

360.7

SECRET

Civilian & Commercial Aviation

1 Mar 50 thru 31 Dec 50.

SECURITY INFORMATION

SECRET

360.7

Ltr, Hq, 1503d ATW, Pac Div, MATS, COMR/AAD 360.7, subj: Facilities for Commercial Airlines at Haneda Air Base, 15 Dec 50

AG 360.7 (15 Dec 50)OD

Lth Ind

GD C&RE RSP/JBM/fs

GENERAL HEADQUARTERS, SUPREME COMMANDER FOR THE ALLIED POWERS, APO 500

2 MAR 51

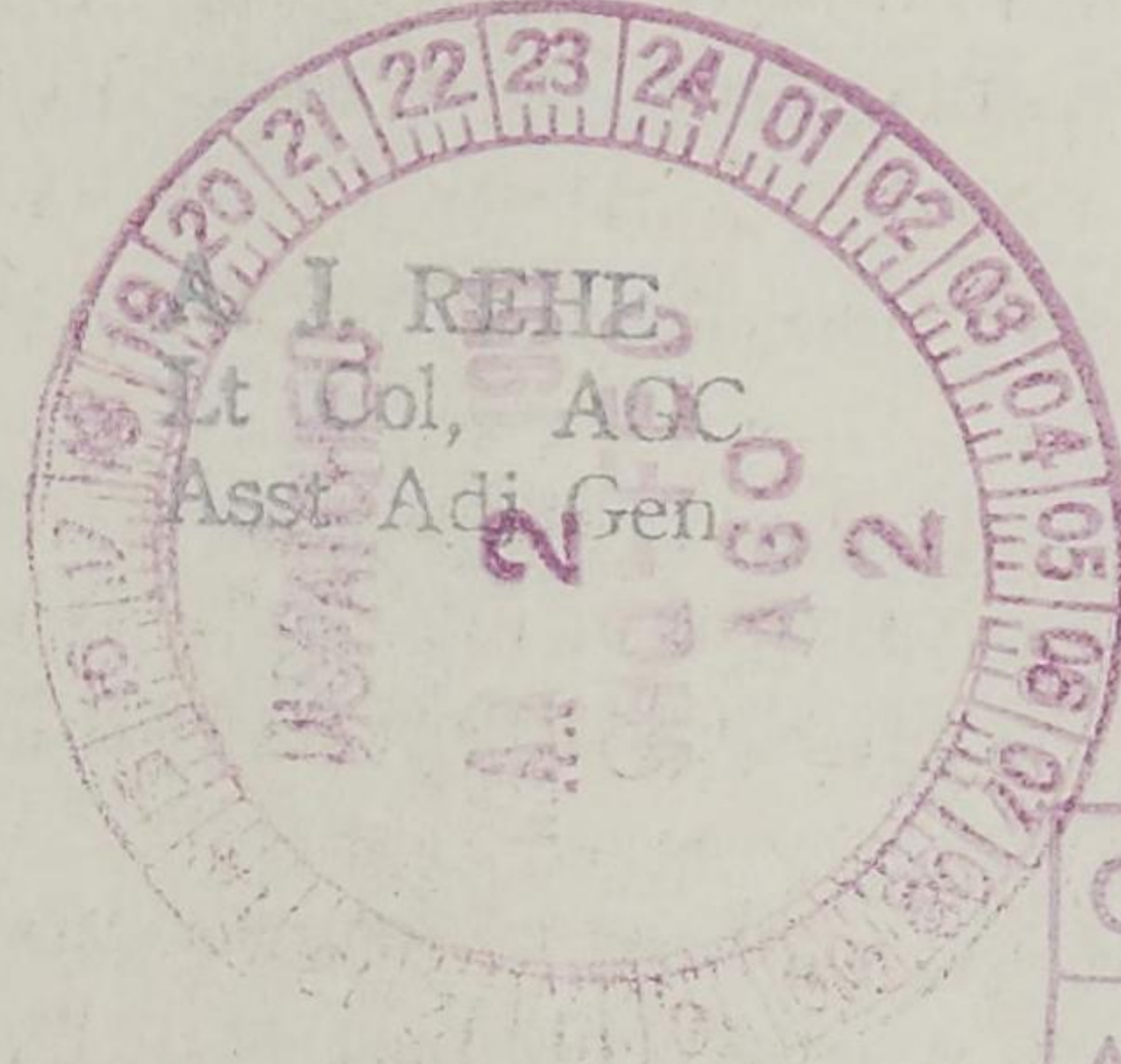
TO: Commanding General, Far East Air Forces, APO 925

Reference paragraph 1, basic letter, outlines the applicable policy on rentals to be charged commercial airlines for use of facilities at Haneda Air Force Base. Rental on subject temporary structure will be charged, collected and deposited in the same manner as rental for other space used by commercial airlines at Haneda. Execution of a lease or issuance of a license by Supreme Commander for the Allied Powers for this purpose is not considered necessary.

BY COMMAND OF GENERAL MACARTHUR:

3 Incls
n/c

Copies furnished:
C-in-C
C/S



G4 File

GX ROUTING	
A C/S E-4	<i>[Signature]</i>
DA C/S E-4	
EXECUTIVE	
RTO	
C+RE	<i>Le</i>
SUPPLY	
PETROLEUM	
KEA	
ADMIN	<i>WAP</i>

(E)

C&RE

GD C&RE RSP/JBM/fs

MEMORANDUM FOR RECORD:

1 March 1951

SUBJECT: Facilities for Commercial Airlines at Haneda Air Base

1. The Problem. This is a request from Hq, 1503d ATW, Pac Div, MATS, thru FEAF, for information regarding rental which should be charged to the NWA for use of the ground on which they have been permitted to construct a small fire proof building for storing packaged fuel, lubricants and miscellaneous supplies (664 sq. ft.).
2. References. a. Ltr, Hq, 1503d ATW, Pac Div, MATS, COMPR/A&D 360.7, subj: Facilities for Commercial Airlines at Haneda Air Base, 15 Dec 50 with 3 Inds thereto.
 - b. Engr C/N 2, subject as above, 26 Jan 51.
 - c. JA C/N 3, subject as above, 2 Feb 51.
 - d. LS C/N 5 to COM, subject as above, 20 Feb 51.
 - e. COM C/N 6 to G-4, subject as above, 27 Feb 51.
3. Discussion of Facts. a. Ref a requests information on whether or not rentals are to be charged NWA for use of land area on which they have been permitted to erect small building described in para 1 above.
 - b. By ref b, Engr proposed that NWA be issued a license for the use of subject land area which specifies in detail terms of use. (The Engr C/N recognized that pertinent Air Force and Army regulations in matters of this type are not applicable in occupied zones).
 - c. By ref c, the JA states that under the Hague Regulations and Rules of Land Warfare, SCAP, not the U.S., as the occupant has the qualified right to lease or license the use of a portion, or portions, of Haneda by others only as necessary for the occupation. Any such lease or license would, of course, be limited to the duration of the occupation. It would not be improper to require payment of rental, the proceeds being applied in accordance with current practice for the benefit of the JG, and reimbursement or payment for utilities furnished. The JA considered the form of license submitted by the Engr Section inappropriate because of references to the U.S. and the use of the term "Government" to mean the U.S. It was stated that it would not be inappropriate for the license or permit granted by the proper agency to incorporate suitable provisions designed to protect the property of others, including the U.S., at Haneda against action by the licensee or permittee.
 - d. By ref d, the Legal Section sets forth that an occupying force

MEMORANDUM FOR RECORD: CONT'D.

may not resell privately owned property under requisition. Similarly, requisitioning for profit rather than for the use of the occupying army has been held illegal. When and if private commercial concerns desire to construct permanent structures on privately owned property under requisition, it will be necessary for the commercial concern to negotiate directly with the owner of the property on which the building will be constructed. After such negotiations are completed, SCAP may then determine on a case by case basis whether a lease, license or release from requisition is required.

