
HEADQUARTERS ALLIED AIR FORCES SOUTHERN EUROPE

VOLUME IV

1 January - 30 June 1953

NATO SECRET
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5 January 1953  Informal Meteorological Conference at HAAFSE in Florence, attended by representatives from CIROELI, COMSIXTHPLAT, COMFAIRNITH, COMAIRSOUTH to determine what meteorological services would be required and how best that service could be provided.

11-17 January 1953  Exercise SOUTHERN STAR held in Naples, participated in by COMAIRSOUTH.

28 January 1953  General Lauris Norstad, SACEUR's Deputy for air conferred with COMAIRSOUTH at his headquarters in Florence, Italy.

28-30 January 1953  Second Quarterly Logistics and Training Conference held at HAAFSE, Florence, Italy.

2-4 February 1953  Conference on coordination of air movements information in the Mediterranean Basin Area held at HAAFSE in Florence, Italy, attended by representatives from SPAE, CIROELITH, CIROELIM, CIROELF, 56th TAF, COMAIRSOUTH, French and Italian Air Defense Organizations, USAFE, 3rd (USAF), NATS (US), COMFLIRHELTH, and the US Sixth Fleet.

10-13 February 1953  H.AF.E Meteorological Conference in Florence, Italy, attended by representatives from France, Greece, Italy, Turkey, United Kingdom, and the United States, to study overall meteorological requirements in H.AF.E area of responsibility to determine and organization and procedures best designed to support them.

26-27 February 1953  Visit by Brigadier General B. J. Webster, USAF, Chief TDAG, Turkey to H.AF.E, Florence, Italy, where he conferred with COMAIRSOUTH.

25-27 February 1953  Exercise RED DOG, a redeployment Exercise held within Greece and under the direction of the 28th TAF.
28 February 1953

Nine British Officers from the Royal Air Force Flying College in England visited H.AFSE in Florence, in connection with a series of visits to NATO and national military air installations in Italy, Greece and Turkey.

9-13 March 1953

Command Post Exercise (CPX) II held in SHAPE and attended by COMJIRPAC.

16-24 March 1953

Exercise NEW MOON held, the first Air Defense Exercise under COMJIRPAC's direction.

20 March 1953

H.AFSE Liaison Office at H.AFSE, Naples, Discontinued.

31 March - 3 April 1953

Visit of the Military Budget Committee to H.AFSE, Florence, Italy.

Visit of Military Complements Committee, NATO Standing Group, to H.AFSE, Florence, Italy.

11 April 1953

Arrival in Naples of the 34th Communications Squadron (USAF) from the ZI via the USSV Fro. Elen L. Johnson, to provide communications support for H.AFSE.

14-15 April 1953

Visit of Admiral Robert E. Carney, CINCJIRPAC, and General Clovis E. Byres, C/S CINCJIRPAC, to H.AFSE, Florence, Italy.

14-15 April 1953

Air Vice Marshal Hugh J. L. Saunders visited H.AFSE, Florence, Italy.

26-28 April 1953

Third Quarterly Logistics and Training Conference held at Chiemsee, Germany.
27 April 1953
Intelligence Conference, H.A.A.F.E., Florence, Italy.

29 April - 1 May 1953
Fourth Air Defense Conference held in Florence, Italy.

1-7 May 1953
Visit to H.A.A.F.E., Florence, Italy, of SHAPB Establishments Committee for discussions on organization of War Headquarters.

12-13 May 1953
Visit to H.A.A.F.E., Florence, Italy, of Brigadier General Showman, Deputy Chief of Air Weather Service, USAF, for meteorological discussions.

16-17 May 1953
Move of H.A.A.F.E. Staff to Bagnoli Post, Naples, Italy.

22-25 May 1953
Exercise WHITE HORSE, a national redeployment Exercise directed by the 1st TAF, Turkish AF.

9 June 1953
1200 hours
H.A.A.F.E ADIVON in Naples, Italy, discontinued.

9 June 1953
1201 hours
H.A.A.F.E. relocated from Florence to Naples, Italy.

9 June 1953
1200 hours
A Rear Echelon was established in Florence, Italy.

19-20 June 1953

20 June 1953
Visit to H.A.A.F.E., Naples, Italy by Major General Ramey, USAF, Director of Operations.

29 June 1953
H.A.A.F.E. Rear Echelon discontinued in Florence, Italy.
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LIST OF PHOTOGRAPHS

Complex of buildings comprising Bagnoli Post, Naples, Italy, location of Headquarters Allied Air Forces Southern Europe and support elements.

Lieutenant General Schlatter, COMAIRSOUTH, greets General Lauris Norstad, CINCAIRCENTRAL, on his arrival at Pisa Airfield on 28 January 1953.

Generale DA Raniere Cupini, Commander 56th TAF (IAF) with two of the US officers assigned to COMAIRSOUTH's ADVON in the Po Valley; Lt Colonel Robert Mc Cord, Chief of the ADVON, and Major William K. Pope, (right) Director of Operations.

Lieutenant General Schlatter, COMAIRSOUTH, at rostrum presenting COMAIRSOUTH's briefing during Exercise "SOUTHERN STAR" held at HAFSE 14-17 January 1953.

Major General Clovis Byers, Chief of Staff, AFSE, officially welcomes General Schlatter to Bagnoli Post, on his arrival 9 June 1953.

Two aerial photographs of Bagnoli Post, showing its location in relation to the surrounding terrain.
As 1952 came to a close it was increasingly clear that the original concept of the organization of AAFSE would undergo changes since, with the advent of a new command in the Mediterranean, it was apparent that COMAIRSOUTH would assume greater responsibilities in the planning and operational fields.

Another factor contributing to increased responsibility was that the development of the basic framework for the control of forces allocated to COMAIRSOUTH had been completed, permitting the laying of greater stress on the planning, operational and logistical fields. In turn this high-lighted the almost total lack of communications available to COMAIRSOUTH for the control of his allocated forces in peace as well as in wartime.

In the light of the foregoing, and in order to achieve combat readiness during the calendar year 1953, COMAIRSOUTH has established these specific objectives:

In the training field, to stress night and instrument flying, gunnery and rocketry. To develop the ability to operate in the field with specific emphasis on the redeployment of forces from one area to another. Additionally, to produce an organization which would give maximum effectiveness within the limited personnel available.

To maneuver his forces in order to instill confidence in the ability of the forces of one nation to operate in close coordination with those of another nation.

To plan and bring into being those minimum essential communications necessary for the control of allocated forces.

To work toward a solution of the coordination of Air Operations in the Southern European Area, both with CINCEAF and with other adjacent commands.

To establish an Air Information Center in order that Air Movements, Air Defense and Search and Rescue could be...
effectively coordinated in the Southern European Area.
To continue the series of Air Defense Conferences which
had begun at an earlier date in order to assure the un-
interrupted effort in the field of coordination of the
Air Defense Systems of Southern Europe.
To develop means whereby his command could most effectively
fit into the system being established for the employment
of external air support.
To continue the effort to develop close relationship be-
tween his headquarters and the MAAG's and Missions as
well as with the agencies or Commands with which they
deal.
Additionally it was clear that the many problems with which
the command had been concerned would require continued attention
through 1953. These problems fell generally in the categories
of the whole logistics field, the infrastructure program, as-
stance to the nations in achievement of their forces build-up,
 studies on force capabilities, tactical air and Air Defense
advice, and advice in organization as well as in the field of
communications.
DEVELOPMENT OF COORDINATION WITH CINCAFMED

Following the establishment of the Allied Forces Mediterranean Command (AFMED) in December 1952, Admiral Carney, CINC-SOUTH, and Admiral Lord Mountbatten, CINCAFMED, discussed the general subject of Air Defense and the coordination of air operations in the South European/Mediterranean Basin area at a conference held in Naples on 18 January 1953. At this conference agreements were reached as to the need of each commander for an agency to coordinate air operations in and over his own assigned area of responsibility; the need to exchange information between these two agencies as required by each for the performance of its assigned missions and tasks; and the requirement to develop procedures and communications to permit the passing of information on air traffic from one command area to the other. The two commanders recognized that they each had responsibilities with respect to the coordination of air defense and that these responsibilities were coterminous with area responsibilities. It was further agreed that the technical aspects of the coordination of air operations between the two commands should be worked out by designated air agencies: COMAIRSOUTH for AFSOUTH and AFC (Air Officer in Charge), Malta, for AFDEN.

Subsequent to this meeting, a conference was held by COMAIRSOUTH at HAFSE, in Florence, 2-4 February 1953. At this conference, which was attended by representatives from SHAEF, CINC-SOUTH, CINCIED, CINCMEAF, 56th TAF, COMAIRSOUTH, the French and Italian Air Defense Organizations, USAFE, SAC, MATS, COMFAIRNELLI, and the US Sixth Fleet, CINCMEAF's and COMAIRSOUTH requirements were discussed and agreement was reached in principle on all major points, although precise requirements and detailed procedures were worked out by designated air agencies.
procedures could not be determined until the areas of responsibility of the two commands had been defined. The conference agreed to a plan for the establishment, mission, and organization of an Air Movements Information Center to provide for the collection, coordination, and dissemination of information, as an essential adjunct to the Air Defense systems, operating in conjunction with the Air Defense Information Center as part of an overall Air Information Center for the Southern European area. A similar agency is to be established within CINCAPMED's Air Information Center, in Malta, and the two organizations will reciprocate in the exchange of information. COMAIRSOUTH and AOC, Malta, further discussed methods of resolving the problems involved in the close interrelationships of their separate areas of responsibility at a meeting at Florence on 1 May 1953, immediately following the HAAPSE area-wide Air Defense Conference. Besides the Air Information Center and the various aspects of Air Defense, the air functions involved concern primarily the exercise of Air Traffic Control, Search and Rescue operations, and Meteorological services.

As a further step in clarifying the responsibilities on coordination of air operations in the Southern European/Mediterranean Basin area, CINCSOUTH proposed to SAUCER, through CINCAPMED, that COMAIRSOUTH be officially charged with monitoring the program to promote and develop essential procedures for coordinating air activities in the areas of responsibility assigned to the two commands. On the basis of the liaison already existing, CINCAPMED agreed that coordination should continue as established, provided that matters of major policy be referred to CINCSOUTH and CINCAPMED for resolution and agreement. CINCAPMED further agreed in principle
that COMAIRSOUTH should be the responsible agent for initiating discussions and conferences relating to air matters affecting both command areas. The developing of these command relationships is a continuing problem which is currently under study.

The important point resulting from the present NATO Air Command arrangements in the Mediterranean area is that the principle of air command and responsibility is based upon coordination rather than on specific air command responsibilities as normally contained in a Commander's mission and directive. The success of these Command arrangements is almost entirely dependent upon the complete willingness of the participants to resolve the problems through coordination. The present air Command arrangements leave much to be desired from the military point of view.

DEVELOPMENT OF COORDINATION WITH CINCMEAF

The coordination previously established with the Commander and Staff of the British Middle East Air Forces has continued to develop. Several conferences have been held during the past six months at which areas of overlapping interest resulting from Emergency Plans have been discussed with the CINCMEAF and Turkish Air Staffs. In coordination and presentation of Emergency Defense Plans, a basis for agreement has been reached regarding operational planning and the integration of facilities requirements for operating along the eastern boundary of Turkey and in CINCMEAF's area of responsibility in Syria, Iraq, and Iran. A further meeting between Staff Officers MEAF, Turkish Air Staff and H.A.FSE is being planned to discuss, coordinate, and agree on detailed operational plans between the 3rd Turkish Air Force and RAF Headquarters, Iraq.

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4/ Ltr HAPMED, CR-1520-Air, subject: "Coordination of Air Operations in the Southern European/Mediterranean Basin Area, dated 4 June 1953, NATO CONFIDENTIAL.

5/ HAPSE History, Phase III, page 2, COSMIC TOP SECRET.
LIAISON WITH ALLIED FORCES AUSTRIA

The provision of tactical air support to AFA (Allied Forces Austria) in time of emergency, as part of COMLANDSOUTH's total tactical air requirements, is COMAIRSOUTH's responsibility. Liaison to permit the development of plans and procedures whereby this responsibility can be discharged was established between COMAIRSOUTH and the Commanding General USFA (United States Forces Austria), acting for AFA, early in 1952 and has continued as a "covert" relationship. 6/ Probably the need to conduct planning on such a basis constitutes the biggest problem facing the two commands. Since units assigned to AFA scheduled to implement the plans in case of emergency do not participate directly in training exercises in Austria, they have no opportunity to test them operationally.

In the meantime, COMAIRSOUTH has assumed the responsibility of providing the tactical air support training requirements for USFA for 1953, and is attempting to do so through coordination with the US 6th Fleet and the 4th A.F. (A.F.E.). The 6th Fleet was unavailable during the period of scheduled exercises, however the 4th A.F. was able to participate to a limited degree during two training periods.

6/ HAAFSC History Phase II, page 46, COJMLC TOP SECRET.
CHAPTER III
DEVELOPMENT OF COMMAND STRUCTURE

While 1952 saw the completed development of the basic framework of Allied Air Forces Southern Europe, as of 30 June 1953, implementation of this organization, through the establishment of two subordinate Allied Tactical Air Forces: the 5th ATAF in the Po Valley and the 6th ATAF at Izmir, Turkey, remains to be achieved. The organization of these two commands will permit the pre-D-Day establishment of wartime command and communications structures and insure that operational readiness, unhampered by reorganizations, could be effectively achieved as soon after D-Day as possible and that peacetime preparedness would be consistent with war plans, objectives and concepts of operations. The inadequacy of the existing interim command and communications structure is a major obstacle to the timely achievement of a minimum acceptable level of operational readiness.

Under COMAIRSOUTH’s organizational concept, each ATAF commander would exercise operational control and direction of diverse assigned national forces on a day-to-day basis and would deal at the tactical level (i.e., ATAF/Army Group) with the associated Allied Land Commander on joint matters regarding planning, maneuvers, exercises and operations, and would also coordinate...

7/ In compliance with SHAPE Msg SH 29180, dtd 4 Jun 53, which defines VLIETO's International Air Headquarters as Allied Tactical Air Forces when international in composition and operating at Army Group level, COMAIRSOUTH's two proposed subordinate commands, previously termed Allied Tactical Air Commands are now designated Allied Tactical Air Forces.

8/ HAAFSE History, Phase III, pages 1 and 7, COSMIC TOP SECRET.

similar matters with adjacent NATO and national commands. He would monitor the training and equipping of forces assigned to his command and would prepare his headquarters to carry out its wartime mission. Responsibility for accomplishing necessary logistical planning and monitoring the adequacy of support for each operation involving his command would be delegated to him. In addition, he would exercise operational control over those air sorties furnished by forces outside his command when those sorties are engaged in direct support of ATAF missions.

To accomplish these tasks, it is not believed that a HAAFSE ADVON, either in the Po Valley or, as presently established, at Izmir, can serve the same purpose as an Allied TAF. COMAIRSOUTH has therefore urged the organization of the nucleus headquarters for each ATAF. (Chart No 2)

FIFTH ALLIED TACTICAL AIR FORCE

The proposed organization of the 5th ATAF, developed according to the above concept which was submitted to CINCSOUTH on 22 December 1952, was forwarded by that Command to SHAPE on 9 March 1953. (Chart No 3) SACEUR has since submitted it to the Standing Group for approval and has requested authority to activate the command.

When fully organized, the 5th ATAF will be composed of two national air divisions, together with separately attached groups and squadrons: the 56th Air Division (Lu) with the 5th, 6th and 51st Aerobrigatas, now assigned to the 56th TAF, plus the 2nd...
Aerobrigata which is earmarked for assignment; the 13th Air Division (USAF) with the programmed 151st TACG, the 402d Interceptor Day Fighter Wing and the 406th Fighter/Bomber Wing 13/; additionally, two French Air Force Wings (Fighter/Bomber and Light Bomber) may be allocated. The 3d Tactical Reconnaissance Stormo is also scheduled for assignment directly to Hq 5th ATAF, as well as a weather forecasting unit and communications support. Communications support activities will provide communications facilities to assigned NATO and national Air Divisions and to assigned units.

The IAF plans to establish the 56th Air Division concurrently with the organization of the ATAF, at which time the present 56th TAF will be phased out. This Air Division will receive national logistical and administrative support from the 2d ZAT. With the implementation of this plan, a number of the IAF personnel now assigned to the 56th TAF will become available for assignment to the nucleus headquarters of the 5th ATAF, as will the USAF personnel now serving with the staff of that organization.

The Headquarters 5th ATAF will be allied in composition and will function parallel to COMLANDSOUTH in his tactical capacity. In peacetime it will be located in the Verona area adjacent to COMLANDSOUTH; in war it will be established along side COMLANDSOUTH at the War Headquarters. The manning of the headquarters has been planned on a strict austerity basis and present phasing envisages 50 per cent of the personnel in place by 1 August 1953, 75 per cent by 31 December and 100 per cent by 1 April 1954. 15/ Generale Da Ramieri Cupini, (IAF) the present Commander of the

13/ HAAFOR History Phase III, page 4, and this History, page
14/ See footnote No. 9
15/ Functional and Organization Charts 5th ATAF with related TPD.
56th TAF has been nominated as first Commander of the 5th ATAF.

CONAIRSOUTH's ADVON in the Po Valley

In the absence of a subordinate allied organization in the Po Valley, CONAIRSOUTH, in February 1952, established an Advanced Headquarters at Verona, in order to provide for coordination and cooperation between HAAPSE and HALPSE, particularly in the area of Joint Air/Ground operations and training, and to assist the Commander 56th TAF in the field of unit training and in the organization and establishment of the Joint Operations Center and other elements of tactical air control. The Chief of the ADVON was also designated as officer-in-charge of the Air Section of the Joint Planning Team, which had been established in conjunction with CONLANDSOUTH and the 56th TAF, and was assigned the responsibility of setting up the physical facilities of the Joint Planning Center and of coordinating the activities of the Air Section with similar representatives on CONLANDSOUTH's staff. With the dissolution of the Joint Planning Center, in September 1952, the ADVON was relocated alongside the Headquarters of the 56th TAF at Vicenza, where it has rendered valuable assistance in the development of coordination with that headquarters and its subordinate units, particularly in the operational areas concerned with the implementation and application of the Joint Air/Ground warfare doctrine. The ADVON is staffed with four USAF officers and two USAF airmen. Subsequent to its move to Vicenza, CONAIRSOUTH agreed to

16/ See Footnote No. 9

17/ Letter, HAAPSE, Assignment of Duties, dtd 22 Feb 52, HAAPSE C-1197, RESTRICTED, and HAAPSE History Phase II, page 6.

18/ See also HAAPSE History Phase III, page 22, COSMIC TOP SECRET, for account of provisions for support of USAF personnel with the 56th TAF.
General M. Haskell defined, came after 5inth IFW (JCS) with the nearly 7 US officers returned to START of the NUK" in the Valley. It 'Central Intelligence branch' of the ARQ (J.B. in 'L.H.') Director of Operations in France.
**NATO SECRET**

**COSMIC TOP SECRET**

**ORGANIZATION OF AIR INFORMATION CENTER**
*(PROPOSED)*

**COMAIRSOUTH**

**AIR INFORMATION CENTER**
*O. I. C.*

**ADMINISTRATION SECTION**

***This may develop eventually into a Search & Rescue Command Center***
*(Information extracted from AAPSE Program, dtd 15 Jul 53, COSMIC TOP SECRET)*

**NATO SECRET**
this latter plan the personnel requirements were reduced to the absolute minimum needed to partially man the AIC, to develop and implement the necessary standard operating procedures, and to provide peacetime training, especially during maneuvers and exercises. This minimum plan for an 8-hour austere watch was circulated at the Air Defense Conference held in April 1953, at Florence, where agreement in principle was obtained. 44/

In developing the necessary communications requirements to support the AIC, after considerable discussion by the Air Defense Conference, it was agreed that the communications must be in place prior to D-Day. Furthermore, not only must the system be in existence, but it must be exercised frequently in time of peace.

The problem of communications in the Southern Region is particularly difficult since many of the normal peacetime interlinking communications between nations are currently non-existent. In the "package" plan which was forwarded to SHARE, communications requirements were included which were designed to provide the essential air defense and air movements links that are necessary to tie the system together. These requirements were based upon the need to have "in being" a communications system capable of operating 24 hours a day with the necessary provisions for maintenance. It will be too late on D-Day to start a construction program that will take many months to complete, therefore the system must be in operation prior to D-Day. The concept developed in this communications plan is still considered to be an urgent wartime requirement, however, the problem of communications facilities required to support the "austere" plan has been restudied and developed on an absolute minimum basis, bearing in mind that the peacetime system must be capable of expansion for war time operation.

44/ Minutes of Air Defense Conference held at Italian War College, Florence, Italy, 29–30 April-1 May 1953, Sub Reg No UC-02287, NATO SECRET

- 25 -

CSPIC TOF SECRED
Following a meeting held at SHAPE on 27 May 1953, regarding the problem of coordination of Air Operations, guidance for the establishment of an Air Information Center was received in the light of which prior planning was again reviewed and a second and definite "austere" plan developed which will be forwarded to SHAPE in the immediate future. This plan is based on the following concept:

The COMAIRSOUTH peacetime nucleus AIC must be capable of immediate wartime operation for Air Defense and Air Movements functions on the outbreak of war. It must also contain provisions for the coordination of Search and Rescue Operations in the Southern Region at such time as the nations agree on procedures and responsibilities.

The peacetime personnel manning requirements for the nucleus AIC will be based upon an 8-hour austere watch basis.

The communications system must be established now on a minimum essential basis which will provide in peacetime a system capable of performing Air Defense, Air Movements and Search and Rescue functions on D-Day.

The AIC will contain provisions for National Liaison representatives as well as external forces. This liaison representation will function on a two-way basis wherein air defense and air movements information will be available to COMAIRSOUTH and to the National and external air force agencies.

This plan is austere in every respect and presents COMAIRSOUTH's minimum essential peacetime requirements. These are the basic tools necessary to fulfill the Air Defense, Air Movements and Search and Rescue responsibilities for the Southern Region and to permit the establishment of necessary liaison and

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45/ Ltr SHAPE AO 1520, PPO, Subj: "Coordination of Air Operations", dtd 30 May 1953, NATO SECRET

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the proposal of the Commander, 56th TAF that members of the ADVON serve in a dual capacity, as members of his staff: the Chief of the ADVON is also acting Vice Chief of Staff, Hq 56th TAF; the other officers occupy slots as Director of Operations Branch, Flying Safety Officer and Instrument Training Officer.

SIXTH ALLIED TACTICAL AIR FORCE

The proposed organization chart, statement of functions and TP/D for the nucleus 6th ATAF was reviewed by CINCJFCO and forwarded to SHAPE for approval on 6 December 1952, (Chart No. 4) and on 18 May 1953 those for the communications support for that headquarters were also forwarded by CINCJFCO. SACEUR, on 13 June 1953, requested authority of the Standing Group to activate the command. 20/

The 6th ATAF will discharge in the Southeastern Area functions similar to those of the 5th ATAF in the Po Valley. In addition, the Commander 6th ATAF will effect coordination, as delegated by COMAIRSOUTH, with British Middle East Forces and with CINCJFCO. 21/ It will comprise the 28th TF (RHAF) with seven RHAF squadrons, and the 1st and 3d TAF's (Turkish AF) with five Turkish Air Force Groups. The Headquarters will be located at Issir, Turkey, in peacetime. In war it will, if possible, be established adjacent to or in the immediate vicinity of COMJFCO'S Operations Group Headquarters. This Headquarters will be established on a semi-mobile basis, i.e., the command and operational staff elements will be mobile and supported by mobile

19/ Personal Letter, Brigadier General Suarez, Chief of Staff ADVON, to Lieutenant Colonel Robert R. McCord, Chief JAPSE ADVON, dtd 17 Jun 53.

20/ Msg SHAFE SH 29476, 13 Jun 53, COSLIC TOP SECRET

21/ See Footnote No. 2
As far as possible, joint communications support is planned to provide the essential command communications system required for the operational direction of assigned forces and to provide communications services as required for operational control of assigned forces in exercises and maneuvers.

