control Officers School at DEGG.~~
- (e) ~~Provision of navigation aids, O.A.V.S (CORSIA Assistenza Voie)~~

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The attachment was terminated at the two officers from Aircraft Safety, MSO/MS. As a result of their valuable attachment considerable improvement had been effected. The responsibility for dealing with Italian Aircraft Safety as to holding Allied interests was reverted to the Air Staff of APPO. At this stage I.A.F. aircraft were being equipped with R/T's and transport aircraft fitted. The main I.A.F. Airports (Lecce, Frosinone, Roma Littorio, Rome Centocelle) were already equipped with towers for R/T control.

The Tower at Guidonia was expected to be efficient in ~~the month of~~ ^{part} English speaking Italian Officers were going to be ~~assigned~~ in the Allied Control Towers at Milan, Treviso, Famigliano, establishing a Flying Control Organisation similar to that used by the Allies.

July
1945.

August
1945.

October
1945.

January
1946.

~~The first Flying Control Course began in during this month with 17 officers under instruction, the school at Lecco was commanded by Colonel Bianchi who seemed to run it efficiently. Two Italian officers who had previously attended a similar course in Cairo were on the directing staff. The second course was to start in February and composed of Senior N.C.O.s.~~

The I.A.F. Flying Control Organisation, called S.A.T.A., had been organised and ~~was~~ ^{is now} operating on a few of the airfields. Regulations applied only to flight clearances and tower control. Orders covering instrument flights, night flights and seaplanes were being prepared.

February
1946.

The Flying Control School at Lecco graduated 19 students during the month; they were then being transferred to the various I.A.F. airfields to organise and run the various Flying Control centres. Another course was due to begin very shortly.

March
1946.

The Italian C.A.V.s ^{are} were being prepared to take over the services of the Allied aircraft safety centres. ~~In this respect Rome and~~ ^{both} ~~the~~ ~~Italian~~ ~~C.A.V.s~~ ~~became~~ ~~operational~~ ~~during~~ ~~the~~ ~~month~~ ~~of~~ ~~April,~~ ~~with~~ ~~the~~ ~~Rome~~ ~~C.A.V.~~ ~~marked~~ ~~as~~ ~~the~~ ~~controlling~~ ~~C.A.V.~~ ~~for~~ ~~the~~ ~~Italian~~ ~~and~~ ~~Allied~~ ~~aircraft~~ ~~safety~~ ~~service.~~

April
1946.

During this month the CAVs at Rome and Brindisi took over aircraft safety duties in Southern Italy from the R.A.F.

MAY
1946.

C.A.V. offices had been opened at Livorno (Milan) Airfield ~~and~~ ~~equipped~~ ~~operators~~ ~~room~~ ~~and~~ ~~switchboard~~ ~~had~~ ~~also~~ ~~been~~ ~~set~~ ~~up~~ ~~at~~ ~~the~~ ~~same~~ ~~time.~~ ~~A~~ ~~separate~~ ~~operations~~ ~~room~~ ~~for~~ ~~A.S.R.~~ ~~had~~ ~~been~~ ~~set~~ ~~up~~ ~~in~~ ~~the~~ ~~Airport~~ ~~Control~~ ~~Room.~~

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March 1946.

The Italian C.A.Vs. ^{and} were being prepared to take over the services of the Allied aircraft safety centres. ~~In this respect Rome and Pisa C.A.V's were~~ ^{both} ~~became operational during the month of April,~~ ^{for from} with the Rome C.A.V. ^{for from} ~~cracked as the controlling C.A.V. for the~~ Italian and Allied aircraft safety service.

April 1946

During this month the CAVs at Rome and Brindini took over Aircraft Safety duties in Southern Italy from the S.A.F.

May 1946.

C.A.V. offices had been opened at Linate (Milan) Airfield, ~~a well~~ ^{equipped operations room and switchboard had also been} ~~set up~~ ^{at} ~~a separate operations room for A.S.F. had been set up in the Airport~~ ^{Control Tower. Telephone communication with all D.A.F. airfields} ~~D.A.F. Headquarters and Rome were~~ ^{set up} ~~aircraft~~ ^{operational.} To obviate unsuccess-
ful diversion-arrival signals repeated to D.A.V. Genoa ~~(Rome).~~

[Handwritten signature]

August
1946.

During this month a new Italian aircraft safety centre was opened at Elmas and was operating successfully. Fifteen overdue aircraft were successfully undertaken. The Italian Aircraft Safety Service has at this stage considerable experience behind it and was a reliable force.