LS perceives no legal objection to the construction of a temporary structure under the authorization given by the Office of Civilian Airlines Co-ordinator. The utilization of space on the airfield by a temporary structure for housing oil and supplies is not different from the utilization of space by ticket booths, stock rooms, coca-cola concessions, taxi stands and other uses incidental to the operation of an airfield. Assuming rental for the space used by the temporary structure will be charged, collected and deposited in the same manner as rental for space used by the ticket booth and stock room, LS considers the execution of a lease or issuance of a license by SCAP to be neither necessary nor desirable.

e. By ref e, the Comp concurs in comments of the Legal Section contained in para 3, ref d (outlined in last section of preceding par 3d).

4. Additional Data. a. Ltr, GHQ, SCAP, AG 360.7 (27 Mar 48)GD, subj: Facilities for Commercial Airlines at Haneda Air Force Base, 27 Mar 48, sets the rental to be charged commercial airlines at Haneda Air Force Base to be two cents per month per square foot for office, shop and storage space. No charges are to be made for telephone extensions or office utilities since these are included in determining office rent.

b. The above rental rate is considered to be very small compared to other prices. They were established on an inclusive basis, that is, to include all types of space occupied and used by the commercial airlines. The use of subject space is considered no different from other space now used by commercial airlines at Haneda.

5. Conclusions. Rental rates for real estate used by commercial airlines at Haneda Air Base are set forth in Ltr, GHQ, SCAP, AG 360.7 (27 Mar 48)GD, subj: Facilities for Commercial Airlines at Haneda Air Force Base, 27 Mar 48. Space now requested is considered to be in the same general category, accordingly, the rates and conditions previously established are considered applicable.

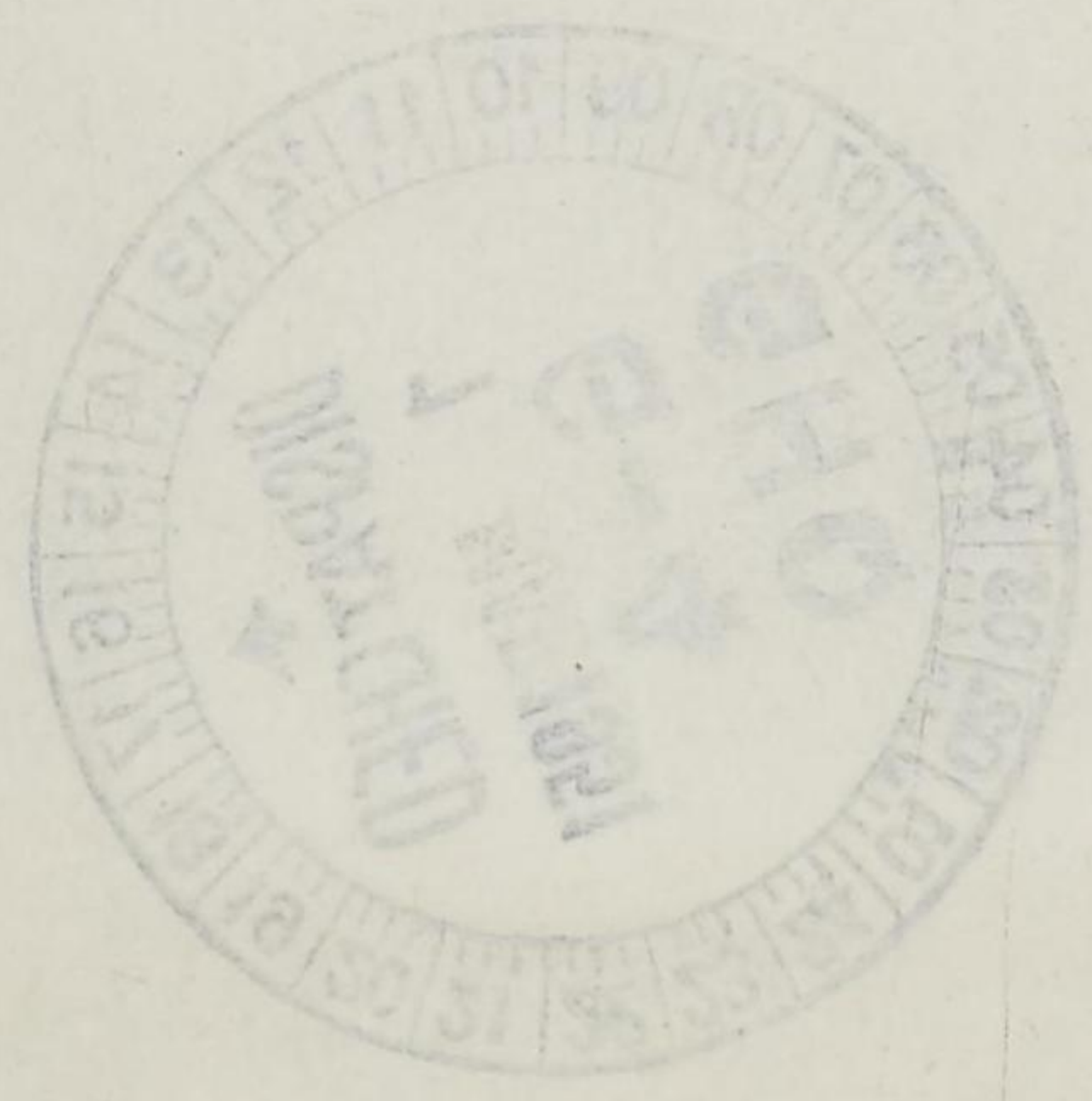
G4 File

MEMORANDUM FOR RECORD: CONT'D.

6. Recommendation. 4th Ind informs FEAF that rentals established by letter, GHQ, SCAP, AG 360.7 (27 Mar 48)GD, subj: Facilities for Commercial Airlines at Haneda Air Force Base, 27 Mar 48, for use of facilities at Haneda Air Force Base are considered applicable to subject temporary structure and should be charged, collected and deposited in the same manner as other space used by commercial airlines at Haneda. The execution of a lease or issuance of a license by SCAP for this purpose is not considered necessary.

- 7. Action taken is within established policy.
- 8. G-4 action is complete on Journal No. 3286.

JBM JBM 26-6443
RSP RSP 26-6028





G4 File



MEMORANDUM FOR RECORDS: CONT'D.

6. Recommendation. It is recommended that the facilities for
by letter, GHO, SCAP, AG 350.7 (27 Mar 48) (27 Mar 48), subject: Facilities for
Commercial Airlines at Hanks Air Force Base, 27 Mar 48, for use of
facilities at Hanks Air Force Base are considered applicable to subject
temporary structure and should be changed, collected and deposited in
the same manner as other space used by commercial airlines at Hanks.
The execution of a lease or license by SCAP for this
purpose is not considered necessary.