As with the 5th ATAF, manning requirements for Headquarters 6th ATAF have been developed on an austerity basis. Estimated total strength, to be achieved by mid 1954, is 255, including staff and communications support. As mentioned in the previous history, the present COAIRSOUTH ADVON will become the nucleus staff of the Headquarters 6th ATAF upon the organization of that headquarters. 22/ 

**COAIRSOUTH's ADVON at Iamir**

The ADVON which was established in September 1952, continues to represent COAIRSOUTH in the Southeastern European Area. 24/ (Appendix B) By its Terms of Reference this organization was to accomplish the preliminary ground work in anticipation of the early activation of the 6th ATAF. These Terms of Reference did not envisage an interim period as has, in fact, occurred. Operating experience revealed the need for clarification of the relationship of the ADVON to COAIRSOUTH, COMLAND-SOUTHEAST, and to other NATO and National agencies and for a more exact definition of its responsibilities, and therefore on 25 June 1953, revised Terms of Reference were furnished the Chief, HA/AFSE

22/ HAM (SHAP) SH 23637, 7 Jun 53
23/ HA/AFSE History Phase III, page 15-16, COSMIC TOP SECRET
24/ HA/AFSE History Phase III, pages 15-17; see also HA/AFSE GO #16, dt 15 Jun 53, which confirms the establishment of this ADVON on 25 Sep 52 - Appendix B
NATO CONFIDENTIAL
PROPOSED ORGANIZATION OF THE 6TH ATAF

CHART NO 4

JOC

6TH ATAF

COMBATSOUTH

113th Combat Wing

112th Combat Wing

111th Combat Wing

4th Air Base C.

3rd TAF (Turkish AF)

2nd TAF (Turkish AF)

1st Air Base C.
ADVON. 25/ (Appendix. C) These establish the ADVON as an integral part of COMAIRSOUTH’s Staff structure, with the Chief directly responsible to the Chief of Staff, HAAPSE. The Chief, COMAIRSOUTH ADVON is delegated the responsibility of representing HAAPSE in the Graeco-Turkish Area, although all policy matters and any other matters which cannot be resolved locally are referred to HAAPSE for consideration. He is to develop the capability of the ADVON to serve as an emergency control point for COMAIRSOUTH and to make maximum preparation for the arrival of the Commander, 6th ATAF. He is instructed to establish and maintain active coordination with the 26th TAF, and with the 1st and 3rd Turkish Air Forces as well as with the National Air Staffs and US Air Missions. He is empowered to conduct direct liaison between HAAPSE and Headquarters HAF, subject to policy guidance and prior approval of the Chief of Staff, HAAPSE. He will keep COMAIRSOUTH informed on the capability of assigned and earmarked forces to accomplish their wartime mission and will conduct joint study and preparation of air/ground plans with COMAIRSOUTHEAST, under COMAIRSOUTH’s policy guidance. In addition, specific functions and responsibilities are delegated to him with regard to the plans and operations, communications, intelligence, logistics, personnel, comptroller and administrative functions.

25/ Letter HAAPSE, Subject: “Terms of Reference for the Chief, HAAPSE ADVON, Izmir, Turkey”, dtd 25 Jun 53.
The North Atlantic Military Committee approved the NATO minimum force requirements on 24 April 1953 and at the same time established NATO-approved standards of readiness for combat units. These approved force requirements for Southern Europe match COMAIRSOUTH's estimate of 2424 as his minimum aircraft requirements. The NATO council has also approved force goals of 1011 aircraft for 1953 and 1257 aircraft for 1954 for the Southern European area. The disparity between these goals and COMAIRSOUTH's minimum requirements is even greater than appears considering the facts that many of the aircraft are obsolete or obsolescent and that there are no front line specialized IDF forces in the Greco-Turkish area.

To date, the problem of supplying forces to meet minimum approved requirements has not been solved. In addition, since infrastructure planning has recently been revised downward based on the revised anticipated force goals for 1955, the possibility of rapidly deploying external forces into this area in the event of war has been generally diminished.

COMAIRSOUTH has continued his efforts to secure the early assignment, if only on a temporary basis, of US combat forces to narrow the gap, but as of 30 June 1953, no progress has been made towards the deployment to the Po Valley of either the 406th F/5 Wing, the 402d IDF Wing or the USMC Squadrons, planning for which was initiated in 1952. Delay can be largely attributed to the reluctance of the Italian government to conclude bilateral agreements covering the entry of the units concerned into Italy.

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26/ MC/26/2, dt 24 April 1953, COSMIC TOP SECRET
28/ HAMFSE History Phase III, pages 3-5, COSMIC TOP SECRET
pending the outcome of the June elections.

**DEPLOYMENT OF THE 151ST TACTICAL AIR CONTROL GROUP**

SHAPE has approved the concept of the interim deployment of the 151st Tactical Air Control Group (U.S.) to Northeastern Italy to provide essential tactical air control facilities to permit the successful operation of tactical air forces pending the development of an Italian radar capability which is not expected before 1955. Based on the Italian Government's approval, in principle, of this deployment, subject to the provisions of more specific details concerning site locations, facilities required, etc., in May SACEUR recommended to the Standing Group that necessary action be taken to earmark the 151st for assignment to his command and that the United States be requested to take all possible preliminary steps to facilitate the deployment of this unit to Italy upon receipt of final agreement. 29/ As of 30 June 1953, negotiations for bilateral agreements to permit the entry of the 151st into Italy have not been completed as the Italian MOD has not yet formally agreed to the deployment.

In spite of this, action is currently in progress to select sites for the deployment of the unit which will be satisfactory to SACEUR and to the Italian MOD. A tentative plan, based on operational considerations, was discussed at a meeting with interested authorities held in Naples on 12 June 1953. Sites proposed by the Italian representatives were agreed to in principle, pending approval from higher headquarters and authorities, although the need for a survey team, including representatives from the TACG itself, to conduct on-the-spot investigations from both technical and logistical points of view was recognized.

Delay can be attributed to a large extent to political considerations connected with the June elections in Italy. The need for this unit continues to be acute, and it is feared that fur-

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29/ Hag SACEUR to Standing Group, SH 29105, dated 18 May 1953, COSMIC TOP SECRET
Other delays may hamper its availability, thus preventing the achievement of a minimum required tactical air control capability in the Po Valley.

**ASSIGNED FORCES IN ITALY (Appendix D)**

**Fifty-sixth Tactical Air Force (Chart No 5)**

The functional and organizational development of the 56th TAF continues to progress, though slowly. The build-up of this, COMAIRSOUTH's only operational organization in Italy, continues to be handicapped by a shortage of personnel, of communications, and of materiel. At the present time the Headquarters can be considered 30 per cent operationally effective and capable of limited peacetime operation. It could not function effectively in war time. Only 14.5 per cent of the authorized strength is assigned and communications facilities are insufficient. There is practically no equipment for the Tactical Air Control Group.

Nevertheless, there has been an improvement in the overall combat effectiveness of the command during the first half of 1953 due, principally, to the increased delivery of F-84 aircraft and the acceleration of the jet transition program.

Presently assigned forces as of 10 June 1953 are as follows:

<table>
<thead>
<tr>
<th>ORGANIZATION</th>
<th>LOCATION</th>
<th>AIRCRAFT TYPE</th>
<th>NUMBER</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fifth Aerobrigata</td>
<td>Villafranca</td>
<td>F-84G</td>
<td>31</td>
</tr>
<tr>
<td>Fifth Stormo</td>
<td>Villafranca</td>
<td>F-84G</td>
<td>28</td>
</tr>
<tr>
<td>101st Gruppo</td>
<td>Villafranca</td>
<td>F-84G</td>
<td>32</td>
</tr>
<tr>
<td>102nd Gruppo</td>
<td>Villafranca</td>
<td>F-84G</td>
<td></td>
</tr>
<tr>
<td>103rd Gruppo</td>
<td>Villafranca</td>
<td>F-84G</td>
<td></td>
</tr>
<tr>
<td>Sixth Aerobrigata</td>
<td>Ghedi</td>
<td>F-84G</td>
<td>25</td>
</tr>
<tr>
<td>Sixth Stormo</td>
<td>Ghedi</td>
<td>F-84G</td>
<td>9</td>
</tr>
<tr>
<td>154th Gruppo</td>
<td>Ghedi</td>
<td>Vampire</td>
<td></td>
</tr>
<tr>
<td>155th Gruppo</td>
<td>Ghedi</td>
<td>F-84G</td>
<td></td>
</tr>
<tr>
<td>Fifty-first Aerobrigata</td>
<td>Trevi</td>
<td>F-84G</td>
<td>29</td>
</tr>
<tr>
<td>Fifty-first Stormo</td>
<td>Trevi</td>
<td>F-84G</td>
<td>29</td>
</tr>
<tr>
<td>20th Gruppo</td>
<td>Aviano</td>
<td>F-84G</td>
<td>29</td>
</tr>
<tr>
<td>21st Gruppo</td>
<td>Aviano</td>
<td>F-84G</td>
<td>29</td>
</tr>
<tr>
<td>22nd Gruppo</td>
<td>Trevi</td>
<td>F-47D</td>
<td></td>
</tr>
</tbody>
</table>

Phase out 23 June 53
NATO CONFIDENTIAL

ORGANIZATION OF THE 56TH TAF (IAF)

ITALIAN DAT
(Operational Control in War)

(Liaison)  

CONAINSOUTH

56th TAF

JOC

2d IDF Wing
* 8th IDF Sq  
* 13th IDF Sq
* 14th IDF Sq

3d TR Wing
* 13th TR Sq  
* 23rd TR Sq
* 44th TR Sq

46th TC Wing
2d TC Sq  
98th TC Sq
99th TC Sq

5th FB Air Brig
* 101st FB Sq
* 103rd FB Sq
* 102nd FB Sq

6th FB Air Brig
* 154th FB Sq
* 155th FB Sq
* 156th FB Sq

51st FB Air Brig
* 20th FB Sq
* 21st FB Sq
* 22nd FB Sq

CHART NO 5

LEGEND

- EARMARKED

□ NOT YET ACTIVATED

Note: 56th TAF depends on 2d ZAT (IAF) for administration

NATO CONFIDENTIAL
In addition, one flight of the 28th Tactical Reconnaissance Gruppo (3rd Reconnaissance Stormo) has been assigned to Headquarters 56th T.F., though not yet to NATO, and the 10th Aircraft Repair Flight was organized on 1 February 1953, at Vicenza Airfield, to perform 2nd and 3rd echelon maintenance on aircraft assigned to the 56th TAF.

All three Aerobrigatas are undermanned, particularly with regard to engineer, radar and communications specialists and no great improvement in manning is expected until personnel now receiving specialist training in Italy and in the United States become available for assignment.

The Aerobrigata represents a new Italian Air Force combat organization based on the old stormo organization, but with added functions. (Chart No. 6) It includes, under a single commander, an air brigade headquarters, a combat flying wing, a technical wing, and a maintenance and supply wing. Mobilization will not alter the organization of the aerobrigata but will merely augment it in terms of personnel and materiel. The peacetime mission of this organization is to prepare the combat wing and support wings to discharge their wartime combat mission, which includes the support of ground operations. It approximates the USAF Wing/Base organization and it is a logical development in the reorganization of the Italian Air Force. Aerobrigatas are similar in concept to their British and US counterparts and have been formed to permit the maximum economy and efficiency in peacetime and to provide for rapid mobilization at the outbreak of hostilities as well as with the object of facilitating the integration of Italian units in the North Atlantic Treaty Air Force.

ASSIGNED FORCES IN GREECE AND TURKEY (Appendix D)

Until such time as the 6th TAF is organized and operational, and communications facilities are established, COAIRSOUTH does not exercise direct operational control over the NATO forces assigned to him in Greece and Turkey:

- 28th Tactical Air Command (RBTF)
- 1st Tactical Air Force (Turkish AF)
- 3rd Tactical Air Force (Turkish AF)

AEGIS
FORCES IN TURKEY (Appendix D)

Until such time as the 6th TAF is organized and operational, and communications facilities are established, COAIRSOUTH does not exercise direct operational control over the NATO forces assigned to him in Greece and Turkey.

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- 28th Tactical Air Command (RBTF)
- 1st Tactical Air Force (Turkish AF)
- 3rd Tactical Air Force (Turkish AF)
These remain under the direct control of their respective national air staffs, and operational control is exercised only after coordination with and concurrence of the respective National Air Staff. At the present time, no direct liaison exists between these NATO commands and either HAFSF, or HAFSE ADVON (Izmir), or between the National Air Staffs and this Headquarters.

**Twenty-eighth Tactical Air Force (RHAF)**

The 28th Tactical Air Force (RHAF) was organized during mid-1952 at Larissa Air Base in Northeastern Greece, with the mission of providing tactical air support to the First Greek Army. In addition, it has been assigned the responsibility for air defense and air control in that area.

Presently assigned forces, as of 10 June 1953, are shown below:

<table>
<thead>
<tr>
<th>ORGANIZATION</th>
<th>LOCATION</th>
<th>TYPE</th>
<th>NUMBER</th>
</tr>
</thead>
<tbody>
<tr>
<td>Headquarters 28th TAF</td>
<td>Larissa</td>
<td></td>
<td></td>
</tr>
<tr>
<td>110th Combat Wing</td>
<td>Larissa</td>
<td></td>
<td></td>
</tr>
<tr>
<td>337th FB Sq</td>
<td>Larissa</td>
<td>F-84G</td>
<td>25</td>
</tr>
<tr>
<td>338th FB Sq</td>
<td>Larissa</td>
<td>F-84G</td>
<td>25</td>
</tr>
<tr>
<td>339th FB Sq</td>
<td>Larissa</td>
<td>F-84G</td>
<td>25</td>
</tr>
<tr>
<td>113th Combat Wing</td>
<td>Sedes</td>
<td></td>
<td></td>
</tr>
<tr>
<td>335th FI Sq</td>
<td>Sedes</td>
<td>Spitfire XVI</td>
<td>25</td>
</tr>
<tr>
<td>336th DB Sq</td>
<td>Sedes</td>
<td>Helldiver SB2C</td>
<td>12</td>
</tr>
</tbody>
</table>

The 28th TAF has made considerable progress towards achieving a satisfactory level of operational effectiveness. Basic problems are lack of communications facilities and the related lack of an adequate tactical air control system, together with a shortage of specialized personnel to staff the Headquarters and the tactical control squadrons. 30/
NATO CONFIDENTIAL

ORGANIZATION OF AN "AERODRIGATA"

AIR BRIGADE HEADQUARTERS

--- FLIGHT SECTION ---

WING

MAINTENANCE AND SUPPLY HEADQUARTERS GROUP

AIR BASE HEADQUARTERS GROUP

Supply Squadron
Maintenance Squadron
Motor Vehicle Squadron

Three Flight Squadrons

Communications Squadron
Installations Squadron
Medical Squadron
Base Services Squadron
Defense Squadron

CHART NO 6

NATO CONFIDENTIAL
First Tactical Air Force (Turkish AF)

The 1st Tactical Air Force (Turkish AF) was organized in 1943 at Eskisehir Air Base as an Air Division. At that time its mission was to provide air support for the First Turkish Army. This mission has subsequently been expanded to include air defense and air control in its assigned area of responsibility. As of 10 June 1953, the following forces were assigned:

<table>
<thead>
<tr>
<th>ORGANIZATION</th>
<th>LOCATION</th>
<th>TYPE</th>
<th>AIRCRAFT</th>
<th>NUMBER</th>
</tr>
</thead>
<tbody>
<tr>
<td>Headquarters First TAF</td>
<td>Eskisehir</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>11th Group</td>
<td>Eskisehir</td>
<td>B26</td>
<td>Mosquito VI</td>
<td>12</td>
</tr>
<tr>
<td>111th LB Sq</td>
<td>Eskisehir</td>
<td>Mosquito VI</td>
<td>12</td>
<td></td>
</tr>
<tr>
<td>112th LB Sq</td>
<td>Eskisehir</td>
<td>Mosquito VI</td>
<td>17</td>
<td></td>
</tr>
<tr>
<td>113th LB Sq</td>
<td>Eskisehir</td>
<td>Spitfire XIX</td>
<td>2</td>
<td></td>
</tr>
<tr>
<td>66th Group</td>
<td>Bandirma</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>161st FB Sq</td>
<td>Bandirma</td>
<td>F-84G</td>
<td></td>
<td>20</td>
</tr>
<tr>
<td>162nd FB Sq</td>
<td>Bandirma</td>
<td>F-47D</td>
<td></td>
<td>29</td>
</tr>
<tr>
<td>163rd FB Sq</td>
<td>Bandirma</td>
<td>F-47D</td>
<td></td>
<td>30</td>
</tr>
<tr>
<td>99th Group</td>
<td>Balikesir</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>191st FB Sq</td>
<td>Balikesir</td>
<td>F-84G</td>
<td></td>
<td>22</td>
</tr>
<tr>
<td>192nd FB Sq</td>
<td>Balikesir</td>
<td>F-84G</td>
<td></td>
<td>25</td>
</tr>
<tr>
<td>193rd FB Sq</td>
<td>Balikesir</td>
<td>F-84G</td>
<td></td>
<td>25</td>
</tr>
</tbody>
</table>

Third Tactical Air Force (Turkish AF)

The 3rd Tactical Air Force (Turkish AF) was organized at Arzinken during 1947 as an Air Division, with the mission of providing air support to the Third Turkish Army. As with the 1st TAF, this mission has subsequently been expanded to include responsibility for air defense and air control in its assigned area. The following forces were assigned as of 10 June 1953:

<table>
<thead>
<tr>
<th>ORGANIZATION</th>
<th>LOCATION</th>
<th>TYPE</th>
<th>AIRCRAFT</th>
<th>NUMBER</th>
</tr>
</thead>
<tbody>
<tr>
<td>Headquarters 3rd TAF</td>
<td>Diyarbakir</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>88th Group</td>
<td>Diyarbakir</td>
<td>F-84G</td>
<td></td>
<td>25</td>
</tr>
<tr>
<td>181st FB Sq</td>
<td>Diyarbakir</td>
<td>F-84G</td>
<td></td>
<td>25</td>
</tr>
<tr>
<td>182nd FB Sq</td>
<td>Diyarbakir</td>
<td>F-84G</td>
<td></td>
<td>25</td>
</tr>
</tbody>
</table>
CHAPTER V
AIR OPERATIONS

AIR DEFENSE

The development of operational procedures to permit the flexible utilization of aircraft both for air defense and for the tactical support of ground forces has continued to have a high priority. In General Schlatter's words: "Our concept of Air Defense in the Mediterranean is fluid, and we wish to keep it that way. An enemy strike force will attack without regard for any carefully delineated areas of responsibility;" and further, "Coordination, properly effected, greatly increases the effective strength of the forces we have available." In spite of several major conferences, however, progress has been slow.

In Greece, provisions for air defense are based on the concept that COAIRSOUTH will coordinate the overall air defense of that country, with the Air Defense and Tactical Air Commanders having jurisdiction for non-combat and combat areas respectively. In Italy, summary agreements were reached in December 1952 whereby COAIRSOUTH would be charged with overall strategic responsibilities and the direction of Italian air defense, while overall control and conduct of air defense operations would be accomplished by the Italian DAT over all Italian territory, including the combat zone.

31/ Leg HAAFSE AAPI 3-2164, dtd 20 Mar 53, UNCLASSIFIED

32/ Notably: Conference, Athens, 27 Jan 53, between CINCOUTH, COAIRSOUTH, COLANDSOUTHSTEAST, Chief of the Greek NDGS, C/S, RHAF, and members of their respective staffs; Conference, Ankara, 3 Feb 53, with CINCOUTH, COAIRSOUTH, COLANDSOUTHSTEAST, Chief of the TGS and other members of the staff; meetings at staff level with Greek and Turkish Air Staffs and members of US Missions, 17-20 Jun 53.

33/ Conference, Rome, 1 Dec 52, attended by Minister-Paceiardi, Italian Minister of Defense, CINCOUTH, COAIRSOUTH, General Karas, C/S HOD, General Urbani, C/S IAF. See also HAAFSE History, Phase III, page 8, COSMIC TOP SECRET.
covering COMAIRSOUTH-DAT relationships was developed and coordinated, through the Chief of Staff of the Italian Air Force, with the Commanders of the DAT and the 56th TAF. This draft agreement has SHAPE's official approval however it has not yet been approved by the Italian HOD. 34/ No agreement in concept has yet been reached in Turkey.

With regard to the actual organization of the air defense and tactical air radar systems, guidance has been badly needed by the national agencies concerned, particularly in Greece and Turkey. As a result of his visit to these two countries in the Spring of 1953, Air Chief Marshal Saunders, SACUR's Deputy for Air, recommended that a small team of experts be sent to assist the national authorities. Realizing the acute shortage of officers on COMAIRSOUTH's Staff, he further suggested that SHAPE undertake this project, with the provision that the team would report to COMAIRSOUTH for instructions and that the report of its findings and recommendations would be submitted to him at the conclusion of its mission. 35/ In consequence, the Chief of Staff, HAAFSE, accompanied by a small staff, made a trip to Athens and Ankara 13-20 June 1953 to thoroughly review these problems with the Air Staffs and US Missions in the respective countries and to determine the type and extent of further assistance required preliminary to completing arrangements for the visit of this team, in line with Air Chief Marshal Saunders' proposals.

With regard to the situation in Italy, an air defense system is in being and considerable progress has been made in the development of air defense and tactical control systems. However, the same team of tactical experts may review the Italian organization subsequent to its visit to Greece and Turkey.

34/ Ltr SHAPE 47/53 AG 1250, Subj: "Air Defense of Italy", dtd 29 Apr 53, COSMIC TOP SECRET
35/ MSG SH 29449, dtd 9 Jun 53, COSMIC TOP SECRET
The need to develop operational procedures for the exercise of air defense is only one side of the picture. The critical lack of existing early warning facilities and tactical air control organizations in the Southern European Area continues to be a major deficiency. Planning and progress with regard to correcting this situation are discussed elsewhere in this account, in connection with communications requirements, the development of the Air Information Center and the deployment of the 151st TACG (USAF).

Fourth Air Defense Conference

Marking another step in the development of a close working relationship in the area of Air Defense, a Fourth Air Defense Conference was held in Florence from 29 April through 1 May 1953. As was the case with the previous conferences, this meeting had as overall main objectives:

To review the current Air Defense Organizations.

To agree to a common basis for the future development of an effective and closely integrated Air Defense system in the Southern European Area.

To continue the development of an over-all Air Defense Plan.

Attendance included representatives from the MOD's and DAT's of France, Greece, Italy and Turkey, the French ZDA's 902 and 903, Air Headquarters, Malta, USAFE, US Strategic Air Command, COMSTRIKFORSOUTH, CINCAREAD, JASSAT (Turkey), JUSIAG (Greece), and the RAF, Gibraltar.

The principal items on the agenda were concerned with the Air Information Center 36/, Standard Operating Procedures, Exercise Schedules and Communications Links.

The conference was considered successful in that agreed courses of action were reached on all topics considered, and

36/ For discussion on Air Information Center, see page 23.
overall planning progress was achieved. In particular, agree-
ments were reached with regard to the establishment of an interim
communications net for the AIC at Naples pending the completion
of the infrastructure program. These agreements are to serve as
a basis for further action by the commands concerned. 37/

AIR INFORMATION CENTER

In December 1952 SHAPE proposed a mechanism to facilitate
the coordination of Air Operations between the many commands
operating in, over, and adjacent to SACEUR’s area of responsi-
bility. This proposal recognized the essential need to estab-
lish in the near future some means to permit the effective op-
erational coordination of all affected air forces within the
area. 38/ While the coordination of non-combat air operations
offered no particular problem in principle or organization, co-
ordination of operations by forces on combat missions presented
considerable organizational, operational, and communications
difficulties. 39/ (Chart No 7)

In the southern area this proposal acted to broaden the
concept of the Air Defense Information Center, already consid-
ered an urgent requirement. 40/ An extension of the functions
and responsibilities of the ADIC was further indicated as a
result of the new command arrangements in the Southern European/

37/ Minutes of Air Defense Conference held at Italian War Col-
lege, Florence, Italy, 29-30 Apr - 1 May 53, File No 2030,
HAAFSE Sub Reg No UC-02287; NATO SECRET

38/ Ltr SHAPE AG 1250 P70, Subj: "Air Information Center", dtd
8 Dec 1952, NATO SECRET

39/ Ltr SHAPE AG 1520 P70, Subj: "Coordination of Air Opera-
tions", dtd 23 Apr 53, NATO SECRET, HAAFSE Sub Reg No
UC-01667

40/ HAAFSE History Phase II, page 49, and HAAFSE History Phase
III, page 6, both COSLIC TOP SECRET
In addition, in view of the air units from many different commands other than COMAIRSOUTH's operating over the Mediterranean Area: CINCAF, CINCLEAF, STRIKESFORCEN, SAC, RAF Bomber Command, National air units and transient aircraft, close cooperation between the commanders concerned in the development of necessary arrangements to establish an efficient Air Movement organization was imperative.

In the meantime, the concept of an Air Movements Information Center, closely associated with the Air Defense Information Center had been considered at the meeting held in Florence on 2-4 February 42/ and the overall agreements reached at that meeting were submitted to SHAPE. On 25 February 1953 SHAPE approved this concept "subject, of course, to a determination that the resultant demands for communications, personnel, facilities and funds can be eventually met..." 43/.

