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CIVIL AVIATION, COMMUNICATIONS POLICY
JAN., FEB. 1947

PAGES MISSING OR
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FILMED AS FOUND

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For Lige. File

FROM: AIR VICE MARSHAL L. B. HARRIS, D.D.E.

ARMED FORCES HEADQUARTERS,
 ITALIAN MILITARY AFFAIRS SECTION,
 AIR FORCE SUB-SECTION,
 L. B. O. 794.

24th February, 1947.

BY/AB.

I would like to put you in the picture as to what is happening in Italy on the Sicilian side of Civil Aviation.

My Committee (C.F.O.) of this Air Forces Sub-Section (then the Air Forces Sub-Commission) visited London in December, 1946, and he brought back with him the list of M.C.A. radio requirements in Italy.

A list of outstanding equipment against M.C.A. requirements has been made by Squadron Leader Fay (C.F.O.) and has been forwarded as Appendix "A" to the C.F.O.'s letter reference D/17/37 dated 24th January, 1947, addressed to you.

In view of the fact that P.I.C.A.O. has decided to standardise S.C.S.51 for blind operation, the Italians are left to install the M.C.A. requirements of S.I.A., especially as they consider that blind landing aids are perhaps necessary only at certain points in the Po valley and possibly Milan.

I have just learnt that S.I.A. have made an offer through American Military Commission Section (A.A.C.S.) to the Italian Government in return for certain concessions. Details of the proposed agreement are not in our possession but we know that the offer includes cost, if not all, of the American radio equipment at present in Italy, including four sets of S.C.S.51. We also know that the offer includes the retention in Italy of sufficient American technical personnel to instruct the I.A.F. in the type of equipment offered.

It is the policy of this Integrated Sub-Section of the Italian Military Affairs Section to help Italian Civil Aviation to stand firmly on its own feet as quickly as possible, but it is felt that separate offers by the Americans and the British, unknown to each other, is not the most efficient way of achieving this.

I am, Sir, very respectfully,
 Yours faithfully,
 L. B. Harris

I would like to put you in the picture as to what is happening in Italy on the Spanish side of Civil Aviation.

Mr. Comander (C.T.O.) of the Air Forces Sub-Section (then the Air Forces Sub-Commission) visited London in December, 1946, and he brought back with him the list of M.C.A. radio requirements in Italy.

A list of outstanding equipment against M.C.A. requirements has been made by the Spanish Section (C.T.O.) and has been forwarded as "urgent" to the C.T.O.'s letter reference M/TE/37 dated 24th January, 1947, addressed to you.

In view of the fact that M.C.A.O. has decided to standardize M.C.A.51 for blind equipment, the Italians are loath to insist the M.C.A. requirements of M.C.A.51, especially as they consider that blind landing aids are perhaps necessary only at certain points in the Po valley and possibly Milan.

I have just learnt that T.W.A. have made an offer through American Airways Commission Section (A.A.C.S.) to the Italian Government in return for certain concessions. Details of the proposed agreement are not in our possession but we have that the offer includes, if not all, of the American radio equipment at present in Italy, including four sets of M.C.A.51. We also know that the offer includes the retention in Italy of sufficient American technical personnel to instruct the M.C.A. in the type of equipment offered.

It is the policy of this Integrated Sub-Section of the Italian Military Affairs Section to help Italian Civil Aviation to stand firmly on its own feet as quickly as possible, but it is felt that separate offers by the Americans and the British, unknown to each other, is not the best efficient way of achieving this.

In the interests of all concerned, I strongly recommend that the M.C.A. send a representative to Rome in order to discuss things with this Integrated British/American Sub-Section, the Italian Air Ministry and, it is hoped, M.C.A. (Captain Wallis) and also with the British and American Embassies.

Yours

6558

Mr. H.C. Littlefield,
Ministry of Civil Aviation, (C.A.O.5),
Imperial House,

Strand, London, W.C.2.

(2A)

From : Allied Forces Headquarters, Italian Military Affairs Section.
Air Forces Sub Section, A.P.O. 734.
To : British European Airways - Northolt - England.
Date : 5th February 1947.
Ref. : IMAS/ATR/S.542/SIGS/A.P.

CIVIL AVIATION - COMMUNICATIONS POLICY.

Attached please find a translated copy of Italian Air Ministry letter reference 210134/1-18/179 GCL dated 20th January 1947.