September
1946.

With the cooperation of the Director of the American Operations Group a system of Instrument Flying Procedure in the Rome area had been evolved. Let-down procedure had been laid down for all aircraft flying in the area and Rome Combined Approach Control was due to open in October 45. A further effort had been made during the previous month to make the I.A.F. more Flying Control conscious. The I.A.F. also requested to reopen the Flying Control at Lamezia to benefit civilian as well as military personnel.

In an endeavour to increase the efficiency of Airfield Crash Tender crews, a pamphlet had been prepared of excerpts from the Air Sea Rescue Bulletin, giving a complete picture of suggested action in the event of a crashfire. These notes were going to be translated into Italian and given full distribution.

October
1946.

At a conference held at the Italian Air Ministry it was agreed that in cases where airfields were to be handed over from the Italian military to Italian civil control, it should be stipulated that I.A.F. flying control and signals would remain until such time as sufficient fully qualified civilian personnel could be taken over.

The five aircraft safety centres were continuing to give good service in overdue action. During the month 48 overdue aircraft were mostly weather-bound at diversion airfields.

November
1946.

The Senior Operations Officer at A.A.F. Giuseppe stated that the Control Aircraft Safety Centre at Centocelle and I.A.F. stations

had been evolved. Let-down procedure had been laid down for all aircraft flying in the area and Rome Combined Approach Control was due to open in October 45. A further effort had been made during the previous month to make the I.A.F. more Flying Control conscious. The I.A.F. also requested to reopen the Flying Control at Decree to train civilian as well as military personnel.

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The five aircraft safety centres were continuing to give good service in over-sea notice. During the month 48 overdue aircraft were mostly weather-bound at diversion airfields.

The Senior Operations Officer at R.A.F. Ciampino stated that the Central Aircraft Safety Centre at Centocelle and I.A.F. stations generally were coping very well and supplying the data required for all hand signals. The information was passed by teletype from Centocelle to Ciampino and distributed to all concerned.

The newly formed Rome Approach Control ^{is} functioning very well and was operated by the American Flying Control at Ciampino. The I.A.F. runs a sub-control at Centocelle (C.A.V.) from whence all relevant information on aircraft movements on Italian fields in this area

~~October 1946~~

November 1946

4025

are passed to the American Flying Control by direct telephone line.

December
1946.

As a result of an International conference held in Paris during the two previous months, Italy was asked to assume responsibility for the control of the Air Traffic in the Milan zone. ~~This was accepted and plans and regulations were being prepared to set up an approach Central Zone based on the present system of approach control as in force in the Rome area and to present being operated by the Italians.~~ ^{zones} The zone covers an area within a radius of 30 miles from Milan and up to a height of 6500ft.

January
1947.

With the close down of the RAF station at Elmas and the withdrawal of the remaining RAF Flying Control personnel during this month, the responsibility of airfields control at this station has passed into the hands of the Italian Air Ministry. The signal facilities left by the RAF being used ~~but due to the lack of sufficiently trained Italian personnel the W/F/AF is still manned by RAF Signal personnel.~~ It was hoped at the time to send a number of English speaking personnel to England for a Flying Control course. On their return they will be employed as instructors in a Flying Control school to be established in Italy.

February
1947.

The first course of 20 pupils started their instruction at the new Flying Control School in Rome. They will be then sent for post course training to the main airfields in Italy before being established. ~~These proposed final stations where they will be sent being Amendola, Elmas, Capodichino, Rome, Milan, Venice, Genoa and Catania.~~ ⁴⁰²⁴ The course will last for six months.

JANUARY
1947.

~~area still to present being operated by the personnel. The zone~~
~~an area within a radius of 30 miles from Milan and up to a height of 5,000ft.~~
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remaining RAF Flying Control personnel during this month, the responsibility
of airfield control at this station has passed into the hands of the
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FEBRUARY
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Flying Control School in Rome. They will be then sent for post course
training to the main airfields in Italy ~~before being qualified. These~~
~~prepared final stations where they will be sent being distributed~~
Steno, Capodichino, Rome, Milan, Montecorone and Catania. 4024
The course will last for ~~three months~~

~~W. HULL F/O~~
~~RAF III (A.S.C.)~~

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AIR FORCE

(78) LROF/MMXK-T- 108/12 -R/4///-R/R-T :

FROM :- AHC MALTA :

TO :- ~~AFHQ~~ AFHQ ITALINA MILITARY AFFAIRS
SECTION AIR FORCES SUB SECTION AP - 079 :

file in 2/4

(20)