The Air Defense Information Center plans were therefore modified to include "Air Movements", and the plan was presented in one package to SHAPE as an "Air Information Center". The personnel requirements developed under this plan were intended as wartime requirements to fully man the AIC when all of the various elements of the Southern Region Air Defense systems are capable of a 24-hour operation.

At the same time, COMAIRSOUTH felt that it would be some time before the Air Defense Systems were fully operational and therefore, in the interests of economy, and as an interim measure, another plan was also developed which proposed that the AIC be manned, initially, on an 8-hour "austere" watch basis. Under 41/ Standing Group 152/1 "Report by the International Planning Team to the Standing Group, dtd 22 Nov 52, COSMIC TOP SECRET, pars 20, 21; see also page 4. 

42/ See also page 3.

43/ MSG SHAPE SH 27822, 25 Feb 1953. NATO SECRET
this latter plan the personnel requirements were reduced to the absolute minimum needed to partially man the AIC, to develop and implement the necessary standard operating procedures, and to provide peacetime training, especially during maneuvers and exercises. This minimum plan for an 8-hour austere watch was circulated at the Air Defense Conference held in April 1953, at Florence, where agreement in principle was obtained. 44/

In developing the necessary communications requirements to support the AIC, after considerable discussion by the Air Defense Conference, it was agreed that the communications must be in place prior to D-Day. Furthermore, not only must the system be in existence, but it must be exercised frequently in time of peace.

The problem of communications in the Southern Region is particularly difficult since many of the normal peacetime interlinking communications between nations are currently non-existent. In the "package" plan which was forwarded to SHAPE, communications requirements were included which were designed to provide the essential air defense and air movements links that are necessary to tie the system together. These requirements were based upon the need to have "in being" a communications system capable of operating 24 hours a day with the necessary provisions for maintenance. It will be too late on D-Day to start a construction program that will take many months to complete, therefore the system must be in operation prior to D-Day. The concept developed in this communications plan is still considered to be an urgent wartime requirement, however, the problem of communications facilities required to support the "austere" plan has been restudied and developed on an absolute minimum basis, bearing in mind that the peacetime system must be capable of expansion for wartime operation.

44/ Minutes of Air Defense Conference held at Italian War College, Florence, Italy, 29-30 April-1 May 1953, Sub Reg No UC-02287, NATO SECRET
Following a meeting held at SHAPE on 27 May 1953, regarding the problem of coordination of Air Operations, guidance for the establishment of an Air Information Center was received in the light of which prior planning was again reviewed and a second and definite "austere" plan developed which will be forwarded to SHAPE in the immediate future. This plan is based on the following concept:

The COMAIRSOUTH peacetime nucleus AIC must be capable of immediate wartime operation for Air Defense and Air Movements functions on the outbreak of war. It must also contain provisions for the coordination of Search and Rescue Operations in the Southern Region at such time as the nations agree on procedures and responsibilities.

The peacetime personnel manning requirements for the nucleus AIC will be based upon an 8-hour austere watch basis.

The communications system must be established now on a minimum essential basis which will provide in peacetime a system capable of performing Air Defense, Air Movements and Search and Rescue functions on D-Day.

The AIC will contain provisions for National Liaison representatives as well as external forces. This liaison representation will function on a two-way basis wherein air defense and air movements information will be available to COMAIRSOUTH and to the National and external air force agencies.

This plan is austere in every respect and presents COMAIRSOUTH's minimum essential peacetime requirements. These are the basic tools necessary to fulfill the Air Defense, Air Movements and Search and Rescue responsibilities for the Southern Region and to permit the establishment of necessary liaison and

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45/ Ltr SHAPE AG 1520, PPO, Subj: "Coordination of Air Operations", dtd 30 May 1953, NATO SECRET

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Based on present and projected facilities, it is planned to implement this "austere" plan in three phases:

Phase I Establishment of a temporary AIC in Building "Q" until such time as COAIRSOUTH moves into his permanent headquarters building.

Phase II Establishment of the AIC in COAIRSOUTH's permanent Headquarters at Bagnoli Post.

Phase III Permanent establishment of the Air Information Center in the Bagnoli tunnels. This permanent installation will be based on operating experience gained during the first two phases.

MeteoroLogy

During the period 1 January - 30 June 1953 considerable progress was made in determining the requirements of the Southern European Area for meteorological support and towards finalizing the NATO organization needed to meet these requirements.

CHICONSOUTH has delegated to COAIRSOUTH the responsibility of providing meteorological support to all Land, Sea, and Air Forces assigned to APSE. With the organization of APSE, with Headquarters at Malta, it became necessary to re-evaluate CHICONSOUTH's naval requirements and the organization necessary to support his Naval Strike Force consisting of the US Sixth Fleet. On 5 January 1953 an informal conference was held at HALPSE under the Chairmanship of the Command Meteorological Officer (who is also COAIRSOUTH's Meteorological Officer) to determine what service was required, and how best that service would be provided.

46/ Ltr HALPSE AADP 1520, Subj: CHICONSOUTH-COAIRSOUTH Revised Plan for (Air Defense-Air Movements) Air Information Center, dtd 15 Jul 53, NATO SECRET


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could be provided. The conferences, representing CINCULE, COUL-
SIXTHFLEET, CONFAIRFIELD and COMNAVSOOUTH, agreed on the meteo-
rological support required and recommended the US Fleet Leather
Center at Port Lyamsey as the most appropriate agency to provide
this service while recognizing that additional communications
facilities will be required.

This conclusion was presented at the first meeting of the
AAFSE Command Meteorological Committee which was held at HAAFSE,
in Florence, February 10-13, under the Chairmanship of the Com-
mand Meteorological Officer. This conference was attended by
representatives from France, Greece, Italy and Turkey, the United
Kingdom and the United States, and was called for the purpose of
studying the overall meteorological requirements for the AAFSE
area and of determining the organization and procedures best
designed to support these. The Committee agreed to the need for
a Command Meteorological Center at Naples, to service HAAFSE,
HAAFSE and CONSTRKFORCOUTH, and for Allied Meteorological Of-
fices at Verona and at Izmir, to serve the NATO headquarters in
those areas, and reviewed the functions and responsibilities of
the three organizations. After considering what nations might
be allocated the responsibility of establishing the three meteo-
rological installations, the Committee recommended that the
United States be requested to establish the Command Meteorologi-
cal Center at Naples and the Allied Meteorological Office at
Izmir, and that Italy assume the responsibility for the one at
Verona. (Chart No 8.) It concurred in assigning priority to
the Naples Installation. 48/ Subsequent to COMAIRSOUTH's ap-
proval, action was taken to implement these recommendations. 49/

48/ Minutes, First Meeting of the AAFSE Command Meteorological
Committee, 2 Apr 53, NATO SECRET AAFSE Sub Reg No UC-01416

49/ Ltr, HAAF, Subj: "Meteorological Organization for AAFSE",
dtd 21 Feb 53, NATO TOP SECRET, Sub Reg No UC-01056
With regard to Naval meteorological requirements, the Committee reviewed the conclusions of the January 5 meeting. The capabilities of the Fleet Forecasting Centers at Malta and Port Lyautey were discussed. While these two facilities appear adequate for normal peacetime operation, they are insufficient for maneuvers and would require augmentation of personnel and communications for wartime operation. Additionally, they do not furnish enough data for carrier operations. The Committee recommended that both facilities continue to support naval forces and that when AFSE was fully activated representatives of the interested Commands meet to define their responsibilities and requirements and to provide for coordination between these Fleet Forecasting Centers and the AFSE Meteorological Center. In the meantime, the Committee concurred in the recommendation of the 5 January meeting that the US be requested to increase the service provided by the Fleet Weather Center at Port Lyautey, and action to accomplish this has been initiated.

The proposed Rome wartime meteorological broadcast schedule was reviewed by the Committee, and suggested amendments have been forwarded to the Italian Meteorological Service for possible revision.

The second meeting of the SHAPE Meteorological Committee was held at SHAPE on 23-25 June with the Command Meteorological Officer representing AFSE. This Committee reviewed the progress of the Meteorological organizations of AFSE, AFED, AFAS and considered those items which were applicable to two or more Commands.

The two major deficiencies in the field of Air Weather Service continue to be lack of communications and lack of

50/ See Footnote No 48

51/ Ltr HAAFSE, Subj: "Meteorological Support for AFED Naval Forces", dtd 9 Apr 53, NATO TOP SECRET, Sub Reg No UC-01459
trained meteorologists. With regard to communications, information from SHAPE indicates that the Meteorological Communications Plan submitted as part of the Communications Fifth Slice Infrastructure Plan is being considered by the Standing Group Meteorological Committee. This plan covers the various circuits required to provide an adequate system for the exchange of weather information throughout the Southern European Area and the estimated traffic load.

The problem of procurement and training of Meteorological personnel, which is a national responsibility, was discussed at the APSE Command Meteorological Committee meeting, although no satisfactory solution was reached. The Directors of the National Services are all severely limited by budgetary restrictions and in some cases by completely unrealistic personnel ceilings. No satisfactory solution can be reached until such time as the national military authorities realize the cost to them of inadequate meteorological service, and until increased funds for procurement of additional personnel are provided.

AIR TRANSPORT

At its second meeting, on 16 March 1953, the APSE Air Transport and Priorities Committee approved the organization for Air Transport in the Southern European area (Charts No 9 and 10), based on COFIICOUTH's organizational and functional concept which had been agreed to at the meeting for the Air Transport Subcommittee at Verona on 24 November 1952. This concept

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52/ HAPSE History Phase III, page 11, COSMIC TOP SECRET
53/ See page 65
54/ HAPSE History Phase III, page 9, COSMIC TOP SECRET
55/ Minutes, Second Meeting APSE Air Transport and Priorities Committee at HAPSE, 16 Mar 53, HAPSE/487/53, SHAPE File No. 2030, COSMIC TOP SECRET.
NATO RESTRICTED
ORGANIZATION
PRESENT AIR TRANSPORT FORCES AFSE

MOD ITALY

MOD GREECE

MOD TURKEY

SACEUR

CINCOUTH

AFSE ATIC

COMLANDSOUTHEAST

COMSTRIKFOR SOUTH

COMAIRSOUTH

COMLANDSOUTH

IAP

46th AT Stormo

RHAF

355th AT SQ

CHART NO 9
is now embodied in CINCSOUTH's directive governing the doctrine, organization and procedure for the control and operation of AFSE air transport. 56/ 

In establishing the Air Transport Organization, the following criteria have been and will continue to be used:

Centralized control in the South European Command will permit the maximum exploitation of the limited amount of Air Transport available. Accordingly, the air transport forces of the command are not to be divided into the two forces generally recognized by mission specification.

Operation of NATO Air Transport Forces through the National Air Transport Commander is feasible and will facilitate the consolidation of the efforts of NATO and National Air Transport Forces when authorized and desirable.

Air Terminal units and Air Terminal operations will be the responsibility of the Air Forces.

The aircraft commander or the air mission commander will be responsible for the correct loading, weight and balance of the aircraft.

Personnel and equipment of using agencies, made available to an air transport unit commander to assist him in the accomplishment of his air transport mission, will be under the operational control of such unit commander while being used for this purpose.

The using agency logistic organization will perform such functions in connection with handling of cargo at the departure airfield, and/or arrival airfield such as loading in aircraft and ejection or unloading therefrom, as may be established by joint standing operating procedures or mutually agreed to for specific tasks by the air transport commander with the using agency commander.

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Under this approved concept, CHAIRSOUTH will:

Exercise operational direction over air transport forces assigned or attached to HAPSE.

Establish, maintain and forward to HAPSE such air transport availability data as HAPSE may require.

Receive from HAPSE and implement broad allocations and priorities within available air transport capacity.

Establish and implement procedures for special handling of emergency air evacuation, aerial supply, emergency redeployment and support missions.

Coordinate with and advise nations of the Southern Command in the establishment of an Air Transport Organization in accordance with the criteria defined earlier.

Carry out, in conjunction with other commands as appropriate, a peacetime NATO Air Transport Training Program, including unit, joint and combat training.

Develop and implement training standards, standing operational procedures, and standard techniques in connection with the organization, operation and utilization of air transport aircraft and related activities. These matters will be fully coordinated with other interested commands.

In collaboration with ground forces commanders standardize to the maximum extent practical air transport cargo processing, aerial supply and airborne tactics and techniques and cargo handling methods.

Coordinate, review, advise and make recommendations on National Air Transport logistic and administrative support matters as they affect the support of assigned and earmarked forces.

Assist in the planning and coordination of airborne operations and implement the air transport part of approved airborne operational plans.

Assist in the planning and coordination of "Special Missions" and implement the air transport part of approved plans for "Special Missions".
Insure the activation, manning, equipping and training of air terminal units as required to enable him to carry out his mission. Provide or arrange for the provision of competent liaison at such points within the command as may be required to insure the efficient accomplishment of his air transport mission. Reach such agreements with the various National Air Staffs as may be required to insure that non-NATO Air Base Commanders will provide to assigned air transport forces and related units normal housekeeping support and other special assistance required. Any difficulties encountered in connection with this will be reported to CHCSOUTH. Designate the airfields to be used in air transport operations. Insofar as practical those fields which are most convenient to the using agency will be utilized. Determine the air protection required in air transport operations and provide or arrange for the provision of such air support.

In coordinating the organization and utilization of air transport facilities with the National Air Staff officials of Greece, Italy and Turkey, CHCSOUTH has stressed the underlying principle of national responsibility for normal air transport logistic support of all national forces, whether assigned to NATO or not, emphasizing that if a nation gives up all its air transport capacity, it is in effect helpless to fulfill this portion of its national logistic support responsibility in war.

57/

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57/ Ltr, HAAFSE Subj: National Responsibility for Air Logistic Support of National Forces, dtg 11 Feb 53, HAAFSE Sub Reg No UC-00937, NATO SECRET
During the past six months, the capabilities of the HAAFSE Intelligence Division have somewhat improved in personnel and material. The outstanding result is that its products are now being used in normal staff planning and operations, and that consistent improvements can be expected. It must be noted, however, that the presence of Greek and Turkish representatives would be highly desirable for the solution of a number of problems peculiar to their countries and respective national policies. In connection with the improvement of physical set up, with the move of HAAFSE to Bagnoli Post, space has been allocated to the Intelligence Division for a Situations Room which will provide a means to make current intelligence pictorially available to the Commander.

There are also informal indications that the intelligence structure in subordinate air commands is showing some encouraging improvements. The 56th TAF has reported that Italian National Authorities have begun to dispatch much-needed intelligence material, while COMAIRSOUTH ADVON, Izmir, has become a usable source for the dissemination of planning intelligence to the Greek and Turkish Air Units. Rapid dissemination is out of the question for the present time, in view of existing translation problems.

Air Targets

Tactical Target Folders have not been received from either national or international sources, although there are now renewed hopes that some material may be forthcoming from US sources. Approximately 2,500 possible targets in the AAFSE area of interest have been considered by COMAIRSOUTH's Staff and all available information has been consolidated on target information sheets for dissemination to subordinate commands as a guide in their planning and training program. It has been informally indicated that Greek and Turkish Air Tactical Units have in their possession an unspecified amount of national target material.
which will enable them to perform their tactical mission. Recent information indicates that Italian Tactical Air Units are to receive an unspecified amount of national target material to be used in their planning and training programs.

The Intelligence Division of HAAPSE has established a Targets Branch which will perform target studies for the entire Southern European Area. The completed studies will be furnished to the Air Targets Branch of this Division for study, evaluation and determination of suitability for aerial attack.

Technical Intelligence and Prisoners-of-War Interrogation

Those subjects were discussed in the course of an Intelligence Conference held at HAAPSE, 27 April 1953, which will be followed by another conference at HAAPSE on 15 July 1953. It was recommended that each major NATO Air Command develop the capability to perform first and second phase interrogation of prisoners-of-war, and to furnish the necessary instructions on materials and equipment of air interest. It was also recommended that air units have technical interrogation specialists assigned to ground units which will be responsible for custody of prisoners-of-war.

Reconnaissance Requirements

The reconnaissance requirements for HAAPSE including photographic reconnaissance, have been expressed in terms of area coverage. It has been determined that the Joint Photo Centers, to be established at JOG level, will have the responsibility of processing exposed photographic materials, and of performing the necessary interpretations.

Plans and Policy

Plans are being prepared concerning collection, dissemination, targeting and technical intelligence, for dissemination to
Guides are being prepared for dissemination to interested Air Ministries for the training of intelligence specialists and for developing air intelligence to be used by the units assigned to COMAIRSOUTH. This is being done in an attempt to standardize intelligence policies and procedures in tactical air units throughout the Southern European Air Command.

**Retardation Plans**

As a result of a study performed on the plan for mining inland waterways, it was determined that the effects of this program would not produce immediate results and would not be felt by land commanders in the first few days after the outbreak of hostilities, if at all. In the light of the above and of the forces available, this study concluded that these mining operations should not be scheduled, in order to allow a more concentrated effort against those supply lines supporting the enemy forces. This conclusion was in keeping with COMAIRSOUTH's concept of retaining only those courses of action which would be most effective when viewed in the light of expended effort, while contributing advantageously to the retardation of enemy forces. However, CINCSOUTH did not concur in COMAIRSOUTH's recommendations, and a plan for the mining of inland waterways is therefore being developed.

**AAFSE Emergency Defense Plan 1-53**

The concept of air operations, which is embodied in AAFSE EDP 1-53, has not changed in the past six months. However, in view of the increase in assigned aircraft and in the proficiency of assigned crews, it is anticipated that the new EDP 1-54

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59/ AAFSE Emergency Defense Plan 1-53; AAFSE Sub Reg No C-0052, COSMIC TOP SECRET, dtd 15 Jan 53

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will continue the development of a more aggressive concept for operations while adhering to SACEUR's fundamental principle of conservation of forces.

A HAAFSE planning team visited HAPSE on 8 June 1953 in order to coordinate the 1953 EDP's of the two commands. Only minor differences were discovered and those were reconciled during the conferences. HAAFSE representatives also made visits to Greece and Turkey on 3-7 July 1953 where they conferred with Greek and Turkish Air Staffs, the Greek and Turkish General Staffs, JAMAT, and the Commanders of the 1st, 3rd and 28th Tactical Air Forces. At those conferences the HAAFSE EDP 1-53 was presented and guidance was furnished to the various national and NATO Staffs involved in order to provide a basis for developing emergency plans for Greece and Turkey. 60/ All HAAFSE subordinate commanders were instructed to prepare their plans and submit them to COMAIRSOUTH for review and study. They were further advised that where differences between the EM and National air plans could not be reconciled, the national plan took precedence.

Although no major change in the concept of air operations was made, the EDF has undergone revision since it was first published in January 1953. COMAIRSOUTH is continuing to study problems inherent to air defense, air information, air movements, air traffic control and air transport. 61/ As a result of these studies annexe involving retardation target lists and the intelligence plan will soon be published. Further study groups and conferences are scheduled from which an improved and more realistic EDP for 1954 should result.

After the move to the Bagnoli Area, the HAAFSE Alert Instructions (Annex 2 to the EDP) were re-written, listing action

60/ HAAFSE Minutes of Discussions Following Briefing on Emergency Defense Plans, NDGS, Athens, Greece, 6-7 Jul 53, File No 1220, HAAFSE Sub Reg No C-1392; COSMIC TOP SECRET

61/ See Air Information Center, page 23.
to be taken and terms to be used in case of an alert. These are being coordinated with interested national and NATO agencies.

EXTERNAL AIR SUPPORT

In his EDP 1-53 CINCSOUTH charged COMAIRSOUTH with the functions of operational planning and of arranging for external air support in the Southern region. 62/ To implement these functions in conformance with the EDP, COMAIRSOUTH prepared SOP 17, "External Air Support Operations on Pre-Planned Targets". As a result, however, of CINCSOUTH's later desire to re-evaluate the operational concept for external air support as stated in his EDP, these SOP's were not immediately issued. CINCSOUTH's revised concept provided for the establishment of a CINCSOUTH Special Weapons Section composed of HAFSE personnel with one operational representative each from HAAFSE and COMSTRIKFORSOUTH. This section was to be responsible for the overall operational planning and control of external air support operations and maneuvers in the Southern region. 63/

Since this Special Staff was non-operational, no instructions or procedures for obtaining external support were issued to subordinate units. COMAIRSOUTH therefore recommended to CINCSOUTH that the AAFSE SOP's 17 and 18 be issued immediately, if only on an interim basis and approval to do so was granted by CINCSOUTH on 16 June 1953. 64/ The SOP's were immediately distributed to CINCSOUTH's subordinate units.

62/ AAFSE EDP 1-53; Annex D - par 1; COSMIC TOP SECRET

63/ Ltr HAFSE, Subj: "Special Weapons Section, Establishment off, dtd 22 Apr 53, HAAFSE Sub Reg No 1015, NATO TOP SECRET

64/ Ltr HAAFSE, Subj: "External Air Support Standing Operating Procedures", dtd 28 May 53, HAAFSE Sub Reg No C-1142, COSMIC TOP SECRET, and Ltr HAFSE, same subject, dtd 16 Jun 53, HAAFSE Sub Reg No C-1210, COSMIC TOP SECRET

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CHAPTER VI

TRAINING, MANEUVERS AND EXERCISES

During the past six months major emphasis in the field of training towards an acceptable level of combat effectiveness has been directed principally towards establishing and implementing HAFSE Training Directive Number 10 on Air/ Ground warfare and all maneuvers and exercises were based on this doctrine with encouraging results. While this directive will not be published in final form until 4 July 1953, immediately subsequent to the close of this reporting period, a draft copy was widely circulated and the organizational procedures and doctrine were tested in earlier maneuvers 65. The HAFSE directive is based on the U.S. Joint Training Directive for Air/ Ground Operations (1 September 1950) as modified by the recommendations of the SHAPE Working Party. The U.S. Doctrine was battle tested in Korea, where it has been the common directive for air/ground operations.

This period has also seen a noticeable improvement in individual and unit training, despite the limitations imposed by the technical difficulties and supply problems which still hinder the utilization of F-84 aircraft and prevent the full achievement of the training standards established by HAAFSE. The acceleration of the jet transition pilot training program has permitted COMAIRSOUTH to enlarge the scope of the unit training program, while the importance of developing flexibility and a redeployment capability are being increasingly stressed, in support of COMAIRSOUTH's over-all concept of air operations in the Southern European Area.

INDIVIDUAL AND UNIT TRAINING

Individual and unit training has continued in accordance with national training programs and COMAIRSOUTH directives.

65/ HAAFSE History, Phase III, pages 32, 34 - 35, COSMIC TOP SECRET
Instrument flying training is in full swing and the majority of jet pilots now hold instrument cards. Non-availability of air-to-air firing ranges, however, continues to limit gunnery training.

**Greece**

In Greece, the 28th TAF has achieved a satisfactory level of preparedness, due to intensive training during the first six months of 1953. This training was based on the national program for 1953 as supplemented by special instructions from the TAF. Intensified training in instrument flying and gunnery (particularly air-to-air) is still required before the squadrons can be considered combat ready. The 110th Wing has completed the combat training program and is presently working on the annual training program.

The training level of the 336th Light Bomber Squadron (113th Wing) is considered satisfactory, as is that of part of the 355th Transport Squadron. Statistical information reflecting the overall training status of the 28th TAF is not available as of this writing.

Jet transition training is accomplished at Eleusis Airfield and includes 28 hours of instrument flying in T-33 aircraft. Upon successfully completing this phase of his training, the pilot then has 20 hours in F-84 aircraft. The total training period of 90 days also includes approximately 85 hours of theory. After having completed this transition training cycle, the pilot reports to his squadron for unit training.

**Italy**

Due to continued jet transition training, Italian units did not fully complete the training programmed for the period 1 January - 30 June 1953. This program of individual pilot training is the responsibility of the NAAC and is accomplished by a Mobile Training Unit in three phases: transition to jet aircraft, instrument flying, night flying. The Mobile Training Unit is now
accomplishing transition training with the 6th Air Brigade, having completed its mission with the 5th and 51st Air Brigades.

The program to rotate pilots from the three Air Brigades to Southern airbases during the winter months, to insure uninterrupted training, was successfully implemented. Approximately 10 per cent, 20 per cent and 40 per cent of the pilots assigned respectively to the 5th, 6th and 51st Air Brigades participated in this program, which extended over the three months of particularly bad winter weather - January through March.

The establishment of Instrument Flight Sections in each Air Brigade has permitted the establishment of a training program, which meets NATO standards. 40 per cent of the pilots from the 5th Air Brigade and 27 per cent from the 51st Air Brigade have now qualified for white instrument cards.