- 7. Action taken is within established policy.
- 8. G-4 action is complete on Journal No. 3586.


 JEM 26-6413

 RST 26-6028

04 File



Facilities for Commercial Airlines at
Haneda Air Base

LS

COM

20 February 1951

5
Cont'd

for the space used by the temporary structure will be charged, collected and deposited in the same manner as rental for space used by the ticket booth and stock room, LS considers the execution of a lease or issuance of a license by SCAP to be neither necessary nor desirable.

2 Incls
n/e

----- A.C.C. -----

From: COM

To: G-4

Maj McDonough/26-6245
Date: 27 Feb 51

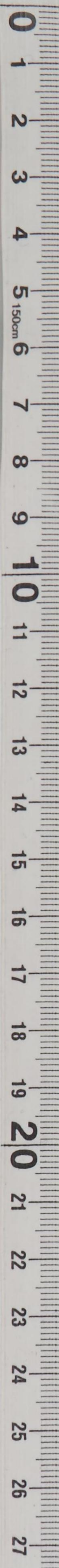
6

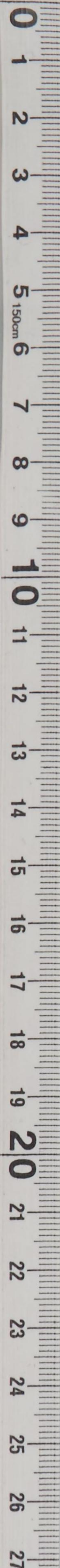
1. Attention is invited to the comments of the Judge Advocate Section and the Legal Section in Checknotes 3 and 5.

2. The Comptroller concurs with the comments of the Legal Section in paragraph 3 of their Checknote 5.

2 Incls
n/e

----- L. L. W. -----





Facilities for Commercial Airlines at
Hambro Air Base
30 February 1951

COM
LS

For the space used by the temporary structure will be charged, collected
and deposited in the same manner as rental for space used by the ticket
booth and stock room, LS considers the execution of a lease or assignment of
a license by SCAP to be neither necessary nor desirable.

Cont'd

2 Incls
n/c

----- A.C.C. -----
From: COM
To: G-4
Date: 27 Feb 51
Maj McDonough/26-6242

1. Attention is invited to the comments of the Judge Advocate Section
and the Legal Section in Checkmate 3 and 5.

2. The Comptroller concurs with the comments of the Legal Section in
paragraph 3 of their Checkmate 5.

2 Incls
n/c

----- L. L. W. -----



LICENSE
(Specimen Form)

THE _____ hereby grants to _____
a license, for a period of _____ commencing on _____
but revocable at the will of the _____, to _____

as shown in red on Exhibit _____, attached hereto and made
a part hereof.

THIS LICENSE is granted subject to the following provisions and conditions:

1. That the licensee shall not be obligated to pay to the United States compensation for use of the subject property.
2. That the licensee shall pay the cost, as determined by the said officer, of any utilities and other services furnished by the Government or through Government-controlled facilities for the use of the licensee, including the licensee's proportionate share of the cost of operation and maintenance of the Government-controlled facilities by which such utilities or services are produced or supplied. The Government shall be under no obligation to furnish utilities or services. Payment shall be made in the manner prescribed by the said officer upon bills rendered monthly or at such time as determined by the said officer.

Ind 2

4. That exercise of the privileges hereby granted shall be, without cost or expense to the United States, under the general supervision and subject to the approval of the officer having immediate jurisdiction over the property, and subject also to such regulations as may be prescribed by him from time to time.

4. That any property of the United States damaged or destroyed by the licensee incident to the exercise of the privileges herein granted shall be promptly repaired or replaced by the licensee to the satisfaction of the said officer, or in lieu of such repair or replacement the licensee shall, if so required by the said officer, pay to the United States money in an amount sufficient to compensate for the loss sustained by the United States by reason of damage to or destruction of Government property.

5. That the United States shall not be responsible for damages to property or injuries to persons which may arise from or be incident to the exercise of the privileges herein granted, or for damages to the property of the licensee, or for damages to the property or injuries to the person of the licensee's officers, agents, servants, or employees or others who may be on said premises at their invitation or the invitation of any one of them, arising from governmental activities on the said premises, and the licensee shall hold the United States harmless from any and all such claims.

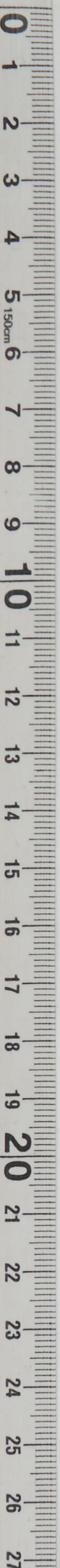
6. That, on or before the date of expiration of this license or upon written notice of its relinquishment by the licensee, the licensee shall vacate the said Government premises, remove all property of the licensee therefrom, and restore the premises to a condition satisfactory to officer

having immediate jurisdiction over the property, damages beyond the control of the licensee and due to fair wear and tear excepted. If, however, this license is revoked, the licensee shall vacate the premises, remove said property therefrom, and restore the premises as aforesaid within such time as the said officer may designate. In either event, if the licensee shall fail or neglect to remove said property and so restore the premises, then at the option of the Government, said property shall either become the property of the United States without compensation therefor, or the said officer may cause the property to be removed and the premises to be so restored at the expense of the licensee, and no claim for damages against the United States or its officers or agents shall be created by or made on account of such removal and restoration work.

7. That continued occupancy of said property by the licensee after a peace treaty with Japan is subject to the terms of the treaty. In the event of a peace treaty with Japan, any losses to the licensee incurred as a result of the treaty will be borne by the licensee at no cost to the United States.

In witness whereof I have hereunto set my hand this _____
day of _____ 19____.

The above instrument, together with the provisions and conditions thereof, is hereby accepted this _____ day of _____
19____.

