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

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ITALIAN CIVIL AVIATION, POLICY
APR. 1946 - JAN. 1947

3

1 Loose Minute *only IV* 0

The following are notes from brief interview with Mr. Cacopardo on 2 Jan 1947.

2. Ref 20A Dr. Cacopardo stated that a formal request had been submitted by the Italian Air Ministry asking that Italy be admitted as a full member to PICAQ.
3. Ref 15A, para 3, I, applications have been submitted by several companies. No licences have been issued.
4. 15A, para 3, II and III, applications for Air Taxi Services and privately owned aircraft have been received but no licences issued.

may Curtiss

MIN. 10

D/R

JHB 12/1

Reference to note on 26 H, in a telephone conversation with Col. Brown (at Caserta) to-day, 21/1. He stated that Pisa would not be open for civil airlines (internal) until the theatre closes.

JHB

Leave minute

Discussion

I have attached the translation of the Summary. Enclosure and Appendices for you to read.

1. Colonel Remondino states that they are not up to date and if we would let him know the Part as Chapter we are interested in, he will send us amended copies.
2. Colonel Pereira has the original book and is checking on our requirements.

L. J. Jaraman
22/11/46

6/12 2.

S.S.O. Thank you.

D.D.

1. The parts, I think, which are the most important bring up to date are marginally marked.
2. Dr. Paolopardi has agreed to create a section in D.P.A. to deal with modernization of existing archival files.
3. I think what we should concern ourselves mostly is to ensure that the files are up to date.

is checking on airport requirements.

12 Jan 68
22 | 11 | 46

2.

S.S.O.

Thank you.

D.D.

2. The parts, I think, which are the most important to

bring up to date are marginally marked &

3. Dr. Caspardi has agreed to create a section in D.C.A.

to deal with modernization of existing archival laws.

4. I think what we should concern ourselves mostly is to
(i) ensure that that section goes into action quickly & effectively, which
please check on, on about 13 Dec.

(ii) use our common sense in regarding, analyzing & setting, civil
company qualifications before approving them. 5492 -

(iii) do what we can in setting their instructions & laws and especially
the amendments. Perhaps each, when it is should do so -

what time he can afford (on fairly low priority) to setting the

work of D.C.A. section (mentioned in para 3 above) by arrangement

with Caspardi - I suggested that J.D. clear his policy

with Caspardi - by so doing, our operations will have

something more about civil action about which we can get some!

App. 1968

MINUTE 7.

Chief Commissioner.

You may like to read 11A and Minutes 4, 5, & 6. I expect you have seen 12A.

2. Action by A.F.S.C. is required on (i) supervising to modern international standards and (ii) to invite C.C.S. (through usual channels) to admit Italians to P.I.C.A.O. (Provisional International Civil Aviation Organisation). We think the Italians have a case but are not certain whether the moment is opportune. We would appreciate your advice.

I.E. Brodie

I.E. BRODIE,
AIR VICE MARSHAL,
DIRECTOR,
AIR FORCES SUB-COMMISSION.

2nd December, 1946.

Min. 8.

Dir. AF SK

I approve & feel we should support
the C.C.S. admission now to P.I.C.A.O.

I.E.

5/XII

9.

D.D.

Please see Min 7 & 8. The C.C. called for you
& 4 this morning (you were on a g.p.m.). 2. As regards Min 4 (f)
C.C. does not approve of a Special Liaison Officer with A.L. or any other
company - I explained that D.D. de Pichler meant man that should

Min. 8.

Dir. AF SK

I approve I feel we should support
the Govt admission now To PICAF

JWS
CC

5/11

9.

D.D.

Please see Para 7 & 8. The C.C. called for you
& 4 this morning (you were on a G.C.M.). 2. As regards Para 4 (f)
C.C. does not approve of an Official Liaison Officer with A.L.H. or any other
company - I explained that that de Richelieu meant was that should
A.L.H. want our advice Acampora would be sent along - I will
confirm this to de Richelieu.

3. As regards Para 4 (2) (c) - The C.C. wished to convey to us
that we must insist on reasonable standards of safety and
liability, some such applying companies would no doubt be
willing to work to those standards & in the fact - should then
not grant concessions to them.

JWS
5/12. 3491

5.

— 3 PM 26/11

Ref:

I asked Mr. Whiting Straight this morning concerning
Regulation in the U.K. he told me:-

(i) No large or little Operators are permitted to use other
than 'licensed' airfields. He says so as this British
Insurance Division are rendered invalid: which is a genuine deterrent.

(ii) A licensed airfield must have at least:-

Crack & Fine Tenders
Wind Sock.

Ground supply repairs (~~to~~ R.T. is not wanted)
Height & state of runways must be suitable.

1/11/25/11

6.

D.D.
Org - 1/11/25/11
SSO - 2/11/25/11

Dr. Caspardi called at 1615 on 29 Nov & spoke Ref
11A with the authority of the Air Ministry (Crispiani). D.D. is present.
2/ The Air Ministry has carefully considered the points raised
in 11A and so far as I could agree with them. At the Air
Ministry Request, I agree not to forward 11A officially to
I.A.D. unless the C.P. wishes me to do so.

3/ The Air Ministry would like us to give a 11A

Kind Sir,

Ground reply reports (R.T. is not wanted)
Height & state of runway must be suitable.

MR 25/11

D.D.
Org - 1st 2/11
SSO - 1st 2/11

6

Dr. Caccopardo called at 1615 on 29 Nov & spoke ref
 11A with the authority of the Air Ministry (Cingolani). 33. unprinted
 2/ The Air Ministry has carefully considered the points raised
 in 11A^B and so far as I could agree with them. At the Air
 Ministry Request, I agree not to forward 11A^B officially to
 I.A.D. unless the C.P. wishes me to do so.

3/ The Air Ministry would like us to give our support
 to Italian becoming a member of P.C.A.D. (now only
 'observing') which will help them to amend laws & for
 press new ones. They already have sent as members
 on CENNA & CITESSA & other international organizations
 such as Labour, Banking etc. (CENNA = Int. Council of Air
 Nav : CITESSA = Int. Council of Technical & Air Jurisdiction)
 We agreed to help when time appropriate.

4/ Dr. Caccopardo agreed to form a small committee (D.C.A.)
 to study international agreements (since 1919 Paris) and modern standards
 (of safety in particular) and to make recommendations for amendments
 to existing Italian laws & decrees (1935)
 5. On Ministry reaction to 11A^B at end 11A

X

MR 29/11

4.

Notes: (1) 19/11 Cdr. Wolson B.E.A. with Senator de Richelieu (President A.L.I.) who informed me that details of A.L.I. (vide 6A) were submitted previously to the Air Ministry on 14 Nov. (copy recd from de Richelieu on 2/11)

(b) (B) civil aviation is regulated by Act of Parliament & administered by Ministry of Civil Av. (D.C.A.) - its nationalized.

(c) (A) civil aviation is regulated by the Civil Aeronautics Board (C.A.B.) who stipulate routes & the fares by private operators

(d) the view of (b) & (c) above it would ~~also~~ seem that the Air Ministry will be advised to appoint a commission or body similar to C.A.B. or D.C.A. depending whether the Air Ministry intend in practice to nationalize civil aviation. With the Air Ministry making up their minds they might well institute a "Commission for Civil Aviation".

(e) A.L.I. (BEA-Rhin) and L.A.I. (T.M.A.-Rhin) joint agreements were both signed at the I.A.T. on 8 June 60.

(f) the large ACAMPORA will act as A.L.I. Liaison Officer with AFSP.

Why?

(2) 19/11 (e) D.D. & I spoke C.C. who warned that there will probably be a large number of small companies trying to get air law - on routes already promised by the to A.L.I. & L.A.I. - and that I.A.T. may consequently be forced to go back to the 'No' to be

will be advised to appoint a commission or body similar to C.A.B. or D.C.A. depending whether he has interest in practice & nationality civil aviation. Let's try make up their minds they might well institute a "Commission for Civil Aviation".

- (c) A.L. 11 (BEA-Helm) and -A1 (TWA-Helm) joint agreement was both signed at the I.A.T. on 8 June 46.
- (3) The large ACAMPORA will act as A.L. 11. Liaison office with ATSC.

Wing

- (2) 19/4 (2) D.D. & I spoke C.C. who warned that there will probably be a large number of small companies trying to get air lines - on routes already promised by the to A-11 & I.A.T. - and that I.A.T. may consequently try to pass the buck to us to say 'No' to some of the uncommercial ~~other~~ companies & overlapping routes.

- (6) ATSC will have to be careful in handling this business because we don't want to be embroiled in ^{fighting} politics & at the same time we want the Civ. Av. to start on sound economical lines. (c) We can diminish some uncommercial companies by insisting on high standards of safety in the air & on the ground - action taken with staff to delve into the details of safety.

(C) did not even think of standards of safety

ppm
See 15.2
PA. 20/11

MINUTE 3.

Orig.
D.D. - 28m 21/10
S.S.O. - 18/10
ORG.
S.I.O. - 21/10

This morning I told Admiral Stone that A.F.H.Q. has had a reply from C.C.S. to NAF.1197 and NAF.1169 concerning Civil Aviation (other than Internal Airlines) and the detailed re-organisation of the Italian Air Ministry Force.

2. Arising from the discussion and in the presence of D.D. we phoned the Italian Air Ministry, Director of Civil Aviation and informed him that:-

- (i) The Chief Commissioner will today telephone the Prime Minister's office to suggest that though Brigadier Lush's letter concerning Civil Aviation in Italy was addressed to the Prime Minister, it would be in order for the Italian Air Ministry to communicate the Internal Civil Aviation Plan direct to the A.F.S.C. if the Prime Minister so desires.
- (ii) If all the details from the various companies concerned in internal civil aviation have not yet been submitted to the Italian Air Ministry by the firms concerned, those which they have should now be submitted to the Allied Commission and that as soon as they know the required details from the other firms they also should be submitted to us.

Note: (viii) As soon as the Internal Airlines complete or partial plans are received by us they should be transmitted to M.A.A.C. for consideration.

(iii) (iv) The Director of Civil Aviation informed us that he has the details of both the American and British/Italian Companies together with about four purely Italian subsidiary companies, which means that there are details still required from about four purely Italian companies. However, on checking with Mr. Hayward (B.E.A.) it seems that not all the details of the British/Italian Company have yet been decided or communicated to the Italian Air Ministry. I pressed Mr. Hayward to hasten the British side of that company (L.I.I.) to submit all the details required by Brigadier Lush's letter and I also asked the Director of Civil Aviation to hasten the Italian President of the Company to take similar action.

(v) The Director of Civil Aviation informed me that the Internal Italian Air Ministry consultative committee is meeting with the Italian Air Minister on the 21st October in order to put the Internal Civil Aviation Plan into shape.

3. In the presence of the D.D. I informed the Chief Commissioner of the latest position as above, he appeared to be satisfied.

18th October, 1946.

I.E. Brodie
I.E. BRODIE,
AIR VICE MARSHAL,
DIRECTOR.

MINUTE SHEET.

Min. 1.

A.O.C. *W 8/10*
S.G.O. *—*
A.I.R. I

Spec. up 24/9.

Mr. Mazzerini (IWA) visited my office to discuss what action must be taken by the newly formed IWA - Italo (I.A.I.) Airline Company before they can start operating. I informed him that the only action required is for the Italian Govt. to reply to the Acting Chief Commissioner's letter (see 40A) dated 10th April 1946 and to gain approval to the reply from higher authorities before the civil airlines can start operating in Italy. I also asked Mr. Mazzerini to come and see us more often and that he can be assured we will be more than glad to assist him in his problems.

23rd September, 1946.

Frank E. Marek
Frank E. Marek,
Lt. Col., A.C.

M2

DIR. 8/10 1/10

Enclosure 9A was sent to A.W. 12/10 following a telephone conversation with Air Commodore Rankin. A copy was sent to MAAC for their information.

W. J. J. J. J.
4/10/46.

14751

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

To : British Embassy, Rome.

Date : 28th January 1947.

Ref. : AFSC/39/AIR.

Ext : 546.

ADMISSION OF ITALY AS A MEMBER OF E.L.A.C.

1. Reference our telephone conversation this morning.
2. Herewith copy of the letter received by this Sub-Commission from M.A.A.C. Secretariat.

Chihit

C.M.M. GRECE W/Cdr.
for AIR VICE MARSHAL,
DIRECTOR,
AIR FORCES SUB COMMISSION.

1 4 7 7 |

26

From:- Director, Air Forces Sub-Commission, Allied Commission, ROME.
To :- Office of the Chief Commissioner, Allied Commission, ROME.
Date:- 14th January, 1947.
Ref :- AFSC/39/AIR.

ITALIAN CIVIL AIR LINE PLAN.

Together with Major Curmutt, I again visited the Air Minister and it seems that the Air Ministry overall civil air lines plan is now almost completed. The Air Minister informed us that he would forward the plan to us at the end of this week, simultaneously with sending it to the Council of Ministers. It seems that the procedure of forwarding the plan to the Council of Ministers is something of a formality, though very small details may be amended in the Council.

2. The plan will not be submitted to the Costituente, though the Air Minister expects two questions to be asked in the Costituente concerning :-

- (i) Percentage of Foreign capital invested and
- (ii) The liquidation of an Italian company (S.I.L.A.M.) which seems to be justified.

3. The reason why the plan has not yet been submitted is that there have been many applicants for concessions and some snags on which companies are to fly what routes. The last snag has now been verbally agreed (according to the Air Minister) namely the routes between Rome and Milan and it seems that L.A.I. will get the Rome, Pisa, Milan route and T.E.S.E.O. will get the Rome, Florence, Bologna, Milan route.

4. For your information Urbe Airfield (previously known as Littorio) has just been turned over to civil aviation as an airport for light aircraft and S.M.79's, whereas it is the intention of the I.A.M. to make Centocelle a mixed civil aviation and military transport airfield. In order to speed up the introduction of civil aviation, the Air Minister has agreed to make available a certain number of FIAT G.12 aircraft of existing military courier services on lease, but any aircraft now under construction will have to be bought by the companies which want them.

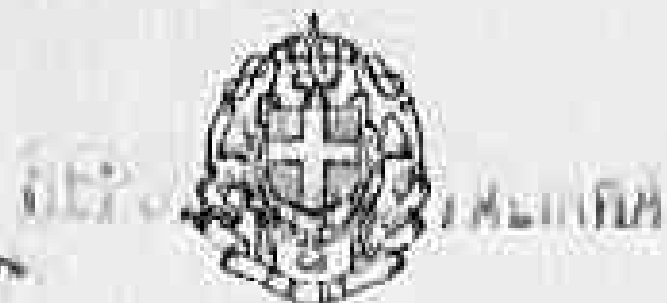
5. It is the hope of the I.A.M. that air lines will begin to operate in Italy on the first of February, some of the smaller companies are ready to start now.

6. As soon as we get the plan translated I will submit a copy to you and simultaneously to the American and British Polads in case the Embassies wish to confirm that American and British interests are not jeopardised. In any event the most urgent action will be taken.

416
394
5486
I.E. BRODIE,
AIR VICE MARSHAL,
DIRECTOR,
AIR FORCES SUB-COMMISSION.

25A

Ca/Do



ROL

IL MINISTRO DELL' AERONAUTICA

11/28/85 Cole

Origiv for filing pl.

Caro Maresciallo,

ho ricevuto la Sua gentile lettera del 4 gennaio 47
relativa alla ammissione dell'Italia come membro della P.I.
C.A.O. -

Le sono sinceramente grato per quanto Lei ha fatto
e La prego gradire il mio più cordiale saluto.

I have received your nice letter of 4th January
in connection with the admission of Italy as a
member of P.I.C.A.O.

I am very grateful to you for all you have done
and I extend my hearty salutations.

AIR VICE MARSHAL

I.E. BRODIE, O.B.E.

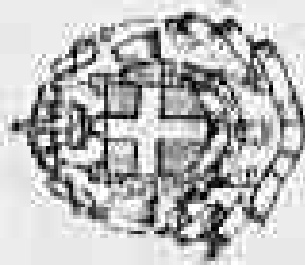
Air Forces Sub Commission

- R O M A -

pkm
23/1

MS 14/1/85

Ca/Do



IL MINISTRO DELL' AERONAUTICA

1118/85 Ca

Caro Maresciallo,

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MP Brodie

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and I extend my hearty salutations.

AIR VICE MARSHAL

I.E. BRODIE, C.B.E.

Roma

Orig. for filing, pl.

247

25A

247
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relativa alla ammissione dell'Italia come membro della P.I.
C.A.C. -

Le sono sinceramente grato per quanto Lei ha fatto
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W. E. Brodie

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I am very grateful to you for all you have done
and I extend my hearty salutations.

AIR VICE MARSHAL

I.E. BRODIE, O.B.E.

Air Forces Sub Commission

W.E.B.

