

SECRET

SECURITY INFORMATION

095

Canadian Pacific Airlines

Binder #1

1 Jan 49 to 31 Dec 49

G-4 Adm File

SECURITY INFORMATION

SECRET

GENERAL HEADQUARTERS
FAR EAST COMMAND

OUTGOING MESSAGE

UNCLASSIFIED

G-4 ROUTING	
A C/S G-4	_____
D AC/S G-4	_____
EXECUTIVE PLANS & POLICY	_____ <i>Ly</i>
OPERATIONS	_____
CONST & FAC	_____
TRANSPORTATION	_____
SUPPLY	_____
PETROLEUM	_____
BUDGET	_____
8 JUL 1949	
PERSONNEL ADMINISTRATION	_____ <i>w</i>

095CPA
080347

FROM: CINCFE

TO: DEPT OF ARMY ROUTINE

INFO: CS USAF ROUTINE

CG FEAF COURIER

Zx15968

REFERENCE RAD FROM CSUSAF TO CINCFE CMA ABLE

FOX MIKE ABLE ITEM THREE ONE ONE THREE FOUR CMA DATED TWO NINE JUNE
ONE NINE FOUR NINE CMA NO OBJECTION HERE TO CANADIAN PACIFIC AIRLINES
USE OF MISAWA CMA HANEDA AND NAHA AIRFIELDS PD MISAWA AND NAHA TO
BE EMERGENCY REFUELING STOPS ONLY PD SCAP HAS LICENSED CANADIAN
PACIFIC AIRLINES TO UTILIZE HANEDA AS ABLE TRAFFIC STOP IN JAPAN FOR
TWO LANDINGS ABLE WEEK PD USE OF FACILITIES AT UNITED STATES AIR
FORCE BASES WILL BE GOVERNED BY PROVISIONS OF ABLE FOX REGULATIONS
FIVE FIVE DASH TWO ZERO

OFFICIAL:

APPROVED:

R. M. LEVY
Colonel, AGD
Adjutant General

MES
G. L. EBERLE
Major General, General Staff Corps
Assistant Chief of Staff, G-4

Copies to:
C/S
G-2
DS
C-in-C

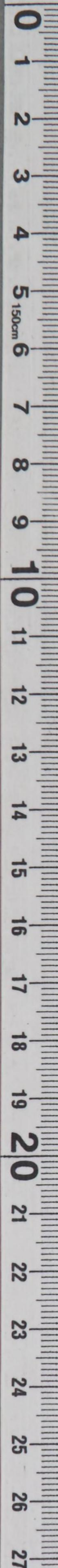
DISPATCHED
8 JUL 1949
RETURN

85844
85000

UNCLASSIFIED

G-4 File Copy

G-4 File Copy



MEMORANDUM FOR RECORD:

GD P&P HCG/bs
7 July 1949

SUBJECT: Use of AF Facilities by Canadian Pacific Airlines

1. Instant radio from CS USAF to CINCFE, AFMAI 31134, dtd 29 Jun 49, subject as above, requests comments and recommendations on approval of CPA's use of Misawa, Haneda and Naha Airfields in connection with proposed scheduled operations from Vancouver to Hong Kong.
2. Memo to AC/S G-4 from AC/S A-3 (Gen. Crabb) concurs in the use of the above fields in the CINCFE area, subject to the usual provisions.
3. CPA has been licensed by SCAP to utilize Haneda Airport as a traffic stop in Japan for two landings a week.
4. Radio to DA, info CSUSAF, states no objection to use of above fields. Misawa and Naha are to be utilized as technical stops only. Haneda is authorized as a traffic stop twice a week per SCAP license.
5. Within established policy.
6. Completes action on G-4 Journals No. 85660 and 85844.

H.C.G. HCG

R.J.B. RJB

F.L.R. FLR

2 July 1949

CAO-3

MEMORANDUM FOR: Assistant Chief of Staff, G-4
General Headquarters, Far East Command
APO 500

SUBJECT: Use of Air Force Facilities by Canadian
Pacific Airlines

1. Reference is made to USAF radio cite AFNAI 31134 dated 29 June 1949.
2. Canadian Pacific Airlines holds a SCAP license, authorizing flights through the Far East Command area on a one-round-trip-per-week basis from Vancouver to Hong Kong and return, with traffic generating privileges at Haneda. FEAF offers no objections to Canadian Pacific's request to use Air Force facilities at Misawa and Naha, subject to the following provisions:
 - a. Not more than two landings a week will be made at Misawa, Haneda, and Naha.
 - b. Misawa and Naha will be used only as alternate refueling stops, and passengers and/or cargo will not be deplaned or emplaned.
 - c. Reimbursement for supplies and services furnished from United States Military sources will be in accordance with the provisions of Air Force Regulation 55-20, dated 7 January 1949.
 - d. Security rules imposed by the commanding officers of Misawa, Haneda and Naha will be observed.
3. Facilities for civil aircraft at Misawa and Naha are extremely limited, and no assurance can be given that service other than gasoline and oil can be furnished.
4. Request FEAF be furnished a copy of your reply to the above referenced radio.

JARRED V. CRABB
Brigadier General, USAF
A C/S, A-3

0158258

GENERAL HEADQUARTERS, FAR EAST COMMAND
ADJUTANT GENERAL'S OFFICE
RADIO AND CABLE CENTER

G-4 ROUTING	
A C/S G-4	WAG
D AC/S G-4	JWT
EXECUTIVE	
PLANS & POLICY	
OPERATIONS	
CONST & FAC	
TRANSPORTATION	
SUPPLY	
PETROLEUM	
BUDGET	
PERSONNEL	
ADMINISTRATION	46

INCOMING MESSAGE

UNCLASSIFIED
PRIORITY

ACTION COPY

30 JUN 52

FROM : CSUSAF
 TO : CG ALASKAN AIR COMMAND, CINCFE
 INFO : CG FEAF
 NR : AFMAI 31134

Canadian Pacific Airlines has requested use of Air Force facilities at Elmendorf and Shemya Air Force Bases, Alaska; Misawa and Haneda Airfields, Japan and at Naha Airfield, Okinawa in connection with proposed scheduled operations between Vancouver EC and Hong Kong, China. Carrier will use 4 Canadian C-4-1 type aircraft and proposes making 1 round-trip each week. Request your comments and recommendations soonest on advisability of approval.

NO SIG

ACTION : G-4

INFORMATION : COMMANDER IN CHIEF, CHIEF OF STAFF, G-2, AG

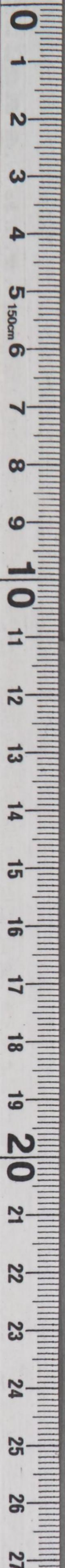
85946

PRIORITY
UNCLASSIFIED

TOO : 292015 Z
MCN : AUB 52/30

ACTION COPY

85660



13

RECEIVED
8 JUL PM
C-4-882

RECEIVED
1 JUL AM
C-4-882

GENERAL HEADQUARTERS, FAR EAST COMM
ADJUTANT GENERAL'S OFFICE
RADIO AND CABLE CENTER

INCOMING MESSAGE

G-4 ROUTING	
A C/S G-4	_____
D AG/S G-4	_____
EXECUTIVE	_____
PLANS & POLICY	_____
OPERATIONS	_____
CONST. & FAC	_____
TRANSPORTATION	WAG _____
SUPPLY	rjs _____
PETROLEUM	_____
EFFET	_____
PERSONNEL	_____
ADMINISTRATION	_____

*095
CPA*

UNCLASSIFIED
PRIORITY
ACTION COPY

7 Jul 49
WAG
rjs

FROM : CSUSAF
TO : CINCFE, CG FEAF
NR : AFMAI 32433

Reourad AFMAI 31134 dtd 28 Jun 49 to CINCFE and reourad AFMAI 31622 dtd 30 Jun 49 to CG FEAF. Cited messages rqstd comments on advisability of approving Civil Air Carriers, rqsts to use bases under your command. Rqst info as to when replies may be expected.

