



Ambasciata d'Italia
Londra

Codice Mittente: 231.01.00

1685

30 MAR 2000

(numero di protocollo e data, da indicare nella risposta)

Posizione :

P GBA - FZ

*Già
concordato*
[Signature]

Anticipato per fax

TELESPRESSO indirizzato a :

MINISTERO DEGLI AFFARI ESTERI
D.G.E.U. - Ufficio I
ROMA

Oggetto: Interrogazione a risposta orale n. 3 - 03422 del Sen. Bonfletti (DS) e Mozione n.1 - 00526 del sen. Angius (DS) sull'incidente di Ustica.

Riferimenti: Fax n. 132 del 29.3.2000 e fax n. 134 del 30.3.2000 di codesto Ufficio.

In relazione ai quesiti esposti nell'interrogazione e nella mozione in oggetto, si fa presente che una richiesta di verifica circa la presenza nell'area, all'epoca dell'incidente di Ustica, di aerei militari britannici ed eventualmente di una portaerei ha formato oggetto di formale Commissione rogatoria nel settembre ed ottobre 1997 da parte del Giudice Priore alle competenti Autorita' del Regno Unito.

Queste hanno dato nel luglio 1998 riscontro ufficiale, fornendo indicazioni dettagliate sugli aerei britannici presenti nell'area ed escludendo la possibilita' che una portaerei britannica potesse essere presente nel Mediterraneo in quel periodo.

Si allega - per documentazione - copia della risposta britannica, che conclude affermando che non appare possibile, allo stato degli atti, fornire ulteriori piu' precisi elementi.

Benche' le commissioni rogatorie, in base agli accordi in vigore, si svolgano attraverso scambi diretti tra le autorita' competenti, l'Ambasciata non aveva mancato di seguire con la massima cura la vicenda, sollecitando una rapida trattazione della rogatoria da parte delle Autorita' britanniche.



[Signature]



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Judicial Co-operation Unit
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Eugenio Selvaggi
Ministero di Grazia e Giustizia
Direzione Generale degli Affari Penali
delle Grazie e del Casellario
Ufficio II
Via Arenula 70
00186 ROMA

Our reference: MLI/93 1860 (I/224/2298)
Your reference: RA/2514/90/DM - 9889 & 10189

22 July 1998

A handwritten signature in dark ink, appearing to read 'Dr. Selvaggi'.

REQUEST FOR ASSISTANCE IN THE INVESTIGATION OF THE "USTICA
MASSACRE"

I wrote to you on 23 June about two requests for assistance, dated 20 September 1997 and 23 October 1997, made by Dr Priore at the Tribunale di Roma in relation to his investigation of the "Ustica Massacre".

I am now pleased to be able to forward to you the results of an investigation conducted by the Ministry of Defence.

As before, I am copying this letter, for his information, to Counsellor Mario Fridegotto at the Italian Embassy in London who has been closely involved with the requests in the Ustica investigation.

A handwritten signature in dark ink, appearing to read 'Simon Watkin'.

SIMON WATKIN
Deputy Head of the UKCA
For and on behalf of the Secretary of State



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16/7
Mr S Watkin
Deputy Head of the UKCA
Home Office Organised and
International Crime Directorate
Judicial Cooperation Unit
50 Queen Anne's Gate
London SW1H 9AT

Your reference

Our reference
D/Sec(AS)/62/3/1/2
Date
13th July 1998

Dear Mr Watkin,

13th 25/8
1/224/2298

ITALIAN REQUEST FOR ASSISTANCE IN THE INVESTIGATION OF THE LOSS OF
A DC-9 CIVIL AIRCRAFT OFF THE ISLAND OF USTICA (TYRRHENIAN SEA)
JUNE 1980

Further to Miss Philpott's letter of 11 June, I am now able to reply substantively to your letter of 11 March. I am sorry it has taken longer than we had hoped to reach this stage; you will, I am sure, appreciate that there was a considerable amount of research required and that it was complicated by the length of time which has elapsed since the accident.

The results of the Department's research are reproduced in the table attached at ANNEX A. This lists all known RAF deployments to the Mediterranean (including Gibraltar) and aircraft believed to be transiting the Mediterranean on or around 27 June 1980. I should stress that the table has been compiled from those contemporary records which survive and we cannot therefore guarantee that it is complete.

The research is far from conclusive. It is impossible to say with any certainty whether any of the tracks identified by NATO correlate with any of the movements listed at ANNEX A. Nor is it possible to say definitively, for some of the Serials, that they do not. As a result, I have provided a short commentary at ANNEX B which I hope will assist the Italians in interpreting the data.