23/1

- R O C M A -

W. E. Brodie

FROM: AIR VICE MARSHAL I.E. BROUÉ, O.B.E.

AIR FORCES SUB-COMMISSION,
ALLIED COMMISSION,
R O M E .

4th January, 1947.

AFSC/39/AIR.

I have pleasure in forwarding a copy of the Chief Commissioner's letter, 8502/C.C., dated 4th January, and addressed to the Prime Minister concerning the admission of Italy as a member of P.I.C.A.O., which I forward for your information.

The Chief Commissioner has also requested the American and British Embassies to take such action with their respective Governments as may facilitate the admission of Italy as a full member of PICA0.

I don't think there is anything else we can do in this matter, but if you wish our help I hope you will ask for it.

Yours

D.D. Jk m 4/1
Act, Chubb 4/1
S/O
Dott. Mario Cingolani,
Italian Minister for Air,
Italian Air Ministry,
R O M E .

5484

23A

Ref: B502/CC

4 January 1947.

To : American Embassy, ROME, British Embassy, ROME.

Subject: Admission of Italy as a Member of PICAQ.

I enclose a copy of a letter addressed to the Italian Government stating that Allied Force Headquarters have no objection to Italy applying for full membership of PICAQ (see letter MAAC/4215/AFALS., of 27 December addressed to American and British Polads in reply to letter AFSC/39/AIA of 10 December, copies to Polads (Br) and (A) Allied Commission).

I would be glad if you would take such action with your respective Governments as may facilitate the admission of Italy as a full member of PICAQ. The present position is that Italy is represented at PICAQ conferences merely as an observer.

Orig
D.D. 7pm 6/1
B.F. 550 6/1
A.C. 6/1
S.O. 8pm 6/1

g/k
6/1

1/5/47

1/5/47

ELLERY W. STONE,
Rear Admiral, USNR
Chief Commissioner

Copies: Executive Commissioner
Air Force S/C.

B/F Director 6/1/47

5483

22A

Ref: 8502/00

4 January 1947.

Dear Mr. Prime Minister:

I am glad to be able to inform you that there is no objection from Allied Force Headquarters for Italy to apply to become a full member of the Provisional International Civil Aviation Organization (PICAO). I would suggest that an application should now be made by you through normal diplomatic channels.

In a separate letter I am asking the American and British Embassies in Rome to recommend to their respective Governments that Italy should become a full member of PICAO.

Very truly yours,

/s/ Elery W. Stone

ELERY W. STONE,
Rear Admiral, USNR
Chief Commissioner.

Dr. Alcide De Gasperi,
President of the Council of Ministers,
Italian Government,
ROME.

Copies: American Embassy
British Embassy
Air Force Sub-Commission.
Executive Commissioner.

7/6/47
4/1
2/6
2/1

Ch. K.

ing 6/1/47

5482

21A

From:
To Chief Commissioner

Reference our conversation on 30 Dec, I submit two ¹⁹²²⁰⁰
draft letters for your approval and signature.
I will inform the Air Director of action taken
subject to your agreement.

31 Dec 46

 Sam P. Rodin
AFSC

7/27/47
6/1
JLB
6/1

6/1

clerk
41

Both O.K.
4/I/47 GMS
LL

3481

D R A F T .

20A

OFFICE OF THE CHIEF COMMISSIONER
ALLIED COMMISSION
APC 794

Ref:

December, 1946.

To :- Italian Government.

Dear Mr. Prime Minister,

I am glad to be able to inform you that there is no objection from Allied Force Headquarters for Italy to apply to become a full member of the Provisional International Civil Aviation Organisation (PICAO). I would suggest that an application should now be made by you through normal diplomatic channels.

2.

In a separate letter I am asking the American and British Embassies in Rome to recommend to their respective Governments that Italy should become a full member of PICAO.

Copies: American Embassy.
British Embassy.
Air Forces Sub-Commission.

DD. JkM 3/

3480

19A

D R A F T .

OFFICE OF THE CHIEF COMMISSIONER
ALLIED COMMISSION
APO 794

Ref :

December, 1946.

To : American Embassy, ROME.
British Embassy, ROME.

Subject: Admission of Italy as a Member of PICA0.

I enclose a copy of a letter addressed to the Italian Government stating that Allied Force Headquarters have no objection to Italy applying for full membership of PICA0 (see letter MAAC/4215/AFALS., of 27th December addressed to American and British Polads in reply to letter AFEC/39/AIR of 10th December, copies to Polads (Br) and (A) Allied Commission).

2. I would be glad if you would take such action with your respective Governments as may facilitate the admission of Italy as a full member of PICA0. The present position is that Italy is represented at PICA0 conferences merely as an observer.

KHS 3/12

Copy to AFEC

copy 6/1

D.D. J.K.M. 3/1

3489

18A

From :- Mediterranean Allied Air Command Secretariat,
R.A.F. Liaison Section with C.I.C. MED,
A.F.H.Q., Caserta, C.M.F.

To :- Air Forces Sub-Commission, Alcom, Rome.

Date :- 27th December, 1946.

Ref :- MAC/4215/AMLS.

CONFIDENTIAL

ADMISSION OF ITALY AS A MEMBER OF P.I.C.A.O.

Reference is made to your letter AFSC/39/AIR dated
10th December, 1946.

2. There are no objections from Allied Force Headquarters
to Italy applying for full membership of P.I.C.A.O.

gk'm
13

PR29 F.M.

39/Ail. (

S.J.B. HAMILTON
Wing Commander
Secretary to The

ADMISSION OF ITALY AS A MEMBER OF P.I.C.A.O.

Reference is made to your letter AFSC/39/AIR dated
10th December, 1946.

2. There are no objections from Allied Force Headquarters
to Italy applying for full membership of P.I.C.A.O.

g.k.m
1/3

pr 29 EM.

39/Air.

(M. L. H. H.)
S.J.B. HAMILTON
Wing Commander
Secretary to The

MEDITERRANEAN ALLIED AIR COMMITTEE

Copies to :- A.F.H.Q. G-2
G-3
G-5

G-4 M.T.O.U.S.A. (Air Advisory Section).

U.S. Poland

Brit. Poland

R.A.F.I.O.

AOC Air Headquarters, R.A.F. Italy, G.M.F.

Chief Commissioner, Aloc, Rome.

Spoke cc 5/12

14/12/46
1/13/47

5438

1 4 8 8

179

SUMMARY. (Both in form in 1940.)

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3477

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Customs controls.

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VIII.

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- a) Royal decree of 22nd July 1939, No 1732 concerning the execution and distribution of aerial photographs, aero-cinematographs and aero-photogrametrics on behalf of private individuals, or national or foreign bodies
 - b) Convention of 23rd December, 1939 between the Air Minister and the Limited Company "Aia Littoria" for the exclusive concessions of the rights of aerial photography and cinematography for civil purposes, approved by ministerial determination of 6th January 1940, No 219
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16A

From:- Air Forces Sub-Commission, Allied Commission, 1946

To :- Mediterranean Allied Air Committee Secretariat.
Copy to : Chief Commissioner, Allied Commission,
Air Headquarters, A.A.F., Italy, C.M.F.

Date:- 16th December, 1946.

Ref :- AMSC/39/AUP.

CONFIDENTIAL

ATTENTION OF ITALY AS A MEMBER OF A.A.F.C.

Whilst discussing civil aviation in Italy with the Italian Air Minister, the question of Italy being invited to become a member of the Provisional International Civil Aviation Organisation (PICAO) has several times been raised. At present the Italian Government is not represented as a member but only as an observer.

2. I have spoken to the Chief Commissioner on this subject and he supports the Italian Government's request to become a member of PICAO.

3. The grounds on which this recommendation is submitted are :-

(1) The Air Minister states that he has difficulty in legal processes in changing or bringing up to date Italian laws based on the pre-war Paris Conventions and that by Italy becoming a member of PICAO his difficulties would be largely overcome.

(11) It is very necessary that Italian civil aviation shall be conducted safely and so far as is possible up to modern standards. The Italian Directorate of Civil Aviation by sitting on various international commissions and by obtaining the minutes and agreements reached by these commissions is better able to send its civil aviation laws on their own rather than to rely for advice and instructions upon the Air Forces Sub-Commission which is purely a military formation not well versed nor informed in civil aviation matters, though the Air Force Officers in the A.A.F.C. are rapidly learning about civil aviation but only from what they can pick up from these Allied civil personnel who seem qualified to advise.

(111) The fact of the Italian Government being a member of PICAO would make the Italians responsible to an international body for modern standards of safety both in the air and on the ground, rather than the A.A.F.C. The A.A.F.C. feels that it is its moral obligation to advise.

2. I have spoken to the Chief Commissioner on this subject and he supports the Italian Government's request to become a member of ICAO.

3. The grounds on which this recommendation is submitted are :-

(i) The Air Minister states that he has difficulty in legal premises in changing or bringing up to date Italian laws based on the pre-war Paris Conventions and that by Italy becoming a member of ICAO his difficulties would be largely overcome.

(ii) It is very reasonable that Italian civil aviation shall be conducted safely and so far as is possible up to modern standards. The Italian Directorate of Civil Aviation by sitting on various international commissions and by obtaining the minutes and agreements reached by these commissions is better able to amend its civil aviation laws on their own rather than to rely for advice and instructions upon the Air Forces Adm-Commission which is purely a military formation not well versed nor informed in civil aviation matters, though the Air Force Officers in the A.F.C. are rapidly learning about civil aviation but only from what they can pick up from those Allied civil personnel who seem qualified to advise.

(iii) The fact of the Italian Government being a member of ICAO would make the Italians responsible to an international body for modern standards of safety both in the air and on the ground, rather than the A.F.C. The A.F.C. feels that it is its moral obligation, if not technical responsibility, that Italian civil aviation shall be based on modern standards of safety such as certification of airworthiness of aircraft, availability of telecommunications, qualifications of aircrew and standards of air/ground safety measures some of which are applied to military transport services.

(iv) Italy has already been admitted to several international organizations which are stated below. Therefore it would appear that in principle there are precedents for Italy becoming a member of ICAO and that the international policy is that Italy shall be admitted to these international organizations before the Peace Treaty is signed.

- (a) The International Air Navigation Commission (CINAC) and the International Committee of Technical Experts for Aeronautical Jurisdiction (CIATJ), both of which will necessarily be taken over by the successor to ICAO or by ICAO itself.
- (b) The International Telecommunications Convention.
- (c) The International Bank for Reconstruction and Development.

.....(d).....

- 2 -

- (d) The International Labour Organisation.
- (e) The International Institute for the Unification of Private Direction.
- (f) The Allocation of Coal to European Countries (ACNEC).

4. In connection with the above, the Italian Director of Civil Aviation has agreed to create a small section in his Department to investigate comparatively recent agreements and modern safety standards with a view to making recommendations for the revision of existing Italian laws and/or the introduction of new Italian laws. It is also possible that the Italian Government may subsequently introduce a Civil Aeronautics Board of a character similar to that in the United States.

5. There would seem to be no military objection to this recommendation nor any objection in the terms of the Treaty of Peace Treaty with Italy. It is requested that action may be taken so that Italy may be represented as a full member of ICAO; if you consider that C.C.E. is not the correct channel, would you please inform us as to whether A.P.H.Q. agree in principle to Italy becoming a member of ICAO so that we can inform the Italian Government and at the same time invite the American and British Embassies to sponsor it.

Jan P. P. P.

L.S. BRIDIE,
AIR VICE MARSHAL,
DIRECTOR,
AIR FORCE SUB-COMMISSION.

Copies: POLAD (M), Allied Commission.
POLAD (A), Allied Commission.

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if you consider that C.C.S. is not the correct channel, would you please inform us as to whether A.F.H.Q. agree in principle to Italy becoming a member of PICAO so that we can inform the Italian Government and at the same time invite the American and British Embassies to sponsor it.

Jan P. P. P.

I.E. BINDIE,
AT VICE MARSHAL,
DIRECTOR,
ALLIED FORCES SUB-COMMISSION.

Copies: ROAD (B), Allied Commission.
ROAD (A), Allied Commission.

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13/12 Ref p

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From:- Air Forces Sub-Commission, Allied Commission, Rome
 To :- Italian Air Ministry.
 Copy to: Mediterranean Allied Air Committee Secretariat,
 Air Headquarters, P.O.F., Italy, C.M.F.
 Chief Commissioner, Allied Commission.

Date:- 9th December, 1946.

Ref :- AFAC/39/AIE.

CONFIDENTIAL.

ITALIAN CIVIL AVIATION OTHER THAN
 SCHEDULED AIR LINES.

Permissive authority has been given by higher Allied authorities for the under-mentioned civil air services inside Italy, Sardinia and Sicily. This approval refers only to civil aviation other than regular internal scheduled civil air lines, which have already been approved in principle though not yet in detail.

2. Briefly this authority refers to :-

- (i) Companies to operate air charter services carrying freight on non-regular schedules for all types of merchandise including perishable goods.
- (ii) Air taxi services using light aircraft to link up smaller towns and to act as feeders from the main internal civil air line terminals.
- (iii) A limited number of licences for private aircraft used by their owners for commercial and business matters and also for a few aircraft which will be used in publicity flying. This does not include flying clubs or private flying for pleasure purposes or glider flying.

3. The following are the detailed upper limits set by higher authority :-

- (i) For Air Charter Companies - 10 aircraft with a load capacity of between 2,000 and 4,000 Kilograms, e.g. B.M.75, B.M.82, C.12, and D.C.3.
- (ii) Air taxi services - 15 aircraft with a load capacity of under 1,000 Kilograms and with engine horse-power less than 200 h.p.
- (iii) Privately owned aircraft for commercial and business men in connection with their work and in order to give them a

civil air lines, which have already been approved in principle though not yet in detail.

2. Briefly this authority refers to :-
- (i) Companies to operate air charter services carrying freight on non-regular schedules for all types of merchandise including perishable goods.
 - (ii) Air taxi services using light aircraft to link up smaller towns and to act as feeders from the main internal civil air line terminals.
 - (iii) A limited number of licences for private aircraft used by their owners for commercial and business matters and also for a few aircraft which will be used in publicity flying. This does not include flying clubs or private flying for pleasure purposes or glider flying.
3. The following are the detailed upper limits set by higher authority :-
- (i) For Air Charter Companies - 1. Aircraft with a load capacity of between 2,000 and 4,000 Kilograms, e.g. SA.75, SA.82, G.12, and DC.3.
 - (ii) Air taxi services - 15 aircraft with a load capacity of under 1,000 Kilograms and with engine horse-power less than 200 h.p.
 - (iii) Privately owned aircraft for commercial and business men in connection with their work and in order to give them a rapid means of transport - not more than 50 licences to be granted and aircraft to be under 150 h.p.
 - (iv) For publicity flying for private purposes and in connection with industry - 2 licences and aircraft to be of low horse-power.
4. The above approval has been obtained in order to give employment to aeronautical workers and to assist in the rehabilitation of Italian commerce and civil aviation.
5. These services are to be regulated by the Italian Government under the supervision of the Air Forces Sub-Commission. In order that the A.P.S.C. may carry out this duty of supervision, it will be necessary for the Italian Directorate of Civil Aviation, D.C.A(I), to notify the A.P.S.C. of all licences approved by you for any companies or individuals to undertake the flying mentioned above.
6. The above approval has been obtained and is given under the condition that :-
- (i) The D.C.A(I), will insist upon each aircraft having a Certificate of Airworthiness.

- 2 -

- (ii) Pilots and aircrews will be fully qualified and licensed as appropriate.
 - (iii) Third Party Insurances will be taken out by the companies and individuals concerned.
 - (iv) The Companies and individuals concerned will comply with international traffic regulations and modern standards of safety.
7. When, therefore, you propose to permit any company or individual to take part in any flying of the above-mentioned nature it will be necessary for the D.A.C. (I) to ensure the A.F.S.C. that the conditions stated in para. 6 above have been accepted by the companies or individuals concerned, before any license is issued.
8. For the time being, the above-mentioned types of civil aviation will not be permitted within or over Italian territory administered by Allied Military Government unless exceptionally good cause to do so is first submitted to the A.F.S.C. and is approved by other Allied authorities.
9. Please acknowledge this letter and forward any comments which you may wish to make to the A.F.S.C.

L. E. BODLE

L. E. BODLE,
AIR VICE MARSHAL,
DIRECTOR,
ALLIED AIRCRAFT SUB-COMMISSION.

D.D.

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Government unless exceptionally good cause to do so is first submitted to the A.F.S.C. and is approved by other Allied authorities.

9. Please acknowledge this letter and forward any comments which you may wish to make to the A.F.S.C.

L. P. B. B.

L.E. BODIN,
AIR VICE MARSHAL,
DIRECTOR,
AIR FORCES SUB-COMMISSION.

DD

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C.T.O. *jud*

C.S.O. *Bud*

S.E.O. *Re*

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D R A F T .