*Alaska 4 AIs to Wg K9
Hawaii - Hawaii
Thompson*

NO SIG

ACTION : G-4
INFORMATION : COMMANDER IN CHIEF, CHIEF OF STAFF, G-2, AG

87866

PRIORITY
UNCLASSIFIED

TOO : 062118 Z
MCN : AUA 73/07

ACTION COPY

85964



[Handwritten mark]

GD P&P RJB/hv
12 July 49

MEMORANDUM FOR RECORD

SUBJECT: CSUSAF Radio AFMAI 32433

1. References:

a. Radio from CSUSAF to CINCFE, AFMAI 31134, 28 Jun 49, requests comments and recommendations regarding use of Misawa, Haneda, and Naha AFB's by CanPacAir.

b. Radio from CSUSAF to CG FEAF, AFMAI 31622, 30 Jun 49, addressed info this headquarters.

c. Radio from CSUSAF to CINCFE and CG FEAF, AFMAI 32433, requests info on when replies to ref la and lb may be expected.

2. Ourad ZX 15968 to DA, info CSUSAF, answers ref la and stated no objections.

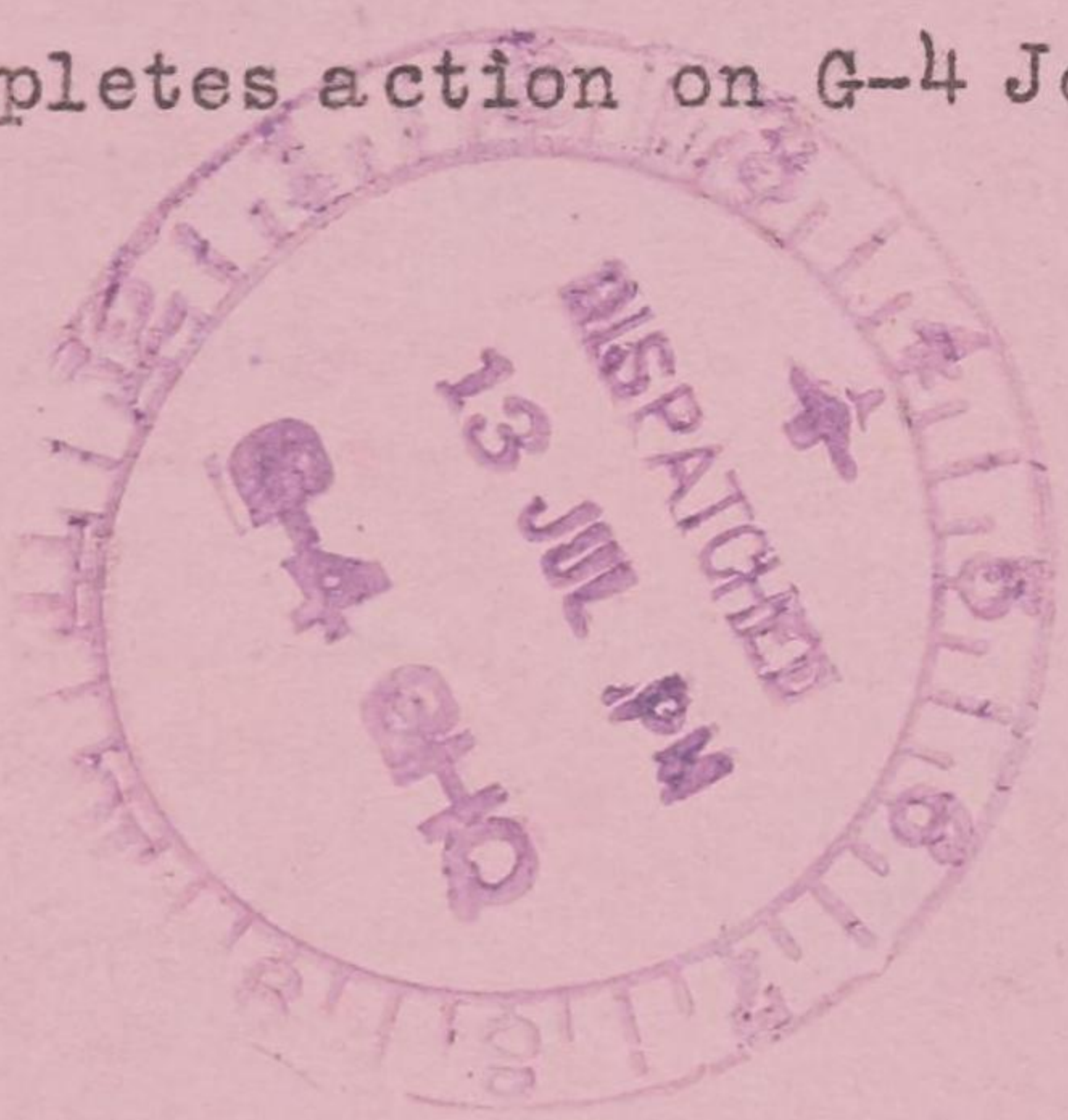
3. CG FEAF radio MX 54600, 11 July 49, answers ref lb and states no objections to landings.

4. No further action required.

5. Within policy.

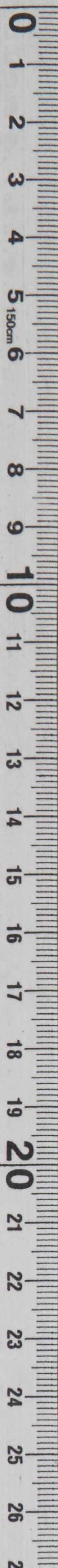
6. Completes action on G-4 Journal #85964.

R.J.B. *[Signature]*
F.L.R. *[Signature]*



G-4 File Copy

G-4 File Copy



Unclassified

Routine

Fm: USAF

To: Alaskan Air Comd, FEAF Info: Cincfe

Nr: AFMAI 31622 30 June 49

Alaska Airlines, Inc., 5 requests permission to use Air Force facilities at Elmendorf, Shemya, Haneda with Adak and Misawa as alternates in conducting 4 round trip flights in C-54 aircraft from U.S. to orient transporting passengers for Thomas Cook and sons and Wallam & Company in Hong Kong. Carrier proposes to make one round trip per week commencing as soon as possible. Request your comments and recommendations on advisability of approving request for use of bases under your command.