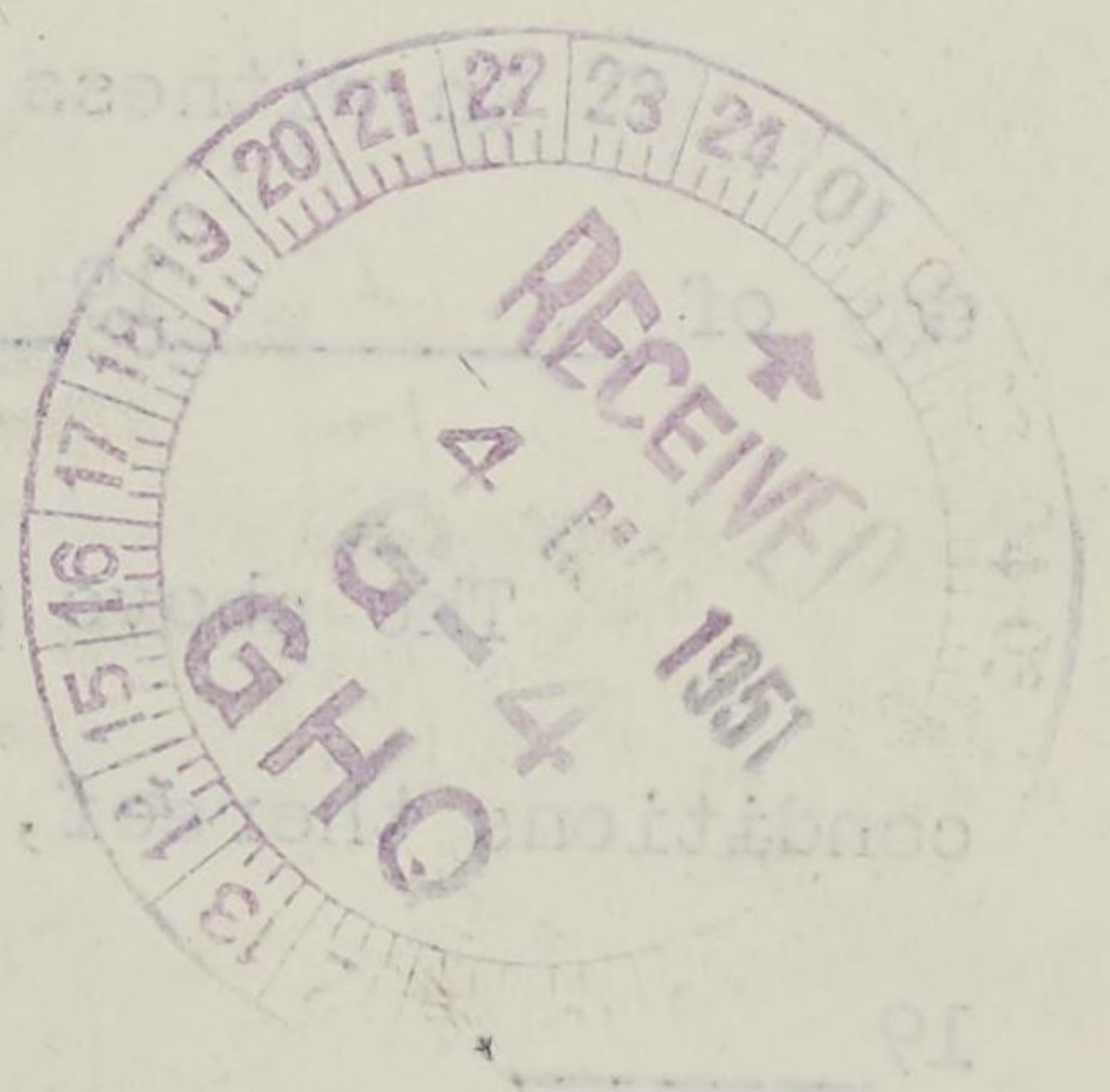


having immediate jurisdiction over the property, damages beyond the
control of the licensee and due to fair wear and tear excepted. If,
however, this license is revoked, the licensee shall vacate the
premises, remove said property therefrom, and restore the premises
as aforesaid within such time as the said officer may designate. In
either event, if the licensee shall fail or neglect to remove said
property and so restore the premises, then at the option of the
Government, said property shall either become the property of the
United States without compensation therefor, or the said officer may
cause the property to be removed and the premises to be so restored
at the expense of the licensee, and no claim for damages against the
United States or its officers or agents shall be created by or made
on account of such removal and restoration work.

7. That continued occupancy of said property by the licensee
after a peace treaty with Japan is subject to the terms of the treaty.
In the event of a peace treaty with Japan, any license to the licensee
incurred as a result of the treaty will be borne by the licensee at
no cost to the United States.

_____ witness whereof I have hereunto set my hand this

_____ day of _____, 1951, is hereby accepted this



GD P&O NMW/GR/nm

360.7
~~360.7~~
~~360.7~~

Ltr, Hq RYCOM, (10 Feb 51), subj: Suspension of Pan American Air Line Service to Okinawa, 10 Feb 51

AG 360.7 (10 Feb 51)GD 1st Ind

GENERAL HEADQUARTERS, FAR EAST COMMAND, APO 500, 19 February 1951

TO: Commanding General, Ryukyus Command, APO 331

1. The effects of CAB Order E-5019 have been considered by this headquarters. The Pan American Airways Regional Director was informed on 8 Feb that the Commander-in-Chief, Far East, considers it to be inappropriate for this headquarters to question the decision of the Civil Aeronautics Board and suggests that Pan American Airways present their views to appropriate agencies in Washington.

2. It should be noted that the order affects revenue traffic between Tokyo and Okinawa rather than a curtailment of Pan American Airways' flights through Okinawa.

3. The District manager of Philippine Airlines states that they have never suspended service to Okinawa but during the past months have not made revenue stops unless a minimum of 15 passengers were carried. He further stated that early next month revenue stops at Okinawa will be resumed regardless of the number of passengers involved.

BY COMMAND OF GENERAL MacARTHUR:

DISPATCHED
FEL 19 1951
GHQ-FEC
AGO
K. B. BUSH
Brigadier General, USA
Adjutant General

G-4 ROUTING
10
DACS
EXECUTIVE
① + O
C+RE
SUPPLY
PETROLEUM
KEA
② ADMIN

EHO
G-4
18 FEB 1951
DISPATCHED

PJG
2611
K

b-4 copy

GD P&O NMM/GR/cm

Mr. W. H. HUGHES (10 Feb 51), subj: Suspension of Pan American Air Line Service to Okinawa, 10 Feb 51