From:- Air Forces Sub-Commission, Allied Commission, ROME.
 To :- Italian Air Ministry.
 Copy to: Mediterranean Allied Air Committee, Secretariat.
 Date:- 9th December, 1946.
 Ref :- AFSC/39/AIR.

OK for typing 4/12/46
Not seen by DD (a.c.) (See 4/12/46)
(Saw it)

CONFIDENTIAL.

ITALIAN CIVIL AVIATION OTHER THAN
SCHEDULED AIR LINES.

Permissive authority has been given by higher Allied authorities for the undermentioned civil air services inside Italy, Sardinia and Sicily. This approval refers only to civil aviation other than regular internal scheduled civil air lines, which have already been approved in principle though not yet in detail.

2. Briefly this authority refers to :-

- (i) Companies to operate air charter services carrying freight on non-regular schedules for all types of merchandise including perishable goods.
- (ii) Air taxi services using light aircraft to link up smaller towns and to act as feeders from the main internal civil air line terminals.
- (iii) A limited number of licences for private aircraft used by their owners for commercial and business matters and also for a few aircraft which will be used in publicity flying. This ~~does~~ does not include flying clubs or private flying for pleasure purposes or glider flying.

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2. Briefly this authority refers to :-

(i) Companies to operate air charter services carrying freight on non-regular schedules for all types of merchandise including perishable goods.

(ii) Air taxi services using light aircraft to link up smaller towns and to act as feeders from the main internal civil air line terminals.

(iii) A limited number of licences for private aircraft used by their owners for commercial and business matters and also for a few aircraft which will be used in publicity flying.

This ~~does~~ does not include flying clubs or private flying for pleasure purposes or glider flying.

3. The following are the detailed upper limits set by higher authority:-

(i) For Air Charter Companies - 10 aircraft with a load capacity of between 2,000 and 4,000 Kilogrammes, e.g. CM.75, SM.82, G.12 and DC.3.

(ii) Air Taxi services - 15 aircraft with a load capacity of under 1,000 Kilogrammes and with engine horse-power less than 200 h.p.

(iii) Privately owned aircraft for commercial and business men in connection with their work and in order to give them a rapid means of transport - not more than 50 licences to be granted and aircraft to be under 150 h.p.

(iv) For publicity flying for private purposes and in connection with industry - 2 licences and aircraft to be of low horse-power.

...../Para. 4.....

4. The above approval has been obtained in order to give employment to aeronautical workers and to assist in the rehabilitation of Italian commerce and civil aviation.

5. These services are to be regulated by the Italian Government under the supervision of the Air Forces Sub-Commission. In order that the A.F.S.C. may carry out this duty of supervision, it will be necessary for the Italian Directorate of Civil Aviation, D.C.A.(I), to ^{notify} ~~obtain approval from~~ the A.F.S.C. before ^{of all persons approved by you for} ~~entrusting~~ any companies or individuals to undertake the flying mentioned above.

6. The above approval has been obtained and is given under the condition

that:-

(i) The D.C.A.(I) will insist upon each aircraft having a Certificate of Airworthiness.

(ii) Pilots and aircrews will be fully qualified and licensed as appropriate.

(iii) Third Party insurances will be taken out by the companies and individuals concerned.

(iv) The Companies and individuals concerned will comply with international traffic regulations and modern standards of safety.

7. When, therefore, you propose to permit any company or individual to take part in any flying of the abovementioned nature it will be necessary for the D.C.A(I) to assure the A.F.S.C. that the conditions stated in para. 6 above have been accepted ^{or} by the companies ^{or} and individuals concerned, before any concession is given to them, which in any event must be submitted to the A.F.S.C. for approval before the D.C.A(I)

(i) The D.C.A. (I) will insist upon each aircraft having a Certificate of Airworthiness.

(ii) Pilots and aircrews will be fully qualified and licensed as appropriate.

(iii) Third Party insurances will be taken out by the companies and individuals concerned.

(iv) The Companies and individuals concerned will comply with international traffic regulations and modern standards of safety.

7. When, therefore, you propose to permit any company or individual to take part in any flying of the above mentioned nature it will be necessary for the D.C.A (I) to assure the A.F.S.C. that the conditions stated in para. 6 above have been accepted by the companies ^{or} and individuals concerned, before any concession is given to them, which in any event must be submitted to the A.F.S.C. for approval before the D.C.A (I) gives them the necessary permits.

8. For the time being, the above mentioned types of civil aviation will not be permitted within or over Italian territory administered by Allied Military Government unless exceptionally good cause to do so is first submitted to the A.F.S.C. and is approved by other Allied authorities.

9. No press release has been nor will it be made by the Allied Commission, but it is rather left to your discretion.

10. Please acknowledge this letter and forward any comments which you may wish to make to the A.F.S.C.

ALF VICE MARSHAL, ETC.

Copy for Chief Commissioner and A.H.Q. Italy

Copy for Div & D.D.

1512

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

785017

SIGS SERIAL 4105. BRITISH ARMY CIPHER MESSAGE
IMMEDIATE

TOP SECRET

IMMEDIATE

FROM; MEDITERRANEAN ALLIED AIR COMMITTEE SECRETARIAT RAF
LIAISON SECTION
TO; SACMED AFHQ CASERTA CMF TO AIR FORCES SUB-COMMISSION
ALLIED COMMISSION ROME (THROUGH CHIEF COMMISSIONER)

TOPSECRET. UX501. 7 DEC.

THE FOLLOWING IS COPY OF MY SIGNAL UX 495 3 DECEMBER.

QUOTE TOP SECRET. IMPORTANT. APPROVAL IS GIVEN FOR THE
ESTABLISHMENT OF INTERNAL AIR TAXI AND FEEDER SERVICES BY THE ITALIAN
GOVERNMENT AND FOR THE ISSUANCE OF LICENSES FOR PRIVATE FLYING
AS OUTLINED IN NAF 1197. APPROVAL IS ALSO GIVEN FOR THE CONSTRUCTION
BY THE ITALIANS OF CIVIL AIRCRAFT IN SUFFICIENT NUMBERS AND OF
SUITABLE TYPES TO FULFIL THE REQUIREMENTS FOR USE WITHIN ITALY.
THE IMPORTANCE OF ENSURING PROPER SUPERVISION OF THIS CONSTRUCTION
CANNOT BE OVER EMPHASISED. THE LIMITS SET WILL(?) BE AT THE
DISCRETION OF THE AFSC WITH THE APPROVAL OF THE CHIEF COMMISSIONER.
ALL MATTERS OF MAJOR IMPORTANCE ARE TO BE REPORTED IMMEDIATELY TO
THIS SECRETARIAT. UNQUOTE

3464

13 A

From :- Mediterranean Allied Air Committee Secretariat.

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

Date :- 18th November, 1946.

Ref :- MAAC/4200/APAIS.

HOLD HARMLESS AGREEMENTS.

With reference to Conversation A.V.M. Brodie - F/Lt.
de Iongh, the attached copy Agreement is forwarded as requested.

(*S.J.B. Hamilton*)
S.J.B. HAMILTON
Wing Commander
Secretary to The
MEDITERRANEAN ALLIED AIR COMMITTEE



*File M
26/11*

5463

13 B

BRIEF"Hold Harmless Agreements"Prepared by Air Advisor, G-4

2 October 1946

Item I.

Letter, subject "Hold Harmless Agreements," to CG MTOUSA, from USAAF Headquarters, EURD Air Transport Command, dated 26 September 1946. References this headquarters are

C-63725 and EURD-ATC B-439

1. Letter lists inclosures:

- a. Copy of "H-H" agreement with Bristol Aeroplane Co Ltd.
- b. Sample authorization to use ATC facilities.
- c. List of air carriers who have signed agreement.
- d. Latest policy ATC Washington operates under.

Reference made to MTOUSA cable C-41391 and C-42314 reference support to other than category I civilians. ATC carries passengers of all classes and provisions must be made to mess and billet them. Request any instructions issued by this (MTOUSA) headquarters be modified or amended.

Item II.

Letter, subject "Directive to Execute 'Hold Harmless' Agreements" from AAF Headquarters, ATC, Washington to CG, EURD ATC Paris, 30 August 1946.

1. Secretary of War directs that H-H agreements be executed by all carriers and agencies authorized to use ATC bases and facilities. Approval of War Department must be obtained for use. Letters of authorization (re Item I, 1 b.) issued to non-scheduled operators at time of H-H execution. These letters not issued to scheduled carriers, blanket authorization all that is necessary for the latter. EURD ATC is authorized to execute such letters.

2. EURD ATC requested to inform all users, US and foreign, to execute H-H without delay. British European Airways, altho executing H-H, did not secure prior approval of War Department. No assistance will be extended to any carrier or agency not signatory after 15 October 1946. 3462

3. Carriers may contact Hq ATC Washington through their representatives.

4. Foreign carriers which have not received WD approval for use of bases and/or facilities may do so through their Embassies or Legations here (Washington). EURD ATC may execute those who have previously obtained approval.

Item III.

Copy of Hold Harmless agreement signed with Bristol Aeroplane Company Ltd, London, England, dated 6 August 1946.

1. Resumé of provisions:

- a. ATC will furnish landing rights, weather briefing, communications, messing and billeting of crews or official personnel, Gas, oil, maintenance, spare parts, etc. (At Bluie West 1, Greenland).
- b. Reimbursement for all above except gas and oil will be made in cash at the Base.
- c. Shell Oil will supply ATC with statement accepting responsibility for payment, Bristol will execute Form 81, Base will forward to Air Materiel Command, who will bill Shell Oil. Shell Oil in turn will bill Bristol.
- d. By signing the agreement, Bristol forever relieves United States from any claims, liabilities, actions, arising from negligence, omissions, etc., caused or performed by US personnel, except for willful misconduct.
- e. Bristol agrees to handle all claims arising against itself by third parties or against persons or parties or the United States by persons for whom it is responsible.
- f. Bristol agrees to pay all damage to U.S. installations resulting from operation of their aircraft, except that caused by willful negligence on the part of US personnel.
- g. Prior to any flight pursuant to agreement, Bristol agrees to obtain letter of identity for crew and accompanying personnel from A C of S, A-5, ATC.

Item IV.

1. Sample copy of letter of authorization for use of ATC facilities at _____ Base, authorizing _____ flights of _____ type aircraft from _____ to _____, expiring certain date. Reimbursement for supplies on a _____ basis.

5461

Item V.

Memorandum from UNDER-SECRETARY of WAR to CG, AAF, dated 3 September 1946, subject: "Sale of Supplies and the Furnishing of Services to Civil Aircraft at AAF Overseas Installations."

1. The Undersecretary points out that a military and civil emergency exists with the respect of serving of commercial aircraft at overseas bases under the jurisdiction of the Army. The CG AAF is directed to make available at reasonable cost -
 - a. Fuel, oil, spare parts, equipment and supplies, mechanical service (consistent with manpower) temporary shelter and other assistance.
 - b. CG, AAF may prescribe regulations for the use of these facilities.
 - c. No services will be supplied commercial aircraft if adequate accommodations or assistance are available from any other source.
 - d. Funds received will be handled in accordance with AR 95-50.
 - e. The Under-Secretary will be advised when the CG AAF deems the emergency not to exist, in order that he may determine if the authority should be revoked.

Item VI.

List of Signatories to Hold Harmless Agreements as of 26 August 1946.

A B AEROTRANSPORT
AIR CARGO TRANSPORT CORP
AIR CARRIER SUPPLY CORP
AMERICAN AIRLINES INC
AVIQUIPO INC
BRISTOL AEROPLANE CO LTD
BRITISH AVIATION INSURANCE CO
DANISH AIR LINES
DOUGLAS AIRCRAFT CO INC
FRENCH GOVERNMENT
GREEK RAILWAY EXPRESS
GROENEVELD CO INC
ICELANDIC AIRWAYS LTD
INTERNATIONAL AIR FREIGHT
IRVING AIRCRAFT CO INC
KLM (DUTCH ROYAL AIRLINES)

(Item VI continued)

LINEA AEROPOSTAL VENEZUELA
NETHERLANDS GOVERNMENT
NETHERLANDS PURCHASING COMMITTEE
NEW YORK HERALD TRIBUNE
PACIFIC OVERSEAS AIRLINES
SABENA
SWEDISH INTERCONTINENTAL INC (SILA)
TRANSCONTINENTAL AND WESTERN AIR INC
TRANSOCEAN AIRLINES
TRANSPORTES AEREOS PORTUGUESES
VENEZUELAN GOVERNMENT
VETERANS AIR EXPRESS COMPANY

E N D

5459

Reference: AFSC/59/111.

Summary (based on 13^B)

HOLD HARMLESS AGREEMENTS.

The following information is extracted from advice received through U.A.A.C. (Coversa).

- 2. (i) Hold Harmless Agreements to be executed by all operators authorised to use A.T.C. bases and facilities. Approval by War Department must be obtained for use.
- (ii) Operators may contact H.Q. A.T.C. Washington through their representatives.
- (iii) Foreign Carriers who have not received War Department approval for use of (A.T.C.) bases and/or facilities may do so through their Embassies or Legations in Washington. Since A.T.C. may execute those who have previously obtained approval.

3. Copy of Hold Harmless agreement signed with Bristol Aeroplane Company Ltd., London, England, dated 6th August, 1946.

(1) Head of provisions:-

- (a) ATC will furnish landing rights, weather briefing, communications, messing and billeting of crew or official personnel, gas, oil, maintenance, spare parts, etc. (At Blun West 1, Greenland).
- (b) Reimbursement for all above except gas and oil will be made in cash at the Base.
- (c) Shell Oil will supply ATC with statement accepting responsibility for payment, Bristol will execute Form 81, Base will forward to Air Materiel Command, who will bill Shell Oil. Shell Oil in turn will bill Bristol.
- (d) By signing the agreement, Bristol forever relieves United States from any claims, liabilities, actions, arising from negligence, omissions, etc., caused or performed by US personnel, except for wilful misconduct.
- (e) Bristol agrees to handle all claims arising against itself by third parties or against persons or parties or the United States.

3. Copy of Hold Harleone agreement signed with Bristol Aeroplane Company Ltd., London, England, dated 6th August, 1946.

(1) Recurrence of provisions:-

- (a) ATO will furnish landing rights, weather briefing, communications, moving and billeting of crew or official personnel, gas, oil, maintenance, spare parts, etc. (At Blida West 1, Greenland).
 - (b) Reimbursement for all above except gas and oil will be made in cash at the Base.
 - (c) Shell Oil will supply ATO with statement accepting responsibility for payment, Bristol will execute Form 01, Base will forward to Air Material Command, who will bill Shell Oil. Shell Oil in turn will bill Bristol.
 - (d) By signing the agreement, Bristol forever relieves United States from any claims, liabilities, actions, arising from negligence, omissions, etc., caused or performed by US personnel, except for wilful misconduct.
 - (e) Bristol agrees to handle all claims arising against itself by third parties or against persons or parties or the United States by persons for whom it is responsible.
 - (f) Bristol agrees to pay all damage to U.S. installations resulting from operation of their aircraft, except that caused by wilful negligence on the part of U.S. personnel.
 - (g) Prior to any flight pursuant to agreement, Bristol agrees to obtain letter of identity for crew and accompanying personnel from A C of S, A-5, ATO.
 - (h) Sample copy of letter of authorization for use of ATO facilities at _____, _____, authorizing _____ flights of _____ by _____ to _____, covering certain data. Reimbursement for supplies on a _____ basis.
4. In regards serving commercial aircraft at overseas bases under the jurisdiction of the Army, the USAF has been directed to make the following available at reasonable cost :-
- (1) Fuel, oil, spare parts, equipment and supplies, mechanical services (consistent with manpower), temporary accommodation and other assistance.

- 2 -

- (ii) No service will be supplied to commercial aircraft if adequate accommodations or assistance are available from other sources.

AFSC/39/AIR.

25th November, 1946.

5457

From:- Director, Air Force Sub-Commission, Allied Civil Aviation, Rome.
 To :- Chief Commissioner, Allied Commission, Rome.
 Date:- 25th November, 1946.
 Ref :- AFSC/39/AIR.

CONFIDENTIAL.

ITALIAN CIVIL AVIATION.

On the 22nd November and with reference to our conversation on the 10th November, 1946, the Deputy Director and I called upon the Director of Civil Aviation at the Italian Air Ministry (in the absence of the Air Minister until the 25th November).

2. We had a long and fruitful discussion with Dr. Cacopardo and emphasised that we would help him and the Minister so far as we are able to do so without our becoming involved in Italian civil aviation politics. I also emphasised the fact that at least until the Peace Treaty becomes operative, the Allies are expecting the Italian Government to regulate internal civil aviation on a sound (and economical) basis and that it is the duty of the A.E.C. to supervise - by ensuring that the action taken by the Italian Government is within reasonable limits and on a sound basis.

3. Dr. Cacopardo said that the position at present is both difficult and delicate because his predecessor promised many things which promises cannot all be kept and because there are many applicants, some of whom will have to be turned down much to their disappointment.