DTG: 302115Z
FLT: 302300Z
TOR: 082230Z
CCN R196G8
TOR/AG 090930/I

FEAF DISTRIBUTION
ACTION COPY TO:
A-3
SUSP 14 July 49

AG NO: 7134/h

A/P/P

File with
ZX 15 968

HEADQUARTERS
FAR EAST AIR FORCES
APO 925

- 4 ROUTING	
A C/S G-4	
D AC/S G-4	
EXECUTIVE	
PLANS & POLICY	
OPERATIONS	
CONST & FAC	
TRANSPORTATION	
SUPPLY	
PETROLEUM	
BUDGET	
PERSONNEL	
ADMINISTRATION	

095 CPA

2 July 1949

CAO-3

MEMORANDUM FOR: Assistant Chief of Staff, G-4
General Headquarters, Far East Command
APO 500

SUBJECT: Use of Air Force Facilities by Canadian Pacific Airlines

1. Reference is made to USAF radio cite AFNAI 31134, dated 29 June 1949.

2. Canadian Pacific Airlines holds a SCAP license, authorizing flights through the Far East Command area on a one-round-trip-per-week basis from Vancouver to Hong Kong and return, with traffic generating privileges at Haneda. FEAF offers no objections to Canadian Pacific's request to use Air Force facilities at Misawa and Naha, subject to the following provisions:

a. Not more than two landings a week will be made at Misawa, Haneda, and Naha.

b. Misawa and Naha will be used only as alternate refueling stops, and passengers and/or cargo will not be deplaned or emplaned.

c. Reimbursement for supplies and services furnished from United States military sources will be in accordance with the provisions of Air Force Regulation 55-20, dated 7 January 1949.

d. Security rules imposed by the commanding officers of Misawa, Haneda and Naha will be observed.

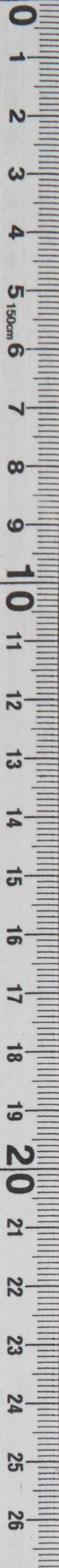
3. Facilities for civil aircraft at Misawa and Naha are extremely limited, and no assurance can be given that service other than gasoline and oil can be furnished.

4. Request FEAF be furnished a copy of your reply to the above referenced radio.

Jarred V. Crabb

JARRED V. CRABB
Brigadier General, USAF
A C/S, A-3

0158258



HEADQUARTERS
FAR EAST AIR FORCES
APO 927



GENERAL HEADQUARTERS, FAR EAST COMMAND
G-4 STAFF SECTION
INFORMATION ROUTING SLIP

6 July 49

File No. _____ Date _____

SUBJECT: Agreement covering civil aircraft
operations at US AFB o/s

	Routing Order	Date, Time & Initials
Gen. Eberle	_____	_____
Col. Raskwood	_____	_____
Col. Scott	_____	_____
Col. Forsyth	_____	_____
Executive	_____	_____
Plans & Policy	(1) <u>JFR</u>	_____
Operations	_____	_____
Constr & R/E	_____	_____
Transportation	_____	_____
Supply	_____	_____
Petroleum	_____	_____
Bud & Ind Control	_____	_____
Personnel	_____	_____
Administration	(2)	_____

0 Incls CHECKED IN: efb
OUT: _____

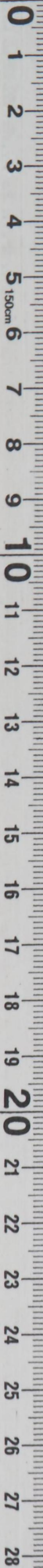
ORIGINATOR: _____

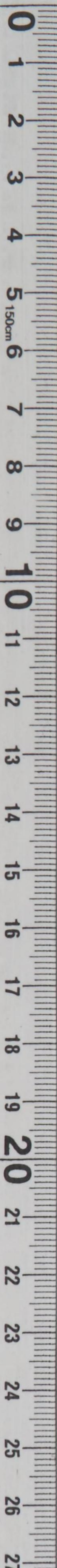
- Approval _____
- Concurrence _____
- Information (1)
- Note & Return _____
- Signature _____
- Dispatch _____
- File (2)

85882

JOURNAL NO: _____

REMARKS: _____





DATE	TO	INITIAL
Div Chief: Col. Rash		35R
PROG & POLICY BR: Lt. Col. DeYoung	(2)	2
Lt. Col. Fitch		
Capt. McMahan		
FOR. MISSIONS & MISC BR: Lt. Col. Belardi		
Cdr Hathaway		
Lt. Col. Godman	(1)	ACR
PLANS & LOGISTICS BR: Colonel Hardesty		
Lt. Col. Cooper		
ADMINISTRATIVE BR: Sgt Mosco		
Pfc Murrell		
Johanna Sveen		W
Helen Vaughan		
- Blanche Shepard		
Martha Williford		

ACTION _____ INFO _____

OFFICER _____ GENERAL _____

REMARKS:

T/PO
W

GENERAL HEADQUARTERS
SUPREME COMMANDER FOR THE ALLIED POWERS
AND
FAR EAST COMMAND

ROUTING SLIP

FROM: Diplomatic Section DATE: 6 July 1949

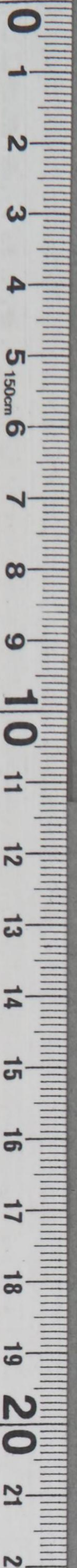
TO:

- | | |
|-----------------------------|--------------------------------|
| Commander-in-Chief _____ | Ordnance _____ |
| Aide-de-Camp _____ | PM _____ |
| Chief of Staff _____ | PIO _____ |
| D C of S FEC _____ | Ryukyus Mil Govt _____ |
| D C of S SCAP _____ | QM _____ |
| SGS _____ | Signal _____ |
| G-1 _____ | Sp Services _____ |
| G-2 _____ | Trans _____ |
| G-3 _____ | TI&E _____ |
| G-4 _____ <u>XXXXXXXXXX</u> | Civ Comm _____ |
| JSPOG _____ | CI&E _____ |
| AG _____ | Civ Int _____ |
| Antiaircraft _____ | Civil Property Custodian _____ |
| Central Purchasing O _____ | Civ Trans _____ |
| Chaplain _____ | Diplomatic _____ |
| Chemical _____ | ESS _____ |
| Civ Personnel _____ | Gen Acctg _____ |
| Engineer _____ | Gen Proc _____ |
| Fiscal _____ | Government _____ |
| Hq Comdt _____ | Legal _____ |
| IG _____ | NRS _____ |
| JA _____ | PH&W _____ |
| Medical _____ | Statistics & Report Sec _____ |

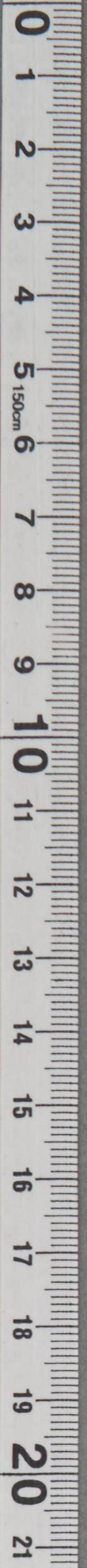
FOR:

- | | |
|-------------------------------------|----------------------------|
| Approval _____ | Note and Return _____ |
| Comment or _____ | Distribution Desired _____ |
| Concurrence _____ | Signature _____ |
| Information _____ <u>XXXXXXXXXX</u> | Dispatch _____ |
| Initials _____ | Attachment of _____ |
| Issuance of Orders _____ | Reference _____ |
| Necessary Action _____ | File _____ |

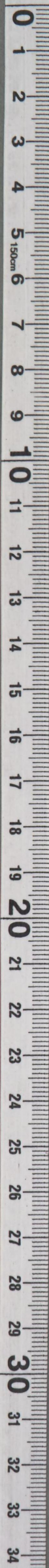
Ref. telephone conversation, Col. Godman
(G-4) and Mr. Ainsworth (DS), 6 July 1949.