AD 300.7 (10 Feb 51) CD
1st Ind

GENERAL HEADQUARTERS, FAR EAST COMMAND, APO 300, 18 February 1951

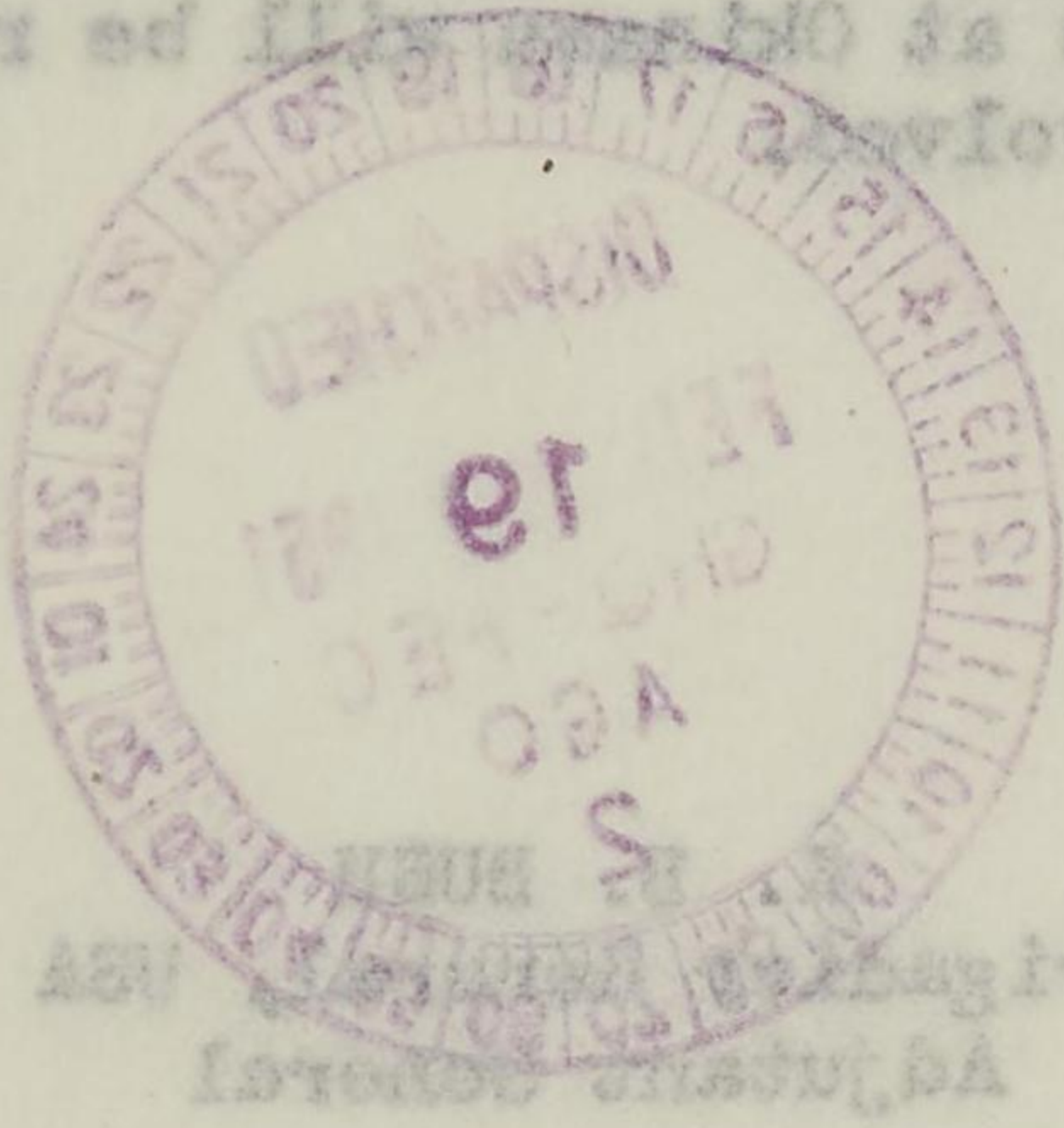
TO: Commanding General, Ryukyu Command, APO 331

1. The effects of GAB Order E-2019 have been considered by this headquarters. The Pan American Airways Regional Director was informed on 8 Feb that the Commander-in-Chief, Far East, considers it to be inappropriate for this headquarters to question the decision of the Civil Aeronautics Board and suggests that Pan American Airways present their views to appropriate agencies in Washington.

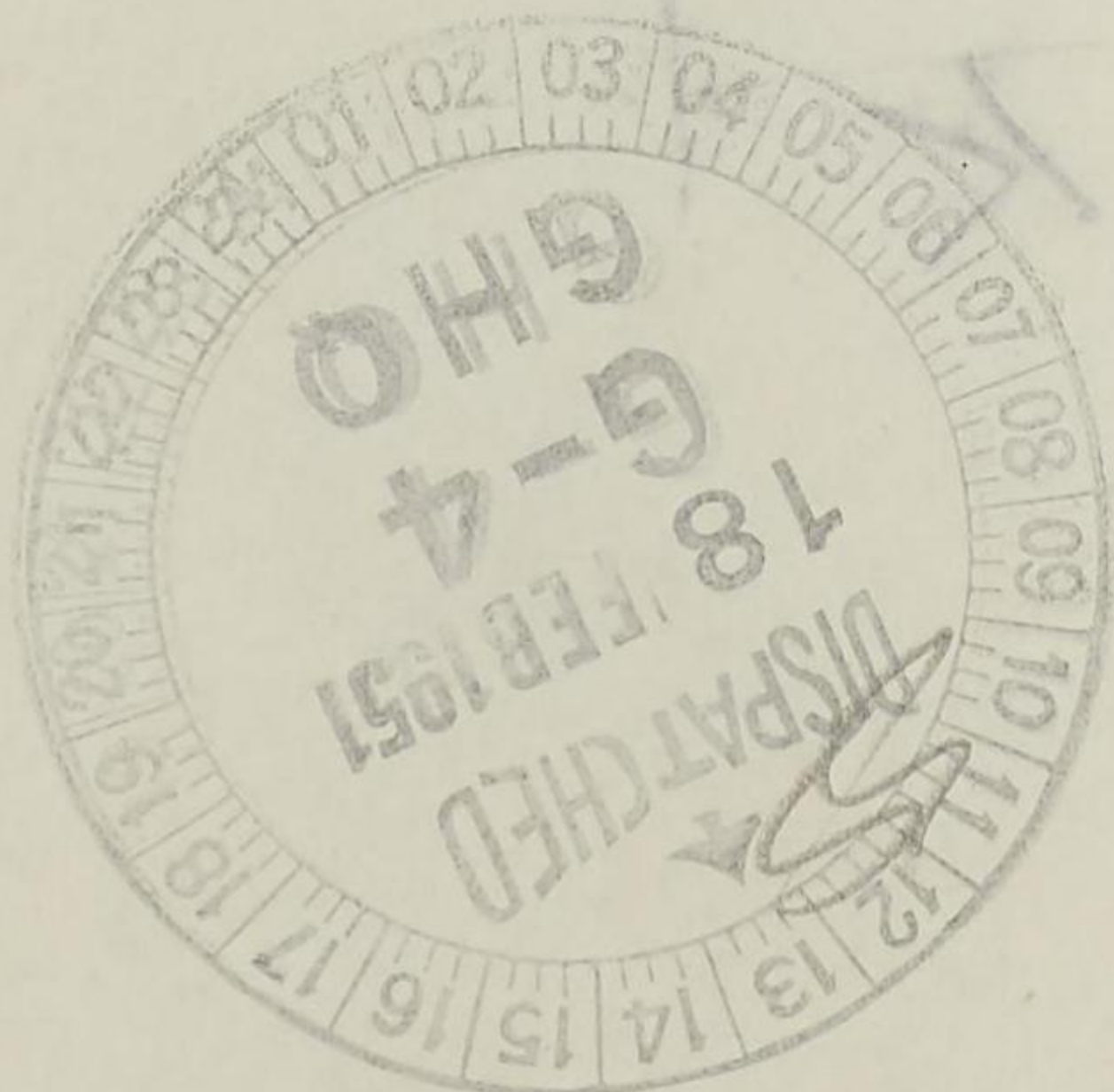
2. It should be noted that the order affects revenue traffic between Tokyo and Okinawa rather than a curtailment of Pan American Airways' flights through Okinawa.

3. The District Manager of Philippine Airlines states that they have never suspended service to Okinawa but during the past months have not made revenue stops unless a minimum of 15 passengers were carried. He further stated that early next month revenue stops at Okinawa will be resumed regardless of the number of passengers involved.

BY COMMAND OF GENERAL HEADQUARTERS:



ROUTING slip with checkboxes for EXECUTIVE, SUPPLY, PETROLEUM, K E A, ADMIN. Includes handwritten initials and a checkmark.



Handwritten notes: 6/2/51, 11/1/51

G-4 FILE



G-4 PLANS AND OPERATIONS DIVISION

GD P&O NMW/GR/nm

17 February 1951

MEMORANDUM FOR RECORD

Subject: Suspension of Pan American Air Line Service to Okinawa.

1. Ltr fr CG RYCOM, 10 Feb 51, cites CAB order rescinding authorization of revenue stops for Pan American Airways at Okinawa. For further background see JNs 2153, 1968 and 1375. CG RYCOM recommends no reduction in commercial air service to Okinawa be effected at this time. Ltr includes statement PAL suspended operations in June 1950 and only NWA and PAA have served Okinawa since.