4. There will be a conference at the Air Ministry under the chairmanship of the Air Minister on the 2nd December, to which all applicants for civil aviation concessions have been invited. The purpose of this meeting is to determine how best the various interests can be satisfied, preferably as between themselves. If, however, the applicants are unable to agree, the Air Minister will reluctantly have to make decisions himself and some of them are bound to be unpopular with some of the applicants.

5. We stressed that concessions should not be given to any undertakings which cannot comply with modern standards of safety both in the air and on the ground. On further investigation we found that Italian civil aviation regulations up to 1940 were based upon international agreements and standards. We have now obtained a copy of a large Italian book of regulations which should form a reasonable basis on which to start, though some of the regulations will need bringing up to date in view of the more rigorous modern standards. This is a big job but the Directorate of Italian Civil Aviation has the necessary information through its observers on P.I.C.A.O. and other international bodies. That Directorate is, therefore, better informed than in this purely military Sub-Commission; we are, however, trying to obtain the more essential information.

...would help him and the Minister so far as we are able to do so without our becoming involved in Italian civil aviation politics. I also emphasized the fact that at least until the Franco-Italy become operative, the allies are expecting the Italian Government to regulate internal civil aviation on a neutral and economic basis and that it is the duty of the A.C.A.C. to supervise - by ensuring that the action taken by the Italian Government is within reasonable limits and on a sound basis.

3. Dr. Cacopardo said that the position at present is both difficult and delicate because his predecessor proposed many things which were in essence: all be kept and because there are fewer applicants, some of whom will have to be turned down much to their disappointment.

4. There will be a conference at the Air Ministry under the chairmanship of the Air Minister on the 2nd December, to which all applicants for civil aviation concessions have been invited. The purpose of this meeting is to determine how best the various interests can be satisfied, preferably as between themselves. If, however, the applicants are unable to agree, the Air Minister will reluctantly have to make decisions himself and some of them are bound to be unpopular with some of the applicants.

5. We stressed that concessions should not be given to any undertakings which cannot comply with modern standards of safety both in the air and on the ground. On further investigation we found that Italian civil aviation regulations up to 1941 were based upon international agreements and standards. We have now obtained a copy of a large Italian book of regulations which should form a reasonable basis on which to start, though some of the regulations will need bringing up to date in view of the more rigorous modern standards. This is a big job but the Directorate of Italian Civil Aviation has the necessary information through its observers on P.I.C.A.C. and other international bodies. That Directorate is, therefore, better informed than is this purely military Sub-Commission; we are, however, trying to obtain the more essential modern information.

6. It was agreed that as soon as the Air Minister returns to Rome, Dr. Cacopardo will discuss with the Air Minister the points raised by us and that we would then have another discussion, in any case before the 2nd December. Meanwhile it is unlikely that any progress towards getting Italian civil aviation operating will be taken on paper until after the decisions are taken at or subsequent to the meeting on the 2nd December.

7. I informed Dr. Cacopardo that we had authority for the Allied Commission to approve the details of internal civil airlines instead of them having to be approved by higher Allied authorities and that thereby it was hoped to save time as soon as the Italian Government has decided on a comprehensive scheme; but that the details stipulated in the Acting Chief Commissioner's letter to the Prime Minister (reference 9506/151/EC., of 17th April, 1946) would still be required by us. I do not at present propose to follow this conversation up with a letter to the Italian Air Ministry because, so far as the Italian Government is directly concerned, no Allied instructions are modified, unless you think it advisable to do so.

Draft sent by D.D.
D.D. 18m 24/11
S.S.O.

I.E. BLOOMER,
AIR VICE MARSHAL,
DIRECTOR,
AIR FORCES STAFF COLLEGE

TRANSMISSION

NOT E
PERSONAL FOR AIR VICE-MARSHAL BRODIE

(To be considered as a verbal reply from Minister CINCOLANI to the points put forward by the A.V.M. in the discussion which he had, on 22nd. November 1946 with the Director of civil aviation.)

1.- Draft of the letter that the ATSC proposed to send to the Air Ministry.

e) Reference whether it is opportune that the letter be sent.

I have studied with great attention the draft of the letter which you sent me in confidence. I see with pleasure that you confirm your interest in Italian civil aviation and your desire to help in its re-birth.

As you wish to have my opinion, prejudicially, on whether such a letter be sent, I will say frankly what I think.

In this unhappy phase of her political life, Italy has a particularly delicate sensibility, which might be disturbed at receiving suggestions on things which are naturally close to the hearts of those who intend to undertake civil aeronautical activity, such as the need to set the enterprises going on a solid commercial basis and to make sure that the undertakings themselves have the necessary technical qualifications.

Therefore, and apart from the intention which inspired your gesture and which are appreciated by me, the sending of the letter might lead to the supposition that the ATSC

Draft of the letter that the AFSC proposed to send to the Air Ministry.

a) reference whether it is opportune that the letter be sent.

I have studied with great attention the draft of the letter which you sent me in confidence. I see with pleasure that you confirm your interest in Italian civil aviation and your desire to help in its re-birth.

As you wish to have my opinion, practically, on whether such a letter is sent, I will say frankly what I think.

In this delicate phase of her political life, Italy has a particularly delicate sensibility, which might be disturbed at receiving suggestions on things which are naturally close to the hearts of those who intend to undertake civil aeronautical activity, such as the need to set the enterprise going on a solid commercial basis and to make sure that the advantages themselves have the necessary technical qualifications.

Therefore, and apart from the intentions which inspire your gesture and which are self-evident by me, the sending of the letter might lead to the supposition that the AFSC feel it necessary to bring to the notice of the Air Ministry a reality that it already knows. And that I can tell you having seen only the draft of the letter, and not also the appendix A which would be attached to it.

For these considerations A.V.M., allow me to express the opinion that the sending of such a letter is not necessary, which opinion is backed up by the facts which you yourself showed approve of this.

b) On the points forming the subject of the letter

I can assure you, A.V.M., that one of the duties for which I feel the greatest responsibility, is that of looking into, with the maximum care, the numerous requests for concessions for the extension of air lines and to make division of them observing the most healthy economic standards, and only to those candidates who are financially and technically qualified for a satisfactory large undertaking.

Approved -
A.V.M.
Does
you please
my letter?
and letter?

24

The standard of technical ability is linked, as you have suggested, with the responsibility which is incumbent on those undertaking the enterprises regarding the observance of new international regulations.

With reference to the work you have said regarding the necessity and complexity of such regulations, which have their origins at the Chicago convention and of the consequent activity of the PICAO, I agree with what the Director of civil aviation believed you to have already said, therefore we follow with the greatest attention, by means of the reports of our observers, the work of the PICAO, and know its regulations, but we will not be able to apply them yet, and until such time as we are admitted to the ~~convention~~ Chicago convention we have to observe the obligations of the Paris Convention of 13 Oct. 1919 and its consequence the regulations of the International Commission for Serial Navigation (C.I.N.A.)

Our solicited admission to the PICAO, therefore would satisfy a desire which has no sterile justifications but is moved principally by the interest which Italy has in quickly adjusting her own regulations and aerial equipment to the new principles of international regulations.

I do not know A.M.M., if it is within the capacity of the APSC to take any step which could help to accelerate the entry of Italy into the PICAO: if it is so, I can rely on your understanding of such an important problem.

And, supposing of course, it is my personal conviction that such an entry ought not to be opposed by insurmountable obstacles, granted that Italy, in addition to taking part regularly in the various international conferences of which the PICAO has taken or will take the place (the CINA and the CITEVA), is already admitted to the International Labour Organization, the International Institute for the Unification of Private Law, the International Monetary Fund (IMF), in a international bank for reconstruction and is element, in the E.C.O. (Assignment of coal to European countries).

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And, errors of this, it is my personal conviction that such an entry ought not to be delayed by insurmountable obstacles, granted that Italy in addition to taking part actively in the two operational operations of which the PICAO has taken or will take the place (the CIMA and the CITERA), is already admitted to the International Labour Organization, the international institute for the unification of private legislation, the international monetary fund (IMF), in the International Bank for reconstruction and development, in the E.C.O. (Assignment of coal to European countries).

6) Reference the conference of the 2nd December next.

The conference to which I have called, on 2nd Dec. next, the representatives of the various associations which aspire to the undertaking of air-lines, will have the aim of facilitating, by means of direct contacts with all those interested, my difficult task of co-ordinating the various programmes, eliminating interferences as far as possible. It will therefore be an informative assembly, of an internal character. For such considerations, I do not consider it advisable to have an AFSC representative or observer at the meeting; but in that case I am supported by the doubt expressed on your part, that such an intervention could make a bad impression on those attending.

2.- Reference the authorization from the allied authorities for Italian civil aviation.

I have learnt with lively interest your prediction

for
 Evolution
 development
 since 1945
 with
 AFSC
 signed

concerning the possibility that authorization for the initiation of the first Italian air-line may soon be given.

It gives me particular pleasure to realize that you consider it the opportunity the air-line made by an Italian society with a mixed capital towards the ASSO with the aim of allowing down the release of the said authorization: opportunity accentuated by the fact that this society is in a large part financed by the Italian state.

Reference series activity other than for regular air-lines, (air-taxis, private surveillance and the like), I have noted your revelation that the authorization for air-taxi services may be much as before, but with some limitations; and regarding individual tourist aircraft. I will take into consideration your suggestion of limiting to the minimum such a form of activity, with the object of pursuing an economy of fuel, which can be used in other more essential air activities.

3.- Future of the Military Air Component.

I have noted your desire that the problem of the military air courier be attentively studied at the same time as the civil air-lines are initiated and developed.

I welcome your suggestion that such a problem be discussed in conference, at which you will participate. And will myself make the final proposals expected of this.

4.- Training of Civil Pilots in Night-Flying.

Our keen desire that the personal navigation and civil air-lines should have a technical knowledge equivalent to basic helicopter task is confirmed by the approaching opening of a finishing course ~~for helicopter pilots~~, that, through the initiative of FIAT and under the control of the Air Ministry, will take place at Ivrea or Ailes.

I am giving the greatest consideration to your opinion that use ^{can} be made of the installations existing at Fiat to institute there a finishing course for night-flying, also such

may come be much as before, but with some limitations; and receiving individual tourist aircraft, I will take into consideration your suggestion of limitation to the minimum such a form of activity, with the object of pursuing an economy of fuel, which can be used in other more essential air activities.

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I welcome your suggestion that such a problem be discussed in conference, at which you will participate, and will myself make the final proposed solution of this.

4.- Training of Civil Pilots in Night-flying.

Our keen desire that the personnel navigating the civil air-lines should have a technical knowledge adequate to their delicate task is confirmed by the approaching opening of a finishing course ~~at the Ministry of the Air~~ that, through the initiative of Fiat and under the control of the Air Ministry, will take place at Turin or Milan.

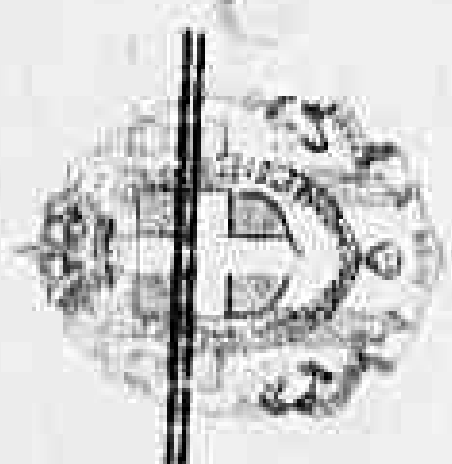
I am giving the greatest consideration to your opinion that use ^{can} be made of the installations existing at Bari to institute there a finishing course for night-flying, also such an argument will be able to form the subject of a conference with you, on which I will also make the proposals.

Though the points which you have dealt with in the conversation of the 22nd. Inst. are many and all equally important, I believe I have given my point of view on each of them in the above note, strictly confidential and for your perusal only. Therefore allow me to express my grateful sentiments for this new confirmation of your interest in all that may facilitate the re-birth of civil aviation in Italy.

Rome 26th. November 1946

φ
B. J. D.

Luigi's will



Ministero dell'Aeronautica

A P P U N T O
RISERVATO ALLA PERSONA
DEL SIGNOR VICE MARESCIALLO BRODIE

(Da considerarsi come risposta verbale del Ministro CINGOLANI agli argomenti prospettati dal Vice Maresciallo nel colloquio che egli ha avuto, il 22 novembre 1946, col direttore dell'aviazione civile)

1. = Minuta di lettera che la AFSC si proporrebbe di inviare al Ministero dell'aeronautica.

a) Circa la opportunità che la lettera sia inviata.

Ho studiato con doverosa attenzione la minuta della lettera, che Ella mi ha fatto rimettere in via confidenziale. Constatato con piacere che essa conferma il Suo interessamento per l'aviazione civile italiana e il Suo desiderio di aiutarne la rinascita.

Poichè Ella desidera conoscere il mio parere, pre-giudizialmente, sulla opportunità che tale lettera sia inviata, Le dirò schiettamente il mio pensiero.

In questa fase non lieta della sua vita politica, l'Italia ha una sua sensibilità particolarmente delicata, sensibilità che potrebbe sentirsi toccata dal ricevere suggerimenti su cose che stanno naturalmente a cuore di quanti intendano intraprendere attività aeronautiche civili, quali la necessità di avviare le imprese su una solida base commerciale e quella di assicurarsi che le imprese stesse abbiano la necessaria idoneità tecnica.

(Da considerarsi come risposta verbale del Ministro CINGOLANI agli argomenti prospettati dal Vice Maresciallo nel colloquio che egli ha avuto, il 22 novembre 1946, col direttore dell'aviazione civile)

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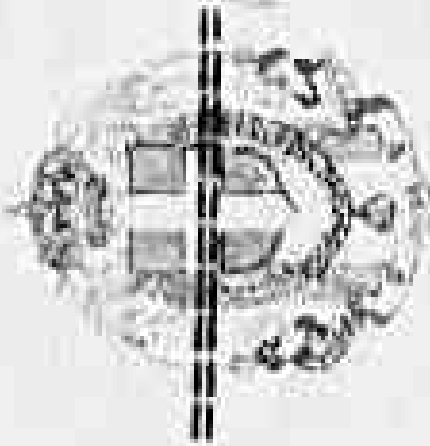
Poichè Ella desidera conoscere il mio parere, preliminarmente, sulla opportunità che tale lettera sia inviata, Le dirò schiettamente il mio pensiero.

In questa fase non lieta della sua vita politica, l'Italia ha una sua sensibilità particolarmente delicata, sensibilità che potrebbe sentirsi toccata dal ricevere suggerimenti su cose che stanno naturalmente a cuore di quanti intendano intraprendere attività aeronautiche civili, quali la necessità di avviare le imprese su una solida base commerciale e quella di assicurarsi che le imprese stesse abbiano la necessaria idoneità tecnica.

Ciò posto, e indipendentemente dalle intenzioni che ispirerebbero il Suo gesto e che sono da me apprezzate, l'invio della lettera potrebbe far supporre che

./.

5434



Ministro dell'Aeronautica

(2)

la AFSC ritenga necessario di richiamare il Ministero dell'aeronautica a una realtà che esso già conosce. E ciò posso dirle avendo preso visione soltanto della minuta della lettera e non anche dell' "Allegato A" che ad essa dovrebbe essere unito.

Per tali considerazioni, Signor Maresciallo, mi permetto di esprimere il parere che l'invio di tale lettera non sia necessario, in ciò confortato dai dubbi che Ella stessa ha manifestato in proposito.

b) Sugli argomenti che formano oggetto della lettera.

Posso assicurarLa, Signor Maresciallo, che uno dei doveri, dei quali sento maggiormente la responsabilità, è quello di vagliare con la massima cura le numerose domande per la concessione dell'esercizio di linee aeree e di effettuarne la ripartizione osservando i più sani criteri economici, e solo a quegli aspiranti che siano finanziariamente e tecnicamente idonei a una soddisfacente gestione.

Il criterio della idoneità tecnica si ricollega, come Ella ha opportunamente prospettato, alla responsabilità che incombe sugli esercenti per la osservanza dei nuovi regolamenti internazionali.

In relazione a quanto Ella ha esposto circa la novità e la complessità di tali regolamenti, i quali traggono origine dalla convenzione di Chicago e dalla conseguente attività della PICAO, posso confermarLe quanto il direttore dell'aviazione civile credo Le abbia già detto: e cioè che noi seguiamo con la maggiore attenzione, attraverso i rapporti dei nostri osservatori, l'opera della PICAO, e ne conosciamo i

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(3)

La nostra sollecita ammissione alla PICAQ, quindi, soddisferebbe un nostro desiderio che non ha sterili giustificazioni, ma che é mosso, principalmente, dall'interesse a che l'Italia possa rapidamente adeguare la propria regolamentazione e la propria attrezzatura aeronautica ai nuovi principi della regolamentazione internazionale.