DECLASSIFIED
Authority NND975029



OFFICE OF THE
UNITED STATES POLITICAL ADVISER
FOR JAPAN
REC'D. JUN 28 1949



[Faint, illegible text and markings on the document page, including a large circular stamp in the center and a grid-like structure at the bottom.]

military, civilian, or contract personnel of or under contract with the United States.

b. C.P.A.L., Ltd. for ~~himself~~ itself, ~~his~~ its successors and assigns, by operation of law or otherwise, assumes and agrees to defend, pay or otherwise settle any and all present or future liabilities or claim of liabilities, demands, actions, or causes of action of every nature and character whatsoever by or in favor of third persons or parties, their heirs, successors, executors, administrators, and assigns (including any government or agencies thereof) against the United States, its agencies, agents and/or military, civilian, or contract personnel acting within the scope of their employment, their heirs, successors, executors, administrators, or assigns, arising out of or from any act, omission, negligence, quality or supplies, services rendered, or any cause whatsoever in connection with the use of any United States Air Force base or bases of facilities by Can. Pac. Air Lines, Ltd. or from the sale of services or supplies by the United States Air Force to C.P.A.L., Ltd. and C.P.A.L., Ltd. will hold the United States and such other agencies, agents, or persons harmless and defend them against any such liabilities, claims, demands, actions, or causes of actions of every nature and character whatsoever hereafter asserted or brought by third persons or parties (including any government or agencies thereof) including costs of suit, attorney's fees or other expenses in connection therewith excepting such liabilities, claims, demands, actions, or causes of action as result from the willful misconduct of any agencies, agents, military, civilians, or contract personnel of or under contract with the United States.

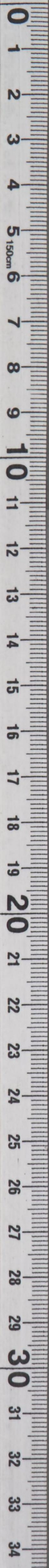
c. Can. Pac. Air Lines, Ltd. for ~~himself~~ itself, ~~his~~ its successors and assigns, by operation of law or otherwise, assumes and agrees to pay or otherwise settle any and all present or future liabilities for loss, damage, or injury to personnel, equipment, or installations of or under the control of the United States caused by or resulting from the operation of aircraft and/or vehicle by Can. Pac. Air Lines, Ltd. in connection with the use of any United States Air Force base or bases or facilities, excepting such loss, damage, or injury as result from the negligence, or willful misconduct of any agencies, agents, military, civilian, or contract personnel of or under contract with the United States.

7. Can. Pac. Air Lines, Ltd. hereby certifies that all aircraft operated by ~~him~~ it making frequent use (more than one landing per month) of United States Air Force facilities concerned are insured with an insurance company or companies, duly authorized by law to engage in the insurance business in the country of ~~his~~ its domicile, for the following amounts and conditions:

a. Aircraft used only for cargo carrying shall be insured for Public Bodily Injury with a limit of at least fifty thousand dollars (\$50,000) one person in any accident, and subject to that limit for each person, of five hundred thousand dollars (\$500,000) in any one accident, and Public Property Damage Liability with a limit of at least five hundred thousand dollars (\$500,000) for each accident.

b. Aircraft used for both cargo and passenger carrying or for passenger carrying only shall be insured for the same coverage as required in a. above, and in addition for Passenger Bodily Injury

OFFICE OF THE
UNITED STATES POLITICAL ADVISER
FOR JAPAN
REC'D. JUN 28 1949



Liability with a limit of at least fifty thousand dollars (\$50,000) each passenger, and subject to that limit for each passenger, a limit for each accident, in any one aircraft, equal to the total produced by multiplying the limit stipulated above for each passenger by the total number of seats in the aircraft or by the total number of passengers carried, whichever is greater.

c. All policies will contain an endorsement providing a waiver of any right of subrogation the insurance company may have against the United States by reason of any payment under the policy.

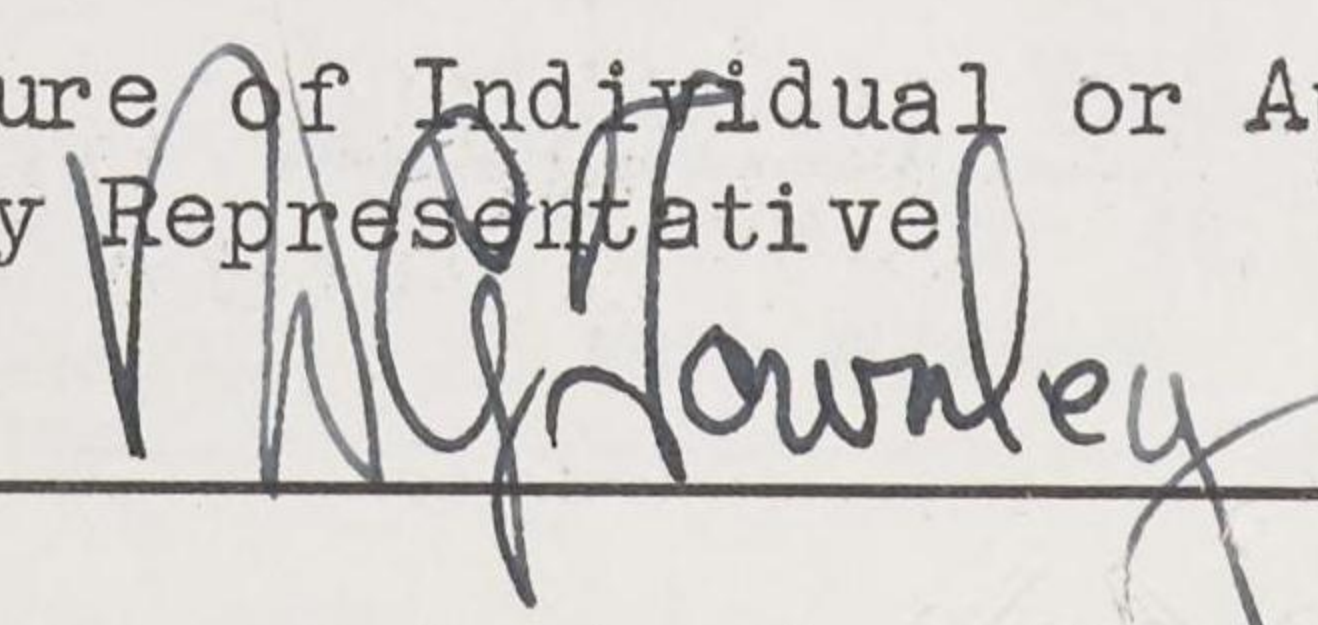
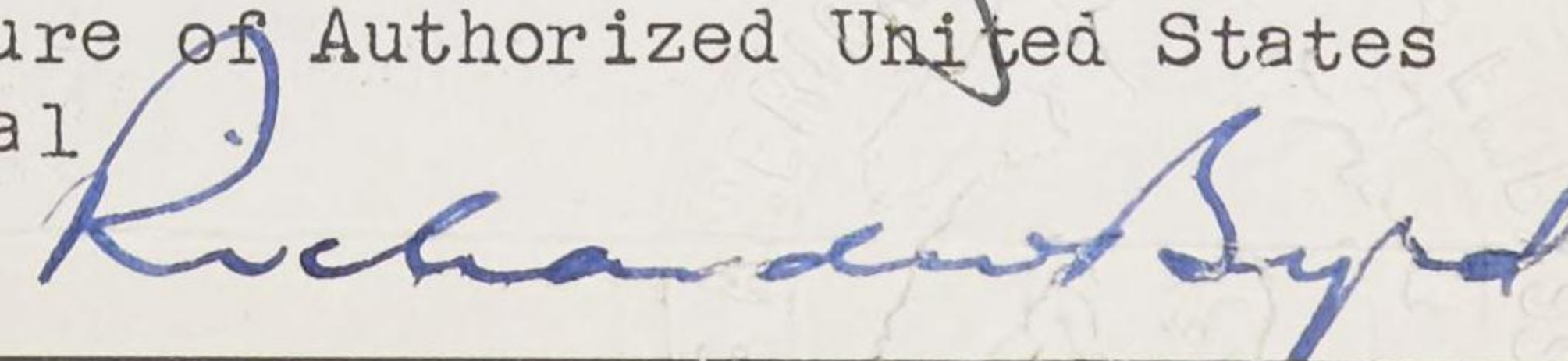
d. All policies will specifically provide, by endorsement or otherwise, that the provisions thereof are to be in full force and effect in the country or countries outside the continental limits of the United States where the United States Air Force bases concerned are located.