BT :-

N-686 (.) 12/4(.) U N C L A S (.) YOUR IMAS/48/3/AIR/AF-6 MARCH
SUBJECT STAFF LIAISON AIRCRAFT CONTROL (.) PROPOSE SENDING S/LDER///
S/LDER HACKING VISIT YOU BY SCHEDULE SERVIE 25 APRIL (.) 4023

BT 120740 A :

AMEND WA SENDING S/LDR ---IMI -- S/LDR HACKING TKS

SENT(SH) NR 78 AT 2109 /12 B 2 K

RD NR 78 AT 1909 'RKK'

A.308 italini JCB.

Chubli. 4/17. 740945

7

From :- RANAD Section ACC Egypt, R.A.F. M.E.

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

Date :- 25th March, 1947.

Ref :- 206774/ATS/RANAD

5

RANAD SHEETS.

Please refer to your IMAS/48/3/AIR dated
8th March, 1947.

2. Your number of information copies of RANAD
has been increased to 3. Amendments will not be included
since this would entail increase of signalling.
New sheets will be forwarded as produced. The most up to
date information for operational flying is held by R.A.F.
Briefing Section CIAMPINO.

C.R. Clark

(C.R. CLARK) F/O.
for C.C. RANAD Section.
Area Control Centre. Egypt.
R.A.F. M.E.

und. 3/19

A679
8/4/47. 7902
Copy on :- 206775/ATS/RANAD.

4022

48/3/AIR

I
Jelo
48/3/AR
⑥

From: Air Headquarters, Italy, R. & R., G.M.F.

| | |
|------------------------------|------------|
| To: Headquarters, 52d Wing | (2 copies) |
| R. & P. Station, Udine | (2 ") |
| R. & P. Unit, Ciampino | (2 ") |
| A.P.S.S., I.M.A.S., A.P.H.Q. | (2 ") |
| A.H.Q. Italy (Ops.) | (1 copy) |

NFA

Date: 13th March, 1947.

Ref: AMX/450/ATR.

AIR TRAFFIC INSTRUCTIONS, STANDING ORDERS AND PROCEDURES;
ASCENDANT LIST NO. 1.

Herewith enclosed are copies of an Ascendant List No. 1 to the above instructions.

R. C. Law

(R. C. LAW), S/Ldr.,
for Senior Air Staff Officer,
Air Headquarters, Italy,
ROYAL AIR FORCE, G.M.F.

Enc.

*Annexed
to Host-76*

A. 550
48/3/AR

RAMAD Section, Area Central Centre
Egypt R.A.F., N.E.F.

IMAS/AR/3/AIR.

Ramad Sheets.

8th March 1947.

1. Attached please find receipt for new issues of Area C, Section C.4, dated 10th February 1947.
2. The RAMAD book is in constant use at this Headquarters and it is requested that you supply us with two (2) further copies, complete and up to date, covering all areas and as many airfield sheets as possible in order to complete 3 Route Books and, in addition, to keep us supplied with the necessary number of amendments for the 3 books.

E. Boulton
for E. BOUTON P/O
Air Vice Marshal,
Director,
Air Forces Sub Section.

my 10/3

4029

(4)
(1)

From : Works & Buildings Directorate,
Works Division, Installations Section, I.A.M.
To : A.F.S.O., A.C., Rome.
Date : 3rd March, 1947.
Ref. : 50893/391 Coll.

~~(10-16) CIAMPINO AIRPORT - HIGH TENSION ELECTRIC JUNCTION.~~
no trace.

Following letter 50591, dated 8/2/47 we forward a map of Ciampino Airport, (1:25,000 scale), showing the point chosen for the construction of the high-tension power distributing cabin (marked (letter A) or (letter B) on the map), which will have to supply the airport's electrical service.

THE DIRECTOR GENERAL
(Lt.Col. G. TOGOANI)

TRANSLATED BY I.A.C. MAJINI.

Handwritten initials and scribbles



4019

Mod. 117*

REPUBBLICA ITALIANA



Roma, 3 MAR, 1947 1947

Ministero dell'Aeronautica

AIR FORCES SUB COMMISSION
A.C. ROME APO 794
(tramite Ufficio Collegamento)
ROMA

DIREZIONE GENERALE DEL DEMANIO
Divisione Lavori - Sez. Impianti

Prot. N. 50893/398 Coll.