Turkey

The training of the Turkish Squadrons cannot be considered complete at this time. Transition training has been completed at Balikesir Air Base only and unit training initiated, in compliance with the national annual training program. At all other bases the units are undergoing transition training with major emphasis being placed on instrument and night flying and so on. This training program is designed to qualify pilots in instruments flying in conventional aircraft prior to transition to jets, and is being accomplished satisfactorily in spite of some technical difficulties.

In summary:

Bakısehir: This is still a light bomber base, however, pilots are undergoing transition training to F-84 aircraft. As of 30 June 1953, out of 56 pilots, 29 had completed the jet familiarization phase and were awaiting transfer to the 4th Base for further training.

66/ See HA/PSC History, Phase III, page 27
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[Image 0x0 to 594x842]

andirma: Recently organized with F-84 aircraft, 14 out of 90 assigned pilots have initiated the familiarization phase of transition training.

Diyarbakir: Forty-one out of 90 assigned pilots have completed jet familiarization and started regular transition training.

Delikesir: Seventy-eighth of 81 pilots have completed transition training and have started unit training.

As of 30 June, out of the total pilot strength of the combined 1st and 3rd TAF, 11 pilots held Green Cards and 198 White Cards, while 130 pilots were attending an abbreviated instrument training course.

AIR/GROUND WARFARE

CENTCOM has assigned to COLAIRSOUTH a specific task to coordinate and control all tactical air operations conducted in direct support of the land battle in the area of the Southern European Command. (Control of STRIKFOR SOUTH aircraft assigned to tactical missions in support of the land battle passes to COLAIRSOUTH upon reporting to the JOC after arrival of those aircraft at the mutually agreed upon reporting-in point). 67/

The development of Joint Operations Centers is proceeding along the lines laid down in the HJFSE Training Directive No. 10, Air/Ground Warfare. To clarify any doubts which may exist in the application of the doctrine established by this directive regarding the control responsibilities for carrier-based aircraft operating in support of Land Forces, Admiral Carney (CENTCOM) in a letter to General Schlatter (COLAIRSOUTH) stated that "... my policy is as follows: all aircraft, Air Force or Navy, when operating in support of Land Forces will receive their operation orders from the land based JOC, if such an organization is functioning. The flight control of such aircraft will be exercised through the...

67/ HJFSE Emergency Defense Plan 1-53, Change # 3, paragraph 18; CENTCOM TOP SECRET
Respective communications organization supporting the JOC. With particular reference to carrier based aircraft, the operation order from the JOC will state the specific area or reference point at which the communications facilities of the land based JOC will assume flight control of the aircraft after take-off from the carrier. 68/

At the present time the JOC at Vicenza is fully activated only for exercises and maneuvers, being reduced to a nucleus the balance of the time. This is also true of the Greek JOC, located at Larissa, in proximity to the 28th TAF and the army. For the time being, no JOC's have been established in Turkey due to difficulties inherent in the distances between the respective Army and TAF Headquarters. Present planning calls for the establishment of the JOC's, one between the 1st TAF and the 1st Turkish Army, the other between the 3d TAF and the 3d Turkish Army. A Joint Operations Room has already been established at Izmir.

The over-all development of air control organizations continues to be retarded by lack of equipment and trained personnel.

An Air Control Center has been established and equipped at Larissa, in Greece, however, no control and reporting centers or control and reporting posts have been established. A recent report indicates that there are 40 ACT's in existence.

In Italy, the Air Control Center is established and reporting centers or control and reporting points are in existence. Twelve Air Control Teams have been formed and equipped, and their level of efficiency and effectiveness is steadily improving. There are no air control organizations established as such in Turkey, nor is there equipment or trained personnel with which to establish control centers. Eight tactical control detachments are used as Air Control Teams.

68/ Personal letter, Admiral Carney to General Schlatter, dated 18 May 1953; NATO RESTRICTED.
Acceptable procedures for the control of anti-aircraft are under study in Greece, Italy, and Turkey. In Greece the British system of control is being placed in effect. This system places all anti-aircraft fire in the tactical air force area under the control of the JOC, with that in the rear areas under the SOC. The concept in Italy gives the base commander responsibility for the control of the small caliber weapons located on the airfield, with heavy caliber weapons under the SOC. In Turkey the base commander does not currently have control of the anti-aircraft battalion, which is an army unit stationed on his base, although he does control the Guard Company, formed of Air Force personnel, for defense against land attack.

SOUTHERN STAR AND CPX II

In anticipation of the SHAPE CPX II, which was planned to test the effectiveness of the NATO organization and to study the NATO over-all strategic concept for the defense of Europe against a threat from the East, CINCSOUTH conducted Exercise SOUTHERN STAR at his headquarters in Naples during 14-17 January. This exercise placed particular emphasis on the problems facing the Southern European Command in such a situation. Participants included commanders of all subordinate commands, existing or planned, down to TAF or Army level, as well as national representatives. SHAPE and adjacent commands were also represented. The exercise assumed an outbreak of war with the Soviet Union in mid-1954, with the enemy giving priority to a campaign against the Southern Area. CINCSOUTH, in his presentation, surveyed the actions taken and the problems confronting AAFSE prior to and on D-Day, giving his estimate of how the air battle would develop in Southern Europe up to approximately 14, and outlined his plan for dealing with the situation, giving more emphasis to the problems connected with the campaign than to the campaign itself. SOUTHERN STAR demonstrated that the most effective way to improve relationships between the commands...
was by personal contact, and achieved its main purpose of acquainting NATO and national authorities with the major problems facing the Southern European Command. 69 /

CPX II itself was conducted at SHAPE 9-13 March 1953, under the leadership of Deputy SACEUR, Field Marshal Montgomery. As in SOUTHERN STAR, the assumption on which the exercise was based was the outbreak of war with the Soviet Union in mid-1954, with the enemy giving priority to the campaign against NATO's Northern and Southern flanks. The situation was set at V-14 and each of the commanders concerned outlined his plan of action to meet the specific situation. Insofar as regards the Southern Air Command, the main problems raised during CPX II were concerned with the vital role of air power in modern war, with special weapons, external air support, logistics problems, particularly in connection with supply, airfields, POL and ammunition; relationship with the Middle East; air units in the Mediterranean Area. 70 / CPX II stressed the immense importance of the Northern and Southern flanks of the NATO area and it is felt that it achieved its main purpose of studying certain problems connected with the defense of Europe against a threat from the East.

NEW HOON

NEW HOON, the first Air Defense Exercise to be directed by COAIRSOUTH, was held during the period 16-24 March 1953. This


70/ CPX II Presentations:
      AAFSE/46/53, COAIRSOUTH's Presentation, COSMIC TOP SECRET, dtd 7 Feb 53
      AAFSE/47/53, 6th ATAC Presentation, COSMIC TOP SECRET, 7 Feb 53
      AAFSE/48/53, 5th ATAC Presentation, COSMIC TOP SECRET, 7 Feb 53
      Above forwarded per Ltr: AAFSE/AA 01/53, "Finalized CPX II Presentations", COSMIC TOP SECRET, 7 Feb 53, AAFSE Sub Reg No. C-0677
      CPX II Presentation: AAFSE/1721, Commander 56th TAF, 4 Feb 53, COSMIC TOP SECRET, AAFSE Sub Reg No. C-0639
theatre-wide exercise entitled National Air Defense Commanders with an opportunity to exercise their forces in defense of their respective areas against attack and to practice coordinating their activities and channeling their air information through a central command post - COLAIRSOUTH's at Florence. Specifically its aims were four-fold:

To operationally train Air Defense systems and units assigned in the Southern European Area.

To test the communications facilities and the procedures for exchanging information between the various participating air defense systems.

To use and test the AAFSE surveillance warning and reporting code, the Aircraft Control Brevity Codes and CONSHIP-CONSHORE procedures in protecting land targets and convoys within the coastal national air-defense areas.

To provide a basis on which to recommend procedures to improve operational capability of Air Defense forces in the Southern Region.

For defensive forces, Italy participated with 40 F-51, 10 F-84 and 7 Vampire aircraft; Malta with 32 Vampires; Southern France Regional Air Defense Command (ZDA 902) with 32 Vampires and 12 F-6-F's; French North Africa Regional Air Defense Command (ZDA 903) with 16 Mistral and 16 Vampires; Greece with 12 F-84's; Turkey with 48 F-84's, 16 F-47's and Spitfire IX's. As for attacking forces on targets in the Southern Region, all participating nations contributed with about 100 aircraft of different types. In addition, attacking forces of US bombers stationed in England and 6th Fleet aircraft flew over Southern European regions and made simulated attacks on all scheduled targets.

Forces actually allocated to COLAIRSOUTH comprised 40 percent of the defending forces, since forces from Malta, Southern France and French North Africa were national forces.

NEW LION ran concurrently with the naval maneuver Exercise RENDEZ-VOUS conducted by CINCGLO and, at such time as the forces involved in the two exercises came within maneuver distance of each other, a joint exercise was conducted involving the forces participating in the area.
The exercise revealed that all air radar equipment in Italy, Southern France, French North Africa and Turkey is obsolete and unsatisfactory for combat use, whilst in Greece it is non-existent. As in previous exercises, communications between NAAFSE and participating forces were inadequate and unsatisfactory. Above all, the need to standardize air traffic control procedures and to establish a suitable air movements' liaison organization was again confirmed. The facilities of the planned Air Information Center are indispensable to achieve satisfactory coordination for the Air Defense of Southern Europe.

Based on experience gained in NE7 IIOT, OCAIRSSOUTH has recommended the permanent allocation of frequencies to the Air Defense Communications circuits, the standardization of operating procedures, and the provision of crypto facilities to all participating commands. In addition, every effort is being made to expedite the provision of new radar installations throughout the theatre.

**REDEPLOYMENT EXERCISES**

In order to train the assigned units in mobility and develop within these units a capability for rapid redeployment, both within their national areas and between nations, two exercises were carried out during the past six months. These exercises involved the redeployment of a fighter squadron within the national area on a 24-hour notice. In each case, the Tactical Air Force Commander was required to secure the necessary air transport from his national support organization and issue the movement order to the fighter unit. The exercises were designed to provide the fighter squadrons with experience in operating under field conditions and to determine as accurately as possible the minimum amount of equipment required for this type operation. In addition, the exercises provided a test on the adequacy and flexibility of the national logistics systems.

Exercise RED DOG was held 25 through 27 February, under the direction of the 28th TAF. Exercise WHITE HORSE was held
22 through 25 May, under the direction of 1st TAF. In both exercises the national air transport was made available on the request of the TAF Commander, the units were redeployed and completed two days full operation at the advanced base. No difficulties were experienced.

On the basis of the experience gained with these two exercises, three subsequent exercises have been scheduled wherein units redeploy outside of their national territories. It is intended to continue this type of exercise, so as to provide CMAIRSSOUTH with a flexible and mobile air force, which can be concentrated in the critical area when necessary.71/

71/ AAFSE Manual No. 50-11 "AAFSE Maneuvers and Exercise Schedule for 1953", dtd 20 Dec 52, NATO SECRET.
COMAIRSOUTH's logistic responsibility is to insure that complete logistic support is provided his assigned and earmarked forces, to enable them to effectively carry out their assigned training and operational missions in peacetime or in case of war. This responsibility must be undertaken within the over-all NATO concept of logistical support. During peacetime or war, this is a National responsibility. COMAIRSOUTH's task is to insure effective logistic support, not to provide it.

In order to accomplish this objective, broad coordination and cooperation with the National authorities and U.S. Air Aid Agencies is required. The Quarterly Logistics and Training Conferences continue to provide a fruitful meeting ground for HAAFSE and various U.S. Air Agencies, including the Military Aid Division, European Command (MACOM) and Chateauroux Air Depot (CHAD). The Second Quarterly Conference was held at HAAFSE, in Florence on 28-30 January 1953 and the Third at Rheims, Germany on 26-28 April 1953. These conferences are sponsored by COMAIRSOUTH and the permanent Chairman and Secretariat are furnished from the HAAFSE Logistics Staff. 72/  The conferences have been well attended and have covered a broad range of logistic and training problems common to practically all the headquarters represented. Basic understanding and agreements have been reached as to ways and means to attack these mutual difficulties and constructive results have been achieved.

The magnitude of the already approved Air Infrastructure Program for the Southern Area constitutes about 80 per cent of the entire program for this region. The size of this program is such that the countries have no precedent for dealing with the scope of the problem. Their military and public works organizations were

72/ See HAAFSE History Phase III, page 45, COSULC TOP SECRET, for an account of the origin and objective of this program.
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"s^affgd te savy programs, and COAIRSOUTH does not have the technical personnel to keep them fully advised. This is a continuing problem.

The logistical supply problem in the Southern Area varies with each country. Turkey has the hardest re-supply problem as surface transportation is scarce and is extremely limited in the forward area. Pre-stockpiling and pipelines offer the best solutions. Certain forward air bases in that country will be almost impossible to re-supply when the single-track rail lines are cut. Greece and Italy offer similar problems, with Italy being the least difficult of the three areas.

Communications equipment, supplies, and spare parts for aircraft are still critical problems, which are gradually being resolved. Most items are still being procured from U.S. sources, and necessary dollar credits are hard for the three nations to find.

INFRASTRUCTURE PROGRAM (Charts Nos 11 and 12)

As a result of discussions which have been held by Staff members of HAFSE and HAFSE, CINCSOUTH has delegated increased authority to COAIRSOUTH in connection with the Infrastructure program and has expanded his responsibilities to include those for Greece and Turkey. This definition of responsibility and delegation of broader authority will facilitate the implementation of the approved tactical airfields infrastructure program in Greece, Italy and Turkey.

Third Slice Infrastructure Program

Italy is the only country in the Southern European Area partic-

73/ Ltr HAFSE, LO 6160, Subj: "Delegation of SHAPE Responsibilities for Common Airfield Infrastructure Programs", NATO SECRET, dt 2 July 1953, confirms agreements reached prior to 30 June 1953.
<table>
<thead>
<tr>
<th>Location</th>
<th>Tenant Organisations</th>
<th>Parent Unit of Tenant Organs</th>
<th>Elevation in Ft</th>
<th>Direction</th>
<th>Length in Feet</th>
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</table>
ipating in the Third Slice Infrastructure Program, since Greece and Turkey were not included in NATO at the time it was developed. While the over-all percentage of completed airfield construction in this country is only 40 per cent of that scheduled for December 1953, the rate of progress is improving. The slow progress is considered inadequate and has caused considerable concern. It can be attributed to two basic factors: the sensitive political situation, which makes it impracticable to use arbitrary measures in solving land acquisition, and similar problems; and the lack of sufficient technical and organizational experience and precedent.

Exceptional difficulty has been encountered at Rimini, Pisa, Cameri and Bovaena Airbases in Italy. In the case of Rimini, purchase of the remainder of the land required was delayed until after the recent elections, in order to avoid political difficulties. In the meantime, contracts have been let for all remaining construction, and work was begun in May, with priority given to that (about 60 per cent) which can be accomplished within the land area already owned by the Administration. The Italian Air Staff states that the work will be completed this year.

At Pisa, formalities for acquisition of needed additional land are now underway. A portion of the work has been carried out, and the base is now suitable for transport aircraft operations. Contracts were let in April 1953 for work to be carried out on runways and actual construction began in May 1953. Contracts for the completion of buildings were let in June 1953. In view of technical difficulties, it is anticipated that, while the base will be operational, all facilities will not be completed this year.

At Cameri, work has been held up pending a decision by SHAPE as to whether this base or Orio al Serio would be in the Third Slice Program. Cameri has been recommended by CINC SOUTH, and SHAPE has been requested to release this base for construction. The Italian Air Staff states that construction will be initiated one month following approval by SHAPE. Additional land acquisition is in progress but not completed.
USAFE has accepted Aviano I and Montichiari, included in the
Third Slice Program, as suitable bases for USAF operations in
Southern Europe. Master Plans have been prepared by USAFE, and
were approved by this Headquarters and forwarded to SHAPE on 26
May 1953. As reported in the Command History of 1 July - 31 De-
cember 1952 74/, responsibility for the implementation of the
construction program for Aviano I and Montichiari has been dele-
gated to USAF in Austria.

Fourth Slice Infrastructure Program
In April 1953, the second increment of the approved Fourth
Slice Infrastructure Program was funded, and implementation was
initiated. 75/ Concurrently host nations were requested to pro-
cceed immediately with the necessary surveys, preparation of pro-
jects, land acquisition and contract arrangements in order to
take full advantage of the 1953 construction season. 76/ In ap-
proving this program, SHAPE also approved COAIRSOUTH's recom-
manded airfield substitutions in Italy:

<table>
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<th>APPROVED</th>
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<td>Pratica di Mare</td>
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</tr>
<tr>
<td>Foggia</td>
<td>Pescara</td>
</tr>
<tr>
<td>Capua Area</td>
<td>Latina</td>
</tr>
<tr>
<td>Gioia del Colle</td>
<td>San Severo</td>
</tr>
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</table>

These substitutions were requested since nine main airfields
were deferred for consideration in the Fifth Slice Program, in order
to achieve tactical flexibility and development in depth.

74/ HAFASE History Phase III, page 49
75/ SHAPE AG 6100/4/E-415/53 LOG, "Approved Fourth Slice NATO Com-
mon Infrastructure Program", dtd 29 Apr 53, NATO SECRET
76/ SHAPE/1420/52 "Implementation of Approved Portion of Fourth
Slice Infrastructure Program", dtd 23 Dec 52, NATO TOP SECRET
Reports of construction progress of airbases indicate that work has already been initiated on some Fourth Slice Projects in Greece and Turkey. No action of this nature has yet been taken with respect to Italy.

**Fifth and Final Slice Infrastructure Programs**

COMAIRSOUTH’s Fifth and Final Slice Infrastructure Program (less communications), originally submitted in September 1952, was reviewed and resubmitted to CINC'SOUTH on 23 May 1953 in compliance with SHAPE’s instructions. This program was developed on a conservative basis using, in the case of tactical airfields, the force guidance furnished by SHAPE, and includes those items previously deleted from the Fourth Slice Program.

The facilities recommended are considered essential for the support of the operational mission. In particular, the net of proposed alternate bases represents an absolute minimum requirement to afford satisfactory flexibility and to provide for the timely dispersals of limited forces to preserve them from mass destruction on the ground.

COMAIRSOUTH also included in the program estimates of the total remaining requirements for NATO Common Infrastructure, based on forces stipulated in SHAPE document/1215/52. Although general coordination was received from the host nations, the planning for the Final Slice program was considered tentative and was included as a means of indicating the magnitude of the Infrastructure Program that will eventually require NATO common financing. Included

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77/ HAFSE History Phase III, page 51

78/ HAFSE/201/53, "HAFSE Fifth Slice Final Infrastructure Program", NATO TOP SECRET


80/ HAFSE History Phase III, page 51
in this Final Slice were four additional air bombing and gunnery
training bases, but no recommendations for specific site locations
for these were made.

This program has been approved by CINCSOUTH and forwarded to
SHAPE for review. 81/

ANALYSIS OF NATIONAL LOGISTICAL CAPABILITIES

Although each nation in the HAAFSE area is responsible for the
logistical support of national NATO forces 82/, CINCSOUTH is keenly
interested in the ability of each nation to furnish the support
necessary to insure the combat effectiveness of the national air
units allocated to him. In the main, the national logistic capabilities
of Greece, Italy and Turkey are based on a limited industrial
potential. All three nations continue to rely upon the US
Mutual Defense Assistance Program (MDAP) for support of their modern combat aircraft. In Italy, however, the industrial base for
the support of Italian Air Force units is broadening as a result
of US Off-shore Procurement Program and the development by Italian
industry of the technical "know-how" in the production of aircraft
material.

A detailed study of maintenance requirements and the mainte-
nance organization of the National Air Forces was initiated in
July 1952, with a view to evaluating organizational capabilities
to meet peace and wartime maintenance requirements. 83/ Final
Heavy Maintenance Facilities Reports on deficiencies or excess of heavy maintenance capacity for the support of programmed forces
as of December 1952, 1953 and 1954, were received from all three
countries and have been forwarded to SHAPE through CINCSOUTH. These reports have served to highlight deficiencies in major repair

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81/ HAAFSE/724/53 "HAFSE and HAFMED NATO Common Infrastructure Program for Fifth and Final Requirements" dtd 1 Jun 53, NATO
TOP SECRET.

82/ SHAPE Logistics Directive No 1, dtd 24 April 1951

83/ HAAFSE History Phase III, page 53, COSMIC TOP SECRET

- 54 -
and overhaul capabilities and have provided a ready source of information on national capacities surplus to national requirements, which could be made available for cross-servicing purposes.

CROSS SERVICING

The need to develop an international unit redeployment capability in the Southern European Area has stimulated the need to develop logistical arrangements for the support of the redeployed NATO forces. A proposed Procedure was formulated to meet this requirement and following a series of coordinating conferences with the National Air Staffs of Greece, Italy and Turkey was embodied in HAAPSE Standard Operating Procedure No. 25, 84/ which prescribes the logistic procedures to be employed by the air force of each Nation within the HAAPSE area while engaged in international redeployment exercises. This SOP will be field tested during the exercises scheduled for the second half of 1953.

SPARE PARTS

The shortage of spare parts for MDAP aircraft was a major topic for discussion at the two Quarterly Logistics and Training Conferences mentioned earlier. As a result of these discussions, an airlift system has been established from Chateauroux Air Depot (CHAD), France to Greece, Italy and Turkey, in an effort to speed delivery of AOCF items. At the same time, the requisitioning procedures of all three countries have been reviewed with an eye to standardization and in an effort to minimize future shortages by insuring the maintenance of adequate stock levels in each country. At the present time, however, CHAD is only able to fill approximately 40 per cent of the requisitions submitted, and until the percentage reaches 70 per cent, the spare parts situation will remain critical. (Chart No. 13).

84/ HAAPSE SOP No. 25, "Logistics Support for International Re-deployment Exercises for 1953" dtd 8 May 53, NATO RESTRICTED
Considerable progress has been made in the field of munitions and armament planning, although little has actually been accomplished toward reaching adequate reserve stocks of armament and munitions items. Total stocks in Greece and Turkey remain approximately the same as reported earlier. The level in Italy has been increased somewhat by receipt of new rocket heads. As mentioned previously, furnishing this support is a national responsibility, although COMAIRSOUTH is making every effort to ensure that adequate support can be provided.

A monthly report has been developed, which provides COMAIRSOUTH with a monthly inventory and record of receipt and expenditure of general purpose bombs, fragmentation bombs; rockets, napalm bombs, .50 caliber and 20 millimeter ammunitions, spare machine-gun barrels and various other items of aircraft munitions and armaments. This report, which is submitted by the NATO units assigned to AAFSE, together with reports presently received from the Air Ministries of Italy and Turkey, furnishes sufficient information to permit the computation of the total days combat supply of aircraft munitions and armament items at SHAPE Combat Expenditure Rates. Total Depot stocks have been requested from the Greek Air Staff, but have not yet been received. (Chart No 14)

MEDICAL PROGRAM

COMAIRSOUTH's principal function in connection with Air Medical Evacuation, ABC Defense, Hospitalization, etc, has been to furnish assistance and guidance in the development of a national medical program designed to furnish necessary medical support to NATO assigned forces.

The importance of a training program on ABC Defense has been brought to the attention of the national authorities in Greece, Italy and Turkey. In Italy, a series of lectures, with training...

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85/ COMAIRSOUTH Directive No. 67-1, dtd 22 Dec 52, requires these reports.
NATO SECRET

F-84G Aircraft Out-of-Commission Rates
ITALY

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<th>Mar</th>
<th>Apr</th>
<th>May</th>
<th>Jun</th>
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<td>27.3</td>
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Hrs flown, actual: 741, 885, 918

*(Indicated in Thousands of Hours)*

TURKEY

8th Air Base Command  9th Air Base Command  6th Air Base Command

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<th>Mar</th>
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Hrs flown, actual: 194, 324, 454, 620, 772

Notes: The Turkish report does not provide a separate item for "Malfunctions, Mech Defects & Ops Damage." It is assumed that these factors are included in Periodic Maintenance. 2. Flying hours reflected vary in some cases from similar data supplied by national authorities as "training" information reflected elsewhere in this book. (Extracted from HAAFSE COMAND REFERENCE BOOK dated June 1953.)

NATO SECRET
### COMAIRSOUTH ASSIGNED AND EARCAMELLE FORMS COMBAT SUPPLY STATUS

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<th>At-Gg 30</th>
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### SUPPLY LEVEL (Indicated in Days)

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**Note:** All figures are subject to change and should be verified by official sources.
films, was conducted for officers and student medical officers in Naples, Rome and Florence by COMAIRSOUTH's Air Surgeon in cooperation with medical members of CLINCOUTH's Staff. A similar program is to be presented to Greek and Turkish officers in the fall.