8. It is requested that this agreement formally be executed in the lower right hand corner by the individual concerned or the duly accredited representative of Can. Pac. Air Lines, Ltd.. The execution of this agreement by Can. Pac. Air Lines, Ltd. will constitute a formal acceptance by (the) C.P.A.L., Ltd. of all conditions and terms herein set forth. This agreement is revocable at will by the United States Air Force, but in any case terminates on ~~July 29, 1949~~ if prior revocation has not been received from authorized United States sources.
August 27, 1949.

9. Additional provisions:

1. Approval granted by telegram from AFMAI dated June 16, 1949 ("from Hw., USAF, Washington, D.C.")
2. Authenticated in conformity with Paragraph 8, C (3) Air Force Regulation No. 55-20, dated January 7, 1949.

The above agreement, together with the provisions and conditions therefore, is hereby accepted this _____ day of _____ 19__.

Typed Name and Title W. G. Townley General Manager of Operations Canadian Pacific Air Lines, Ltd.	Signature of Individual or Authorized Company Representative 
Typed Name and Title Richard W. Byrd, First Secretary of Embassy	Signature of Authorized United States Official 

OFFICE OF THE
UNITED STATES POLITICAL ADVISER
FOR JAPAN
REC'D. JUN 28 1949



[Faint, mostly illegible text, possibly a memorandum or report, with some handwritten notes.]



095 CPA

GENERAL HEADQUARTERS
FAR EAST COMMAND

OUTGOING MESSAGE

UNCLASSIFIED

G-4 ROUTING	
A C/S G-4	_____
D AC/S G-4	_____
EXECUTIVE	_____
PLANS & POLICY	_____
OPERATIONS	_____
CONSTY & PAC	_____
TRANSPORTATION	_____
SUPPLY	_____
PETROLEUM	_____
BUDGET	_____
PERSONNEL	_____
ADMINISTRATION	_____

Handwritten notes:
 @ GD P&P RJB/bs
 1609317
 w

FROM: CINCFE

TO: DEPT OF AIR FORCE PRIORITY

INFO: CG FEAF COURIER

ALASKAN AIR COMD ROUTINE

X10309

Canadian Pacific Airlines requests authorization for one-time flight by CANADAIR aircraft No. 4-1, registration CF-CPG or CF-CPA, serial No. 147148 on route leaving Van Couver 19 May, arriving Anchorage 19 May, arriving Shemya 20 May, arriving Tokyo 21 May, arriving Okinawa 21 May, arriving Hong Kong 22 May. Return via same route. Stop-overs for refueling and rest period only. Purpose of flight: transportation of passengers. No objection here to use of AF facilities involved. In view of desired use of AF bases not under jurisdiction of CINCFE, recommend issuance Forms 32 and 33 by USAF. Request you notify Canadian authorities direct and this headquarters of action taken. Personnel clearance for entry and passage through CINCFE area will be authorized contingent upon your favorable reply.

OFFICIAL:

R. M. LEVY
Colonel, AGD
Adjutant General

APPROVED:

for **ELR**
H. E. EASTWOOD
Colonel, GSC
Assistant Chief of Staff, G-4

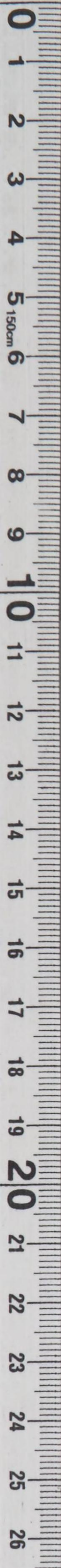
Copy to:
G-1



RETURN COPY
F 3013

G-4 File Copy

G-4 File Copy



GD P&P RJB/bs
16 May 1949

MEMORANDUM FOR RECORD:

SUBJECT: One-Time Flight Request from Canadian Pacific Airlines


1. Reference is Canadian Liaison Mission letter, 16 May 49, requesting a one-time charter flight to Hong Kong through FEC area for the purpose of transportation of passengers.

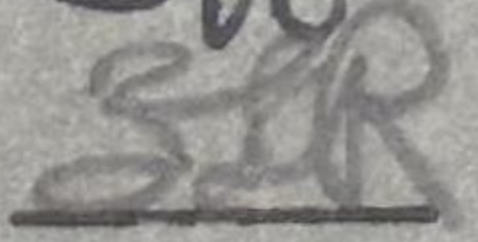
2. FEAF by memo for G-4, GHQ, subject, Request for Charter Flight by Canadian Pacific Airlines forwards reference above and recommends dispatch of inclosed radio to Dept of Air Force for USAF authorization in accordance with precedence.

3. Instant radio is concurred in by G-1 and G-4.

4. Within policy.

5. Completes action on G-4 Journal No. ~~82013~~.

R.J.B. 

F.L.R. 

82013.

D R A F T

FROM CINCFC
TO DEPT OF AIR FORCE
INFO CG FEAF
ALASKAN AIR COMD

Canadian Pacific Airlines requests authorization for one-time flight by CANADAIR aircraft No. 4-1, registration CF-CPG or CF-CPA, serial number 147148 on route leaving Van Couver 19 May, arriving Anchorage 19 May, arriving Shemya 20 May, arriving Tokyo 21 May, arriving Okinawa 21 May, arriving Hong Kong 22 May. Return via same route. Stopovers for refueling and rest period only. Purpose of flight: transportation of passengers. No objection here to use of AF facilities involved. In view of desired use of AF bases not under jurisdiction of CINCFC, recommend issuance Forms 32 and 33 by USAF. Request you notify Canadian authorities direct and this headquarters of action taken. Personnel clearance for entry and passage through CINCFC area will be authorized contingent upon your favorable reply.