2. PAL Manager, Mr. Shaver, states that in past months revenue stops were not made at Okinawa unless a minimum of 15 passengers were involved; PAL has never suspended service. Early next month (6 Mar) stops will be resumed irregardless of number of passengers involved. For PAL, main problem has been one of obtaining accommodations for traffic personnel at Okinawa.

3. Reply by Ind, informs CG RYCOM of viewpoint of CINCPAC re interceding in this matter as expressed in ltr to PAA (JN 2153), calls attention that only revenue traffic Tokyo - Okinawa, not flights through Okinawa, are curtailed and clarifies PAL service to Okinawa.

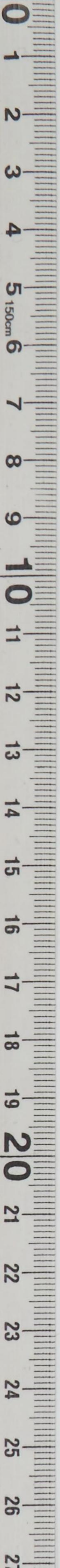
4. Within established policy.

5. Completes action on G-4 JN 2611.

G.R. JK 26-6032N.M.W. NMW 26-6444

G-4 FILE

JN 2611



G-4 ROUTING

- A C / S G-4 _____
- DA C / S G-4 _____
- EXECUTIVE _____
- P T _____
- C + RE _____
- SUPPLY _____
- PETROLEUM _____
- ADMIN _____

G-4

②

Handwritten initials and signatures

360.7

GD C&RE RSP/JBM/fs

Lt Col Miller
26-6443

Facilities for Commercial Airlines at
Haneda Air Base

11 JAN 1951

1 Request comments and/or recommendations on request contained in paragraph 4, 3d Ind.

1 Incl
Ltr, Hq, 1503d ATW,
COMPR/A&D 360.7, subj
as above, 15 Dec 50
with 3 Inds and 3 Incls
thereto.

----- G. L. E. -----

MEMORANDUM FOR RECORD:

11 January 1951

1. The Problem. This is a request from FEAF for information regarding policy which should be followed in permitting commercial airlines (or private individuals) to utilize airbases and/or construction built thereon at their own expense. Further requested decision as to charges, if any, to be assessed to NWA for use of a small building which they have built for storing packaged fuel+lubricants.

2. References. a. Letter, Hq, 1503d ATW, COMPR/A&D 360.7, subj as above, 15 Dec 50, with 3 Inds.

b. AR No. 100-62, 10 December 1948.

3. Discussion of Facts. a. Reference a, requested information regarding policies to be followed, referred to in paragraph 1 above.

b. Reference b outlines the policies governing the use of Government owned real estate by private companies. However, policies outlined therein are not applicable to occupation zones. SE-2058

c. Inclosure 1 to reference a previously informed FEAF that Civil Airlines would be charged 2¢ per sq. ft. per month for office, shop and storage space at Haneda Air Base.

8. G-4 action is complete on routing no. 00495.

4. Additional Data. None.

5. Action taken is within established policy.

5. Conclusion. Instant request regarding policies which should be adopted as outlined in paragraph 1 above should be forwarded to Engr, GHQ for comments and/or recommendations prior to formulation of reply.

6. Recommendation. Instant action refers matter to Engr Section, GHQ, as outlined in preceding paragraph.

(over)

Jo. No. 00495

Handwritten initials and stamps: RSP, C&RE, H

64 File

(over)

no. no. 00495

CHG, as outlined in preceding paragraphs.
2. Recommendation. Instant action refers matter to Dept. Section.

CHG for comments and/or recommendations prior to formulation of reply.
3. Action taken is within established policy.

- 4. Concussion. Instant request regarding policies which should be
- 7. Action taken is within established policy.
- 8. G-4 action is complete on Journal No. 00495.

and other copies are being made for file.
5. Inclusive of reference is being made to JBM file 26-6443

outlined therein are not applicable to operations of RSP 26-6028
Government owned real estate by private companies. However, policies
6. Reference is outlined the policies governing the use of

regarding policies to be followed, referred to in paragraphs 1 and 2.
3. Discussion of facts. Reference is requested information
4. VB no. 100-25, 10 December 1950.

above, 12 Dec 20, with 3 incls.
5. References. Letter, HQ, 12039 AM, COMNAV, 30.1, and as

for printing packages mentioned herein.
to be assessed to NAV for use of a small building which they have built
at their own expense. Further requested decision as to charges, if any,
private individuals) to utilize addresses and/or construction built thereon
policy which should be followed in permitting commercial activities (or
1. The Problem. This is a request from NAV for information regarding

MEMORANDUM FOR RECORD:

11 JAN 1951

----- G. I. E. -----
with 3 incls and 3 incls
as above, 12 Dec 20
COMNAV, 30.1, and
HQ, 12039 AM,
1 Dec

Reference is to the
request comments and/or recommendations on request contained in

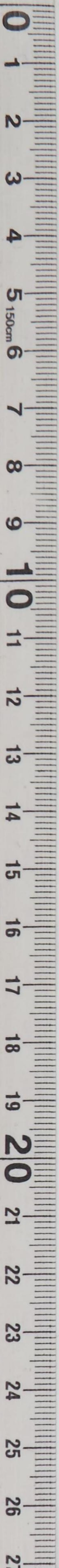
ADWIN
RETRORUM
DISPATCH
G-4
CHG

41

RECORDS SECTION

11 JAN 1951

11 JAN 1951
RECORDS SECTION
11 JAN 1951



CONFIDENTIAL

Mr. Sullivan/jcg 26-7695

Canadian Pacific Air Lines'
Traffic Rights at Okinawa.

DS

360.7

G-4

3 January 1951

1 1. The inclosed copy of the Canadian Mission's note of 28 December 50, requesting information as to whether authorization may now be granted for Canadian Pacific Air Lines to have full traffic rights at Okinawa, is forwarded for information on which to base a reply.

2. DS memo of 25 August 49, referred to in the Mission's present note, was based on G-4 c/n 2 to DS, 19 August 49, on DS check sheet to G-4, 11 August 49, subject: "Operations of Canadian Pacific Airlines".

Incl
Canadian Mission note
dtd 28 Dec 50.

-----W.J.S.-----

GD P&O NMW/GR/JCW/mg
From: G-4 To: DS Lt Col White 26-6051
Date: 10 JAN 1951

2 1. As requested in C/N 1 above the following is submitted on which to base a reply to the Canadian Mission.

a. The capabilities of commercial aircraft presently authorized revenue stops at Naha more than exceed the current traffic generated on Okinawa.

b. Current military operations have placed an abnormal load on all air facilities in Okinawa which preclude favorable consideration for increasing the number aircraft authorized revenue stops thereat.

1 Incl
n/c

G-4 ROUTING	
A C S G-4	<i>le</i>
DA C	<i>[Signature]</i>
EXECUTIVE	<i>[Signature]</i>
P + O	
C + RE	
SUPPLY	
PETROLEUM	
ADMIN	<i>[Signature]</i>

-----E.L.E.-----

PJD
387
[Signature]

G-4 FILE

CONFIDENTIAL

ROUTING

JOINT MESSAGEFORM

COMMUNICATIONS CENTER NO.