2. A copy of the quoted letter dated 6th December 1946 is not held by the Air Forces Sub Section. It is requested that a copy be forwarded.

for

Awkay sk
A.E. MAJ, S/Ldr
Air Vice Marshall, Director.
Air Forces Sub Section
I.E.A.S., A.P.O. 734.

Copy to:-

Italian Air Ministry
Telecommunication and Aircraft
Safety Division.

6557

COPY

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From : Air Ministry
Telecommunication and aircraft safety division.

To : British European Airways
Northolt airport
England
(through Liaison Office A.P.S.C., A.C.)

Ref. : 249134/1-18/179 Coll

Date : 25th January 1947.

Subject:- COMMUNICATION SERVICE.

Referring to your letter dated December the 6th 1946.

This is to confirm that as from the 1st February 1947 a monthly return of the traffic time of reception and transmission of messages will be sent to you.

We point out that the traffic is very often delayed owing to W.T. watch not being continuous but by appointment.

THE INSPECTOR OF THE TELECOMMUNICATIONS

From : Air Ministry
Telecommunication and aircraft safety division.

To : British European Airways
Northolt Airport
England

(through London office A.T.S.O. A.O.)

Ref. : 310121/1-10/193 Coll

Date : 25th January 1947

Subject: COMMUNICATION SERVICE



Referring to your letter dated December the 3th 1946.

This is to confirm that as from the 1st February 1947 a monthly return of the traffic time of reception and of transmission of messages will be sent to you.

We point out that the traffic is very often delayed owing to W.T. watch not being continuous but by appointment.

THE INSPECTOR OF THE TELECOMMUNICATION

(through Liaison Office A.F.S.O. A.C.)

Ref. : 210134/1-10/175 Coll

Date : 25th January 1947

Subject: COMMUNICATION SERVICE



Referring to your letter dated December the 6th 1946.

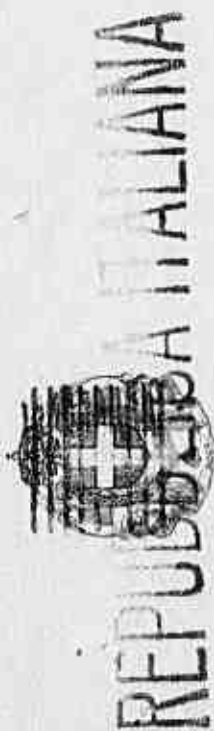
This is to confirm that as from the 1st February 1947 a monthly return of the traffic time of reception and of transmission of messages will be sent to you.

We point out that the traffic is very often delayed owing to W.T. watch not being continuous but by appointment.

THE INSPECTOR OF THE TELECOMMUNICATION

6552

Translated by Mr. C. SOULETCHIA



REPUBBLICA ITALIANA

MINISTERO DELL'INDUSTRIA

DIREZIONE GENERALE
DELL'INDUSTRIA E DELL'ENERGIA

Regione Industriale - Roma, 1°

Divisione

Sett. 4.2.2/10134

Allegato 179 Colle.

Roma 25 GEN 1947 19 Spino.

ALL THE BRITISH EUROPEAN

AIRWAYS

= NORTHOLM AIRPORT =
(England)

Rispondete al Foglio del

Dir.

No.

9/2

OGGETTO Servizio delle comunicazioni.

Tramite UFFICIO COLLEGAMENTO AFSC/AC = S E D E =

Si fa riferimento alla vostra lettera del 6 Dicembre 1946 e si da assicurazione che dal 1° febbraio 1947 verra compilata, ed inviata, mensilmente una situazione riflettente il movimento, e relativi orari, dei messaggi ricevuti e inoltrati.

Si fa presente che il traffico subisce talvolta del ritardo perche' l'ascolto R.V. non e continuo ma bensì ad appuntamento.

L'ISPIRATORE DELLE TELECOMUNICAZIONI

Gardner

= S E D E =

Tramite Ufficio Collegamento JSC/AS

Si fa riferimento alla vostra lettera del 3 Dicembre 1945 e si da assicurazione che dal 1° Gennaio 1947 verrà compilata, ed inviata, mensilmente una situazione riepilogativa il movimento, e relativi orari, dei messaggi ricevuti e inoltrati.

Si fa presente che il traffico subisce talvolta del ritardo perché l'ascolto R.T. non è continuo ma bensì ad appuntamento.

L'ISPIRATORE DELLE TELECOMUNICAZIONI

Gardner

6755