END

OFFICIAL:

*G-4 and G-1 concur in dispatch
of above message*

H. E. E.

G-4

**HEADQUARTERS
FAR EAST AIR FORCES
APO 925**

AG 360.7 Opns-3

MEMORANDUM FOR G-4, GHQ

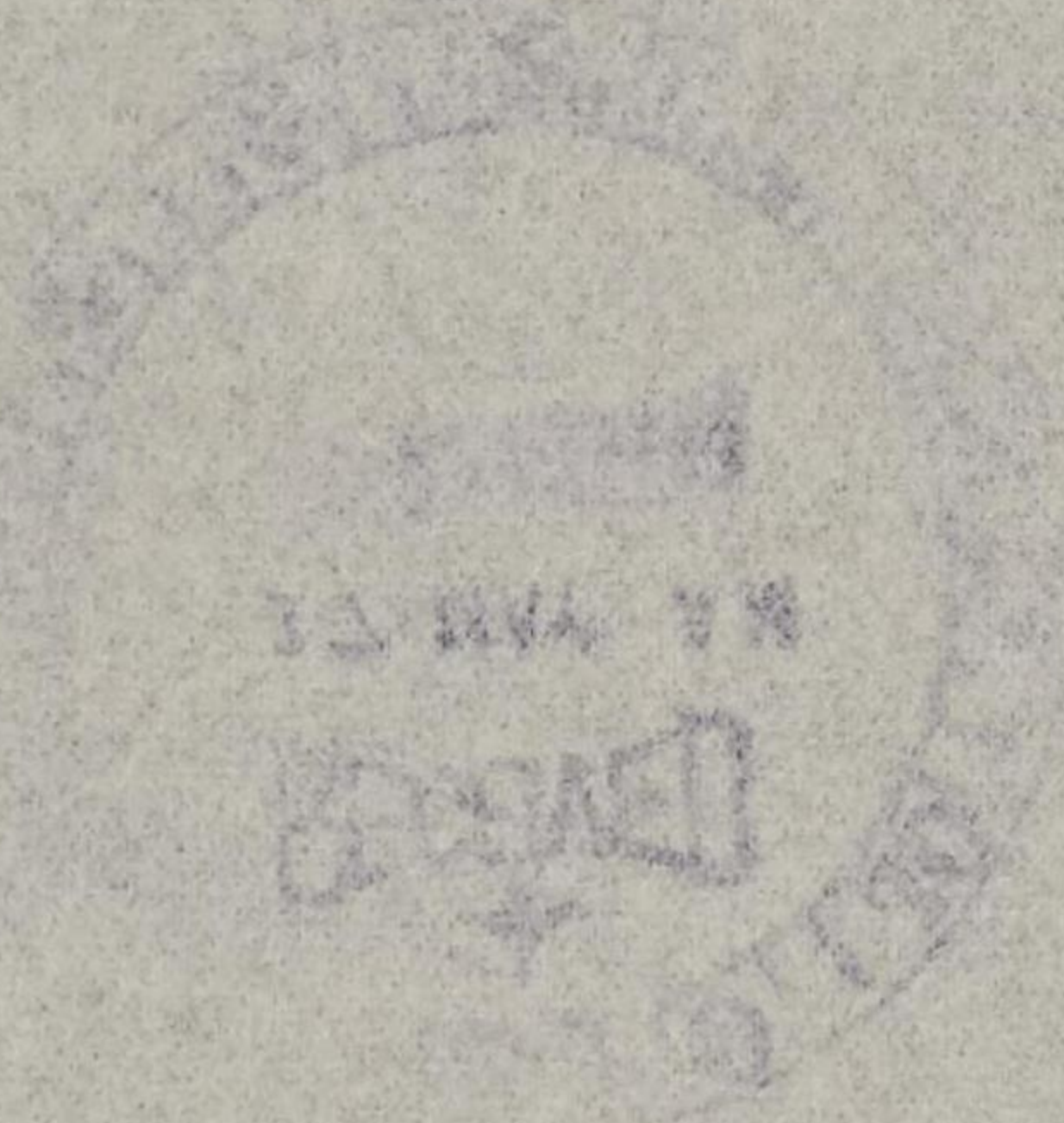
SUBJECT: Request for Charter Flight by Canadian Pacific Airlines

1. Inclosed is letter from Canadian Liaison Mission requesting a one-time charter flight to Hong Kong through the Far East area for the purpose of transportation of passengers. No objection is perceived to authorization of this flight as requested.

2. In accordance with precedent of referring such requests to the Department of Air Force for USAF authorization, dispatch of inclosed radio is recommended.

JOHN M. WEIKERT
Major General, United States Air Force
Chief of Staff

- 2 Incls:
1. Ltr fr Can.Lia. Mis.
with inclosure
2. Draft radio



HEADQUARTERS
FAR EAST AIR FORCES
APO 922

AG 360.7 Opns-3

MEMORANDUM FOR G-4, GND

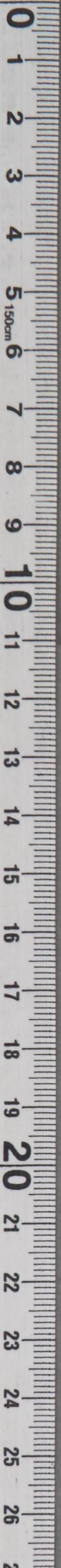
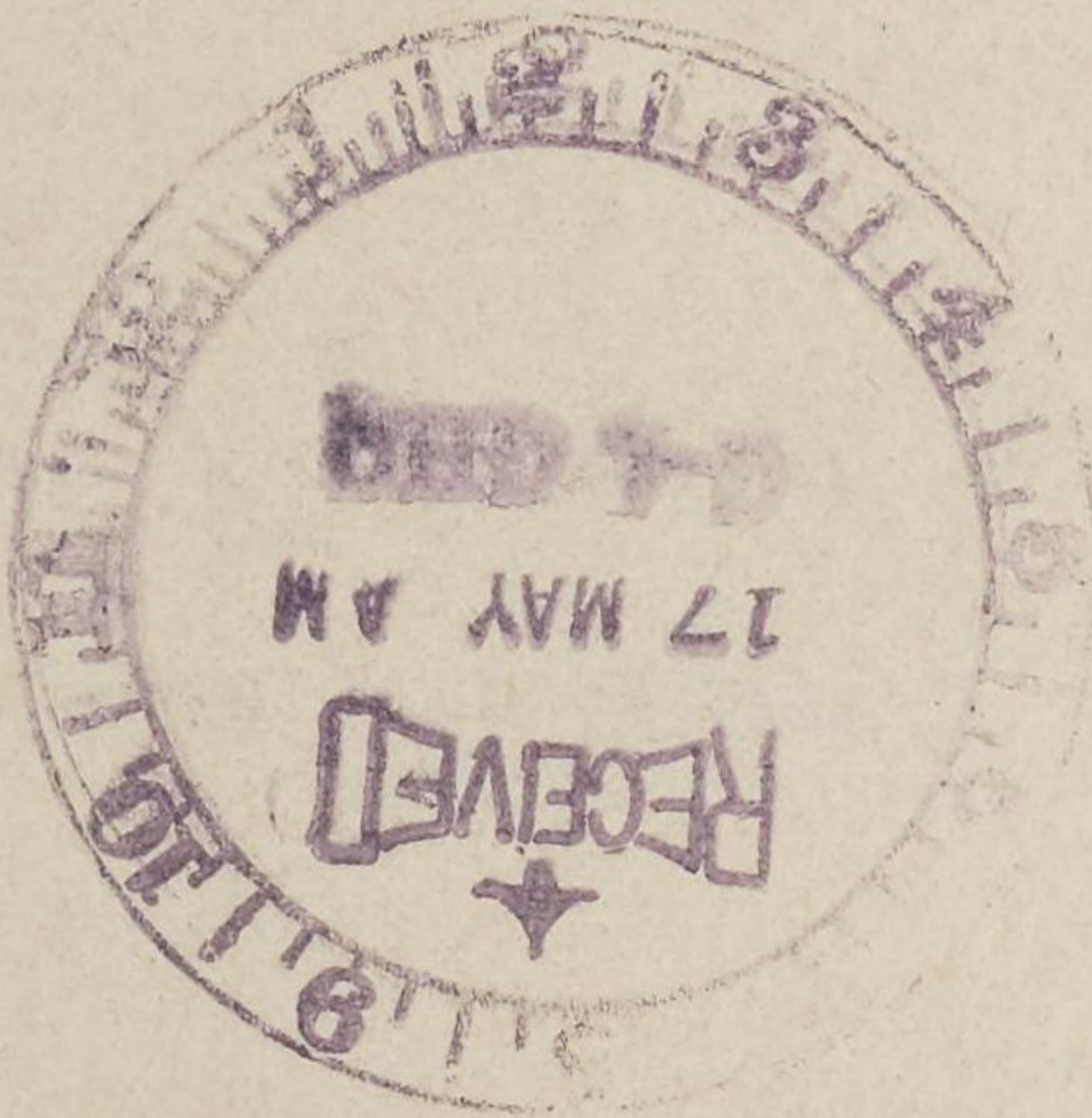
SUBJECT: Request for Charter Flight by Canadian Pacific Airlines