GHQ, SCAP-FEC
 AG RECORDS
 Filed AG 360.7

SPACE ABOVE FOR COMMUNICATIONS CENTER ONLY

FROM: (Originator)

Hq, Far East Air Forces, APO 925

DATE-TIME GROUP

8 JAN 1951

SECURITY CLASSIFICATION

CONFIDENTIAL

PRECEDENCE FOR:

ACTION

COURIER

INFORMATION

BOOK MESSAGE

ORIGINAL MESSAGE

MULTIPLE ADDRESS

CRYPTOPRECAUTION

YES

NO

REFERS TO MESSAGE:

IDENTIFICATION

AG 360.7

CLASSIFICATION

TO:

Commander-in-Chief
 Far East
 APO 500

INFO:

MF 10531

1. Reference your mfm AG 360.7 (4 Jan 51) GD.
2. CG FEAF interposes no objection to approval of this application provided no request is made for the allocation of office, warehouse, parking or billeting space at Naha beyond that already allocated to civil airlines.
3. However, in considering this application, the following factors may be applicable.
 - a. Permission to engage in business in Okinawa has recently been denied Civil Air Transport Inc.
 - b. There is no military or civil requirement for an additional traffic stop at Okinawa inasmuch as adequate service is presently being rendered by the three (3) airlines authorized traffic generating privileges on Okinawa.
 - c. Approval of this application would establish a precedent and make mandatory the granting of similar privileges to other airlines operating over this route.
 - d. Applications for traffic generating privileges from foreign carriers should be processed through the United States Civil Aeronautics Board.

END

1 Incl:
 CINCFE mfm AG 360.7 (4 Jan 51) GD
 and Incl thereto.

SECURITY CLASSIFICATION
CONFIDENTIAL

PAGE 1 OF 1 PAGES

DRAFTER'S NAME (and signature, when required)

0090-6
 Maj G V Davis/es

RELEASING OFFICER'S SIGNATURE

J P Crim

SYMBOL

OP-OP3/5 Jan 51

TELEPHONE

465

OFFICIAL TITLE

J. P. CRIM
 Capt USAF
 Asst Adj Gen

JOINT MESSAGEFORM

COMMUNICATIONS CENTER NO.

ROUTING

AG RECORDS
Filed AG 360.7
GHD, 2849-FEC

SPACE ABOVE FOR COMMUNICATIONS CENTER ONLY

FROM: (Originator)

Hq, Far East Air Forces, APO 925

TO:

Commander-in-Chief
Far East
APO 500

INFO:

10531

DATE-TIME GROUP 8 JAN 1951		SECURITY CLASSIFICATION CONFIDENTIAL	
PRECEDENCE FOR:	ACTION	INFORMATION	
BOOK MESSAGE <input type="checkbox"/>	COURIER		
MULTIPLE ADDRESS <input type="checkbox"/>			
CRYPTOPROTECTION	REFERS TO MESSAGE:		
YES <input type="checkbox"/> NO <input type="checkbox"/>			
IDENTIFICATION	CLASSIFICATION		
AG 360.7			

1. Reference your min AG 360.7 (4 Jan 51) GD.

2. OG FEAF interposes no objection to approval of this application provided no request is made for the allocation of office, warehouse, parking or billeting space at Naha beyond that already allocated to civil airlines.

3. However, in considering this application, the following factors may be applicable:

- a. Permission to engage in business in Okinawa has recently been denied Civil Air Transport Inc.
- b. There is no military or civil requirement for an additional traffic stop at Okinawa inasmuch as adequate service is presently being rendered by the three (3) airlines authorized traffic generating privileges on Okinawa.
- c. Approval of this application would establish a precedent and make mandatory the granting of similar privileges to other airlines operating over this route.
- d. Applications for traffic generating privileges for foreign carriers should be processed through the United States Civil Aeronautics Board.

7 JAN 1951
FEAF
VAGO
RECEIVED

1 VAGO
2 VAGO
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SYMBOL	TELEPHONE	OFFICIAL TITLE	RELEASING OFFICER'S SIGNATURE	DRAFTER'S NAME (and signature, when required)
	465	J. P. GRIM Capt USAF	<i>[Signature]</i>	Maj G V Davis
PAGE I OR PAGES				

op

ROUTING

JOINT MESSAGEFORM

COMMUNICATIONS CENTER NO.

SPACE ABOVE FOR COMMUNICATIONS CENTER ONLY

FROM: (Originator)
 CINCFE, APO 500

DATE-TIME GROUP 4 JAN 50		SECURITY CLASSIFICATION CONFIDENTIAL
PRECEDENCE FOR:	ACTION COURIER	INFORMATION
<input type="checkbox"/> BOOK MESSAGE	<input checked="" type="checkbox"/> ORIGINAL MESSAGE	
<input type="checkbox"/> MULTIPLE ADDRESS	CRYPTOPRECAUTION <input type="checkbox"/> YES <input type="checkbox"/> NO	
REFERS TO MESSAGE:		
IDENTIFICATION	CLASSIFICATION	

TO:
 CG FEAF, APO 925

INFO:

Inclosed copy of Canadian Mission's Memo of 28 Dec 50 to DS requests information as to whether authorization may now be granted to Canadian Pacific Air Lines to have full traffic rights on Okinawa.

Request your comments and recommendations on which to base a reply to DS and return of above cited Memo to this Headquarters.

1 Incl
 a/s

DO 90-6
11278
 FEAF AG NO. 10306

FEAF AG NO. 10531

DRAFTER'S NAME (and signature, when required)
but #1

SYMBOL
 AG 360.7 (4 JAN 5)GD

TELEPHONE

SECURITY CLASSIFICATION
CONFIDENTIAL

PAGE 1 OF 1 PAGES

RELEASING OFFICER'S SIGNATURE
H. Frazier
 H. FRAZIER *wall*

OFFICIAL TITLE
 Major, AGC
 Asst Adj Gen



CONFIDENTIAL

GD P&O NMW/GR/JCW/mg

G-4 PLANS AND OPERATIONS DIVISION

MEMORANDUM FOR RECORD:

Subject: Canadian Pacific Air Lines' Traffic Rights at Okinawa

1. For background see G-4 JN 00116.
2. CG FEAF by msgform No 10531, 5 Jan 51, indicates no objection to the application for traffic privileges of the C.P.A. provided no additional allocation of space or billets other than presently are being used by the civil airlines are authorized. However, they submit the following factors to be considered:
 - a. Recent denial to C.A.T. to engage in business in Okinawa.
 - b. The present three commercial airlines now operating into Okinawa are sufficient for all needs on Okinawa.
 - c. Approval would establish a precedent.
 - d. Applications for traffic generating privileges should be submitted to the USCAB.
3. Instant C/N to DS from G-4 puts forth information contained in 2b above as information on which the DS can base a reply to the Canadian Mission as well as the fact that military operations have put an abnormal strain on all air fields within the FEC.
4. Within established policy.
5. Completes action on G-4 JN 00387.