Ignoro, Signor Maresciallo, se rientri nella competenza della AFSC il fare qualche passo che valga ad accelerare l'ingresso dell'Italia nella PICAQ; nel caso affermativo, sono certo della Sua comprensione per così importante problema.

E, in proposito, esprimo il personale convincimento che a tale ingresso non dovrebbero ormai opporsi ostacoli insormontabili, visto che l'Italia, oltre a far parte regolarmente dei due organismi aeronautici dei quali la PICAQ ha preso o prenderà la successione (la C.I.N.A. e il C.I.T.E.J.A.) é già stata ammessa nella Organizzazione internazionale del lavoro, nell'Istituto internazionale per la unificazione del diritto privato, nel Fondo monetario internazionale, nella Banca internazionale per la ricostruzione e lo sviluppo, nella E.C.O. (Assegnazione di carbone ai paesi europei).

c) Circa la conferenza del 2 dicembre prossimo.

La conferenza alla quale ho convocato, per il 2 dicembre prossimo, i rappresentanti delle varie società che aspirano alla gestione di linee aeree avrà lo scopo di facilitare, attraverso contatti diretti di tutti gli interessati, il mio difficile compito di coordinamento tra i vari programmi, eliminandone, nei limiti

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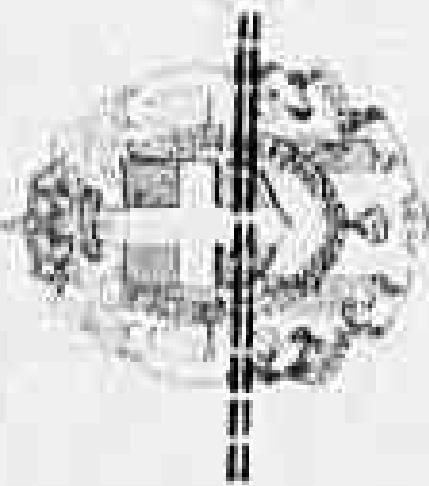
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./.



Ministro dell'Aeronautica

(4)

2. = Circa l'autorizzazione delle autorità alleate per le attività aeronautiche civili italiane.

Ho appreso con vivo interesse le Sue previsioni circa la possibilità che l'autorizzazione per l'inizio delle prime linee aeree italiane possa esser data prossimamente.

Particolare compiacimento mi dà, poi, il potere ritenere che Ella consideri poco opportuni i passi fatti da una società italiana con capitale misto presso la AFSC allo scopo di ritardare il rilascio di detta autorizzazione: inopportunità accennata dal fatto che tale società é in gran parte finanziata dallo Stato italiano.

Circa le attività aeree diverse dalle linee regolari (taxi aerei, voli individuali, e simili) ho preso nota della Sua previsione che l'autorizzazione per i servizi di taxi aerei possa giungere quanto prima, ma con qualche limitazione, e circa i voli turistici individuali terrò in considerazione il Suo suggerimento di limitare al minimo tale forma di attività, allo scopo di conseguire una economia di carburanti, che potranno trovare impiego in altre più essenziali attività di volo.

3. = Avvenire dei corrieri aerei militari.

Ho preso nota del Suo desiderio che il problema della sorte dei corrieri aerei militari, via via che le linee aeree civili avranno inizio e sviluppo, sia attentamente studiato.

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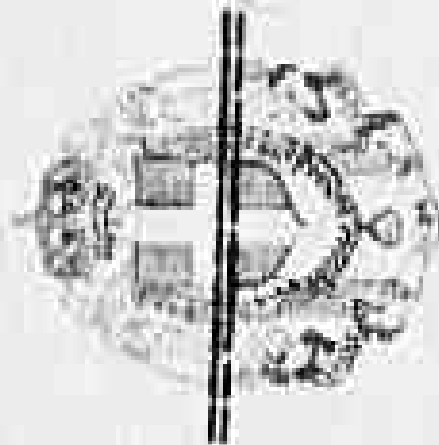
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Accolgo il Suo suggerimento che tale problema sia discusso in una conferenza, alla quale Ella partecipi, e mi riservo di farLe ulteriori proposte in proposito.

./.

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Ministero dell'Aeronautica

(5)

4.- Addestramento dei piloti civili per il volo notturno.

Il nostro vivo desiderio che il personale navigante delle linee aeree civili abbia una cultura tecnica adeguata ai suoi delicati compiti è confermato dalla prossima apertura di un corso di perfezionamento, che, per iniziativa della FIAT e sotto il controllo del Ministero dell'Aeronautica, si svolgerà a Torino o a Milano.

Prendo nella maggiore considerazione il Suo parere che possa usufruirsi delle installazioni esistenti a Bari per istituirci un corso di perfezionamento per il volo notturno; anche tale argomento potrà formare oggetto di una conferenza con Lei, sulla quale mi riservo ugualmente di farLe proposte.

Poichè gli argomenti che Ella ha trattato nella conversazione del 22 corrente sono molti, e tutti ugualmente importanti, ho creduto di riassumere il mio punto di vista su ciascuno di essi nel presente appunto, strettamente confidenziale e riservato alla Sua persona. Ciò mi permette di dirLe, d'altra parte, i miei grati sentimenti per la nuova conferma del Suo interesse a quanto possa facilitare la rinascita delle attività aeronautiche civili in Italia.

Roma, 26 novembre 1946.

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Roma, 26 novembre 1946.

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D R A F T .

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

To :- Italian Air Ministry.

Date:- 22nd November, 1946.

Ref :- AFSC/39/AIR.

*Copy officially handed to Dr Caspary do
in d. of 8/11/46 (signed by me) J.B. Caspary
as basis for further discussion.*

CONFIDENTIAL.

ITALIAN CIVIL AVIATION.

Further to Allied Commission letter 3506/152/EC., dated 10th April, 1946, and bearing in mind that it is therein stipulated that Italian civil air lines will be subject to regulation by the Italian Government under the supervision of the Air Forces Sub-Commission, it seems to us that you may be considering ^{the} granting of concessions to a large number of applicants who wish to institute air line companies either on scheduled or unscheduled services (e.g. taxi services), and that you may be overlooking several important factors which briefly are as follows :-

- (i) The necessity for ensuring that Italian civil airlines are able to operate on a sound economical basis, without which the future of Italian civil aviation would be precarious.
- (ii) Apportion certain internal/air routes in accordance with the principle of distributing routes economically and only to those operators which are financially and technically competent to work them.

- (iii) You have entered into certain agreements with T.W.A. and B.E.A. resulting in the formation of the companies I.A.I. and A.L.I.I.I. and with certain exceptions ^{to let} ~~it was~~ mutually agreed by these two companies, that it would be uneconomical

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dubia

(iii) You have entered into certain agreements with T.W.A. and B.M.A. resulting in the formation of the companies I.A.I. and A.L.I.I. and with certain exceptions ^{to be} ~~it was~~ mutually agreed by these two companies, ~~that it would be uneconomical to grant to other companies routes which overlap those already considered.~~

(iii) ~~26~~ Some applicants for civil aviation concessions may not be technically capable of working under modern international standards which are more rigorous than those ^{which were} in force in Italy in 1940. It is essential that all companies must be fully qualified both as regards safety in the air and on the ground which imply certain overhead charges in respect of a thoroughly satisfactory ground as well as air organisation. In this respect details are specifically, *though briefly,*

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expressed in Appendix "A" to this letter and your attention is particularly directed to flying control, communications and a crash organisation at each airfield likely to be used by any air line company or individual.

2. Bearing in mind that it is in the interests of Italian civil aviation itself, is it the intention of the Italian Government to overlook these important factors ?

**I.E. BRODIE,
AIR VICE MARSHAL,
DIRECTOR,
AIR FORCES SUB-COMMISSION.**

Their letter not sent - see
 11th and Nov 6.

DRAFT11^cAppendix A
(part 4)

The operation of passenger carrying aircraft flying for hire will be governed by the following regulations and conditions:

- (a) - Certificates of Airworthiness (Certificates of Navigation). These certificates are issued by Registro Aeronautico Italiano (R.A.I.). The conditions are amplified in publications issued by the organization.
 - (i) - Directions for stress testing of aircraft.
 - (ii) - Directions for testing propellers.
 - (iii) - Directions for test of civil aircraft engines.
 - (iv) - Directions for the fitting out of passenger accommodation in aircraft.
 - (v) - Directions for test flights of aircraft.
 - (vi) - Airframe Log Books.
 - (vii) - Engine Log Books.
- (b) - Accident investigation organization. (The Italians have such an organization).
- (c) - Adequate crash, and quick removal salvage equipment.
- (d) - Marking of aircraft to international standards.
- (e) - Regulation night landing facilities.
- (f) - Regulations governing the safety of aircraft in the air and on the ground.

The Italians operated successful airlines up till 1940 and have regulations to the then international standard requirements.

These regulations will require amending to bring them up to modern international standards as laid down by the British Ministry of Civil Aviation (M.C.A.), the American Civil Aeronautics Administration (C.A.A.) and the international organization.

Provisional International Civil Aviation Organization (PICAO).

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J. Thompson 6/9/46
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DRAFTAPPENDIX 'A'

The qualifications for aircrew on civil air lines (i.e.) Pilots, Navigators, Flight Engineers and Radio Operators must be up to the standard laid down in "Regolamento per la Navigazione Aerea" amended to date and will subsequently be revised to bring the necessary qualifications to the international standards required by P.I.C.A.O.

SUMMARY.

(of Italian Civil Aviation Rules & Regulations 1940.)

Notes.

Report from the Commissario for Aviation to H.M. the King in an audience on 11th January, 1925 (III) on the decree concerning the regulations for air navigation.

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Royal Decree of 11th January 1925 (III) No 356 approving the regulations for air navigation.

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Regulations for air navigation ;

PART I - General Rules.

- Chapter I - General indications and definitions
- Chapter II - Aircraft of the State, Civil and Military
- Chapter III - Competent authority for exercising control of aerial navigation

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PART II - Airport services.

- Chapter I - General indications
- Chapter II - State airports
 - Para 1 : Airport commanders and their powers with regard to air traffic
 - Para 2 : Landings, stops and departures of private aircraft
 - Para 3 : Assistance, re-fueling and recovery offered to private aircraft and the relative charges
 - Para 4 : Customs and Police Service
- Chapter III - Rules concerning the establishment and working of private airports

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PART III - Rules for Air traffic.

- Chapter I - Identification markings obligations for (Italian) national aircraft. Call signs
- Chapter II - Transit & Transport limitations
- Chapter III - Lights & Signals
 - Para 1 : Lights and visual signals to be carried by aircraft.

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Sound signals

Chapter I - General indications and definitions
 Chapter II - Aircraft of the State, Civil and Military
 Chapter III - Competent authority for exercising control
 of aerial navigation

PART II - Airport services.

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Para 1 : Lights and visual signals to be
 carried by aircraft.
 Sound signals.

Sub-para i : General indications
 Sub-para ii : Lights and visual aircraft
 signals;

- A) Motor-propelled aircraft
- B) Gliders and free balloons
- C) Captive balloons and Kites
- D) Dirigibles

Sub-para iii : Sound signals

Para 2 : Signals.

Sub-para i : General indications
 Sub-para ii : Signals, lights and ground
 signals on airports open
 to the public and in their
 immediate vicinity

Sub-para iii : Distress, urgent and
 safety signals;

- A) Distress Signals
- B) Urgent Signals
- C) Safety Signals

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Sub-para iv : Other signals which may be emitted aircraft or directed aircraft

Chapter IV - Rules for air traffic.

Para 1 : General rules for air traffic

Para 2 : Special air traffic rules regarding aircraft fitted with radio communication

Para 3 : Special rules for air traffic in conditions of bad visibility

Para 4 : Special rules for air traffic on all airfields and in their vicinity

Para 5 : Special rules for air traffic on airfields open for public use and in their vicinity.

Sub-para i : General indications

Sub-para ii : Flight over runway or in its vicinity

Sub-para iii : Regulations to be observed on take offs and landings

Sub-para iv : Regulations to be observed when maneuvering on the ground

Para 6 : Regulations for aircraft when on the surface of water or near it

Chapter V - Various orders.

Para 1 : Definitions

Para 2 : Various orders

Chapter VI - Admission of aircraft to air circulation.

Para 1 : Certificate of navigability for powered aircraft and for aircraft lighter than air

Para 2 : Certificate of navigability and approval certificate for gliders

Para 3 : Inscription of aircraft in the National register and in the matriculation register

Matriculation certificates

Chapter VII - Documents to be carried on board

Chapter VIII - The use of radio communications in Air navigation

Chapter IX - Rules for aerial manifestations which assume the character of public spectacles

PART IV - Regulations for air-crew personnel.

Chapter I - Brevets & Licences.

Para 1 : General indications

Para 2 : Brevets and licences for pilots of powered aircraft

Para 3 : Brevets, licences and attestations for glider pilots

Para 4 : Brevets and licences for pilots of

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Sub-para IV - Regulations to be observed

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Para 6 : Regulations for aircraft when on the ground when maneuvering on the ground

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Para 4 : Brevets and licences for pilots of free balloons

Para 5 : Brevets and licences for dirigible pilots

Para 6 : Brevets and licences for navigation officers

Para 7 : Brevets and licences for flight engineers

Para 8 : Brevets and licences for aircrew radio-electricians

Para 9 : Air log books

Chapter II - Psychophysiological requirements for specialist types of aircrew duties

Chapter III - Programmes and conditions for the obtaining of aeronautical brevets

Chapter IV - Composition of the crew of various aircraft. Relevant duties

PART V - Air insurance.

Chapter I - Insurance against risks of air navigation

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PART VII - Rules for cases of aircraft accidents
PART VIII - Penal orders
PART IX - Various orders

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- I. Airports and emergency landing grounds.
- a) Ministerial decree of 27th May, 1930 regarding the prohibition of the construction of obstacles on the boundaries of airports corresponding to the normal direction of aircraft landings p. 421
 - b) Ministerial decree of 20th February, 1938, modified by item of 3rd April, 1938, 25th March, 1939, and 25th April 1939, which attributes to certain airfield the qualification of "civil airports" p. 422
 - c) Ministerial decree of 1st December, 1939 determining the list of airports, with and without customs offices, open to civil air traffic, and the zones of national territory where flying is prohibited (Extract) p. 426
- II. Facilities for tourist aviation.
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 - b) Royal decree-law of 10th December, 1934, No 2126 modified by Royal decree-law of 10th October, 1935, No 1851, concerning the concession of a premium to the acquirers of tourist aircraft p. 434
 - c) Circular dated 1st November, 1939 containing executive rules for the concession of the premium to the acquirers of tourist aircraft p. 437
- III. Brevets, licences, certificates and diplomas for navigating personnel of civil aviation.
- a) Ministerial decree of 10th November, 1932 approving the model for brevets and licences for pilots of non-powered aircraft and for aircraft radio-electricians p. 441
 - b) Ministerial decree of 26th July, 1939 concerning the examinations for obtaining the diploma of aircraft captain (?) (lit.: senior commander of aircraft) p. 458
 - c) Law of 30th May, 1940 No 581 defining new rules for the concession of qualifying certificates for flight radio-electrician p. 463
- IV. Certificates of navigability; attributions of the "Italian Aeronautical Register". Royal decree-law of 24th November, 1938 concerning the institution of the Italian aeronautical register (extract) p. 467
- V. Customs controls.
- a) Royal decree of 6th November, 1930, No 1643, approving the new service regulations for the "R. Guardia di Finanza" (extract of regulations) p. 471
 - b) Ministerial decree of 16th February, 1929 concerning the authorisa-

II. Facilities for tourist aviation.

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- b) Royal decree-law of 10th December, 1934, No 2126 modified by Royal decree-law of 10th October, 1935, No 1851, concerning the concession of a premium to the acquirers of tourist aircraft p. 434
- c) Circular dated 1st November, 1939 containing executive rules for the concession of the premium to the acquirers of tourist aircraft p. 437

III.

Brevets, licences, certificates and diplomas for navigating personnel of civil aviation.

- a) Ministerial decree of 10th November, 1932 approving the model for brevets and licences for pilots of non-powered aircraft and for aircraft radio-electricians p. 441
- b) Ministerial decree of 26th July, 1939 concerning the examinations for obtaining the diploma of aircraft captain (?) (lit.: senior commander of aircraft) p. 453
- c) Law of 30th May, 1940 No 531 defining new rules for the concession of qualifying certificates for flight radio-electrician p. 463

IV.

Certificates of navigability; attributions of the 'Italian Aeronautical Register'. Royal decree-law of 24th November, 1933 concerning the institution of the Italian aeronautical register (extract) p. 467

V.

Customs controls.