1. Inclosed is letter from Canadian Liaison Mission requesting a one-time charter flight to Hong Kong through the Far East area for the purpose of transportation of passengers. No objection is perceived to authorization of this flight as requested.

2. In accordance with precedent of referring such requests to the Department of Air Force for USAF authorization, dispatch of inclosed radio is recommended.

JOHN M. WEIKERT
Major General, United States Air Force
Chief of Staff

2 Inclos
1. Ltr fr Can.Lia. Mis.
with inclosure
2. Draft radio



095 CPA



Lt. Col. Godman, 26-6042

Application of Canadian Pacific Airlines
for Entry into Japan

8 FEB 1949

G-4 C/S

1. Reference is made to the following:
 - a. Memorandum from Canadian Liaison Mission in Japan, dated 19 November 1948, which requested permission for Canadian Pacific Airlines to use Haneda Airport on proposed weekly flights between Vancouver, British Columbia and HongKong. (Tab A).
 - b. CINCPAC radio CX 62392, dated 18 July 1948, subject, "Entry of Royal Dutch Airlines into Japan." (Tab B).
 - c. DA radio WARX 86152, dated 22 July 1948. (Tab C).
 - d. Memorandum from FEAF to G-4, subject, "Application by Canadian Pacific Airlines for Entry into Japan," dated 25 January 1949. (Tab D).
2. It was stated in reference 1c that after KLM (Royal Dutch Airlines) had been granted a license, authorization for additional airlines to use Haneda would adversely affect military operations and other transient traffic at that base. However, FEAF has indicated in reference 1d that KLM can only be accommodated at Haneda by re-allocating all operational space already committed to civil airlines and by making two additional small hangars, unsuitable for other purposes, available for airline storage and cargo handling. However, no determination of allocation can be effected without detailed information as to KLM, PAL, and Canadian Pacific Airlines requirements, none of which is known.
3. The following is the status of landings allocated, together with landings being utilized at Haneda:

G-4 ROUTING		Landings Allocated		Landings Currently
		Per Month	Per Week	Being Utilized
				Per Month
A C/S G-4				
D AC/S G-4				
EXECUTIVE				
PLANS & POLICY	NWA	72	18	34
OPERATIONS	PAA	56	14	34
CONST & FAC	CNAC	16	4	3
TRANSPORTATION	PAL	8	2	4
SUPPLY	KLM	4	1	0
PETROLEUM				
BUDGET				
PERSONNEL				
ADMINISTRATION				

PJP

76253

RESTRICTED

G-4 File Copy

RESTRICTED

Lt. Col. Godman, 26-6042

Application of Canadian Pacific Airlines
for Entry into Japan

G-4

C/S

1(Cont'd)

4. It is believed desirable to grant Canadian Pacific Airlines entry into Japan for not exceeding two commercial landings per week, in view of the fact that authorization has been granted KLM to use Haneda. Any future request will make it necessary to transfer some military operations to other fields.

5. Proposed radio to DA (Tab E) invites attention to this application and states that unless contrary to DA desires, it is proposed to approve this request, and that only absolute minimum facilities can be provided.

6. Recommend approval of proposed radio to DA (Tab E) and return to G-4 for necessary action.

7. General Thatcher (A-3 FRAF) concurs.

1 Incl
Prop rad to D/A
w/related papers



----- H. E. B. -----

GD P&P HCG/jmr
4 February 1949

MEMORANDUM FOR RECORD:

1. Instant C/N forwards to C/S proposed radio to D/A for approval.
2. Within established policy.
3. Completes action on G-4 Journal No. 76253.

H.C.G. _____

W.A.R. W.A.R.

F.L.R. F.L.R.

RESTRICTED

G-4 File Copy

**GENERAL HEADQUARTERS
FAR EAST COMMAND**

CHECK SHEET

RESTRICTED

Lt. Col. Godman, 26-6042

(Do not remove from attached sheets)

File No:

Subject: Application of Canadian Pacific Airlines
for Entry into Japan

Note
No.

From: G-4

To: C/S

Date:

4. It is believed desirable to grant Canadian Pacific Airlines entry into Japan for not exceeding two commercial landings per week, in view of the fact that authorization has been granted KLM to use Haneda. If this request is granted, facilities at Haneda Airfield will be completely saturated and only minimum facilities can be provided. Future requests from civil airlines will have to be denied until facilities are expanded.

5. Proposed radio to DA (Tab E) invites attention to this application and states that unless contrary to DA desires, it is proposed to approve this request, and that only absolute minimum facilities can be provided.

6. Recommend approval of proposed radio to DA (Tab E) and return to G-4 for necessary action.

7. General Thatcher (A-3 FEAF) concurs.

1 Incl
Prop rad to D/A
w/related papers

H. E. E.

*any future request will make
it necessary to transfer some military
operations to other fields.*

RESTRICTED

GENERAL HEADQUARTERS
FAR EAST COMMAND
Deputy Assistant Chief of Staff, G-4.

2/7/49

(Date)

POP.

get Cg FEAF Command
on proposed radio. G-4 has no
objection in deleting Part B of
the radio.

FEAF, Gen Thatcher, concurs
in new draft radio =

MES

M.E. SCOTT

Colonel, GSC

Deputy Assistant Chief of Staff, G-4

095
↓

GD P&P WAR/bs
17 January 1949

MEMORANDUM FOR RECORD:

SUBJECT: Application by Canadian Pacific Airlines for Entry to Japan

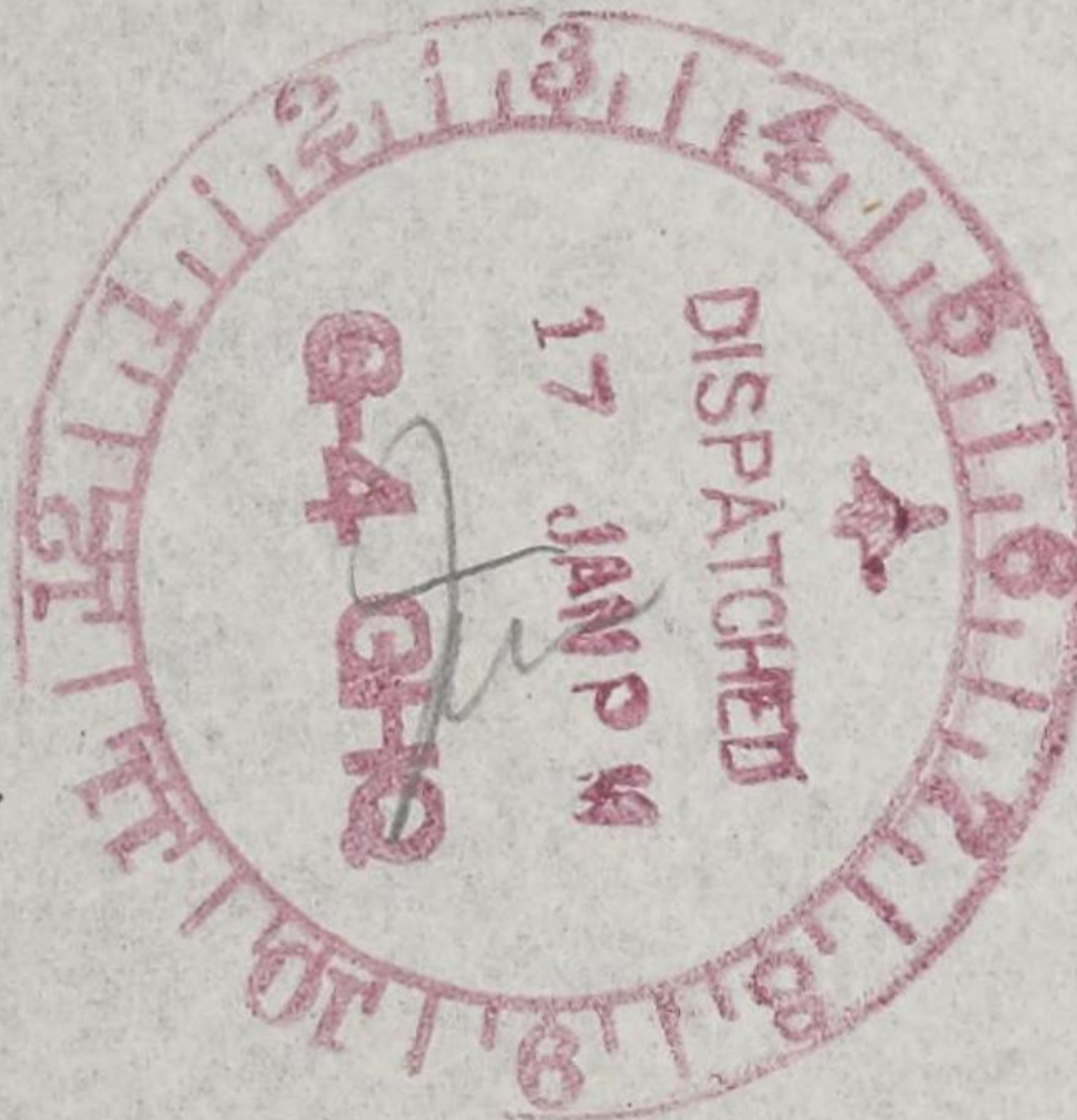
1. The attached memo from FEAF concerning facilities at Haneda had not been previously coordinated with the CG, Haneda. The Chief of Staff, Haneda, Lt. Col. Summers, apprised of the contents of this memo objected to some of the statements therein. Consequently, the original was returned to A-3, FEAF, Lt. Col. Franklin, for coordination with CG, Haneda. Lt. Col. Franklin stated it would be re-submitted to G-4 in a few days.

2. Completes action on G-4 Journal No. 74943.

W.A.R. W.A.R.

F.L.R. 3LR

G-4 ROUTING	
A C/S G-4	_____
D AC/S G-4	_____
EXECUTIVE	_____
① PLANS & POLICY	_____ <i>W.A.R.</i>
OPERATIONS	_____
CONST & FAC	_____
TRANSPORTATION	_____
SUPPLY	_____
PETROLEUM	_____
BUDGET	_____
PERSONNEL	_____
② ADMINISTRATION	_____ <i>yes</i>



P&P
74943
G-4 File Copy

HEADQUARTERS
FAR EAST AIR FORCES
APO 925

31 December 1948

MEMORANDUM FOR G-4, GHQ

JAN 4 1949

SUBJECT: Application by Canadian Pacific Airlines for entry to Japan

1. A complete resurvey of facilities available at Haneda has been made as a result of the Canadian Pacific Airlines application. The survey results are shown in Inclosure 1. It is believed that the applying airline can be accommodated at Haneda by reallocating the office space already committed to civil airlines and by making two additional small hangars, unsuitable for other purposes, available for airline storage and cargo handling.

2. It is desired to point out that the procedure recommended above is an expedient and is unacceptable as a method of handling increasing civil airline requirements. Of immediate concern is the over-crowding of office space at Haneda. Space intended for four airline offices will now be used by six airline companies. All remaining reserve storage space at Haneda will be absorbed by allocation of two hangars to civil airlines. Additional airlines to the five already approved, plus Canadian Pacific, cannot be accommodated without infringing upon facilities and space required by the military at Haneda. Each further encroachment upon the military will require another expedient solution; such further encroachments will require displacement of some unit at Haneda to another location with results as indicated below:

a. In order to realize a worthwhile gain in space in the area now occupied by the FEAF flight section, it would be necessary to move the two C-54's, the B-17, and the three C-47's now being used by GHQ and 8th Army. These aircraft would require the same hangar line facilities as are now being used by the entire FEAF flight section. Without moving the GHQ and 8th Army aircraft, the only gain in space would be parking area suitable for three C-54 type aircraft. The retention of GHQ and 8th Army aircraft at Haneda is felt to be essential to the units served. Retention of FEAF headquarters aircraft at Haneda is essential for staff use and for use in maintaining flying proficiency by rated pilots of FEAF headquarters. Any other location would result in an unacceptable loss in manhours due to time involved in travel to and from more remote flight base.

b. As long as any air activity is carried on at Haneda, the MATS organization, AACS, and Air Weather Service must be retained to

Memorandum for G-4, GHQ (Cont'd)

maintain airdrome services. Under SCAP regulations, Japanese cannot manage the services performed by these agencies. These organizations are inter-dependent and one cannot be moved with all moving. Further expansion of civil airline activity will require additional office space in the terminal building which can be achieved only through relinquishment of space by one of these organizations. Movement of aircraft possessed by these organizations to another location would be more impractical than moving GHQ, 8th Army or FEAF headquarters aircraft.

3. It is urged that the plans for expansion of Haneda forwarded from this headquarters on 18 October 1948 to the Commander-in-Chief, Far East, by second indorsement to basic letter, subject: "Development of Haneda Air Force Base to provide facilities for civil airlines", dated 29 March 1948, be approved and implemented. These expansion plans are of direct benefit to the Japanese economy--no airline is approved for entry into Japan, under current policy, which will not provide such benefit. Further, the Japanese economy must eventually absorb the cost of building a suitable international airport at Haneda. In order to avoid undue expense to the United States military by moving units out of Haneda to provide facilities for civil airlines, it is believed that it would be to the best interests of all concerned to forward the expansion plans to the Japanese government for immediate implementation.

4. Currently operating from Haneda are Northwest Airlines, Pan American World Airways, and China National Air Corporation. Licenses have been issued to Philippine Airlines and Royal Dutch Airlines. Approval of Canadian Pacific Airlines application will make six airlines authorized use of Haneda as a traffic stop. It is recommended that no more than these six civil airlines be authorized use of Haneda Air Force Base as a traffic stop until the recommended expansion has been completed.

1 Incl:
Report on facilities
at Haneda

HERBERT B. THATCHER
Brigadier General, USAF
AC/S, A-3

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