The evidence insofar as Royal Navy aircraft carrier activities is concerned is much more straightforward. The Italian statement that the Royal Navy possessed operational fixed wing aircraft carriers in June 1980 is incorrect. Traditional fixed

wing naval aviation ended when HMS ARK ROYAL paid off into reserve in late 1978. HMS INVINCIBLE, the first of the new generation of carriers had only just been commissioned and was carrying out basic trials and training. She arrived in Lisbon on 23 June 1980, and sailed for home on 27 June. She had no aircraft embarked and was nowhere near the area in which the aircraft was lost. The only other carriers in the fleet were HMS BULWARK and HERMES, both of which were in Portsmouth on the day in question.

I do not think that, in the circumstances, there is any more we can do to assist.

Yours sincerely

Melvin J. S.

RAF Aircraft - Mediterranean

Circa 27 June 1980

ANNEX A

TO D/SEC(AS)/62/3/1/2

DATED 12th JULY 1998

	Date Range	Aircraft	Route (all times local)
1	Undated	2 x Jaguar GR1 or 1 x Jaguar T2	Laarbruch-Brindisi via Lahr and Villafranca.
2	26 June-1 July	Canberra Serial number not indicated	St Mawgan-Naples-Akrotiri-Naples-St Mawgan
3	27 June-1 July	Shackleton WL756	Coningsby-Aviano-Istres-Coningsby- Lossiemouth Left Coningsby for Aviano 09:25, 27 June - recalled, landing Coningsby 13:50. Left Coningsby for Aviano 15:10, 27 June; arrived Aviano 20:00, 27 June. Left Aviano 14:35, 30 June; arrived Istres 17:00, 30 June. Left Istres 18:45, 30 June; arrived Coningsby 22:15, 30 June. Left Coningsby 09:30, 1 July; arrived Lossiemouth 11:30.
4	26 June-1 July	Shackleton ?	Coningsby-Gibraltar-Lossiemouth Left Coningsby 00:05, 26 June; arrived Gibraltar 08:00. Left Gibraltar 09:00, 2 July; arrived Lossiemouth 18:20
5	27 June	VC10 XV104	Brize Norton-Akrotiri-Brize Norton.
6	24 June	10 x Lightning	Binbrook-Akrotiri. Route/timings not indicated
7	27-30 June	Canberra WJ815	Wyton-Rome-Wyton.
8	27 June	6 x Jaguar GR1/T2	Bruggen-Aviano. Route/timings not indicated.
9	27 June	Hercules C1 XV186	Lyneham-Palermo-Lyneham. Left Lyneham 06:40; arrived Decimomannu 09:40. Left Decimomannu 12:40; arrived Palermo 13:40. Left Palermo 17:20; arrived Lyneham 21:40.

10	26-27 June	Hercules C1 XV199	Lyneham-Athens-Akrotiri-Wattisham-Lyneham. Left Lyneham 04:15 26 June; arrived Athens 08:55 26 June. Left Athens 10:20 26 June; arrived Akrotiri 12:10 26 June. Left Akrotiri 09:05 27 June; arrived Wattisham 16:25 27 June. Left Wattisham 18:55 27 June; arrived Lyneham 19:30 27 June.
11	24 June-12 July	11 x Jaguar GR1 1 x Jaguar T2	Coltishall-Decimommanau. Route/timings not indicated.
12	26-27 June	Hercules C1 XV220	Lyneham-Akrotiri-Marham-Lyneham. Left Lyneham 03:15 26 June; arrived Akrotiri 10:00 26 June. Left Akrotiri 06:05 27 June; arrived Marham 13:45 27 June. Left Marham 15:10 27 June; arrived Lyneham 15:45 27 June.
13	27 June	Hercules C1 XV179	Lyneham-Gibraltar-Lyneham. Left Lyneham 07:05 27 June; arrived Gibraltar 11:10 27 June. Left Gibraltar 13:15 27 June; arrived Lyneham 17:30 27 June.
14	27 June	2 x Jaguar GR1	HAF Souda Bay, Crete-Coltishall. Route/timings not indicated.
15	27 June	Victor K2 XL190	Palermo-Marham. Left Palermo 13:24; arrived Marham 16:00.
16	27 June	Victor K2 XL511	Palermo-Marham. Left Palermo 15:23; arrived Marham 17:53
17	27 June	Victor K2 XL160	Palermo-Marham. Left Palermo 11:50; arrived Marham 14:30
18	27 June	Victor K2 XL191	Palermo-Marham. Left Palermo 12:22; arrived Marham 15:02.
19	26-27 June	Hercules C1 Serial number not indicated	Lyneham-Akrotiri-Lyneham. Left Lyneham 03:30, 26 June; returned Lyneham 15:45 27 June.