Major problems encountered in establishing this and related medical training programs have been principally concerned with the lack of instructors and specialized personnel, schools and equipment. COMAIRSOUTH's Air Surgeon is acting as Special Advisor to the Italian Air Staff in connection with the establishment of an Aerophysiological Indoctrination and Training Center in Rome, and a joint military center for ABC Warfare at Cerignola, Italy. When these centers are completed and in operation, by the end of 1953, the Italian Air Force will have the most modern and complete medical teaching and training facilities in NATO. Under certain conditions, if necessary, the IAF considers favorably the admission of other nationals to its training programs.

A similar school, staffed with instructors trained in England, is already in operation in Greece. No information as to similar facilities in Turkey is available at this time.

In the field of Air Medical Evacuation, responsibility for this function has been delegated to the IAF by the Italian MOD. Plans for a training program in this field have been completed and a C-119 cargo-type aircraft has been made available to the first group of medical officers and technicians scheduled to undergo instruction.
During the period 1 January – 30 June 1953 the HAAFSE Communications picture underwent many changes. The arrival of the 34th Communications Squadron from the United States in April, with a large portion of its organic equipment, coupled with the move of the Headquarters to Bagnoli (Naples) with consequent access to CINCSOUTH's circuits, have increased COMAIRSOUTH's communications capability although the full results of the move cannot be evaluated until joint facilities are operational and outlying radio facilities have been consolidated.

Command-wide communications requirements have been reviewed and revised and are now programmed in three phases to reflect facilities made available upon the move of HAAFSE to Bagnoli Post; those planned for September 1953; and COMAIRSOUTH's communications requirements projected for 1 July 1954, including provisions for the Air Information Center. **86/**

Communications systems as they now exist in the HAAFSE area represent the bare essentials in radio and landline telephone and teletype circuits which will enable COMAIRSOUTH to operate in case of an emergency. Only eight HAAFSE circuits existed on 10 June 1953 (Charts Nos 15 and 16) however other circuit facilities under CINCSOUTH's operational control are being utilized, i.e., joint utilization of the RTT circuit to COMLANDSOUTHEAST at Izmir, permitting access to COMAIRSOUTH ADVCN, etc.

COMAIRSOUTH's landlines from Florence extended to HAAFSE (Naples), 56th TAF (Vicenza), HALPSE (V. rona) and the 7617th USFA Support Command (Loghorn). With the move to Naples, the links Florence-Naples and Florence-Loghorn became superfluous and were discontinued. **COMAIRSOUTH continues to have direct**

**86/** See page 23
COMAIRSOUTH
TTP and TP Circuits
EXISTING AS OF 10 JUNE 1953

AAFSE Hqs
Fountainebleau

CINCSOUTH

HAAFSE
Comm Center

HAAFSE-HAAFSE TP Patch Panel & Relay Center

1

1

2

5th ATAF
Vicenza

AAFSE Hqs
Fountainebleau

CINCSOUTH

HAAFSE
Comm Center

HAAFSE-HAAFSE TP Patch Panel & Relay Center

1

1

2

5th ATAF
Vicenza

16 June 1953
Compiled by AAFSE
Communications Div.
landline connections with HALFSE and with the 56th TAF. There
are no landline facilities available to Greece and Turkey. For
administrative and day-to-day operation between Greece and Turkey
teletype circuits are utilized, first to CINCSOUTH, then relayed
to COMAIRSOUTH ADVON at Izmir by radio teletype, whence informa-
tion is forwarded to Ankara and/or Athens. COMAIRSOUTH ADVON
does not have direct communications facilities with the national
tactical air forces in that area, and the Air Staffs at Ankara
and Athens are utilized in order to communicate with these na-
tional forces. In connection with Air Defense circuits, exist-
ing radio facilities are being used which give COMAIRSOUTH link-
age to major national air defense organizations in the Southern
European area, as well as the rest of the Mediterranean. During
Exercise NEW MOON, temporary facilities to France, Algiers,
North Africa, Malta, Athens and Ankara were used, however these
circuits were discontinued upon the completion of the maneuver
since the frequencies, which had been assigned on a temporary
basis only, were recalled.

The majority of the circuits projected for September 1953
are radio circuits. Conversion to proposed radio-teletype (RT)
apparatus from continuous wave (CW) operation depends upon the
availability both of new equipment and of national and interna-
tional frequencies. Plans have been initiated to operate a
circuit CW circuit from COMAIRSOUTH's Naples Headquarters to
Headquarters 28th TAF at Larissa, Greece, during Exercise BLACK
WAVE, in the coming July. Performance data on the reliability
of this temporary circuit will be of value in determining the
effectiveness of the proposed circuit.

All command high frequency (HF) circuits projected for 1
July 1954 are radio-teletype (F-1 emission) type. HAAFSE's
Supplemental Budget for 1953 includes the radio terminal sets
necessary to fulfill all projected international circuits.
Continuing liaison has been maintained with all outlying agen-
cies which will be required to furnish distant terminal equip-
ment for these systems, and COMAIRSOUTH has recommended that
approach be of the nature as appears in the HAAFSE Supplementary Budget for 1953. However, a problem in the planning program is to determine which of the systems or facilities is national and which is NATO infrastructure, a problem which affects financing as well. Not only must the procurement and maintenance of equipment for both systems be monitored, but actually their development must be geared to the same rate of completion in order to insure the early establishment of usable systems.

Two of the most important factors which handicap the establishment of communications within the Southern European area are the physical distances involved and the erratic nature of the terrain which, together with the large areas of water, frequently preclude the use of more desirable types of systems and equipment.

Procurement of equipment already budgeted for and the assignment of necessary radio frequencies, not only for COKAIR-SOUTH, but also for those activities which are a national responsibility, are two of the most difficult problems which remain to be solved.

RADAR

COKAIRSOUTH's present radar coverage is largely theoretical and the equipment which provides this coverage in Italy and in Turkey is obsolete. At the present time there is a very limited capability of detecting enemy fighters in interception work. Based on a study on enemy aircraft capability and probable missions during early stages of hostilities, with existing early warning facilities interception by Allied fighters is possible up to 30,000 feet on the IL-28 and type -35, depending primarily on pilot proficiency and GCI vectoring. (Charts Nos 17 and 18)

Greece

As a result of a conference early in January 1953 at Athens, Greece between representatives of HAAFSE and the Greek
Air Staff plans for the proposed radar warning not for Greece were finalized. It was agreed that the SOC and ACC should both be at Larissa, using joint facilities, and that an alternate SOC should be set up at Athens for emergency use. A second planning conference was held in Athens 26–28 March at which a complete communications electronics plan for Greece was developed. This plan was subsequently approved by the Greek MOD. 87/

Italy

Similar planning conferences were held in Rome 8–11 April in order to develop a complete communications and electronics plan for Italy. As a result, a complete plan was prepared and forwarded to the Italian MOD, for their approval, prior to the development of theoretical radar coverage. This approval is still pending.

Turkey

As of 1 January 1953 several conflicting radar warning plans existed for Turkey. In order to eliminate confusion and to alleviate existing difficulties, NAAPSE sent representatives to Ankara on 19 March 1953 to assist in the preparation of a coordinated plan for Turkey. 88/ As a result, a complete communications and electronics plan was developed and subsequently approved by the Turkish Air Staff and by the MOD. This plan was forwarded to SHAPE on 3 June 1953 and theoretical radar coverage is being developed at the present time. 89/

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87/ Plan fwd to AIRSOUTH from MOD by Ltr FDOS/F.3170/3, dtd 5 May 53, NAAPSE Sub Reg No UC-01839 (Subsequently fwd to SHAPE thru CINCSOUTH), NATO SECRET

88/ Conference, Ankara, 19 Mar 53, Minutes published by Hqs Turkish AF, Ankara, dtd 24 Mar 53, Subj: "Summary of Minutes of Meetings held at Turkish AF Headquarters"

89/ Ltr NAAPSE Subj: "Communications and Electronics Plan for Turkish AF", dtd 3 Jun 53, fwd to SHAPE thru CINCSOUTH, Sub Reg No. C-1162, NATO TOP SECRET
During the Greek and Turkish planning conferences, representatives of the Military Assistance Groups were present and cooperated actively in the preparation of the plans.

The implementation of these plans will give COMAIRSOUTH the operational and Air Defense facilities he requires and will also provide minimum facilities for offensive operation in the APSE area. The success of the program is dependent on current and future outside assistance for each country in the procurement of equipment and the establishment of a realistic training program.

**MOBILE COMMUNICATIONS CENTER**

The development of the Mobile Communications Center, now in the construction stage under contract with a Canadian manufacturing firm 90/, has been monitored. Latest reports indicate that construction is progressing satisfactorily, although there have been some sub-contractual delays. It is now expected that the Mobile Communications Center will be delivered to HAAFSE sometime in the latter part of October 1953. At the present time a study is under way to insure the immediate and effective employment of the center and its equipment upon its arrival in this area.

Planning for a similar facility for Turkey is in the initial stages, based on the following general concepts:

Mobile communications with national Air Forces are essential.

NATO cannot be expected to pay for leased wire circuits in Turkey and therefore, other arrangements (i.e. radio) must be made to meet these requirements.

Headquarters 6th ATAF will be semi-mobile and will therefore require semi-mobile communications equipment.

Headquarters 6th ATAF should be capable of detaching itself from Headquarters ALFSEE and operating independently in the field.
During the period from 1 January to 30 June 1953 two conferences were held, one on 9-11 February at HAAFSE, in Florence, and the other 31 March - 2 April at HAFSE in Naples. Both conferences were concerned primarily with the development of a VHF assignment plan. The agreements reached at these conferences constitute a successful accomplishment of the VHF plan for all forces under the control of AFSE. The plan, as agreed to, has been forwarded to SHAPE for approval.

At these same conferences, the problem of control of non-combatant aircraft, such as civilian contract carrier planes and military planes on administrative flights was also considered and the need for an "air movement frequency" assignment for the express purpose of furnishing a clear channel for such aircraft confirmed.

The question of paramount importance remains that of the assignment of frequencies. A plan is now under study whereby ERFA (European Radio Frequency Agency) would be requested to rescind all previously assigned frequencies, and an attempt be made to assign permanent frequencies to all required radio circuits. Training is one of COMAIRSOUTH's major responsibilities, yet frequencies are lacking at this time with which to provide for the establishment of adequate radio training programs in his area.

Second only to this is the problem of personnel. In many instances the installation of needed equipment has been held in abeyance awaiting personnel authorizations for required manning.

Summary of Minutes of First Meeting on VHF Assignment Plan, held AAFSE 9-11 Feb 53, AAFSE Sub Reg No C-0798; page 3; attachment to Ltr HAAFSE/AACM/3154/53, dtd 12 Mar 53, same subject, COSMIC TOP SECRET

Minutes of Conference, CINCSOUTH 31 Mar-2 Apr 53; Air VHF Assignment Plan Southern Europe, HAAFSE/651/53 - SI 3154, 12 May 53, HAAFSE Sub Reg No C-1105, COSMIC TOP SECRET
A serious problem still exists with respect to duplication of effort by agencies responsible for communications infrastructure programs and national communications construction programs. COMAIRSOUTH has requested further guidance from CINCSOUTH with regard to the segregation of the two programs in order that he may advise responsible planning staffs and aid groups of the action that should be taken independently by them in order to implement national portions of the communications program and also avoid duplication of effort by air groups and infrastructure programs particularly with respect to facilities between major terminal points, which may require a large number of national and international as well as common NATO circuits.

In the absence of such guidance, duplication of effort, at least in the planning stages, continues. 93/

Fourth Slice Infrastructure Program

SHAPE approved the 4th Slice Infrastructure Program in final form on 29 April 1953, 94/ however, several minor changes were required to bring this approved program into line with the desires of the Greek and Turkish Air Staffs and with AAPSE requirements. At the request of the Turkish Air Staff, COMAIRSOUTH has asked that the ATCC's (Air Traffic Control Centers) approved for Istanbul and Malatya be changed to Eskisehir and Ankara and that a third ATCC for Diyarbakir be included. This is based on tactical reasons in view of the location of the 1st and 3rd Turkish

93/ Ltr HAAFSE, Subj: "National and International Circuit Requirements Through 1956 in AAFSE Area of Responsibility", dtd 9 May 53; file no AAGM 6100

Tactical Air Forces. 25/  

Similarly in compliance with the desires of the RAFA, as concurred in by COWAIRSOUTH, a request is being forwarded that only Athens be considered as a location for an ATCC in Greece, and that the ATCC at Salonika be deleted.

With regard to the approved Loran chain, COWAIRSOUTH is of the opinion that no requirement exists for Loran facilities for forces under his jurisdiction; however, a final decision has not yet been made by higher headquarters whether such a chain for Southern Europe, approved in the 4th Slice Program will actually be included in the Infrastructure Program.

With respect to coastal radar stations, COWAIRSOUTH has stated officially that no requirement exists for these 26/, however, it is understood that CINCSOUTH is supporting this program. Until a firm plan for coastal radar stations is formulated for this area, the associated communication plan for air-warning communications circuits needed to take advantage of limited air-warning which would be made available through these stations, cannot be prepared.

Fifth Slice Infrastructure Program

The Fifth Slice Infrastructure Program is a continuation of preceding programs inasmuch as it provides for the necessary communications to link NATO airfields with air commands, ATCC’s and sites of navigational aids. Data on which to base planning has been assembled and forwarded to CINCSOUTH. 27/ This information includes foreseeable requirements for communications circuits through 1956. In addition, a request is being made to include Brindisi as an ATCC for Italy. With this exception no


26/ Ltr RCAFSE AADD 4-4124, 22 Apr 53

27/ Ltr RAAFSE/6100/53, Subj: "National and Infrastructure Circuit Requirements through 1956 for the AAFSE Area of Responsibility", dtd 9 May 53, COSMIC TOP SECRET
In developing the necessary data, a series of meetings was held with the Air Staffs of Greece, Italy and Turkey during the latter part of March and early April, at which existing communications and electronics plans to meet NATO and national needs were reviewed with the object of programming circuit requirements for the 5th Slice Infrastructure Program.

COMMUNICATIONS FACILITIES COMAIRSOUTH ADVON, IZMIR, TURKEY

The COMAIRSOUTH ADVON at Izmir, Turkey still depends on communications services provided by COMLANDSOUTHEAST. An established joint facility exists similar to that shared by HAFSE—HAAFSE in Naples. Operation of the joint facility is hampered by the lack of adequate personnel to man the apparatus, although SHAPE recently authorized HAAFSE an additional allocation of 27 personnel to man facilities of the ADVON during the interim period until its own circuits can be established and made operational. Requirements for communications facilities for the ADVON have been programmed and budgeted, but early establishment of circuits depends on approval by higher headquarters of the proposed budget submitted by HAAFSE.

COMMUNICATIONS FACILITIES 56TH TACTICAL AIR FORCE

The development of an adequate communications system for the 56th TAF has continued to be hampered by deficiencies in personnel and materiel, nonetheless this program has entered its second phase with the following objectives:

To complete the landline, and radio communications system.

To complete existing internal telephone installations at TAF Headquarters and at the JOC/ACC and effect new planned installations.

98/ MSG HAAFSE AACH 7-2114, 5 Jul 53
99/ HAAFSE History Phase III, page 59
To replace all four-channel VHF equipment in assigned aircraft with eight-channel sets.

To revise the distribution of radio crystals in accordance with a provisional frequency distribution plan.

To modernize the navigational aids installations at the different bases.

To establish a control and direction system.

To develop a standard IFR and landing (ACC) procedure to be adopted by all subordinate units.

To train all personnel in NATO procedures.

A further aim is to develop flexibility throughout the communications system.

To date the circuits shown below have been added:

**Land Lines:**

- One direct (telephone-teletype), dual purpose circuit with the Naval Command, Venice.
- Two circuits, one of which is teletype, with the Regional Meteorological Center, Venice.
- One direct teletype circuit with the Linate Flight Information Center.

**HF Radio:**

- One operational circuit connecting the General Air Staff, Rome, with TAF Headquarters, ZAT Headquarters, and Air Headquarters in Sicily and Sardinia.
- One connection between TAF Headquarters and the gunnery ranges.
- One operational connection between HAAFSE and the TAF Headquarters.

By the end of January all F-84 and DH 100 aircraft were equipped with eight, nine or ten channel sets, leaving only the G-59, L-5, S-7, Q-45, and F-51's with four channel sets. The F-84 aircraft being assigned are all equipped with eight channel sets. Pending the establishment of the NATO VHF Plan 100/4, a provisional plan has been adopted. In view of the ever-increasing traffic coupled with the increased operational and training...
The improvement and modernization of navigational aids on the various TAF bases is proceeding slowly. One GCA apparatus has been installed at Villafranca, where there are also two radio-beacons (short and long range). An automatic VHF/RDF station has also been set up at that base. Agreement has been reached with the ZAT organizations leading to an improvement in the use of navigational aids and a standard procedure has been established while training in the use of English language terminology and SOP's has been intensified. The program is proceeding slowly and is hampered by shortages of specialists personnel and equipment.

Steps have been taken to organize a mobile telecommunications system in order to meet the requirements of a Tactical Air Force operating in the field. The present organization consists of two radio trucks equipped with RT 310 sets, two radio trucks equipped with both RT 610 and RT 310 sets, and one mobile high power VHF receiver-transmitter radio, however this system cannot function for lack of personnel.

A Telecommunications Section, responsible for the supervision of maintenance and operation of TAF communications facilities, has been organized at Headquarters 56th TAF to coordinate and control the communications net. Steps have also been taken to insure a realistic distribution and installation of the equipment (transmitters, receivers, teleprinters, switchboards, etc.) belonging to the circuits under the jurisdiction of this Section.

In view of the maneuvers scheduled for 1953, a third phase, designed to achieve an increasingly mobile and flexible organization, is planned. Particular problems to which solutions must be found concern:

The re-establishment of the ACC, the employment of the 151st TACG (USAF) and the future establishment of an

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See page 15.
Italian Tactical Air Control Group. These problems involve
the establishment of the following networks:

- Coordination and Control
- Military Intelligence
- Air Tactical Direction
- Air Tactical Reconnaissance
- FIXER
- Fighter "Early Warning
- Search and Rescue

The activation of a Telecommunications Squadron to provide a
technical organization capable of handling the TAP's signal requirements, especially those involved in field operations.

The implementation of the VHF Plan.

The installation of automatic GCA and VDF sets and long and
short range NDB's at the bases of Aviano, Ghedi and Istria.

The continuing program for the modernization of all naviga-
tional aid installations at TAF bases.

Transfer of responsibility for the Air Control Teams, from
the Italian Air Force to the Italian Army, in accordance
with the HAFSE Joint Air/Ground Warfare Directive.

Establishment of a joint communications network connecting
the RAF with Army and Navy organizations.

Establishment of "electronic counter-measure" installations.

The elimination of personnel shortages.
The preceding chapters have highlighted the complexity of the Southern European area and the amount of work entailed in solving the problems peculiar to this area. Those problems are magnified by the extreme differences in language, the almost total lack of communications, the long distances to be travelled to achieve liaison, involving in many instances large water areas between one country and another, and the multiple problems connected with infrastructure planning, complicated by more varied and difficult terrain conditions than exist in almost any other NATO area. Only by coming in day-to-day contact with these conditions can one visualize the workload created and the time loss incurred, not directly apparent in the final product achieved.

PERSONNEL BUILD-UP, HAAPSE

The Southern European nations, Greece, Italy and Turkey have continued to have difficulties in furnishing their share of personnel for HAAPSE, against current (TPD-IV) authorizations, and the national authorities in all three nations have indicated that the outlook for the immediate future is bleak. Primary factors contributing to this situation are generally the same as those affecting the manning of other NATO Headquarters, such as national force build-ups and shortages of qualified staff officers. In the Southern European area this situation is particularly acute since the air forces of the principal nations involved have been in existence only a relatively short time, or, as in Italy, have undergone a lengthy hiatus in their development. As a result, the air personnel, from the point of view of both numbers and experience, do not match the personnel of the sister services. (Chart No 19)
### Headquarters Allied Air Forces Southern Europe

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<td>23</td>
<td>57</td>
<td>80</td>
<td>76</td>
</tr>
<tr>
<td>Communications Supt</td>
<td>5</td>
<td>19</td>
<td>24</td>
<td>16</td>
</tr>
<tr>
<td><strong>TOTALS</strong></td>
<td>93</td>
<td>76</td>
<td>169</td>
<td>96</td>
</tr>
</tbody>
</table>

#### Notes:
- * Awaiting transfer to national elements.

NATO RESTRICTED

CHART NO 19
DEVELOPMENT OF PERSONNEL REQUIREMENTS

Headquarters AAPSE has remained handicapped by the restrictive personnel ceilings of T/PD-IV dated 4 February 1952 and approved by SHAPE on 11 July of that year. This T/PD, based on limited operating experience, pre-dated the Lisbon Conference and made no provision for Greek and Turkish representation. With the entry of Greece and Turkey into NATO, HAAFSE passed into a new phase, from an operational and planning point of view, and T/PD-IV, with a total staff authorization of 127 officers, 91 other ranks and 58 civilians, is considered totally inadequate and unrealistic. 102/

The SHAPE Establishments Team recognized these inadequacies at the time of its on-the-spot review of HAAFSE's organization and manning in October 1952 and recommended that HAAFSE's current personnel requirements for Staff be increased to 137 officers, 115 other ranks and 46 civilians. At the same time, SHAPE's revised personnel forecast for HAAFSE for 1953 established, for planning purposes, a strength of 175 officer, 161 other rank and 49 civilian spaces for the HAAFSE Staff. Based on these strength ceilings, a forecast of HAAFSE personnel requirements for the period ending 31 December 1953 was developed and submitted to SHAPE through CINCSOUTH on 15 January 1953, as T/PD-V. SHAPE agreed to the over-all personnel requirements of T/PD-V, exception was taken to the recommended Greek, Italian and Turkish representation of seven per cent, 23 per cent, and eight per cent respectively, since:

"One of the criteria for determining national contributions to international headquarters is that national representation in each should be related to force commitments, responsibilities, interests... SHAPE appreciates that certain governments lack an adequate number of capable staff officers and that there is the tendency to counterbalance this deficiency by reducing these nations' participation at the expense of others who can better furnish personnel. However, unless the governments are aware of the

102/ See HAAFSE History, Phase II, page 14 and Phase III, pages 17-18, both COSMIC TOP SECRET
The requirement is sufficient time to train staff officers, the current unbalanced situation will continue. This is particularly true in view of the fact that End 1953 requirements will remain in effect for End 1954...

On 1 June the revised forecast requirements for end 1953 and 1954 were submitted to CINCSOUTH. This forecast reflected national representation by percentage, as follows, out of a total of 175 officer and 161 other/rank spaces:

<table>
<thead>
<tr>
<th></th>
<th>FRANCE</th>
<th>GREECE</th>
<th>ITALY</th>
<th>TURKEY</th>
<th>UK</th>
<th>US</th>
</tr>
</thead>
<tbody>
<tr>
<td>Officers</td>
<td>3.4</td>
<td>11</td>
<td>24</td>
<td>10.2</td>
<td>4</td>
<td>47.4</td>
</tr>
<tr>
<td>Other Ranks</td>
<td>2</td>
<td>9.3</td>
<td>18.5</td>
<td>9.3</td>
<td>2.6</td>
<td>58.3</td>
</tr>
</tbody>
</table>

T/PD-V (Revised) dated 10 March 1953, which represented NAAPSE's current personnel requirements, took cognizance of SHAPE's comments concerning national representation and also reflected the NAAPSE Command position with regard to the recommended consolidation between NAAPSE and NAASE. This T/PD was forwarded to SHAPE by CINCSOUTH on 18 April 1953. Subsequently, as a result of information received from Greek and Turkish authorities which indicated the inability of these nations to furnish additional personnel at this time, T/PD-V (Revised) was re-worked and resubmitted to CINCSOUTH on 15 June 1953 as T/PD-V (R-2). This T/PD shows an increase in US representation by five officers and 16 other ranks, or a national percentage representation as shown below out of a total of 158 officers, and 141 other ranks:

<table>
<thead>
<tr>
<th></th>
<th>FRANCE</th>
<th>GREECE</th>
<th>ITALY</th>
<th>TURKEY</th>
<th>UK</th>
<th>US</th>
</tr>
</thead>
<tbody>
<tr>
<td>Officers</td>
<td>3</td>
<td>10</td>
<td>24</td>
<td>10</td>
<td>4</td>
<td>49</td>
</tr>
<tr>
<td>Other Ranks</td>
<td>2</td>
<td>4</td>
<td>20</td>
<td>4</td>
<td>3</td>
<td>67</td>
</tr>
</tbody>
</table>

T/PD-V (R-2) met all SHAPE criteria both in total strength as well as national balance, insofar as could be ascertained. Information has recently been received from SHAPE that approval of T/PD-V (R-2) is being withheld and that, as an interim measure, ceilings authorized in T/PD-IV would remain in effect, at...