Risposta al f. N. del

OGGETTO: (10-46) CIAMPINO Aeroporto - Allacciamento elettrico AT

A seguito 50591 dell'8 febbraio c.a., si trasmette una corografia, scala 1: 25.000, dell'Aeroporto di Ciampino, con l'indicazione della ubicazione ((lettera a) o lettera b) della corografia)) prescelta per la costruzione della cabina di smistamento e derivazione, con la quale dovrà assicurarsi il servizio elettrico dell'Aeroporto.

IL DIRETTORE GENERALE f.f.
(Ten.Col.G.A.r.i. = G. TOSCANI)

Toscani

4018

L. 1000/1947 art. 10 - Le copie delle corrispondenze a carico della Repubblica Italiana sono di esclusiva competenza del Ministero dell'Aeronautica.

0539

785017

From : I.A.F. Inspectorate of Telecommunications and Aircraft Safety
 No 1 Division, Met Section.

To : A.F.H.Q., I.M.A.S., A.F.B.S., APO 79A.

Date : 3rd March 1947.

Ref. : TELETYPE 12467/TM/339 Coll.

3

QA OLD PART

Following teletype No 12033 dated 13th January 1947 we hereby
 inform you that the transmitting aerials which have red signal lamps on their
 summit and which are approximately 50 metres high and are located North West
 of PALSE MACCHIE Airport (SARI) are now functioning.

Please signal above information to the interested units. ϕ

FOR THE MINISTER
 Gen. BARBA

TRANSLATED BY I.A.C. DOST.

4/3
 A
 HB/3/AW

air III
 action of please

5/3
 Information signalled out
 via RANAD. 4/3/47
 Cumbria 5/3/47
 Staff 2/0
 AIR III

2A

Air Headquarters Malta.

DNAS/A/R/3/AIR/AF.

Aircraft Control - Staff Liaison.

6th March, 1947.

Reference is made to your letter ANJM/12/2/Air dated 24th February, 1947, and it is agreed that a close liaison between our respective Headquarters, the Air Control Centre at Malta and the Italian Centro Assistenza Volo system is essential now that Civil Aviation is expanding and the Ratification of the Italian Peace Treaty imminent.

OTHER COPIES HELD BY AIR HQ

2. This Headquarters has recently produced a proposed set of Air Traffic Control rules for Italy and these have been approved in principle by Air Headquarters MEME. Two copies are now enclosed for your attention. It is requested that you examine this plan and then return one copy with any remarks you may have to make; the other copy is for your retention.

3. A list of Navigational Aids in Italy is now in course of preparation and this will be incorporated in the Draft Rules when it is completed.

4. It is agreed that a meeting between Staff officers of our respective Headquarters to discuss future trends of the flow of civil aviation and military refuels aircraft would be of value; and it is suggested that our Movements officers visit your Headquarters as soon as you have studied the proposed Air Traffic Control rules. Will you please notify us of the proposed date by signal.

Chitib

C.M.M. GEMER, W/Osr,
for Air Vice-Marshal, Director,
Air Force Sub Section, DNAS.

4015

dir
DD 9477 15/3
SSO
ASO: Howell 17/3/47

WA 11/3

From :- Air Headquarters, Malta.
To :- Air Force Sub-Commission, Rome.
Date :- 24th February, 1947.
Ref :- AHQM/12/2/AIR.

7A

AIRCRAFT CONTROL - STAFF LIAISON.

In view of the rapidly changing conditions resulting from contraction of the R.A.F., the expansion of Civil Aviation, and the signing of the Italian Peace Treaty, it is suggested that the time may now be opportune to renew the close liaison previously existing between this Headquarters and yourselves. At the moment the Air Control Centre at Malta is responsible for the control of all aircraft passing through your area and ours. The increasing flow of Civil Aircraft and the re-orientation of the focal centre that is likely to be brought about when Rome comes into its own as a Civil Airport, is bound to effect the control responsibilities of the Air Control Centre at Malta and it is felt that many minor difficulties could be avoided if a working liaison could be maintained between this Headquarters and the responsible authorities at your end.

2. It is suggested, therefore, that one of your Staff Officers and, if you consider it desirable, a representative from the Air Traffic Control Unit, Ciampino, should visit this Headquarters in the near future and that a reciprocal liaison a visit to ~~you~~ may be paid by an Officer from this Headquarters.

RECEIVED
A.338 28/2/47
39/1/Ack

What action
do you suggest
3.3.47

[Handwritten signature]

Group Captain,
Senior Air Staff Officer,
Air Headquarters, Malta.

JLM
19/3