- a) Royal decree of 6th November, 1930, No 1643, approving the new service regulations for the 'R. Guardia di Finanza' (extract of regulations) p. 471
- b) Ministerial decree of 16th February, 1929 concerning the authorization of the temporary importation and exportation of aircraft by means of 'logs for passages through customs' p. 477
- c) Customs law of 25th September, 1940, No 1424 (extract) p. 431

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- a) Royal decree of 11th July 1929 No 1302 approving the regulations regarding subsidised air transport and airports open to civil air traffic p. 493
- b) Instructions for the recovery and accounting of the income belonging to civil aviation (approved by Ministerial decree of 27th June, 1930) p. 503
- c) Royal decree of 17th September, 1931, No 1850 regarding the institution of the category of custodians of emergency landing grounds as public service officials p. 530
- d) Law of 20th April, 1933, No 467 regarding the institution of a category of personnel, with the functions of director of civil airports p. 531
- e) Royal decree of 23rd August 1934, No 2366 approving the regulations

- a) Law of 25th June, 1936, No 1313, determining the facilities for tourist aviation p. 436
- b) Royal decree-law of 10th December, 1934, No 2126 modified by Royal decree-law of 10th October, 1935, No 1851, concerning the concession of a premium to the acquirers of tourist aircraft p. 434
- c) Circular dated 1st November, 1939 containing executive rules for the concession of the premium to the acquirers of tourist aircraft p. 437

III.

Brevets, licences, certificates and diplomas for navigating personnel of civil aviation.

- a) Ministerial decree of 10th November, 1932 approving the model for brevets and licences for pilots of non-powered aircraft and for aircraft radio-electricians p. 441
- b) Ministerial decree of 26th July, 1939 concerning the examinations for obtaining the diploma of aircraft captain (?) (lit.: senior commander of aircraft) p. 458
- c) Law of 30th May, 1940 No 531 defining new rules for the concession of qualifying certificates for flight radio-electrician p. 463

IV.

Certificates of navigability; attributions of the 'Italian Aeronautical Register'. Royal decree-law of 24th November, 1938 concerning the institution of the Italian aeronautical register (extract) p. 467

V.

Customs controls.

- a) Royal decree of 6th November, 1930, No 1643, approving the new service regulations for the 'R. Guardia di Finanza' (extract of regulations) p. 471
- b) Ministerial decree of 16th February, 1929 concerning the authorization of the temporary importation and exportation of aircraft by means of 'logs for passages through customs' p. 477
- c) Customs law of 25th September, 1940, No 1424 (extract) p. 481

VI.

Civil Directors of airports: Powers and Duties.

- a) Royal decree of 11th July 1929 No 1302 approving the regulations regarding subsidised air transport and airports open to civil air traffic p. 493
- b) Instructions for the recovery and accounting of the income belonging to civil aviation (approved by Ministerial decree of 27th June, 1930) p. 503
- c) Royal decree of 17th September, 1931, No 1850 regarding the institution of the category of custodians of emergency landing grounds as public service officials p. 530
- d) Law of 20th April, 1933, No 467 regarding the institution of a category of personnel, with the functions of director of civil airports
- e) Royal decree of 23rd August 1934, No 2366 approving the regulations p. 531

VII. for the directors of civil airports

- a) Decree of the Duce, Chief of the Government, of 26th August, 1939 concerning the veto on flying over metropolitan Italian territory, the territories of Italian Africa and of the Italian Aegean islands by civil aircraft p. 532
- b) Ministerial decree of 1st December, 1939 determining the list of airports, with and without customs facilities, open to civil air traffic and the zones of national territory where flying is forbidden p. 543
- c) Decree of the Duce, Chief of Government, of 2nd December, 1939 concerning the revocation of the flying veto for certain aircraft p. 543
- d) Ministerial decree of 23th January, 1940 modifying the existing regulations on the forbidden flying zones p. 592
- e) Ministerial decree of 22nd May, 1940 modifying the existing regulations on the forbidden flying zones p. 592
- f) Ministerial decree of 10th June, 1940 modifying the existing regulations on the forbidden flying zones p. 594

VIII. Aerial photography.

- a) Royal decree of 22nd July 1939, No 1732 concerning the execution and distribution of aerial photographs, aero-cinematographs and aero-photogrammetries on behalf of private individuals, or national or foreign bodies p. 601
 - b) Convention of 23rd December, 1939 between the Air Minister and the Limited Company "Ala Littoria" for the exclusive concessions of the rights of aerial photography and cinematography for civil purposes, approved by Ministerial determination of 6th January 1940, No 219 p. 611
- Maximum limits for the use of flying material allocated to public services of air transport.

IX.

- a) Ministerial decree of 23rd March, 1933 defining the maximum limits for the use of flying material allocated to public services of air transport p. 621
- b) Ministerial decree of 6th April, 1933 defining the maximum limits for the use of aeroplanes allocated to public services of air transport p. 621

X.

Radio communications. Ministerial decree of 3th January, 1930 containing regulations for the concession of the installation of radio-electric apparatus in civil aircraft

XI.

Aircraft Salvage. Interministerial circular No 1 of 1st January, 1935 containing rules for the salvage of ships and of crashed aircraft p. 625

XII.

p. 633

VIII. Aerial photography.

- a) Royal decree of 22nd July 1939, No 1732 concerning the execution and distribution of aerial photographs, aero-cinematographs and aero-photogrammetries on behalf of private individuals, or national or foreign bodies p. 601
- b) Convention of 23rd December, 1939 between the Air Minister and the Limited Company "Aia Littoria" for the exclusive concessions of the rights of aerial photography and cinematography for civil purposes, approved by Ministerial determination of 6th January 1940, No 219 p. 611

IX. Maximum limits for the use of flying material allocated to public services of air transport.

- a) Ministerial decree of 23rd March, 1933 defining the maximum limits for the use of flying material allocated to public services of air transport p. 621
- b) Ministerial decree of 6th April, 1933 defining the maximum limits for the use of aeroplanes allocated to public services of air transport p. 621

X. Radio communications. Ministerial decree of 8th January, 1930 containing regulations for the concession of the installation of radio-electric apparatus in civil aircraft p. 625

XI. Aircraft Salvage. Interministerial circular No 1 of 1st January, 1935 containing rules for the salvage of ships and of crashed aircraft p. 633

XII. Aeronautical Sanitary Service.

- a) Ministerial decree of 9th January, 1936 approving the list of infirmities constituting disability to pilot p. 633
- b) Royal decree of 2nd May, 1940 No 1045 approving the regulations for aeronavigation sanitary police p. 668

XIII. Transport of arms and sporting ammunition. Royal decree of 16th February, 1936, No 497 regulating the transport by aircraft of sporting arms and ammunition. p. 697

XIV. Subsidiary testises relating to activities concerning aerial traffic.

- a) Ministerial decree of 14th April, 1934 modifying the charges and space rents for the use of State airports p. 701
- b) Royal decree-law of 20th July, 1934, No 1362, made law by the legislation of 4th April, 1935, No 806, concerning the fiscal facilities for tourist aviation
- c) Royal decree-law of 4th October, 1934 No 628, made law, with modifications, by the legislation of 13th May, 1935, No 671, p. 706

-3-

- defining subsidiary treaties relating to activities concerning
air traffic
- d) Royal decree-law of 23rd September, 1935 No 1766, made law by the
legislation of 24th February, 1936, No 352, concerning the
concession of fiscal facilities in favour of civil schools of
pilots and of (Italian) national tourist pilots p. 707
- e) Royal decree-law of 9th July, 1936, No 1469, made law by the
legislation of 8th April, 1937, No 683, conceding fiscal
facilities to tourists arriving in Italy by air for recreational
purposes p. 714
- f) Royal decree-law 22nd April, 1937, No 572, made law by the
legislation of 17th June, 1937 concerning the concession of fiscal
facilities in favour of (Italian) national tourist pilots p. 713

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COPYCOPY TO AIR FORCES SUBCOMMISSIONTOP SECRET

Airforce S/C

14 November 1946

Release required
10/11/06

SUBJECT: Establishment of Internal Civil Airlines

TO : Chief Commissioner, Allied Commission

1. Reference is made to your letter C.C.8502 dated 1st April, and my reply dated 6th April, 1946, requesting details of the proposed internal civil air lines in Italy:
2. Owing to the difficulty you have experienced in obtaining the necessary details from the Italian Government, this subject has been reviewed and it is now considered that these details are no longer required for the concurrences of the Combined Chiefs of Staff: they should, however, be retained by the Air Forces Sub-Commission.
3. Approval is given for the establishment of Internal Air Lines in Italy (excepting Allied Military Government-controlled territory), within reasonable limits. These limits to be at the discretion of the Air Forces Sub-Commission subject to your approval. All matters of major importance to be reported promptly to this Headquarters.
4. The Supreme Allied Commander reserves the right to exercise his over-riding authority in respect of Italian Civil Aviation should any operational commitment arise.

BY COMMAND OF LIEUTENANT GENERAL MORGAN.

pk m
21/11

Dist CC
EC
AFS/C

UNCLAS 0539
24/11/46
HEAD

T. S. AIRBY
Major General
Chief of Staff

cc. NAC
G-3, AFHQ
G-4 (Air Advisor).

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

785017

F. V. M. Brodie
Gus
*(M/M)*TRANSLATION

File Nr. 00139

Rome, 8 November 1946
Via F. Crispi 10
Tel. 487-264Allied Commission
ROME

Subject: Air lines concession.

We had the opportunity of examining at the Air Ministry the requests made to the Allied Commission for flying permits to be granted to this Company and to the "TESEO" and "TRANSAERIAL" Companies.

On this subject we have this date addressed to the Ministry the letters, copies of which are enclosed, aiming to obtain the respect of the priority principle deriving from the well known agreement of 11 February 1946 and we are verbally negotiating with said Ministry for a general clarification of the situation.

We have also started verbal negotiations with the directors of the A.L.I.I. Company aiming to eliminate air services which are not justified by public interest. And since from the communications made to the Allied Commission may arise inconveniences and prejudices to the interests of this Company, as well as - and principally - to the general interests of the Country, the Allied Commission is requested kindly to suspend every decision until our pending negotiations with the Air Ministry as well as with A.L.I.I. are completed.

We are sending copy of this letter to the Air Ministry.

Respectfully yours,

THE VICE PRESIDENT

/s/ R. Mazzarrini

2 Incl.

Copy of 92.6 R. in my possession
plm
26/11

5437

TRANSLATION

File No. 00141

Rome, 5 November 1946.

To the Air Ministry
Direction of Civil Aviation and T.A.
Rome.

With reference to letter of 26.9.1946 No. 5220 with which your Ministry mentions the possibility of granting this Company the concession of the following services of regular air transportation:

- 1) Rome - Milan - Turin
- 2) Rome - Alghero - Cagliari
- 3) Rome, - Naples, Palermo - Catania,

it is pointed out that:

- 1) Regarding the Rome-Alghero-Cagliari line, the latter has, ever since 11 February 1946, been granted to this Company who thus has acquired ever since said date ownership rights which, in the writer's opinion, should be recognized.

The admission in competition of the "Transadriatic" on the same line violates the abovementioned priority principle and is therefore not acceptable.

This Company therefore requests the Ministry to clarify that the "Transadriatic" cannot in any case carry out transports of persons, goods and mail on the Rome-Alghero-Cagliari line which is reserved to this Company.

2) As to the Rome-Naples-Palermo-Catania line, paragraph 1) can be applied again with regard to the competition made by the S.A.S.I.L. Company, while with regard to the A.L.I.S.I. it must be pointed out that the same, being part of the A.L.I. cannot operate lines in competition with our Company.

In fact, the Italo-American and the Italo-British agreement as well as the verbal agreements made between this Company and the A.L.I.T. exclude every competition between them with the exception of the Turin-Milan-Venice-Trieste line only, which will be operated in pool.

Kindly acknowledge receipt.

THE VICE PRESIDENT

TRANSLATION

File No. 00140

Rome, 5 November 1946.

To the Air Ministry
Direction of Civil Aviation and T.A.
ROME.

This Company takes the liberty to request the final authorization for the concession of air lines granted to this Company as of art. 4 of the agreement 11 February 1946 between the Italian Government and the TWA and as of our letter of 25 October 1946, No. 00092.

The final authorization and the corresponding regulations are urgently needed by this Company, apart from the realization of its program which is divided into various phases, but anyhow concludes with the operation of all the 14 internal lines granted to the Company, plus the international lines which have been requested and for which also an urgent completion of Ministry proceedings.

This Company also points out the opportunity that the request of permits made by your Ministry to the Allied Commission may include all the internal lines granted with the abovementioned agreement as well as the requested international lines, thus enabling the Allied Commission to examine as a whole the activity of this Company in its present and future operation.

Looking forward to an acknowledgement of this letter.

THE VICE PRESIDENT



D R A F T

From:- Air Forces Sub-Commission, Allied Commission, Rome.
 To :- Mediterranean Allied Air Committee Secretariat.
 Date:- 2nd November, 1946.
 Ref :- AFSC/39/AIP.

SECRETITALIAN CIVIL AVIATION.

The Italian Government has now forwarded the particulars called for by Headquarters Allied Commission letter 8506/151/EC dated 10th April, 1946 in respect of some of the proposed scheduled Italian civil airlines.

2. It is not yet possible for the Italian Directorate of Civil Aviation to supply particulars in respect of all the companies to whom it is expected that concessions will ultimately be granted by the Italian Government because some of the companies have not yet been able to determine their plans in detail.
3. Particulars have, however, been submitted by three companies to whom concessions will be granted by Italian law: these are shown in Appendices "A" and "B" to this letter. The Linee Aeree Italiane which is the American-Italian company will, it is expected, request authority eventually to operate an additional eleven routes (approx.), in addition to the three now submitted, which will conform to the terms of the agreement reached with the Italian Government.
4. The Aerolinee Italiane Internazionali (A.I.I.) which is the Anglo-Italian company has not yet been able to submit the necessary details to the Italian Air Ministry. But it is understood that these will be decided upon during November and will conform to the terms of the agreement made with the Italian Government.
5. Concessions will also be granted to four other Italian Companies; particulars

*Copy submitted to C.A. on 2/11/46 for approval
 by Dir.*

*Don't send, pending Sign
 by AFSC - See 10/4*

of these so far as they are known to this Sub-Commission are as follows:

to supply particulars in respect of all the companies to whom it is expected that concessions will ultimately be granted by the Italian Government because some of the companies have not yet been able to determine their plans in detail.

3. Particulars have, however, been submitted by three companies to whom concessions will be granted by Italian law: these are shown in Appendices "A" and "B" to this letter. The Linee Aeree Italiane which is the American-Italian company will, it is expected, request authority eventually to operate an additional eleven routes (approx.), in addition to the three now submitted, which will conform to the terms of the agreement reached with the Italian Government.

4. The Aerolinee Italiane Internazionali (A.I.I.) which is the Anglo-Italian company has not yet been able to submit the necessary details to the Italian Air Ministry. But it is understood that these will be decided upon during November and will conform to the terms of the agreement made with the Italian Government.

5. Concessions will also be granted to four other Italian Companies; particulars of these so far as they are known to this Sub-Commission are as follows :-

(a) S.A.S.I.S. - which proposes to operate the following routes in Southern Italy:

- (i) Palermo - Trapani - Sciacca.
- (ii) Palermo - Trapani - Pantelleria.
- (iii) Palermo - Cagliari.
- (iv) Palermo - Catania - Gela - Sciacca.
- (v) Palermo - Trapani.

(b) SICULA - which proposes to operate between Palermo and Reggio Calabria.

- (c) Aviolinee } Which will be companies subsidiary to the
 - (d) Aironi - Aliscilia } Anglo-Italian Company, A.I.I., particulars of
- the routes they intend to operate have not yet been determined.

...../ Para. 6.....

- 2 -

6. The Italian Directorate of Civil Aviation has stated that a meeting of the Italian Civil Aviation Committee will take place towards the end of November when it is hoped that particulars of the routes by all the above mentioned companies will be settled and made available to A.F.S.C.
7. The three companies to whom the Italian Government has granted concessions are incurring considerable unprofitable expenses in maintaining their organizations and aircraft. It is therefore strongly recommended - by the Chief Commissioner - that these three companies be permitted by you immediately to begin flying operations as shown in Appendices "A" & "B" and in advance of final approval to those other companies which are not so far advanced in their preparations.
8. As regards private flying, air taxi and feeder lines Italian civil aviation (as distinct from scheduled civil airlines), it is understood that C.C.S. have replied favourably in FAN 694 of 1st October, 1946 to SAC/AED's NAF. 1197, it is therefore recommended that the A.F.S.C. may be authorised by you to allow the Italian Government to grant operating concessions under the limitations stated in NAF 1197.
9. May an early reply please be given to the recommendations stated in paras. 7 & 8 above.

I.E. BRODIE,
AIR VICE MARSHAL,
DIRECTOR,
AIR FORCES SUB-COMMISSION.

Copies to : A.H.Q., Italy,
Chief Commissioner (through Executive Commissioner).
Files A.F.S.C. - 2 Copies.