109/ See page 73
least for the time being, in view of the announced policy of the Standing Group to attempt to reduce the personnel strength of all NATO Headquarters because of the shortage of qualified personnel within the nations. Concurrently SHAPE authorized a reorganization within current authorizations, provided such was deemed necessary. An AD HOC Manpower Committee has been formed to determine the course of action to be followed as a result of this latest SHAPE decision.

REORGANIZATION OF HAAFSE

In the course of developing the HAAFSE Emergency Alert Plan D4, the Headquarters was critically examined in the light of past operating experience and of current and planned wartime functions and organizational requirements. As a result, a major reorganization was recommended in order to align the peacetime organization with the proposed War Establishment to insure a minimum of dislocation in the Headquarters in the event of war. This recommended reorganization was reflected in T/FD-V (Revised).

Simultaneously, a review was undertaken of those functions currently performed independently by HAAFSE and HAFSE in order to determine potential consolidations which could be effected upon the transfer of HAAFSE to Bagnoli and which would insure maximum economy in the employment of staff and support personnel. This study, based on the assumptions that there would be no change in COAIRSOUTH’s mission, that the support of the Headquarters would be provided by Headquarters Command HAFSE, and that the two Headquarters, HAFSE and HAAFSE, would remain physically separated, at least for the balance of 1953, indicated that some staff consolidation could be effected in the areas of Adjutant General,Communications, Comptroller, Logistics and Public Information. The consolidation of Headquarters

104/ HAAFSE History, Phase III, page 40, COSMIC TOP SECRET
Command with that of HAAPSE, with its resultant deactivation as a separate entity was also anticipated. The total net personnel savings to the two Headquarters, based on these recommendations, was 24 officer, 154 O/R and 22 civilian spaces. 105/ (Chart No. 20)

As a result of these two studies, a major reorganization of the Headquarters was approved, the first phase of which was implemented in early February 1953. 106/ (Chart No. 21)

The second phase of this reorganization was deferred until the move to Naples had been completed and the recommended consolidations between the two Headquarters effected. This has now been accomplished. 107/ HAAPSE's present organization provides for wartime expansion without reorganization, and is designed to promote peacetime efficiency with minimum personnel requirements. (Chart No. 22)

COMMUNICATIONS SUPPORT FOR HAAPSE

The T/PD covering the personnel requirements for communications support for HAAPSE was developed as part of T/PD-V (Revised), but was submitted separately to SHAPE through CINCSOUTH on 22 April 1953.

In developing this T/PD the following major factors were taken into consideration:

- The personnel strength of the Tables of Organization and Equipment (TO/E) for the 34th Communications Squadron (USAF).
- The reduced strength TO/E organization along the same lines as the above, but to be filled by Italian Air Force personnel from a programmed IAF unit.

105/ Ltr HAAPSE, Subj: "Consolidation of Staff and Support Services, COLAIRSOUTH-CINCSOUTH", dtd 20 Feb 53, HAAPSE Sub Reg No UC-01073, NATO CONFIDENTIAL

106/ HAAPSE General Orders No 3, dtd 3 Feb 53 (Appendix E)

107/ HAAPSE General Orders No 10, dtd 7 May 53 (Appendix F)
<table>
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<tr>
<td>1573</td>
<td>77</td>
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<td>16</td>
<td>7</td>
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<td>1571</td>
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</tr>
</tbody>
</table>

Note: The table represents the distribution of a certain metric across different ranges. Each cell indicates the count within the specified range.
3 February 1953

CHIEF OF STAFF

DEPUTY CHIEF OF STAFF

GROUND SUPPORT

LOG/OPS

AIRFRAME

AVIONICS

LOG/PROGS

LOG/LOGISTICS

PERSONNEL & SERVING

AG/B

AG/A

AG/C

AG/D

AG/E

AG/F

AG/G

AG/H

AG/I

HEADQUARTERS COMMAND

CHART NO. 21
Requirement for a small communications maintenance section (one officer, eight other ranks) to provide for the reception and acceptance of equipment for the Mobile Communications Center. The requirements for this Section will later be consolidated with the Maintenance and Operations personnel requirements for the Mobile Communications Center.

As a result, the T/PD indicates a peacetime requirement for a total of 15 officers and 198 other ranks:

<table>
<thead>
<tr>
<th></th>
<th>Officer</th>
<th>O/R</th>
</tr>
</thead>
<tbody>
<tr>
<td>34th Communications Sq</td>
<td>8</td>
<td>112</td>
</tr>
<tr>
<td>IAF Communications Sq</td>
<td>6</td>
<td>78</td>
</tr>
<tr>
<td>Mobile Communications Center (IAF)</td>
<td>1</td>
<td>8</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>15</strong></td>
<td><strong>198</strong></td>
</tr>
</tbody>
</table>

Out of this total, HAAFSE has agreed to furnish two officers (one IAF, one USAF) and 70 O/R (30 IAF and 40 USAF) for the joint HAFSE-HAAFSE Communications Center at Bagnoli. The balance of the personnel are required for HAAFSE's current communications needs, including the manning of the Air Information Center. 109/

Tables of Personnel Distribution have also been prepared for both the peacetime and wartime operation of the Mobile Communications Center, and as of 30 June 1953, are ready to go forward to CINCSOUTH for approval. 109/

**THIRTY-FOURTH COMMUNICATIONS SQUADRON (USAF)**

Deployment of the 34th Communications Squadron (USAF) to Italy in April, and its subsequent assignment to COAIRSOUTH, eased the critical shortage of communications personnel. The immediate result of the arrival of this unit was the provision of technically trained personnel, capable of furnishing necessary

103/ See page 24
109/ See above and also page 26
communications support for HAAPSE in the Naples area. The unit is full strength in personnel but lacking considerable equipment as authorized by its MEAL (Maintenance Equipment Allowance List). The 34th Communications Squadron personnel are presently establishing required HAAPSE terminal facilities, as well as participating with HAFSE in the operation of joint communications facilities. This unit has increased COMAIRSOUTH's communications capabilities to a great extent, however, lack of equipment at HAAPSE terminals, as well as the lack of terminal equipment at remote national and NATO installations, limits full use of this capability. Projects to alleviate these shortages have been programmed and budgeted for. The 34th Communications Squadron, with its Italian counterpart, provides the basis for communications support for HAAPSE communications services.

CIVILIAN PERSONNEL

Upon the transfer of the Headquarters to Bagnoli, all Chapter II civilian personnel were separated in accordance with SHAPE directives, in view of the consolidation of the Headquarters Support activities in the Naples area with those of HAFSE. Those Chapter I personnel for whom declaration of security reliability had been completed, and who wished to remain with the Headquarters, were transferred to Naples. All others were separated in accordance with SHAPE directives. In all a total of 29 out of 56 civilian OECE employees accompanied HAAPSE to Bagnoli. Of these, five were reassigned to HAFSE, concurrent with the transfer of certain functions to that Headquarters.

All records for HAAPSE civilian employees, both past and present, were transferred to and are maintained by the HAFSE Civilian Personnel Office. While liaison between HAAPSE Staff activities, HAFSE civilian employees and the HAFSE Civilian Personnel Office is maintained through the HAAPSE Personnel and Administration Division, the administration of civilian personnel is now the responsibility of HAFSE.
MILITARY COMPLEMENTS COMMITTEE

On 31 March - 2 April 1953, the Standing Group Military Complements Committee (MCC) sub-committee, visited HAAFSE in Florence, for the purpose of reviewing HAAFSE's functional organization and personnel requirements from the standpoint of necessity for existence and for proper grade and nationality requirements. In view of the major organization recently accomplished, and the status of T/PD-V (Revised), that T/PD was presented to the Committee for its review. The Committee noted that while this T/PD showed an increase of 31 officer spaces, 50 O/R spaces and a decrease of 27 civilian spaces over the existing authorizations in T/PD-IV, the additional spaces were written almost without exception for personnel of Greek and Turkish nationality, although there was little or no prospect of these posts being filled in the forthcoming year. The Committee accepted SHAPE's view that it was essential that these posts be approved in order to provide the necessary incentive for the nations in question to train the requisite officers although, from a practical point of view, the increase in numbers from T/PD-IV to T/PD-V would make little or no difference within the foreseeable future. In view of the fluid situation existing with regard to the move of HAAFSE, the sub-committee made no specific numerical recommendations concerning the authorized strength of HAAFSE as a result of its deliberations. 110/

The full MCC, however, later reconsidered this question and recommended the deletion of various Greek and Turkish posts from T/PD-V (Revised) then under consideration at SHAPE, while at the same time recommending that these be shown on a longer term forecast T/PD. Based on the MCC recommendation, the aggregate number of staff officer posts tallied closely with that currently authorized by T/PD-IV while there was a small increase in O/R posts.

For the reasons indicated earlier, COMAIRSOUTH does not concur in these recommendations, although further action is waiting on the receipt of the full MCG report.

COMAIRSOUTH's ADVON, IZMIR, TURKEY

The personnel build-up of the ADVON has been slow, however, as of 30 June 1953, the ADVON has almost reached the strength of 15 officers and 25 O/R authorized by SHAPE.

<table>
<thead>
<tr>
<th>Auth Officer</th>
<th>Auth O/R</th>
</tr>
</thead>
<tbody>
<tr>
<td>US</td>
<td>9</td>
</tr>
<tr>
<td>Greece</td>
<td>3</td>
</tr>
<tr>
<td>Turkey</td>
<td>3</td>
</tr>
<tr>
<td>TOTAL</td>
<td>15</td>
</tr>
</tbody>
</table>

This manning has not permitted the ADVON to provide an equitable share of personnel required to operate the CCELD-SOUTHEAST ADVON (6th ATAF) joint communications facilities. Based on the proposed organization and Communications Support for the Nucleus 6th ATAF which was approved by CINCSOUTH and forwarded to SHAPE on 18 May 1953, COMAIRSOUTH, in June, recommended to CINCSOUTH that either the HAAFSE TPD or that of the ADVON be augmented by 27 Other Rank spaces to provide for the immediate assignment to Izmir of USAF enlisted communications specialists to alleviate personnel-wise the existing critical communications situation. CINCSOUTH approved this recommendation and requested SHAPE's favorable consideration. On 4 July 1953, SHAPE authorized an increase of 27 USAF military O/R spaces for the Signal Support for AAFSE with the provision that at such time as the 6th ATAF is activated these spaces will be withdrawn from AAFSE and be included in the total ATAF authorization.
Establishment of COMAIRSOUTH's War Headquarters is based upon the AFSE EDP 1-53 and embodies the personnel requirements necessary to carry out the HAAFSE mission as there set forth, using the following assumptions:

HAAFSE will share a joint location with HAFSE and STRIKFOR-SOUTH in the Bagno Area, Naples.

Support will be furnished by HAFSE Headquarters Command. The 5th and 6th ATAF's will have been organized prior to M-Day, at Vicenza and Ismir, respectively.

COMAIRSOUTH will have only operational control of assigned forces - the various nations will retain administrative control.

There will be maximum coordination of services with HAFSE to prevent duplication and to effect maximum economy in the use of personnel.

The War Headquarters T/PD indicates personnel needs for 24 hour operation as foreseen on D+180 days, and recognizes that there will be a very limited build-up during the first months of hostilities. This T/PD does not include provisions for either the Mobile Communications Center nor for the Air Information Center, planning for which was accomplished separately.

It does include provisions for Communications Support.

COMAIRSOUTH's War Establishment was reviewed by the SHAPE Establishments Team, on 3-7 May 1953, as part of its overall examination of CINCSOUTH's proposed wartime organization. This review revealed a certain lack of coordination and some duplication of functions between HAFSE and HAAFSE. These differences have since been resolved, and the HAAFSE War Organization was forwarded to CINCSOUTH on 26 June for submission to SHAPE.

(Chart No 23)
Major administrative problems encountered during the past six months have been connected, in the main, with the transfer of the headquarters and with the resulting consolidation of certain functions with HAFSE. While it is still too early to assess the effect of the move, it should lead to a streamlining of administrative activities with a consequent increase in efficiency.

Basic administrative policies have undergone no change during this period, although there has been a continuing review and refinement of already established procedures with a view to increasing over-all efficiency. With the standardization of administrative practices and procedures there has been a marked improvement in the day-to-day operating efficiency of all staff agencies. Certain problems remain and probably can never be completely and satisfactorily resolved. These are principally concerned with the multiplicity of languages current in the Southern European area and in the headquarters, and with the time-consuming processes of translation and interpretation with the attendant possibilities of error both in understanding and conveying of meaning. Another factor contributing to loss of efficiency and to loss of time is the tendency to over-classify sensitive material. There is continuing indoctrination on this subject.

After nearly two years of operation, HAAFSE is also faced with the need for a practical records administration program, designed to promote the orderly retirement of Headquarters files. Pending receipt of specific instructions from higher headquarters, such a program has been developed and is in the final stages of coordination with CINCSOUTH.
BUDGETARY SUPPORT

The bulk of the HAOFSE Comptroller functions were consolidated within HAFSE, effective with the transfer of the headquarters to Bagnoli, leaving COMAIRSOUTH a Financial Advisor who maintains liaison between the two headquarters on financial matters and monitors the HAOFSE share of the Budget and Fiscal Program. This arrangement entails close coordination and has been in effect too short a time to make it possible to evaluate the results.

Budget, HAOFSE

Estimates of the 1953 HAFSE Budget were predicated on the assumption that HAFSE would move to Naples in mid 1953, and were based on planning factors developed from past experience.

Original estimates were prepared and submitted to the SHAPE Budget Review Committee in October 1952. As a result of their comments and of new HAFSE Movement Planning Group factors, the first revised budget estimates were prepared on 8 December 1952. However, this revision became obsolete due to a delay in hearing by the NATO Military Budget Committee and due to further revisions in planning factors concerning the move. On 16 March 1953, a second revision was completed and subsequently submitted to the Working Group of the NATO Military Budget Committee in Florence, early in April 1953. On 22 May, final approval was received on amounts recommended by the Working Group, as revised by the Military Budget Committee.

Following the move of HAFSE to Naples and the subsequent consolidation of the Headquarters Command with the HAFSE Headquarters Command, HAOFSE comptroller functions were transferred to HAFSE. Chapters 2, 11, 14 and 31 of HAOFSE 1953 Budget were entirely integrated into the HAFSE Budget, and Chapters 13 and 12 were partially integrated.\footnote{Seven chapters remain in the approved}
Although the basic principles to be adopted in preparation of the 1954 HAAPSE Budget are not known at this time, it is tentatively planned that one integrated budget will support both Commands.

**Budget, COMAIRSOUTH ADVON, Izmir**

Based on the concept of the ADVON as an integral part of COMAIRSOUTH's staff, its budget was initially developed as an annex to the HAAPSE Budget. However, as recommended by the SHAPE Budget Committee, it was ultimately prepared and defended as an annex to the HALFSEE Budget. A major problem encountered during the preparation of the ADVON Budget concerned support services common to HALFSEE and to the ADVON. The costs of such services for both headquarters were included in the HALFSEE Budget.

The ADVON Budget has been administered by HALFSEE with a representative of the ADVON working within the HALFSEE Comptroller Division. This arrangement has been satisfactory.

**STATISTICAL REPORTING REQUIREMENTS**

From the inception of the command, COMAIRSOUTH has felt the need of an effective centralized operational statistical services reporting system to permit him better to evaluate the status of his command and the progress being made toward the accomplishment of his mission. The system, as envisaged, provides for a centralized statistical office, which has the responsibility of controlling all statistical functions of the headquarters, thereby insuring standardization of statistical procedure, terminology and concept. The system encompasses the functions of control, collection, verification, recording, interpretation and presentation of statistical material. It also provides for a reports engineering function designed to eliminate obsolete reports, to pre-

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vent duplication of reporting, and to insure brevity of material required from subordinate commands. Such a system has been established within HAAFSE, and partially implemented within the limitations of available personnel, information and equipment. In establishing it, COMAIRSOUTH's basic policy has been to insure that all reporting requirements are kept to a minimum and are so conceived as to utilize existing reporting systems and to eliminate duplication.

In developing the statistical services system within HAAFSE, a study was made of the existing statistical system within Italy, Greece and Turkey.

Italy.
The statistical reporting system of the IAF is presently being revised. While it is now decentralized, it is anticipated that centralization will be accomplished within the next eight months. A reasonably efficient system, however, may not be achieved for at least one or two years.

A statistical office has recently been established within the Italian Air Staff, the broad function of which is to centralize the statistical system at that level and eventually throughout the IAF. Progress toward this goal is extremely slow, due in part to the critical shortage of qualified statistical personnel throughout the IAF and also to the adjustment to a mechanized system of reporting, since Remington Rand electrical accounting machines have recently been installed at the Air Staff.

Decentralization of Statistical Services, plus the fact that Reports Control is practically non-existent, has caused a serious reporting problem within the IAF. Various staff divisions within the Air Staff place reporting workloads on subordinate units, with little regard for duplication or for the effort involved in preparation of the reports. For example, the 56th TAP prepares and
The Italian Air Staff, assisted by a USAF team from the United States, is attempting to develop a personnel accounting and classification system patterned after that in use within the USAF. It is estimated that it will take from one to two years to implement such a system.

HAAPSE has made and continues to make every effort to utilize existing IAF reports. In many cases, however, the IAF reports do not reflect sufficient detail nor cover a sufficient area of operation to provide all the information necessary to this and higher headquarters. It has, therefore, been necessary to initiate reports within HAAPSE and to levy a reporting requirement on AAFSE assigned units.

Greece.

From an over-all viewpoint, Greece is further advanced than Italy in the development of a centralized reporting system. The problem is not so great, however, in that the smaller size of the AIAF presents fewer complexities of reporting. Report requirements are usually generated at Air Staff level and, consequently, the Air Staff has on file a great amount of statistical data from which they are able to satisfy the majority of outside agency requests. USAF-type directives and reports have been adopted by the RHAF, which has made it easier for them to fulfill HAAPSE's limited reporting requirements.

One major change within the statistical system of the MOD, Greece, is the installation of Remington Rand electrical accounting machines at the MOD level. In order to permit the statistical unit at the MOD level to operate efficiently with these machines, there will of necessity have to be some standardization of reporting formats and procedures between Army, Navy and Air. How such standardization will effect RHAF reports now forwarded to HAAPSE cannot be determined at this time.
In the area of personnel accounting, the RHAF has already adopted a system patterned after the system in use within the USAF, i.e., the classification system to include skill inventories. It took the RHAF almost two years to develop and place this system into effect. The personnel data, as produced nationally, will be of use to HAAFSE, but it will not now match the data received from other nations. In order to make an understandable analysis of the Southern area personnel situation for use in HAAFSE, it will be necessary to have at least three usable national systems and a thorough knowledge of these systems. There are not now three usable systems in this area and for this reason HAAFSE is unable to make full use of existing national reports.

**Turkey**

As is the case in Greece, the Turkish Air Staff generates the majority of the reporting requirements which are levied on TAF units. Consequently, they have a considerable amount of statistical data available and are able to satisfy the majority of requests for statistical reports.

The Turkish Air Force is likewise placing in use certain reports which are patterned after USAF reports. For the time being, these reports are confined to the area of aircraft inventory and status reporting, and portions of the data contained therein are being received and used within HAAFSE.

Principal problems encountered by the Turkish Air Force are the shortage of qualified statistical personnel and of communications and translator services. HAAFSE is naturally affected in that the time required to receive statistical data from Turkey is excessive and the headquarters is not able to comply with the reports "due dates" imposed by higher headquarters. There is no relief in sight to this situation.

The Turkish Air Force appears to be working slowly but steadily toward a centralized statistical system. Of the existing 27 recurring reports, 17 contain information of use to HAAFSE, the
remainder being of national interest only. This small total number of reports would indicate a conservative approach to the statistical problems and may be assumed to be a very realistic manner in which to establish a statistical services system, considering the manpower problems of the Turkish Air Force. As yet, there are no electrical accounting machines installed within the MOD or the Air Staff.

This headquarters has found it extremely difficult to utilize statistical data received through national reporting systems. The fact that each nation uses a different system, different terms and different standards makes questionable the reliability of the data they are able to furnish. It has, therefore, been necessary to initiate certain reports in order to acquire standardized information essential to the staff. Such reports have been held to an absolute minimum. With the three nations now converting to USAF-type reporting procedures, however, some standardization should be achieved in the future.

This whole problem has recently become a subject for action from SHAPE. Realizing the inability of Air Headquarters of Allied Command Europe to exchange certain types of selected information, because of the lack of standardization, SHAPE has requested the Military Agency for Standardization to appoint a working group to study the problem and to make appropriate recommendations. The group will endeavor to establish standardization of concept, terms and procedures as pertains to statistical reporting. In the meantime, COMAIRSOUTH will strive to maintain standardization within his own headquarters.

The need for such standardization is apparent when consideration is given to wartime reporting. In order for reports to be meaningful to a supreme commander, standardization is essential. There must be one definition and one definition only for such terms as "sortie", "combat ready", "AOCP", etc. In time SHAPE could probably achieve such standardization within the Southern area. It is doubtful, however, that complete standardization
could ever be achieved as far as HAFSE and HAFSE were concerned. This can, however, be achieved through SHAPE.

Based upon known facts of the Statistical Services situation throughout Allied Command Europe, it is felt that HAAFSE is progressing in a very satisfactory manner. While the complete centralization of statistical services has not yet been achieved, nor can be achieved within present personnel authorization, at this stage in the growth of the command this fact poses no serious problem, since the nucleus of a centralized statistical services is present.

Reports control within the headquarters is operating efficiently and every effort has been made to utilize national reporting systems. To date HAAFSE has initiated only seven reports over and above those required by SHAPE and EAFSE. Other reports, however, will have to be initiated in the fields of operations and personnel. However, these will be designed to permit the nations to make the fullest use of the data available within their own systems. (Chart No 24)

PUBLIC INFORMATION SERVICES

With the transfer of the headquarters to Bagnoli, CINCSCOTH assumed the responsibility of providing administrative support to HAAFSE in connection with Public Information activities. This included photographic services, translation services and technical assistance in the distribution of press releases, relieving the HAAFSE Public Information Office of approximately 20 per cent of the workload carried in Florence. Since the personnel reduction resulting from the consolidation amounted to 60 per cent, the scope of COMAIRSOUTH's public information program has been diminished. The output of press releases is now reduced to those of major importance, eliminating "hometown" stories and special features. Liaison with media representatives has also necessarily

119/ See page 73

...
been curtailed to that which can be maintained by a single officer. Guidance furnished the HAAFSE Staff and the subordinate units has been limited for the same reason. While the physical proximity of the two headquarters has facilitated coordination and provides increased opportunity for the exchange of ideas and information through personal contact, it remains to be seen whether an effective public information program can be maintained within present limited personnel authorizations.
### Chart on Page 24

**NATO RESISTED**

- [Image of chart and diagram]

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**Reports and Submission During Period 1 - 30 July 1951**

- [Image of chart and diagram]
On Monday, 17 May 1953, COMAIRSOUTH's Air Staff officially opened shop at Bagnoli Post, having closed down at Florence the previous Saturday. This constituted the effective transfer of HAAFSE from Florence to Naples although the move was not actually completed until 9 June 1953, with the transfer of COMAIRSOUTH's Command Post. On that day Major General CLOVIS E. BYERS, Chief of Staff for CINCOUTH, in a simple ceremony officially welcomed General SCHLATTER to Bagnoli Post. 120

HAAFSE is the first of CINCOUTH's subordinate commands to move into this area. Bagnoli Post comprises a complex of buildings and recreational facilities, the Banco di Napoli Foundation, originally built in 1939-40 with Banco di Napoli funds, as a refuge and school for homeless and indigent children in the Naples area, and operated under the sponsorship of the Fascist Party. With the liberation of Naples, late in 1943, it became a rest center and hospital for United Kingdom and Canadian Forces. The area was subsequently taken over by the IRO (International Refugee Organization) and operated as a Displaced Persons Camp and embarkation point for their evacuation, particularly to Canada, Australia and South Africa. With the liquidation of the IRO in 1952, negotiations were undertaken by HAFSE with the Banco di Napoli for the use of the area and its installations to house the three Headquarters: HAFSE, HAAFSE, and STRIKFORSOUTH, together with their supporting activities. When completed, the post will include barracks, messing, recreational

120 HAAFSE General Orders No 15, dtd 8 June 53, relocated HAAFSE. HAAFSE General Orders No 19, dtd 2 July 53, discontinued the Rear Echelon in Florence. (Appendices G and H)
and club facilities for the NATO elements in the Naples area.