20		25-27 June	Hercules C1 XV181	Kathmandu-Delhi-Bahrain-Akrotiri-Lyneham. Left Kathmandu 02:35, 25 June; arrived Delhi 04:25, 25 June. Left Delhi 06:05, 25 June; arrived Bahrain, 12:50, 25 June. Left Bahrain, 04:00, 26 June; arrived Akrotiri 09:20, 26 June. Left Akrotiri, 09:35 27 June; arrived Lyneham, 17:05, 27 June.
21		26-27 June	Hercules C1 XV214	Lyneham-Wildenrath-Decimomannu-Wildenrath-Lyneham. Left Lyneham 05:35, 26 June; arrived Wildenrath, 06:55 26 June. Left Wildenrath, 09:15 26 June; arrived Decimomannu 12:20, 26 June. Left Decimomannu 13:25, 27 June; arrived Wildenrath, 16:25 27 June; left Wildenrath 18:00 27 June; arrived Lyneham 19:25, 27 June.
22		25-27 June	Hercules C1 Serial number not indicated	Lyneham-Binbrook-Akrotiri-Leuchars-Lyneham Left Lyneham 23:25, 25 June; returned Lyneham 19:30, 27 June.
23		25-27 June	Hercules C1 Serial number not indicated	Lyneham-Decimomannu-Lyneham. Left Lyneham 07:00, 25 June; returned Lyneham 20:00, 27 June.
24		?	2 x Canberra target tugs	Detached to RAF Akrotiri
25		27-30 June	Phantom FGR2 XV488 & XV402	Coningsby-Wildenrath-Aviano-Wildenrath-Coningsby. XV488 - Left Coningsby 10:00, 27 June; arrived Wildenrath 10:40. Left Wildenrath 13:05; arrived Aviano 14:05. Left Aviano 11:15, 30 June; arrived Wildenrath, 12:15. Left Wildenrath, 13:50, 30 June; arrived Coningsby, 14:30. XV 402 - Left Coningsby 10:10 27 June; arrived Wildenrath 10:50. Left Wildenrath 13:05; arrived Aviano 14:05. Left Aviano 11:15, 30 June; arrived Wildenrath, 12:15. Left Wildenrath, 13:50, 30 June; arrived Coningsby, 14:30.

ANNEX B
TO D/SEC(AS)/62/3/1/2
DATED 13th JULY 1998

MOD COMMENTARY ON THE TABLE LISTING RAF MOVEMENTS OVER THE
MEDITERRANEAN ON OR AROUND 27 JUNE 1980

- * We believe the following serials can be disregarded:
 - Nos. 3, 4, 8 and 13: transits flights unlikely (because of point of origin and arrival) to have overflown the Tyrrhenian Sea.
 - * Nos. 10, 12, 15, 16, 17, 18, 19, 20, 21 & 25: aircraft concerned are believed to have been on the ground at the time of accident.
- * No. 1: the date for this flight is not recorded. We do know, however, that the aircraft made a two-night stopover at Villafranca sometime in June on their way to Brindisi. It may be possible for the Italians to establish from Italian records when the aircraft arrived at the two locations.
- * No. 2: departed the UK for RAF Akrotiri (Cyprus) on 26 June and did not return until 1 Jul. The aircraft staged through Naples in both directions, but arrival and departure dates and times are not known.
- * No. 6: these aircraft were at RAF Akrotiri, Cyprus, on Armaments Practice Camp at the time of the accident. We have no record of whether any sorties were flown on the day of the accident.
- * No. 9: given that this C-130 aircraft left Palermo at 1720 it would probably have overflown the Tyrrhenian Sea at around the time of accident; it is therefore almost certainly responsible for one of the NATO tracks.
- * No. 11: aircraft departed the UK on 24 June for Armaments Practice Camp at RAF Decimomannu (Sardinia). Records show that some of the aircraft flew on to RAF Akrotiri via Brindisi, but do not show whether any sorties were flown on 27 June.
- * No. 24: these aircraft would have been detached to RAF Akrotiri throughout June to support the various Armaments Practice Camps taking place there. There is no record of whether any sorties were flown on the day of the accident.