8. As regards private flying, air taxi and feeder lines Italian civil aviation (as distinct from scheduled civil airlines), it is understood that C.C.S. have replied favourably in FAN 694 of 1st October, 1946 to SAC/AED's NAF. 1197, it is therefore recommended that the A.F.S.C. may be authorised by you to allow the Italian Government to grant operating concessions under the limitations stated in NAF 1197.

I.E. BRODIE,
AIR VICE MARSHAL,
DIRECTOR,
AIR FORCES SUB-COMMISSION.

Copies to : A.H.Q, Italy.
Chief Commissioner (through Executive Commissioner).
Files A.F.S.C. - 2 Copies.

Files A.F.S.C. - 2 Copies.

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AIRPORTS FROM WHICH THE SERVICE WILL ORIGINATE.

"LINEE AEREE ITALIANE" (L.A.I.) COMPANY.

MILAN	(Forlanini)
TURIN	(Aeritalia)
ROME	(Centocelle)
NAPLES	(Ponigliano)
PALERMO	(Boccadifalco)
CATANIA	
CAGLIARI	(Elmas or Decimomannu)
ALGERO	

"TRANSADRIATICA" COMPANY.

VENICE	(S. Nicolo' al Lido)
ROME	(Centocelle)
CAGLIARI	(Elmas or Decimomannu)
ANCONA	(Falconara)
FESCARA	
BRINDISI	(Casale)
CATANIA	
NAPLES	(Ponigliano)
GENOA	(Novi Ligure)

"AEREA TESEO" COMPANY.

BOLOGNA	(Borgo Panigale)
FIRENZE	(Peretola)

ALGERO

"TRANSADRIATICA" COMPANY.

VENICE	(S. Nicolo' al Lido)
ROME	(Centocelle)
CAGLIARI	(Elmas or Decimomannu)
ANCONA	(Falconara)
PESCARA	
BRINDISI	(Casale)
CATANIA	
NAPLES	(Ponigliano)
GENOA	(Novi Ligure)

"AEREA TESEO" COMPANY.

BOLOGNA	(Borgo Panigale)
FIRENZE	(Peretola)
ROME	(Centocelle)
REGGIO CALABRIA	(
NAPLES	(Ponigliano)
BARI	(Palese)
VENICE	(S. Nicolo' al Lido)
MILAN	(Forlanini)
GENOA	(Novi Ligure)
TURIN	(Acritalia)

2432

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SUGGESTED PROGRAMME FOR ITALIAN AIR LINES.
(Regular Scheduled Time Table.)

AIR LINES COMPANY.	AIRPORTS FROM WHICH SERVICE WILL ORIGINATE (See Encls).	ITINERARY (See Enclosures).	TYPE OF A/C TO BE EMPLOYED.	NO. OF A/C TO BE EMPLOYED.	NO. OF AIRCREW TO BE EMPLOYED.	NO. PERSONS TO BE EMPLOYED.
LINIEE AEREE ITALIANE (Mixed American & Italian Company).	MILAN TURIN ROME NAPLES PALERMO CATANIA CAGLIARI ALGERO	ROME-MILAN -TURIN. ROME-ALGERO -CAGLIARI. NAPLES- PALERMO- CATANIA.	Douglas C.47 Converted.	14	80	
SOCIETA' AEREE TOSCO FIORENZE (Limited responsibility)	BOLOGNA FIRENZE ROME REGGIO-CALABRIA NAPLES BARI VENICE MILAN GENOA TURIN	BOLOGNA- FIRENZE-ROME- REGGIO CALABRIA BOLOGNA- FIRENZE-NAPLES- BARI. FIRENZE-BOLOGNA -VENICE. FIRENZE-BOLOGNA -MILAN. FIRENZE-BOLOGNA GENOA-TURIN.	Douglas C.47 Converted.	8	21	
TRANS-ADRIATICA VENEZIA LIDO. (Share-holders).	VENICE ROME CAGLIARI ANCONA PESCARA BRINDISI CATANIA NAPLES GENOA	VENICE-ROME- CAGLIARI. VENICE-ANCONA- PESCARA. VENICE-GENOA. ROME- XXXX PESCARA. PESCARA- NAPLES.	Douglas C.47 Converted	5	17	

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SUGGESTED PROGRAMME FOR ITALIAN AIR LINES.
(Regular Scheduled Time Table.)

). N ERO I. - - .	TYPE OF A/C TO BE EMPLOYED.	NO. OF A/C TO BE EMPLOYED.	NO. OF AIRCREW TO BE EMPLOYED.	NO. OF OTHER PERSONNEL TO BE EMPLOYED.	REMARKS.
	Douglas C.47 Converted.	14	80	402	Data Relative to the a/c & personnel refer to the definite programme planned by the Co. and not only the three Companies indicated.
- ERIA, IES- GNA GNA GNA .	Douglas C.47 Converted.	8	21	35	
- A- A. A.	Douglas C.47 Converted	5	17	38	A deal is in progress for the purchase of other a/c. and six (6) spare engines.

(92)

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785017

PRESIDENZA DEL CONSIGLIO DEI MINISTRI
Cabinetto

Translation

7A (T)

Ref: 83571/48233.1/1.2.2

19 October 1946

SUBJECT: Establishment of Civil Air Lines.

TO : The Allied Commission.

25A on 39/2/air.
& 6A. this file.

Reference is made to your letter No. 8506/151/23 dated 10 April 46, in which Brigadier Iash requested the President of the Council of Ministers for information regarding the establishment of internal civil air lines in Italy. We are enclosing herewith particulars concerning the Societa' Transadriatica, the Aerca Tesco and the Italian Air Lines (L.A.I.).

These particulars are concisely listed in the requisite tables and on some graphs, according to the desire directly expressed by your Commission to the Air Ministry who, in furnishing us with them, have stated that they will communicate further on the matter as soon as possible.

Brought to Dis on 2/10 - 1st of 1st
in custody, from with other tables (1/10/46)
file 2/10

THE UNDER-SECRETARY OF STATE

Ex Com Dist. 21/10/46

Se M 2103

Action: Air Sec

Info: Ex Com

J/KM
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*Presidenza
del Consiglio dei Ministri
Gabinetto*

Alla Commissione Alleata

ROMA

V. 82571/48233.1/1.9.2

Risposta al foglio del

==

OCT 21 1948

OGGETTO

Costituzione linee aeree civili.

131

In esito alla lettera n. 8506/151/EO del 10 aprile scorso, con la quale il generale Lush chiedeva al Presidente del Consiglio dei Ministri taluni dati relativi alla costituzione di linee aeree civili interne in Italia, si trasmettono gli elementi concernenti la Società Trans Adriatica, l'Aerea Teseo e le "Linee Aeree Italiane" (I.A.I.).

Tali elementi sono sinteticamente compendati in apposito specchio ed in alcuni grafici, secondo i desideri manifestati da codesta Commissione direttamente al Ministero dell'Aeronautica, il quale, nel fornirli, ha fatto riserva di ulteriori comunicazioni non appena possibile.

IL SOTTOSEGRETARIO DI STATO

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

785017

7A.

8506-4

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9 OTT. 1948

Roma

Proposta al Regio del

OCT 21 1948

OGGETTO Costituzione linee aeree civili.

131

In esito alla lettera n.8506/151/EC del 10 aprile scorso, con la quale il generale Lush chiedeva al Presidente del Consiglio dei Ministri taluni dati relativi alla costituzione di linee aeree civili interne in Italia, si trasmettono gli elementi concernenti la Società Transafratica, l'Aerea Teseo e le "Linee Aeree Italiane" (I.A.I.).

Tali elementi sono sinteticamente compendati in apposito specchio ed in alcuni grafici, secondo i desideri manifestati da codesta Commissione direttamente al Ministero dell'Aeronautica, il quale, nel fornirli, ha fatto riserva di ulteriori comunicazioni non appena possibile.

IL SOTTOSEGRETARIO DI STATO

[Handwritten signature]

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(Second mem)

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LINEE AEREE ITALI

(Servizi con or

SOCIETA' DI NAVIGAZIONE AEREA	AEROPORTI PRESSO I QUALI SI SVOLGERA' IL SERVIZIO (v. Allegati)	ITINERARI AEREI (v. Allegati)	TIP AEROM IM
TRANSADRIATICA VENEZIA - LIDO (Società per azioni) <i>shareholders</i>)	VENEZIA ROMA CAGLIARI ANCONA PESCARA BRINDISI CATANIA NAPOLI GENOVA	VENEZIA=ROMA=CAGLIARI VENEZIA=ANCONA=PESCARA=BRINDI- SI=CATANIA VENEZIA=GENOVA ROMA=PESCARA PESCARA=NAPOLI <i>Complete</i>	Doug tras

Allegato n° 2Specchi
ottobre

LINEE AEREE ITALIANE IN PROGETTO

(Servizi con orario regolare)

ITINERARI AEREI (v. Allegati)	TIPO DEGLI AEROMOBILI DA IMPIEGARE	NUMERO COMPLESSIVO DEGLI AEROMOBILI DA IMPIEGARE	NUMERO COMPLESSIVO DEL PERSONALE NAVIGANTE DA IMPIEGARE	NUMERO COMPLESSIVO DEL RIMANENTE PERSONALE DA IMPIEGARE
IA=ROMA=CAGLIARI IA=ANCONA=PESCARA=BRINDI-CATANIA IA=GENOVA PESCARA RA=NAPOLI	Douglas C.47 trasformato	5	17	38

1 5 7 3

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Allegato n° 2Specchio n.2
ottobre 1946

256

(7 B)

LINEE AEREE ITALIANE IN PROGETTO

(Servizi con orario regolare)

REI	TIPO DEGLI AEROMOBILI DA IMPIEGARE	NUMERO COMPLESSIVO DEGLI AEROMOBILI DA IMPIEGARE	NUMERO COMPLESSIVO DEL PERSONALE NAVIGANTE DA IMPIEGARE	NUMERO COMPLESSIVO DEL RIMANENTE PERSONALE DA IMPIEGARE	OSSERVAZIONI
BRINDI-	Douglas C.47 trasformato	5	17	38	Sono in corso pratiche per l'acquisto di altri apparecchi e n.6 motori riserva.- A deal is in progress for the purchase of other aircraft and six (6) spare engines

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

785017

SUGGESTED PROGRAM
 LINEE AEREE ITALIA
 (Servizi con ora
 REGULAR SCHEDULE)

SOCIETA' DI NAVIGAZIONE AEREA AIR LINES COMPANY	AIRPORTS FROM WHICH THE SERVICE WILL ORIGINATE AEROPORTI PRESSO I QUALI SI SVOLGERA' IL SERVIZIO (v. Allegati) see ENCLOSURES	ITINERARY ITINERARI AEREI (v. Allegati) see enclosures	TYPE TIPO ROMOB PI
SOCIETA' AEREA TESEO -FIRENZE- (Società responsabili- tà limitata)	BOLOGNA FIRENZE ROMA REGGIO CALABRIA NAPOLI BARI VENEZIA MILANO GENOVA TORINO	BOLOGNA=FIRENZE=ROMA=REGGIO CA LABRIA BOLOGNA=FIRENZE=NAPOLI=BARI FIRENZE=BOLOGNA=VENEZIA FIRENZE=BOLOGNA=MILANO FIRENZE=BOLOGNA=GENOVA=TORINO <i>Complete</i>	Douglas Com trans

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

785017

Allegato n° 3Specchio n.3

Ottobre 1946

257

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SUGGESTED PROGRAMME FOR ITALIAN AIR LINES

LINEE AEREE ITALIANE IN PROGETTO

(Servizi con orario regolare)

REGULAR SCHEDULED TIME TABLE

	TYPE OF A/C TO BE EMPLOYED TIPO DEGLI AEROMOBILI DA IMPIEGARE	N° of A/C TO BE EMPLOYED NUMERO COMPLESSIVO DEGLI AEROMOBILI DA IMPIEGARE	N° OF PERSONNEL TO BE EMPLOYED NUMERO COMPLESSIVO DEL PERSONALE NAVIGANTE DA IMPIEGARE	N° OF OTHER PERSONNEL TO BE EMPLOYED NUMERO COMPLESSIVO DEL RIMANENTE PERSONALE DA IMPIEGARE	REMARKS OSSERVAZIONI
GGIO CA LABRIA BARI TORINO	Douglas C.47 <i>converted</i> trasformato	8	21	35	---

LINEE AEREE ITALIANE IN
(Servizi con orario re

SOCIETA' DI NAVIGAZIONE AEREA	AEROPORTI PRESSO I QUALI SI SVOLGERA' IL SERVIZIO (v.allegati)	ITINERARI AEREI (v.Allegati)	TIPO AEROMO IM
LINEE AEREE ITALIANE -ROMA- (Società con capitale misto, italiano ed americano) <i>Mixed Italian & American Co.</i>	MILANO TORINO ROMA NAPOLI PALERMO CATANIA CAGLIARI ALGHERO	ROMA=MILANO=TORINO ROMA=ALGHERO=CAGLIARI NAPOLI=PALERMO=CATANIA <i>Remarks: - Incomplete for Italy will be given consideration for the next month.</i>	Dougl trasf

1577

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

785017

Allegato n.1

Specchio n.

ottobre 1946

LINEE AEREE ITALIANE IN PROGETTO
(Servizi con orario regolare)

ITINERARI AEREI (v. Allegati)	TIPO DEGLI AEROMOBILI DA IMPIEGARE	NUMERO COMPLESSIVO DEGLI AEROMOBILI DA IMPIEGARE	NUMERO COMPLESSIVO DEL PERSONALE NAVIGANTE DA IMPIEGARE	NUMERO COMPLESSIVO DEL RIMANENTE PERSONALE DA IMPIEGARE
LA=MILANO=TORINO LA=ALGHERO=CAGLIARI OLI=PALERMO=CATANIA	Douglas C.47 trasformato	14	80	402

Alle 1 to n.1

Specchio n.1

ottobre 1946

255

7B

REE ITALIANE IN PROGETTO

con orario regolare)

TIPO DEGLI AEROMOBILI DA IMPIEGARE	NUMERO COMPLESSIVO DEGLI AEROMOBILI DA IMPIEGARE	NUMERO COMPLESSIVO DEL PERSONALE NAVIGANTE DA IMPIEGARE	NUMERO COMPLESSIVO DEL RIMANENTE PERSONALE DA IMPIEGARE	OSSERVAZIONI
Douglas C.47 trasformato	14	80	402	I dati relativi agli apparecchi e al personale si riferiscono al programma definitivo della Società e non alle sole tre linee indicate Data relative to the app and personnel refer to the definite programme planned by the Co and not only to the three companies indicated

Allegato D.4

234

7c

AEROPORTI PRESSO I QUALI SI SVOLGONO IL SERVIZIO PER
LA SOCIETA' "LINEE AEREE ITALIANE" (L.A.I.)

MILANO	(Forlani)	"
TORINO	(Aritalia)	"
ROMA	(Centocello)	"
NAPOLI	(Tomigliano)	"
PALERMO	(Boccadifalco)	"
CATANIA		"
CAGLIARI	(Elmas o Decimomannu)	"
ALGERO		"

Allegato n. 5

253

7D

AREOPORTI PRESSO I QUALI SI SVOLGERA' IL SERVIZIO
PER LA SOCIETA' "TRANSADRIATICA."