At the present time an Italian and US Mess are functioning at the Post, as well as a Chapel, Allied Enlisted Club, theater, and recreation field. Unmarried enlisted personnel without dependents are billeted in barracks which have been rehabilitated to meet NATO standards.

PLANNING FOR THE MOVE

Planning for the move of the Headquarters was initiated in April 1952, when a committee of senior officers was appointed by the Chief of Staff to study the problems incident to such an operation. This committee met with representatives of the various HAFSE activities most directly involved to discuss and resolve national and international problems. The conclusions and recommendations resulting from these preliminary discussions were presented to the Chief of Staff who, in September 1952, appointed a Movement Planning Group. This group was instructed to prepare detailed plans for the move, with a target date early in 1953 and also to prepare plans for the joint use of common facilities and services in the Naples area. These plans specifically did not include the phasing out of the Headquarters in the Florence area, which was handled separately.

The Planning Group completed its mission in October 1952 with the submission to the Chief of Staff of a completed movement plan, fully coordinated both with the HAAFSE Staff and with the interested HAFSE and national support activities in the Naples area. This plan, with a few minor modifications, was subsequently approved.

Due to unforeseen construction problems connected with the

This has stimulated adverse comment in the Communist Press, as constituting an obstruction to the Neapolitan Children's Welfare Program. It should be noted that regardless of the original purpose of this Banco di Napoli Foundation, the present condition of the buildings and facilities is a far cry from that described. ("L'Unita", dtd 6 Nov 52, see Appendix I)

NATO SECRET
rehabilitation of the building destined to house HAAFSE, the
original time table for the move was revised in September 1952,
and the date set back four months. In addition, pending com-
pletion of repairs to its own building, it was decided to move
HAAFSE into space ultimately scheduled to be occupied perma-
nently by HAFSE. At the present time, COMAIRSOUTH and his Staff
are established temporarily in Building "O" and in part of Build-
ing "L", where they share facilities with HAFSE Headquarters
Command.

In view of this delay the Planning Group was dissolved by
the Chief of Staff on 22 November and responsibility for future
action to implement the plan for the move was delegated to the
Deputy Chief of Staff for Personnel and Services.

IMPLEMENTATION OF PLANS

Early in March 1953 sufficient construction progress had
been made for CINCSOUTH to establish a tentative movement date
and this was subsequently confirmed by a formal directive which
established 17 May 1953 as M-Day. Based on this directive
and on the original Movement Plan, as modified, a Movement Or-
der was developed which, with its annexes, constituted a de-
tailed phased implementation of the Movement Plan.

Concurrently, CINCSOUTH approved COMAIRSOUTH's request to
establish an Advance Party (ADVON) Naples, in lieu of the
existing COMAIRSOUTH Liaison Office. This Liaison Office had
been set up in mid July 1952 to maintain close relationship
and coordination between the Staffs of the two headquarters
and to initiate planning for the move to Naples. The ADVON
NATO SECRET

Established on 20 March 1953 with the HAUFSE Liaison Officer as Chief, and absorbed the personnel previously assigned to the Liaison Office. 126/

In accordance with the provisions of Annex "A", an Advance Party reported to the Chief, COMAIRSOUTH ADVON, Naples, on 13 April 1953 127/ and an office was established at Bagnoli Post. This Advance Party was given the specific task of assisting the Chief of the ADVON with detailed planning connected with facilitating the actual physical move of personnel and equipment into Bagnoli Post, particularly in the areas of supply procedures, communications installations, billeting, and messing, processing of incoming personnel, and administrative procedures.

The Advance Party was augmented two weeks later by an Advance Party of the Air Staff, consisting of representatives of each Division or comparable activity, at which time action was initiated to procure and place furniture in the various offices. This was completed on 15 May 1953, and the telephones were installed and operation by 1000 hours, 18 May 1953.

PHASING OUT OF FLORENCE INSTALLATIONS

Agreements were negotiated with the owners of the properties occupied by the Headquarters in Florence providing for the termination of leases and the rehabilitation of property. In the main these agreements were on terms distinctly favorable to NATO, and a considerable saving was effected over the amount originally budgeted for to cover these costs. 128/ All buildings were vacated by the Command on or before 15 June 1953, and all accounts closed with the exception of a claim in connection with damages incident to a fire at Villa Finaly, which is being handled by CINCSOUTH.

126/ HAUFSE General Orders No 7, dtd 18 March 1953 (Appendix K)
127/ Annex "A" to HAUFSE Movement Order
128/ For details of settlements see Appendix L
The Roar Echelon, which was established on 9 June at Florence to supervise the final closing down of the Command, completed its mission and was discontinued on 29 June 1953.

INTERNATIONAL SUPPORT OF HAAFSE AT BAGNOLI

With the move of the Headquarters, responsibility for certain international support functions was transferred to Headquarters Command, HAFSE. That organization now provides purchasing and contracting, supply, security, transportation, messing, billeting, utilities and maintenance and disbursing services, to HAAFSE and all pertinent records have been turned over to the Headquarters Commandant.

TRANSFER OF PERSONNEL FROM FLORENCE TO NAPLES

Since the actual movement of personnel from Florence to Naples was occasioned by the transfer of a NATO Headquarters, for NATO reasons, SHAPE determined that the costs connected with this permanent change of station for military personnel, so far as travel and movement of household goods were concerned, were properly chargeable to international funds. However, per diem allowances were not included and were determined by SHAPE to be national responsibilities. Since this move was without precedent in SHAPE and no SHAPE standard has yet been established, these costs were based on the national standard and allowances for each individual. As a practical measure, the actual costs were defrayed from national funds, reimbursement claims being submitted subsequently to SHAPE by the appropriate national agencies.

The costs of transferring civilian personnel were covered under the provisions of current SHAPE directives, based on SHAPE

129 HAFAFSE General Orders No 15, dtd 8 Jun 53 and No 19, dtd 2 Jul 53 (Appendices 0 and H)
130 MSG SACEUR to CINCSOUTH, SH 28364, 27 Mar 53, NATO RESTRICTED
TRANSFER OF EQUIPMENT

The move of international equipment from Florence to Naples was accomplished as planned in the Movement Order. All office furniture and appliances were turned in to the HAFSE Headquarters Command Supply Officer on arrival at Naples, and reissued by him to the Headquarters. In certain instances, in order to provide for continuity of operation, items were issued in Naples in anticipation of the receipt of similar equipment from Florence. Also, for the same reason, certain critical items were air-lifted from one city to the other. Subsequently a physical inventory was made and necessary administrative adjustments effected.

TRANSFER OF CLASSIFIED DOCUMENTS

In order to accomplish a secure and rapid transfer of classified documents from Florence to Bagnoli, a survey of safes was made fifteen days prior to the move to determine transportation requirements, and each staff activity was instructed in procedures for packing and shipping the documents for which it was responsible. A physical inventory of all controlled (i.e. all COSMIC and NATO TOP SECRET) documents charged to the Sub-Registry was completed prior to sealing the safes.

Actual transfer, under the supervision of the OIC Classified Sub-Registry, was accomplished on 15-16 May. In accordance with the Movement Directive, safes containing classified documents were transported in one guarded van with trailer, along a preplanned highway route. Representatives from each of the various staff activities met the convoy upon its arrival at Bagnoli Post and aided in placing safes in the respective offices.

SHAPE Administrative Directive No 17, Subj: "Travel Allowances - Civilian Paid from International Funds" dtd 8 Jul 53.
NATIONAL SUPPORT

Few changes were made in national support procedures subsequent to the move of HAAFSE to Naples, although in many instances, responsibilities for providing such support were delegated to different agencies. 133

At the present time fiscal administration of Italian Air Force Officer and NCO personnel assigned to HAAFSE is maintained by the Centocelle Flight Section, Rome. However, upon completion of their first eight months of duty at Naples, during which time additional allowances are paid, fiscal administration will be transferred to Capodichino Airfield, Naples. Italian Air Force other rank personnel continue to receive administrative and logistical support from the Italian Air Force Element, assigned to Headquarters Command, HAFSE.

As before, national administration for all United States Air Force personnel assigned to HAAFSE is rendered by Flight "D" 7470th Headquarters Support Squadron (Admin Liaison) while logistical support previously rendered by the 7233d Headquarters Support Squadron while in Florence, is furnished by the Subordinate Command, US Naval Forces, Eastern Atlantic and Mediterranean/Headquarters Support Activities.

Due to the small number of English, French, Greek and Turkish personnel assigned to HAAFSE, limited logistical support is provided by either Italian or US support elements, while each nationality retains its respective national administrative procedures.

133/ See HAAFSE History Phase III, pages 22-24, for account of national support in Florence Area.

133/ This logistical support does not include commissary, post exchange, medical care for dependents, schools or finance services, etc. Support of this nature is rendered according to routine national procedures.
In spite of some minor difficulties, particularly in connection with communications and initially, the incomplete state of electrical and other installations in the two Headquarters buildings "L" and "O", the move was accomplished with a minimum of confusion from the point of view of the Headquarters itself, testifying to the sound and thorough planning accomplished between the various agencies of HAPSE and HAALSE and their respective international support activities. It is of interest to note that while SHAPE approved a total of eight million Italian lire as part of the movement supplement to the HAALSE 1953 Budget, with provisions that additional funds to defray costs of the move would be granted upon request, only four million lire were required, due in large measure to efficient traffic management procedures.

While it is still early to fully evaluate the effect of the move it has already resulted in a saving of both manpower and materiel, particularly in the areas of communications and support.

In addition to the direct personnel economies achieved through consolidation of functions made possible by the proximity of the two Headquarters, the time and funds involved in attendance at conferences and meetings have been noticeably decreased. With the shortening of communications channels, a similar saving has been accomplished in the transmission of messages and documents. The move has also alleviated critical and continuing space problems, difficult in Florence, with a consequent improvement in individual and office efficiency.

With regard to the move of the individual members of the Headquarters, certain minor hardships and inconveniences were experienced by most of the officers and senior non-commissioned officers due to the scarcity of housing in the Naples area and to

See page 73 for discussion of personnel economies effected by consolidation of certain staff and Headquarters Command functions.
the difficulty of securing temporary housing at the height of the tourist season. Getting settled did, to a certain extent, limit the effectiveness of a large proportion of the Staff. In anticipation of this problem, COMAIRSOUTH furnished two NCO's to the KAPSE Housing Office a month prior to the move, in an attempt to line up houses and apartments. However this was only partially successful. Many individual families remained in Florence, and it is anticipated that a good ninety days will have elapsed before everyone is settled once again. This, coupled with the period of uncertainty existing prior to the move, is mentioned as a consideration in the event of other moves of NATO Headquarters. The unavoidable dislocation and insecurity attendant on such a move, where families are concerned, represent a temporary loss of efficiency on the part of the Staff members.
Two aerial photographs of Bagnoli Post, showing its location in relation to the surrounding terrain.

Complex of buildings comprising Bagnoli Post, Naples, Italy, location of Headquarters Allied Air Forces Southern Europe and support elements.
**ROSTER OF KEY PERSONNEL AS OF 30 JUNE 1953**

<table>
<thead>
<tr>
<th>RANK</th>
<th>NAME</th>
<th>POSITION</th>
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<tbody>
<tr>
<td>Lieutenant General</td>
<td>D. M. SCHLATTER</td>
<td>COMMANDER</td>
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<tr>
<td>Generale DA</td>
<td>SERGIO LALATTA</td>
<td>DEPUTY COMMANDER</td>
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<td>Brigadier General</td>
<td>EDWARD W. SUAREZ</td>
<td>CHIEF OF STAFF</td>
</tr>
<tr>
<td>Lt Colonel</td>
<td>VITO S. PEDONE</td>
<td>Exec to Chief of Staff</td>
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<tr>
<td>Colonel</td>
<td>DUILIO FANALI</td>
<td>Dep C/S Operations</td>
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<tr>
<td>Colonel</td>
<td>HAROLD S. ECKLUND</td>
<td>Dep C/S Pers &amp; Logistics</td>
</tr>
<tr>
<td>Colonel</td>
<td>HUBERT S. JUDY, JR.</td>
<td>Dep C/S Plans</td>
</tr>
<tr>
<td>Colonel</td>
<td>OTTO G. QUANRUD</td>
<td>ACOS Communications</td>
</tr>
<tr>
<td>Colonel</td>
<td>MORRIS BUSH</td>
<td>AAFSE Financial Advis.</td>
</tr>
<tr>
<td>Colonel</td>
<td>HARRY O. PATTESON</td>
<td>ACOS Intelligence</td>
</tr>
<tr>
<td>Lt Colonel</td>
<td>VENANZIO BRESCIANINI</td>
<td>Dep ACOS Intelligence</td>
</tr>
<tr>
<td>Colonel</td>
<td>NATHAN M. ABBOTT</td>
<td>ACOS Operations</td>
</tr>
<tr>
<td>Group Captain</td>
<td>DIMITRI THEODOSIADES</td>
<td>Dep ACOS Operations</td>
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<tr>
<td>Colonel</td>
<td>ROBERTO PIACCHINO</td>
<td>ACOS Pers &amp; Admin</td>
</tr>
<tr>
<td>Major</td>
<td>JAMES E. HEINTZ</td>
<td>Dep ACOS Pers &amp; Admin</td>
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<td>SADI ATIKKAN</td>
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<tr>
<td>Colonel</td>
<td>FRANK B. HARDING</td>
<td>ACOS Programs</td>
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<tr>
<td>Lt Colonel</td>
<td>ALBERT D. FALLOWS</td>
<td>Adjutant General</td>
</tr>
<tr>
<td>Captain</td>
<td>THOMAS L. MOORE</td>
<td>P I O</td>
</tr>
<tr>
<td>Colonel</td>
<td>LEON H. BERGER</td>
<td>Chief, COMAIRSOUTH ADVON, Izmir, Turkey</td>
</tr>
<tr>
<td>Lt Colonel</td>
<td>ROBERT MC CORD</td>
<td>Commanding Officer, 14th Communications Sq (USAF)</td>
</tr>
<tr>
<td>Major</td>
<td>ANTONIO FEDERICO</td>
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**APPENDIX A**
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<td>ROYAL HELLENIC AIR FORCE</td>
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<tr>
<td>Air Vice Marshal</td>
<td>E. KOUTSOUKOS</td>
<td>Commanding General 28th TAF</td>
</tr>
<tr>
<td></td>
<td>ITALIAN AIR FORCE</td>
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</tr>
<tr>
<td>Generale DA</td>
<td>RANIERI CUPINI</td>
<td>Commander 56th TAF</td>
</tr>
<tr>
<td>Generale DB</td>
<td>ARMANDO PIRAGINO</td>
<td>Dep Commander and Chief of Staff 56th TAF</td>
</tr>
<tr>
<td>TURKISH AIR FORCE</td>
<td></td>
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</tr>
<tr>
<td>Major General</td>
<td>TEKAN ARIBURUN</td>
<td>Commanding General 1st TAF</td>
</tr>
<tr>
<td>Major General</td>
<td>SEYFI TURBGAY</td>
<td>Commanding General 3rd TAF</td>
</tr>
</tbody>
</table>
GENERAL ORDERS
NUMBER: 16

CONFIRMATION OF ESTABLISHMENT OF ADVANCE ECHELON - IZMIR
ANNOUNCEMENT OF CHIEF COMAIRSOUTH ADVON - IZMIR
ANNOUNCEMENT OF DUTY ASSIGNMENT

I. Confirmation of Establishment of Advance Echelon - Izmir:
Confirming verbal orders of the Commander, the establishment of an Advance Echelon of this headquarters at Izmir, Turkey, effective 25 September 1952 are confirmed and made a matter of record. Mission, composition and manning to be in accordance with "Terms of Reference" published by this Headquarters.

II. Announcement of Chief COMAIRSOUTH ADVON - Izmir:
Confirming verbal orders of the Commander, the appointment of Col Draper F. Henry, 412A, USAF as Chief, COMAIRSOUTH ADVON - Izmir effective 25 Sep 52, in addition to his other duties is confirmed and made a matter of record.

III. Announcement of Duty Assignment:
Confirming verbal orders of the Commander, Col Leon H. Berger, 4064A, USAF is announced as Chief, COMAIRSOUTH ADVON, Izmir, Turkey, vice Col Draper F. Henry, 412, USAF, relieved, effective 15 Mar 53.

BY COMMAND OF LIEUTENANT GENERAL SCHLATTER:

OFFICIAL:
E. W. SUAREZ
Brigadier General, United States Air Force
Chief of Staff

/s/ A. D. Falls
/s/ A. D. FALLOWS
Lt Col, USAF
Adjutant General

DISTRIBUTION:
Special

This is a CERTIFIED TRUE COPY:

B. V. DIXON
Capt, USAF
SUBJECT: Transmittal of Terms of Reference for Chief, HAAPEE ADVON, Izmir, Turkey

TO: See Distribution (This is a corrected copy. Destroy all others)

For your information and guidance, transmitted herewith are new Terms of Reference for the Chief, HAAPEE ADVON, Izmir, Turkey

BY COMMAND OF LIEUTENANT GENERAL SCHLATTER:

1. incl. As stated.

DISTRIBUTION:

National Defense General Staff, Ankara, Turkey
National Defense General Staff, Athens, Greece
Chief of Air Staff, Ankara, Turkey
Chief of Air Staff, Royal Hellenic Air Force, Athens, Greece
Commander-in-Chief, Allied Forces Southern Europe, Naples, Italy
Joint Military Mission for Aid to Turkey, Ankara, Turkey
Chief, US Air Force Group, American Mission for Aid to Turkey, Ankara, Turkey
Joint US Military Aid Group in Greece, Athens, Greece
Chief of Air Section, Joint US Military Aid Group in Greece, Athens, Greece
Commander, 28th Tactical Air Command, Larissa, Greece
Commander, 1st Tactical Air Force, Balikesir, Turkey
Commander, 3rd Tactical Air Force, Dyrabhikir, Turkey
Commander, Allied Land Forces Southern Europe, Izmir, Turkey
Commander-in-Chief, Middle East Air Forces, Fayid, Egypt
Commander-in-Chief, Allied Forces Mediterranean, Malta
Commander, Naval Strike and Support Forces, Naples, Italy

APPENDIX C
1. This memorandum supersedes undated paper, subject "Terms of Reference of the Headquarters Allied Air Forces, Southern Europe Advanced Echelon, Izmir, Turkey." It also supersedes HAAFSE message AAPL 5-2058.

2. The Advanced Echelon of Headquarters Allied Air Forces Southern Europe will function as an integral part of the staff of COMAIRSOUTH. The Chief of the Advanced Echelon will be directly responsible to the Chief of Staff, Headquarters Allied Air Forces Southern Europe, for the proper staff functioning of the Advanced Echelon.

3. The following general functions are delegated for necessary action, subject to the limitations imposed by the number of assigned personnel, available transportation and communications facilities, and other facilities which reduce the scope of the activities in which the ADVON can engage:

a. Represent HAAFSE in the Greek-Turkish Area. Refer all policy matters, and any other matters which cannot be resolved locally to HAAFSE for consideration.

b. Make maximum preparation for the arrival of the TAP Commander.

c. Make regular staff and orientation visits to the 28th RAFAF, 1st and 3rd Turkish Air Forces, as well as to the National Air Staffs and U.S. Air Missions, after coordination with appropriate authorities.

d. Advise HAAFSE of each contemplated visit giving purpose, duration, and personnel participating, to prevent any overlap that may occur.

e. Conduct direct liaison between HAAFSE and Headquarters Middle East Air Forces, subject to policy guidance from HAAFSE. This liaison will be conducted only after approval by the Chief of Staff, HAAFSE.

f. Make staff visits to Greek and Turkish operational bases, after making appropriate advance arrangements with National authorities.

g. Make staff visits to HAAFSE, Naples to confer with appropriate divisions and related staff activities, to obtain guidance and direction required as well as to prevent duplication of staff effort.

h. Develop, maintain, and forward to HAAFSE current information concerning capability of assigned and ear-marked forces to accomplish their wartime mission.
AAPR, subject: Terms of Reference for the Chief, COMAIRSOUTH ADVON, Izmir,

(Continued)

1. Conduct joint study and preparation of Air-Ground plans
   with LANDSOUTHEAST, under AIRSOUTH policy guidance, and keep AIRSOUTH
   advised of LANDSOUTHEAST'S plans and requirements.

2. Develop the capability for the ADVON to serve as an emergency
   Command Post for COMAIRSOUTH.

3. Perform such additional actions and functions as may be
   assigned by the Chief of Staff from time to time.

4. The following specific functions are delegated for necessary
   action, subject to the limitations mentioned above:

   a. Adjutant General:

      (1) The Chief, HAASFSE ADVON, is authorized to issue TDY
          Travel Memoranda to assigned personnel, for travel
          within COMAIRSOUTH'S area of responsibility. Blocks
          of TM numbers will be forwarded periodically. The
          ADVON Adjutant General, i.e., the HAASFSE Assistant
          Adjutant General at Izmir, is authorized to authen-
          ticate TMs.

      (2) The ADVON Adjutant General is authorized to authenticate
          and release correspondence and messages.

      (3) The ADVON Adjutant General is authorized to maintain
          such files of controlled documents as are necessary.
          An alternate Cosmic control officer to the HAASFSE
          Sub-Registry will be appointed for control of
          documents in accordance with current policies and
          directives of this Headquarters.

      (4) Establish adequate file of NATO directives, policies,
          correspondence, etc., for the ready reference for the
          ATAF Commander and his staff.

   b. Plans and Operations:

      (1) Assist, as practicable, all interested agencies planning
          or engaged in Air and Joint or Combined exercises and
          maneuvers.

      (2) Conduct specific exercises and maneuvers as directed
          by COMAIRSOUTH. Upon the assignment of an exercise or
          maneuver, immediately request from HAASFSE the additional
          operations and communications support required.

      (3) Conduct the necessary coordination and briefings on
          HAASFSE Plans and operations as appropriate.
Communications:

(1) Establish communications requirements and develop communications plans for the ATAF Commander for peace and war.

(2) Conduct field studies on communications problems assigned by HAAFSE. This will usually include problems of a "one-time" nature that require knowledge of local conditions, such as VHF frequency requirements, etc.

(3) Conduct field liaison between KDAP-National authorities for coordination of U.S. aid programs and communications infrastructure programs; and to ferret out duplications.

(4) Conduct field liaison to ascertain if NATO operating procedures are followed in Air Communications facilities.

(5) Cooperate in the planning and initial operation of Tactical Air Control activities as requested by National authorities.

(6) Cooperate with the National Staffs in the planning and programming of training, time phasing of communications and electronics personnel schedules, with construction and equipment schedules, as requested by National authorities and in coordination with HAAFSE.

d. Intelligence:

(1) Conduct routine informal liaison with the Greek and Turkish Air Staff and COMLANDSOUTHEAST. No formal relationship may be established between subordinate authorities at this time.

e. Logistics:

(1) Assist in the development of HAAFSE infrastructure requirements of a non-technical nature.

f. Comptroller:

(1) Develop, prepare, and justify the HAAFSE ADVON budget.

(2) Maintain such fiscal records as may be required for efficient fiscal management. The latest information available indicates that the ADVON budget is considered an annex to the HAAFSE budget and that HAAFSE will administer and disburse the funds on behalf of HAAFSE.
AAPR, Subject: Terms of Reference for the Chief, COMAIRSOUTH ADVON, Izmir.

(Continued)

g. Personnel:

5. Requirement for additional specific authority to permit efficient accomplishment of specific task will be given consideration when requested.

BY COMMAND OF LIEUTENANT GENERAL SCHLATTER:

E. W. SUAREZ
Brigadier General, United States Air Force
Chief of Staff

DISTRIBUTION:

National Defense General Staff, Ankara, Turkey
National Defense General Staff, Athens, Greece
Chief of Air Staff, Ankara, Turkey
Chief of Air Staff, Royal Hellenic Air Force, Athens, Greece
Commander-in-Chief, Allied Forces Southern Europe, Naples, Italy
Joint Military Mission for Aid to Turkey, Ankara, Turkey
Chief, US Air Force Group, American Mission for Aid to Turkey, Ankara, Turkey
Joint US Military Aid Group in Greece, Athens, Greece
Chief of Air Section, Joint US Military Aid Group in Greece, Athens, Greece
Commander, 28th Tactical Air Command, Larissa, Greece
Commander, 1st Tactical Air Force, Eskisehir, Turkey
Commander, 3rd Tactical Air Force, Dyarbakir, Turkey
Commander, Allied Land Forces Southern Europe, Izmir, Turkey
Commander-in-Chief, Middle East Air Forces, Fayid, Egypt
Commander-in-Chief, Allied Forces Mediterranean, Malta
Commander, Naval Strike and Support Forces, Naples, Italy
### NATO Secret

**AFTER PERSONNEL STATUS BY ORGANIZATION**

As of 30 June 1953

<table>
<thead>
<tr>
<th>Organization</th>
<th>Total</th>
<th>Officers</th>
<th>Other Ranks</th>
</tr>
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<tr>
<td></td>
<td>Auth</td>
<td>Ingts</td>
<td>Auth</td>
</tr>
<tr>
<td><strong>NATO</strong></td>
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<tr>
<td>NATO (Last Support)</td>
<td>234</td>
<td>233</td>
<td>142</td>
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<tr>
<td>34th Communication Squadron</td>
<td>120</td>
<td>122</td>
<td>8</td>
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<tr>
<td>ADWON SB</td>
<td>40</td>
<td>25</td>
<td>15</td>
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<tr>
<td><strong>Total NATO</strong></td>
<td>414</td>
<td>278</td>
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<tr>
<td>5th Tactical Air Force - Italy</td>
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<tr>
<td>Headquarters 5th TAF</td>
<td>565</td>
<td>246</td>
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<tr>
<td>5th Air Brigade</td>
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<tr>
<td>Headquarters and Support</td>
<td>249</td>
<td>163</td>
<td>112</td>
</tr>
<tr>
<td>13th Fighter-Bomber Squadron</td>
<td>153</td>
<td>154</td>
<td>20</td>
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<tr>
<td>13rd Fighter-Bomber Squadron</td>
<td>153</td>
<td>159</td>
<td>20</td>
</tr>
<tr>
<td>13rd Fighter-Bomber Squadron</td>
<td>153</td>
<td>169</td>
<td>20</td>
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<tr>
<td><strong>Total 5th Air Brigade</strong></td>
<td>1399</td>
<td>1392</td>
<td>172</td>
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<tr>
<td>6th Air Brigade</td>
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</tr>
<tr>
<td>Headquarters and Support</td>
<td>260</td>
<td>210</td>
<td>112</td>
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<tr>
<td>154th Fighter-Bomber Squadron</td>
<td>153</td>
<td>156</td>
<td>20</td>
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<tr>
<td>155th Fighter-Bomber Squadron</td>
<td>153</td>
<td>158</td>
<td>20</td>
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<tr>
<td><strong>Total 6th Air Brigade</strong></td>
<td>1246</td>
<td>971</td>
<td>152</td>
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<tr>
<td>51st Air Brigade</td>
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<td>Headquarters and Support</td>
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<td>874</td>
<td>112</td>
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<td>153</td>
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<tr>
<td>21st Fighter-Bomber Squadron</td>
<td>153</td>
<td>138</td>
<td>20</td>
</tr>
<tr>
<td>22nd Fighter-Bomber Squadron</td>
<td>153</td>
<td>150</td>
<td>20</td>
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<td><strong>Total 51st Air Brigade</strong></td>
<td>1199</td>
<td>1268</td>
<td>172</td>
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<tr>
<td><strong>Total 50th TAF</strong></td>
<td>5309</td>
<td>3876</td>
<td>655</td>
</tr>
</tbody>
</table>

28th Tactical Air Force - Germany

| Headquarters 28th TAF | | | | | | |
| 75 | 99 | 27 | 29 | 48 | 60 |

110th Wing

| Headquarters and Support | 1035 | 811 | 86 | 70 | 948 | 741 |
| 337th Fighter-Bomber Squadron | 138 | 102 | 27 | 20 | 103 | 81 |
| 339th Fighter-Bomber Squadron | 138 | 125 | 25 | 26 | 103 | 99 |
### AAPSE Personnel Status by Organization (Cont'd)

As of 30 Jun 53

<table>
<thead>
<tr>
<th>ORGANIZATION</th>
<th>Total</th>
<th>Officers</th>
<th>Other Ranks</th>
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</thead>
<tbody>
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<td>Asgd</td>
<td>Auth</td>
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<tr>
<td><strong>110th Wing (Cont'd)</strong></td>
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<td></td>
</tr>
<tr>
<td>339th Fighter- Bomber Squadron</td>
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<td></td>
<td></td>
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<tr>
<td></td>
<td>132</td>
<td>108</td>
<td>29</td>
</tr>
<tr>
<td><strong>Total 110th Wing</strong></td>
<td>1432</td>
<td>1146</td>
<td>175</td>
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<tr>
<td><strong>112th Wing</strong></td>
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<td></td>
</tr>
<tr>
<td>355th Troop Carrier Squadron</td>
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<td></td>
</tr>
<tr>
<td></td>
<td>87</td>
<td>133</td>
<td>39</td>
</tr>
<tr>
<td><strong>Total 112th Wing</strong></td>
<td>87</td>
<td>133</td>
<td>39</td>
</tr>
<tr>
<td><strong>113th Wing</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Headquarters and Support</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>335th Fighter-Bomber Squadron</td>
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<td></td>
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</tr>
<tr>
<td></td>
<td>707</td>
<td>726</td>
<td>71</td>
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<tr>
<td>336th Light-Bomber Squadron</td>
<td>129</td>
<td>106</td>
<td>26</td>
</tr>
<tr>
<td></td>
<td>120</td>
<td>95</td>
<td>31</td>
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<tr>
<td><strong>Total 113th Wing</strong></td>
<td>956</td>
<td>927</td>
<td>128</td>
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<tr>
<td><strong>Total 28th TAF</strong></td>
<td>2558</td>
<td>2355</td>
<td>369</td>
</tr>
</tbody>
</table>

Turkish Personnel Figures Not Available

---

NATO SECRET

APPENDIX D (Cont'd)
ANNOUNCEMENT OF CHANGE OF DESIGNATION AND ESTABLISHMENT OF STAFF POSITIONS
ANNOUNCEMENT IN CHANGE OF STAFF ASSIGNMENTS
REDESIGNATION OF STAFF OFFICE

I. ANNOUNCEMENT OF CHANGE OF DESIGNATION AND ESTABLISHMENT OF STAFF POSITIONS. The following changes in Designation and Establishment of Staff Positions are announced as follows, effective 3 February 1953.

<table>
<thead>
<tr>
<th>NEW TITLE</th>
<th>OLD TITLE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Deputy Chief of Staff, Operations</td>
<td>Deputy Chief of Staff, Plans and Operations</td>
</tr>
<tr>
<td>Deputy Chief of Staff, Plans</td>
<td>None</td>
</tr>
<tr>
<td>Assistant Chief of Staff, Programs</td>
<td>Assistant Chief of Staff, Plans and Programs</td>
</tr>
<tr>
<td>Division</td>
<td>Assistant Chief of Staff</td>
</tr>
<tr>
<td>Assistant Chief of Staff, Plans</td>
<td>Assistant Chief of Staff, Plans and Programs</td>
</tr>
<tr>
<td>Division</td>
<td>Operations and Training</td>
</tr>
<tr>
<td>Assistant Chief of Staff, Operations</td>
<td></td>
</tr>
</tbody>
</table>

II. ANNOUNCEMENT IN CHANGE OF STAFF ASSIGNMENTS. The following staff assignments are changed as follows, effective 3 February 1953:

1. COLONEL HUBERT S. JUDY, JR. 2032A, USAF, is relieved from assignment as Assistant Chief of Staff, Plans and Programs Division, and is announced as Deputy Chief of Staff, Plans.

2. COLONEL DUILIO FANALI, IAF, is relieved from assignment as Acting Deputy Chief of Staff, Plans and Operations, and is announced as Deputy Chief of Staff, Operations.

3. COLONEL WILLIAM A. BURKE, 4950A, USAF, is relieved from assignment as Deputy Assistant Chief of Staff, Plans and Programs Division, and is announced as Assistant Chief of Staff, Plans Division.

4. COLONEL LEONARD SHAPIRO, 4458, USAF is announced as Assistant Chief of Staff, Programs Division.

5. LIEUTENANT COLONEL SADI ATTITAN, 930-9, TAP, is announced as Deputy Assistant Chief of Staff, Plans Division.

6. WING COMMANDER DIMITRI P. THEODOSSIADIS, 92, RHAF, is announced as Deputy Assistant Chief of Staff, Operations Division.

APPENDIX E
General Orders No 3, dtd 3 Feb 53, Hq AAFSE (Cont'd)

7. COLONEL FRANK B. HARDING, 3621A, USAF, is relieved from assignment as Chief Training Branch and announced as Deputy Assistant Chief of Staff, Programs Division.

III. REDESIGNATION OF STAFF OFFICE. Announcement is made of the redesignation of the Office of the "Secretary to the Allied Air Staff", to "Executive Office", effective 3 February 1953.

BY COMMAND OF LIEUTENANT GENERAL SCHLATTER:

OFFICIAL:

E. W. SUAREZ
Brigadier General United States Air Force
Chief of Staff

/s/ Joseph J. Kozina
/t/ JOSEPH J. KOZINA
Captain, USAF
Acting Adjutant General

DISTRIBUTION:
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This is a CERTIFIED TRUE COPY:

B.V. DIXON
Captain, USAF
GENERAL ORDERS
NUMBER 10

7 May 1953

STATISTICAL SERVICES BRANCH

The Statistical Services Branch, Comptroller Division, is reassigned to the Programs Division, with no change in present functions.

BY COMMAND OF LIEUTENANT GENERAL SCHLATTER:

OFFICIAL: E. W. SUAREZ
Brigadier General, United States Air Force
Chief of Staff

/s/ Joseph J. Kozina
/t/ JOSEPH J. KOZINA
Captain, USAF
Asst Adjutant General

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B. V. DIXON
Captain, USAF

APPENDIX F
HEADQUARTERS
ALLIED AIR FORCES SOUTHERN EUROPE
Advanced Echelon
Bagnoli Post-Naples, Italy

GENERAL ORDERS. 6 June 1953
NUMBER 15)

DISCONTINUANCE OF HAAFSE ADVON.

RELOCATION OF HQ ALLIED AIR FORCES SOUTHERN EUROPE.

ESTABLISHMENT OF REAR ECHelon IN FLORENCE ITALY.

ANNOUNCEMENT OF DUTY ASSIGNMENT.

I. Discontinuance of HAAFSE ADVON: Effective 1200 hours, 9 June 1953, the advanced echelon of this headquarters is discontinued at Bagnoli Post, Naples, Italy.

II. Relocation of Headquarters, Allied Air Forces Southern Europe: Effective 1201 hours, 9 June 1953, Headquarters Allied Air Forces Southern Europe officially opens at Bagnoli Post, Naples, Italy.

III. Establishment of rear echelon in Florence, Italy: Effective 1200 hours, 9 June 1953, a rear echelon of this headquarters is established in Florence, Italy. Mission, responsibilities and manning will be as directed by this headquarters.

IV. Announcement of Duty Assignment: Colonel ERNEST L. CLOUGH, 2069A, USAF, is announced as Chief, HAAFSE Rear Echelon, Florence, Italy, effective 1200 hours, 9 June 1953.

BY COMMAND OF LIEUTENANT GENERAL SCHLATTER:

B. W. SUAREZ
Brigadier General United States Air Force
Chief of Staff

/s/ A. D. FALLOWS
Lt Col, USAF
Adjutant General

DISTRIBUTION:
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B. V. DIXON
Captain, USAF
HEADQUARTERS
ALLIED AIR FORCES SOUTHERN EUROPE
BACNOI POST NAPLES, ITALY

GENERAL ORDERS
NUMBER 19

2 July 1953

DISCONTINUANCE OF REAR ECHELON
FLORENCE, ITALY

The VOC, discontinuing the Rear Echelon of this Headquarters
at Florence, Italy, effective 1200 hours 29 June 1953, are confir-
med and made a matter of record.

BY COMMAND OF LIEUTENANT GENERAL SCHLATTER:

E. W. SUAREZ
Brigadier General, United States Air Force
Chief of Staff

OFFICIAL:

/s/ A. D. FALLOWS
/t/ A. D. FALLOWS
Lt Colonel, USAF
Adjutant General

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B. V. DIXON
Captain, USAF

APPENDIX H
"OUR INVESTIGATION ON THE AMERICANS IN NAPLES"

"The Southern Fortune Ceded to the US for $1,304 Per Day. The Real Importance of the Foundation Built with the Savings of Southern Depositors"

"November 6 . . . Today we will see what was ceded to the US Military command for $1,304 a day. The edifices in question are an imposing group, built with the money of Southern and Neapolitan depositors at the Bank of Naples, so that the Foundation ought to belong to them. The vastness and importance of the Bagnoli Bank of Naples Foundation can be illustrated from official documents. For example the following is an extract from the Public Works Annals of the year 1940, volume 10:

'"The Bank of Naples Foundation constitutes the most organic, modern and complete institution in this field that has so far been established for the physical and moral progress of the people.'"

As is evident, we have ceded a work that was in the forefront of the field of welfare and children's education of which Naples was justly proud.

The work begun January 2, 1939, was carried out May 9, 1940. The entire group of buildings has a volume of 37,400 cubic meters, covers an area of 400,000 square meters, faces the highway for 700 meters, while the internal streets and squares extend over 77,000 square meters.

The Foundation is capable of sheltering 3,000 children, and is divided into two parts for the boys and girls, both parts built in the same architecture and separated by a street with walls on both sides. Three entrances open on the highway, with the central entrance featuring a monumental stairway leading into the Foundation. The schools represent the most modern school architecture, with 50 class rooms for 40 students each, besides rooms for special instruction, museums, libraries, etc.

It was the intention of the founders that the elementary instruction would be accomplished by technical instructors to prepare the children for the professions adapted to local needs, so that a class of technicians and specialized workers could be trained to promote the industrial development of Naples. In this connection, there were four large structures put up on the grounds housing a machine shop, laundry, tailor shop, and other workshops completely equipped to enable the students to put their technical education to practical application. The children were to be sheltered in five large dormitory buildings, each with a capacity of 500 and divided into 12 halls.

APPENDIX I
The central part of the Foundation is devoted to libraries, meeting halls, faculty rooms, etc., with the refectory and kitchen on the ground floor, and the recreation hall, with showers, barber shops, etc., alongside. The hygienic features of the buildings were so planned as to provide living for the student. The dormitories are flanked on one side by the church and on the other by a 1,000 seat theater of very practical construction. The girl's section in the western area of the Foundation has a dormitory and school capable of caring for 400 students. Four kilometers of streets serve the entire central part of the area, besides the network of roads running out to the more extended parts of the settlement, in such a way that the dormitories, sanitary facilities and industrial area are all connected.

This is what we have given to the NATO Military Command for $1,304 per day.

When the Foundation was the issue of the day, and even now, when it is spoken of, the full appreciation of everything it contains is not well enough known.

This is the reason why today we have wanted to educate the public on the value of the Foundation which we have so scandalously ceded to foreign powers. This cession and scandalous fraud today arouse the indignation of thousands of Neapolitan families who saw in the reactivation of the Foundation the only anchor of hope for the future of their children.
GENERAL ORDERS
26 August 1952
NUMBER 22

ANNOUNCEMENT OF STAFF DUTY ASSIGNMENTS

- EXTRACT COPY -

6. Confirming verbal orders of the Commander, 4 July 1952, Colonel Harold S. Ecklund, 1526A, USAF, is announced as AAPSE Liaison Officer, CINCSOUTH, Naples, Italy, effective 4 July 1952.

BY COMMAND OF MAJOR GENERAL SCHLATTER:

OFFICIAL:

E. W. SUAREZ
Colonel, USAF
Chief of Staff

/s/ George I. Timblemake

/t/ GEORGE I. TIMBERLAKE
Captain, USAF
Asst Adjutant General

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APPENDIX J

B. V. DIXON
Captain, USAF
GENERAL ORDERS

NUMBER 7

HEADQUARTERS
ALLIED AIR FORCES SOUTHERN EUROPE
Firenze, Italy

18 March 1953

DISCONTINUANCE OF HAAFSE LIAISON OFFICE - CINCSOUTH
ESTABLISHMENT OF ADVANCE ECHELON IN NAPLES, ITALY.
ANNOUNCEMENT OF CHIEF NAPLES ADVON.

Section

I. DISCONTINUANCE OF HAAFSE LIAISON OFFICE - CINCSOUTH.
Effectivo 20 March 1953, the HAAFSE Liaison Office to Allied Forces Southern Europe will be discontinued.

II. ESTABLISHMENT OF ADVANCE ECHELON IN NAPLES, ITALY.
Effective 20 March 1953, an Advance Echelon of this Headquarters is established at Naples, Italy with temporary location at Headquarters CINCSOUTH. Mission, responsibilities and manning will be as directed by this Headquarters. Personnel formerly assigned to the HAAFSE Liaison Office will be absorbed in the HAAFSE ADVON Naples area.

III. ANNOUNCEMENT OF CHIEF NAPLES ADVON. COLONEL HAROLD S. ECKLUND, 1526A, USAF, is relieved as HAAFSE Liaison Officer, Headquarters CINCSOUTH and is announced as Chief, HAAFSE ADVON, Naples Italy, effective 20 March 1953.

IV. AUTHORITY. Authority for the above action is contained in FL 30578, 0907302.

BY COMMAND OF LIEUTENANT GENERAL SCHLATTER:

OFFICIAL:

E. J. SUAREZ
Brigadier General, United States Air Force
Chief of Staff

/s/ A. D. FALLOWS

/t/ A. D. FALLOWS
Major, USAF
Adjutant General

DISTRIBUTION:

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APPENDIX K

B. V. DIXON
Captain, USAF
CLOSE OUT OF HAAPSE's FLORENCE INSTALLATIONS

VILLA LA LOGGIA

Agreement was reached with the owner, Count Mario Costantini whereby the Command should pay the owner 50,000 Lire and leave the wire fence valued at approximately 50,000 Lire in full payment for damages caused by the Command. The Command's estimate for the rehabilitation of the villa to its condition upon the beginning of tenancy was 500,000 Lire. The villa was returned to the owner on 31 May 53 and the owner issued a written release to the Command which included a statement to the effect that he had no past or present claims nor would he submit one in the future. The wire fence could not be utilized at Bagnoli Post and the cost of removal and transportation charges would have been far in excess of the value of the fence. The release is on file in the Purchasing and Contracting Office, Headquarters Command, Allied Forces Southern Europe as is all other correspondence and documents relating to the lease of the villa.

VILLA FINALY

Agreement was reached with Mr. Ugo Perini, authorized representative of the owner, whereby the Command would repair the wire fence in the rear of the building and fix the roof which had been damaged in installing the radio antennas. The cost of this repair work was approximately 75,000 Lire. All equipment was removed from the building with the following exceptions:

1) Permanently installed toilet fixtures, tiles, etc.
2) The fluorescent light fixtures, 75 Kw transformer and electric cabinet panels were left in the building for the use of the 7233d Hq Spt Sq which leased the building, effective 1 June 1953 through 15 August 1953. The Supply Officer, 7233d Hq Spt Sq assumed responsibility, in writing, for this equipment. Upon completion of their tenancy, the equipment will be removed and shipped to Bagnoli Post at international cost. The building was returned to the owner, however, the owner reserved the right to place a claim with this Command, in accordance with the lease, for the difference between the actual cost of damage caused by the fire on 24 April 1953, and the amount the insurance company agrees to pay in accordance with their insurance contract with the Finaly owner. It now appears that the actual cost is 600,000 Lire and the insurance company has agreed to pay only 100,000 Lire. Therefore, the owner has submitted his claim to the Command for 500,000. The claim has been turned over to the Purchasing and Contracting Officer, Headquarters Command, Allied Forces Southern Europe, who is working on it in conjunction with the Legal Officer. All papers and documents relating to the lease of this Villa are on file in the Purchasing and Contracting Office, Headquarters Command, Allied Forces Southern Europe.
Agreement was reached with Father Rienzi, authorized representative of the owner, whereby the Command agreed to pay 1,200,000 Lire for damages caused by the Command (Original demand was 2,500,000 Lire). Father Rienzi requested that he be authorized to purchase the 75 KW transformer, electrical cable, electric cabinet and wire fence. Since there was no requirement for these items in Naples and the cost of removal and transportation was considerable, this Command agreed to sell to Father Rienzi for the price of 1,600,000 Lire. (Actual value 1,200,000 Lire.) The amount of 1,200,000 Lire was deducted from the amount of 1,600,000 Lire and on 15 June 1953 the Command received a check from the Congregazione Chierici Regolari di San Paolo, dotti Barnabiti in the amount of 400,000 Lire which has been turned over to the Disbursing Officer, Headquarters Command, Allied Forces Southern Europe for credit to HAAFE’s accounts. On the 15th June 1953, the Villa was turned to the owner who issued a release which included a statement that he had no past or present claims nor would he submit one in the future. All papers and documents relating to the lease of this Villa are on file in the Purchasing and Contracting Office, Headquarters Command, APSE.
HISTORIES

History, HAAFSE Phase I, undated HAAFSE Control No C-686, COSMIC TOP SECRET

History, HAAFSE Phase II, dtd 1 Dec 51 - 30 Jun 52, HAAFSE Control No C-3408, File 2552.03, COSMIC TOP SECRET

History, HAAFSE Phase III, dtd 1 Jul - 31 Dec 52, HAAFSE Control No C-0831, File No 2552.03, COSMIC TOP SECRET

MINUTES


Minutes, "Emergency Defense Plan Briefing, Turkish Air Staff, Ankara" 3-4 Jul 53, HAAFSE Control No C-1365 File No 1220, COSMIC TOP SECRET

Minutes, "Fourth Air Defense Conference held at Italian War College, Florence, Italy" 29-30 Apr - 1 May 53, AAFSE Control No UC-02287, File No 2030, NATO SECRET

Minutes, "Air Movements Information Center, CINCEME" dtd 6 Feb 53, HAAFSE Control No UC-00930, File No 2030, NATO SECRET

Minutes, First Meeting of the AFSE Command Meteorological Committee held in Conference Room HAAFSE 10-13 Feb 53, HAAFSE Control No UC-01416, File No 2030, NATO SECRET

Minutes, Sapphire Blue Conference held Naples, Italy 9-11 Jul 53, HAAFSE Control No C-1400, File No AAFSE/286/53, COSMIC TOP SECRET

Minutes, Emerald Conference held Izmir, Turkey 18-23 May 53, HALFSEE Control No 108/53, HAAFSE Control No C-1149, File No 2030, COSMIC TOP SECRET

Minutes, Staff Meetings held HAAFSE from 1 January to 30 June 1953

Minutes, Second Meeting AFSE Air Transport and Priorities Committee at HAFSE dtd 16 Mar 53, HAAFSE/487/53, File No 2030 COSMIC TOP SECRET
Minutes, First Meeting of the AFSE Command Meteorological Committee, dtd 2 Apr 53, AAFSE Control No UC-01416, NATO SECRET

Minutes, Summary of Minutes of First Meeting on VHF Assignment Plan, held AAFSE 9-11 Feb 53, AAFSE Control No C-0798, as attachment to Ltr HAAFSE/AACM/3154/53, dtd 12 Mar 53, dtd 12 Mar 53, Same Subject, COSMIC TOP SECRET


LETTERS

Letter, SHAPE A2 1520 PPG, "Coordination of Air Operations, 23 Apr 53, AAFSE Control No UC-01663, NATO SECRET

Letter, HAAFSE/119/53; Agreements reached at discussions in Naples on 19 Jan 53, re coordination of air operations in the general South Europe-Mediterranean Basic area, AAFSE Control No C-0598, dtd 19 Jan 53, COSMIC TOP SECRET

Letter, AAFSE/114/53 "COMAIRSOUTH's requirement for two Allied Tactical Commands", AAFSE Control No C-0819 File No 2700, dtd 5 Mar 53, COSMIC TOP SECRET


Letter, SHAPE DEPAIR 160/53/2/3, Subj: Responsibilities for NATO Common Infrastructure, personel from ACM Saunders to Gen Schlatter dtd 18 May 53, AAFSE Control No C-1138, File No 6100, COSMIC SECRET

Letter, HAAFSE/181/53, Subj: "COMAIRSOUTH's 5th And Final Slice Infrastructure Program", dtd 29 Apr 53, AAFSE Control C-1037, File No 6100, NATO TOP SECRET

Letter, From Muharrem Nuri Birgi, President of the Turkish NAT Central Council, Subj: Infrastructure, dtd 13 Apr 53, AAFSE Control No C-0986, File No 6100, NATO TOP SECRET
Letter, HAAFSE/201/53, Subj: "HAAFSE 5th Slice and Final Infrastructure Program", dtd 14 May 53, HAAFSE Control No C-1101, File No 6100, NATO TOP SECRET

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