=====

VENEZIA	(S. Nicolò del Lido)	=
ROMA	(Centocelle)	=
CAGLIARI	(Elmas o Decimomannu)	=
ANCONA	(Falconara)	=
PESCARA		=
BRINDISI	(Casale)	=
CATANIA		=
NAPOLI	(Pomigliano)	=
GENOVA	(Novi Ligure)	=

allegato n.6

233

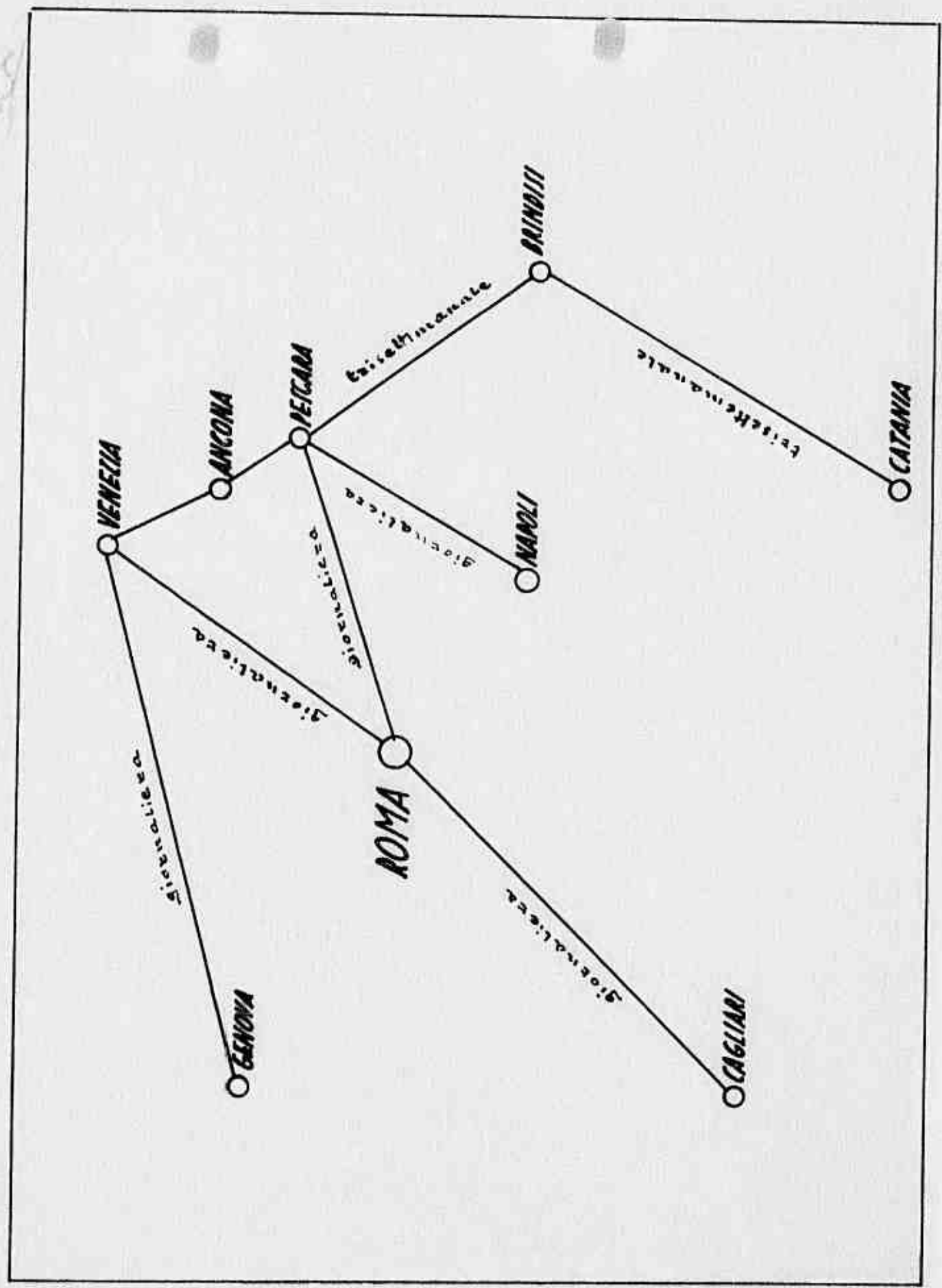
AEROPORTI PRESSO I QUALI SI SVOLGERA' IL SERVIZIO
PER LA SOCIETA' "AEREA TESTO"

(7E)

BOLOGNA	=	(Borgo Panigale)
PIRENZE	=	(Peretola)
ROMA	=	(Centocelle)
REGGIO CALABRIA	=	
NAPOLI	=	(Domigiano)
PARI	=	(Palesse)
VEREZZI	=	(S. Niccolò del Lido)
MILANO	=	(Forlanini)
GENOVA	=	(Novi Ligure)
TORINO	=	(Aeritalia)

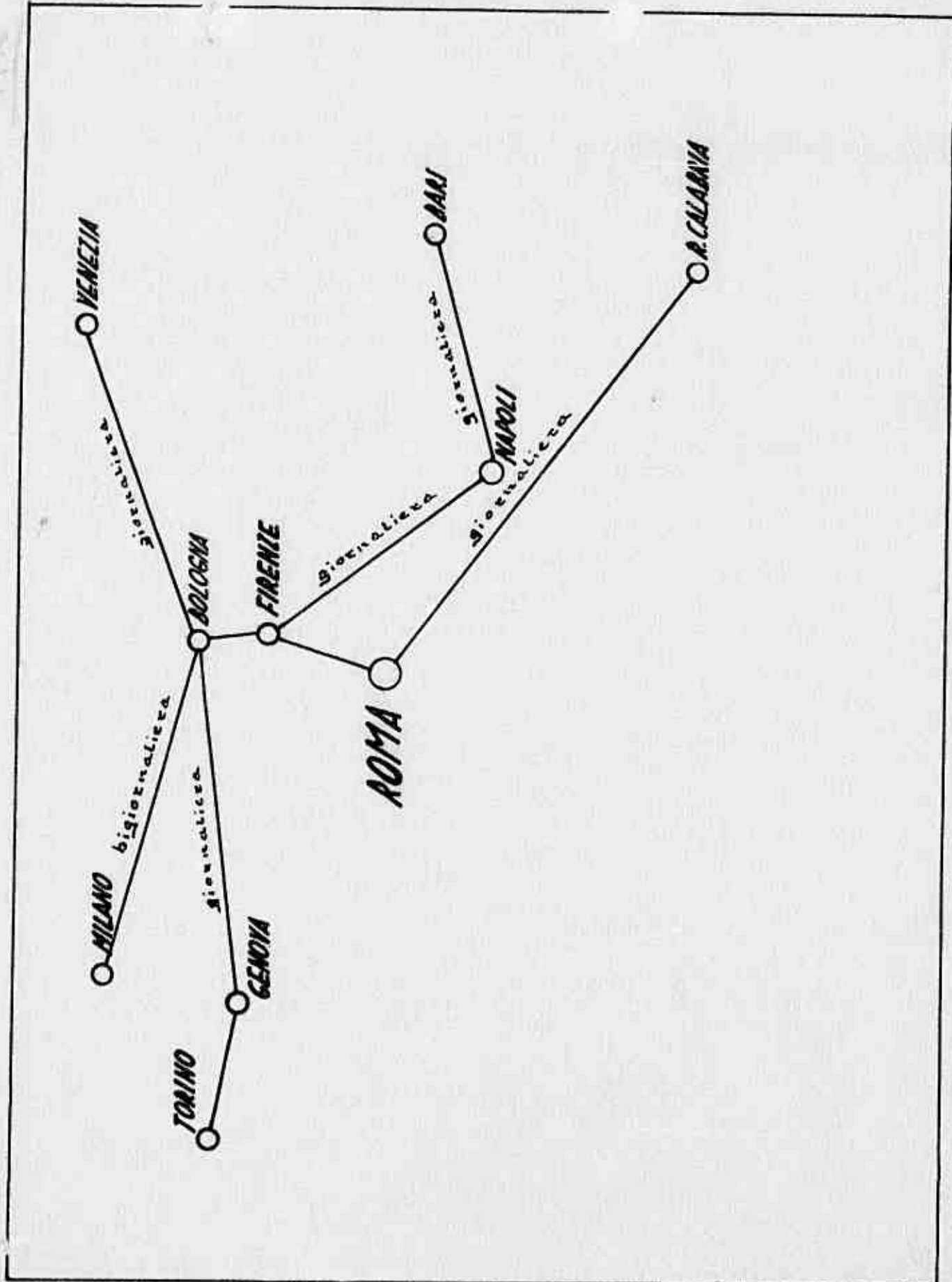
Allegato n. 8

DOC. TRANIARIATICA.



Allegato n.9

SOC. AEREA TEJEO



HEADQUARTERS ALLIED COMMISSION

APC 794

Office of the Executive Commissioner

C O P Y

6A.

Ref: 8506/151/EC.

10 April 1946.

My dear Mr. Prime Minister:

Further to my letter CC 8502 of 22 March 1946, I have been instructed by the Supreme Allied Commander to inform you that subject to the under-noted information being made available to him and to the concurrence of the Combined Chiefs of Staff to the figures given, agreement is granted by the Supreme Allied Commander to the formation of internal civil air lines in Italy. These air lines will be subject to regulation by the Italian Government under the supervision of the Air Force Sub-Commission of the Allied Commission.

Full information is required as to :

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

I am also directed to make it clear to your Government that, notwithstanding any concurrence in the establishment of internal civil air lines in Italy given by the Combined Chiefs of Staff, it will always be subject to the Supreme Allied Commander's overriding responsibilities should any operational commitment arise. In effect, all airfields and installations could be called upon for use by the Air Forces coming under the jurisdiction of the Supreme Allied Commander.

Very truly yours,

Copy to : US Ambassador
UK Ambassador
US Poland
UK Poland
Air Forces S/C
Chief of Staff

Brigadier,
Acting Chief Commissioner.

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

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Very truly yours,

Brigadier,
Acting Chief Commissioner.

Copy to : US Ambassador
UK Ambassador
US Polad
UK Polad
Air Forces S/C
Chief Com
French Repr to AC
Alcide de Gasperi,
President of the Council of Ministers
Italian Government,
ROME.

Copy of this letter on 39/2/air at risk 25A.

542.1

Su 10 H

C O P I A

S E C R E T

(5A)

ALLIED FORCE HEADQUARTERS
G-3 SECTION

FILE : G-3 AFM./131/2

4 September 1946

SUBJECT: Demilitarization of the Islands of
PANTHERIA, LAMPEDUSA and LINOSA.

TO : Chief Commissioner, ALGER.

Reference: Your letter, file 652/AC, 12 August, to the
Italian Prime Minister.1. Comments on the report of the demilitarization committee
enclosed with the reference letter have now been received from
Commander in Chief, Mediterranean and are quoted below:-"(a) The Power Station located in southern end of the island.Incomplete destruction of this power station is not acceptable.
The power station should, therefore, be removed to an above-ground site."(b) The underground naval fuel depot "Via Silvia" (P.8).No objection is seen to the conversion of this installation
to water storage for civilian use provided the tanks are removed from
their present location and re-assembled on an above ground site.φ
"(c) The all-weather airfields on Pantelleria and Lampedusa.
Effective permanent demilitarization would appear to be
impracticable. Blowing of small craters is recognized to be not
worth the labour which would have to be expended. Use of these
airfields in the future, however, cannot be permitted, and it is,
therefore, desired that the next best alternative of putting the
area out to cultivation should be employed."2. It is desired that the necessary action be taken to amend
your demands on the Italian Government in accordance with these
comments.

BY COMMAND OF LIEUTENANT GENERAL MORGAN:

J.D.A. ANDERSON,
Brigadier R.E.C.,
G-3Original copy filed
36A, AFSC/374/ORG
J.B.M.
10/10T.S. AIRY,
Major General,
Chief of Staff.EC DIST: 7/9/46
Action-Land Forces C/c
Info: G.C.
W.C.
Air Forces C/c
Navy 3/10/22

Copy to:- SAC, MIO, G-5.

Not certain unless the
information at 4 will affect
civil aviation policy. ref 18/10

(4A)

From:- Air Forces Sub-Commission, Allied Commission, Rome.
 To :- Air Headquarters, Italy, C.M.F. (UDIME).
 (For attention Air Comoxiore A.J. Rankin).
 Copy to Mediterranean Allied Air Secretariat,
 c/o. Rear A.H.Q., Italy.
 Date:- 4th October, 1946.
 Ref :- AFSC/39/III.

SECRET.INTERPRETATION OF INTERIM POLICY FOR ITALIAN MILITARY AND CIVIL AVIATION.

At the meeting held in the Director's (A.F.S.C.) Office on Friday 2nd August, 1946, Air Vice Marshal Darvall required clarification on three points (para. 2 of minutes, Ref. AFSC/353/3/AFG.).

- (a) The Policy on Italian Civil Aviation. — 69A on part I.
 Action: A signal WAF.1197 was sent by the Supreme Allied Commander to the Combined Chiefs of Staff on 17th August, covering the Italian Government's proposals for Civil Aviation. No reply has yet been received, although efforts have been made at fairly high level to expedite an answer.
- (b) The Clearance of Special Flights by Foreign Aircraft.
 Action: A.F.H.Q. have agreed to the Italian Government assuming responsibility for clearance of foreign aircraft to and over Italy subject to certain provisions. The Italian Air Ministry were asked to produce a draft policy letter for approval by M.A.A.C. before the scheme is put into operation. The Draft policy was received from the Italian Air Ministry on 22nd August, and this is now under consideration at the Mediterranean Allied Air Committee Secretariat.
- (c) The Policy on Italian Aircraft Construction.
 Action: In WAF.1197 the Supreme Allied Commander asked the Combined Chiefs of Staff to what extent the Italians will be permitted to construct civil aircraft.

2. Referring to para. 9 of the minutes referred to above, the new Directive for the A.F.H.Q. in its draft form has not yet reached this Headquarters for review and comment.

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2. Referring to para. 9 of the minutes referred to above, the new Directive for the A.F.H.Q. in its draft form has not yet reached this Headquarters for perusal and approval by the Director and the Chief Commissioner.

pkM
5/10

Refer to 1197

L.E. JARMAN, G/CAPT.,
for AIR VICE MARSHAL,
DIRECTOR,
AIR FORCES SUB-COMMISSION.

60/51.

ADQUARTERS ALLIED COMMISSION

Office of the Chief Commissioner

APO 794

CC 8502

30 September 1946.

MEMORANDUM TO: Director, Air Forces Sub-Commission.

I understand that the Italian Air Minister will shortly be submitting its plans for the operation of the internal air lines recently organized to your Sub-Commission for approval.

Before action is taken on these plans, either with the Italian Ministry or with MAAC or any other section at AFHQ, I should like to be fully informed of such plans.

Elmer W. Stone
ELMER W. STONE
Rear Admiral, USNR
Chief Commissioner

Copy to: Executive Commissioner

*Jfk 7m
5/10**KA 3/10*

5420

785017

CONFIDENTIAL - EYES ONLY 3672/0002

NOTION TO: MILITARY UNIT OR LINE NUMBER - PAGE NO. TO
UNITED STATES OF AMERICA

100

DATE : 2017, 10/16.

[illegible]

INFORMATION REQUESTED IN THE DEC 050550 WAS NOT FURNISHED. THE FOLLOWING INFORMATION IS BEING FURNISHED FOR YOUR INFO AND THE INFO WILL BE FURNISHED TO THE REQUESTING AGENCY.

69A on Part T.

REFERENCE NUMBER 566 ACTION STAYED IN SEVEN OF N INDIAN (AS STAYED IN SEVEN)
 HERE IN LINES OF SEVEN IN TO NO INDIAN ACTION IN A INDIAN CHINA (AS STAYED ON
 ORIGINATOR AND INFORMATION OF INDIAN IN SEVEN. INDIAN INDIAN INDIAN INDIAN
 WILL PROVIDE YOU WITH INFORMATION IN SEVEN.

INFORMATION REQUESTED IN IN DTG 050900Z HAS BEEN RECEIVED. THE ABOVE THE
 CAPTIONED WITH SIGNI FOR CIVIL AND INDIAN INDIAN IS SOON AS POSSIBLE.

69A on Part I.

MS. (SAR 1510)

5419

10

1A

PRESS ANNOUNCEMENT.

This is not a Press Release. 1937/4

It is announced that an agreement between British European Airways and the "Istituto per le Ricostruzioni Industriali" was signed this evening, 16th September, 1946, at the Italian Ministry of Civil Aviation by Mr. Whitney Straight and Commander Wolfson, on behalf of British European Airways, and by a representative of I.R.I.

The agreement, which is the result of several months negotiation, provides for the establishment of an Anglo-Italian Company, to be known as "Aero Linee Italiane Internazionali", of which 60% of the capital will be in Italian hands, the Italian Government, aircraft constructors and operators, and 40% in those of the British European Airways.

In the operation of the Company's services preference will be given to Italian aircraft in so far as the industry is able to provide them but it is likely that a large amount of British equipment will be used. On the other hand, all the personnel of the Company will from the outset be Italian, with the exception of a strictly limited number of technical advisers, who may be of British nationality.

Every effort will be made to start the services as soon as possible and it is anticipated that the Company will confine itself in the beginning to operations within the Italian peninsula. It is hoped, however, that before long it will be possible to extend the services to the majority of European capitals and to South America.

It is worth recalling that the agreement between the Italian Government and British European Airways, signed on the 16th June last, and on which the Company now formed is based, was the result of active negotiations between the British and Italian Governments.

The news of the agreement, which was celebrated by a reception given by Mr. Whitney Straight, Deputy Chairman of British European Airways, at the Grand Hotel on Monday evening to the Italian and Allied authorities, has been received with great satisfaction in Italian and British official circles. It is hoped that this agreement, which is entirely non-exclusive, will be instrumental in restoring to Italy the distinguished place in world civil aviation which she enjoyed before the war.

This agreement is paralleled by one between I.R.I. and the American

and operators, and 40% in those of the British European Airways.

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This agreement is paralleled by one between I.A.I. and the American Trans-World Airlines, also signed today. The representatives of this American Company were present at Mr. Whitney Straight's reception today.

5414

Note: This issued by B.E.A. at their cocktail party at Grand Hotel on 16 Sept.

Br Ambassador, Sir James, Mr Thompson, Mr. Parrott were present, also both General Wilson to whom I suggested more direct contact with AFSC by T.W.A.

1595