J.C.W. JCW 26-6051

G.R. _____ 26-6032

N.M.W. NMW 26-6444



G-4 FILE

CONFIDENTIAL
JN 00387



GD P&O NMM\GR\JCN\mg

CONFIDENTIAL

G-4 PLANS AND OPERATIONS DIVISION

MEMORANDUM FOR RECORD:

Subject: Canadian Pacific Air Lines' Traffic Rights at Okinawa

1. For background see G-4 IN 00116.

2. CG FEAF by message No 10531, 5 Jan 51, indicates no objection to the application for traffic privileges of the C.P.A. provided no additional allocation of space or billets other than presently are being used by the civil airlines are authorized. However, they submit the following factors to be considered:

- a. Recent denial to C.A.T. to engage in business in Okinawa.
- b. The present three commercial airlines now operating into Okinawa are sufficient for all needs on Okinawa.
- c. Approval would establish a precedent.
- d. Applications for traffic generating privileges should be submitted to the USCAB.

3. Instant G/N to DS from G-4 puts forth information contained in 2b above as information on which the DS can base a reply to the Canadian Mission as well as the fact that military operations have put an abnormal strain on all air fields within the FEC.

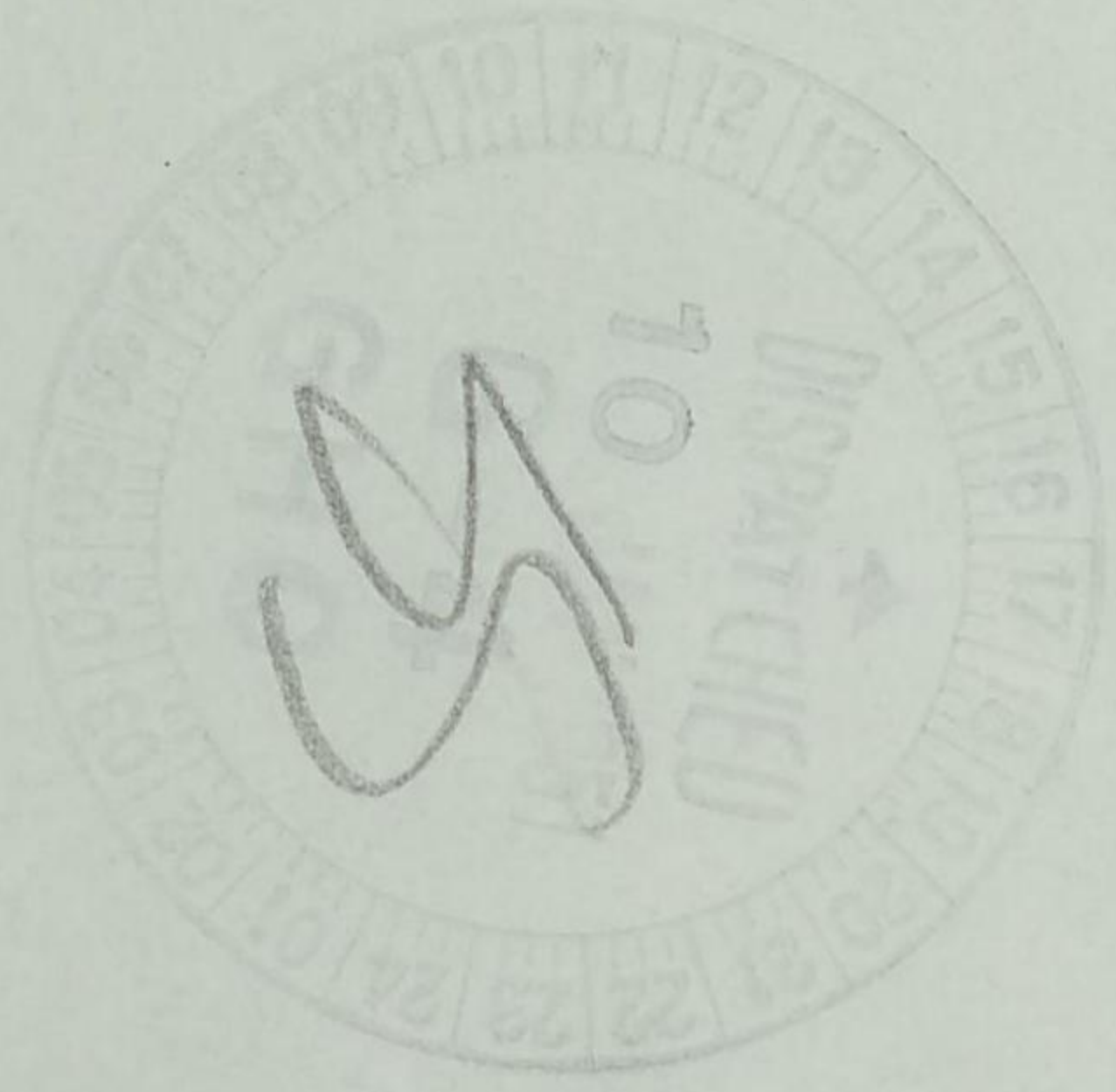
4. Within established policy.

5. Completes action on G-4 IN 00387.

J.C.W. 26-6051

G.R. 26-6032

N.M.W. 26-6114



CONFIDENTIAL

IN 00387

G-4 FILE

INTERNATIONAL CIVIL AVIATION ORGANIZATION
INTERNATIONAL AVIATION BUILDING
MONTREAL, CANADA

Ref. AN 15/1
Subj: Adoption of
Annex 12 to the Convention.
Action Required: Information only.

G-4 ROUTING	
AC/SG4	
DAC/SG4	
EXECUTIVE	
P+O	
C+RE	
SUPPLY	
PETROLEUM	
KEA	
ADMIN	<i>WSP</i>

360.7

DEC 1 1950

Sir,

I have the honour to refer to my letter (Ref. AN 15/1) of 16 June 1950 concerning the adoption by the Council of ICAO of Annex 12 to the Convention on International Civil Aviation (Search and Rescue) and to inform you that no part of this Annex has been disapproved by a majority of the total number of Contracting States of this Organization by 1 December 1950. This was the final date set by the Council for notification of such disapproval in accordance with Article 90 of the Convention.

Annex 12 is now in effect and will come into force on the date indicated in the Resolution of Adoption, 1 March 1951.

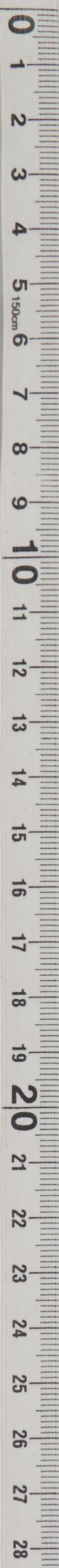
I have the honour to be,

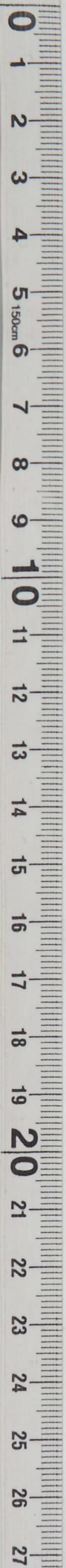
Sir,

Your obedient Servant,

Albert Roper
Albert Roper
Secretary General

General Headquarters,
Supreme Commander for the Allied Powers, (Japan)
APO 500,
c/o Postmaster,
San Francisco, Calif.





G-4 ROUTING

A C/S G-4	
DA S G-4	
EXECUTIVE	
P&O	<i>[Handwritten initials]</i>
C+RE	
SUPPLY	
PETROLEUM	
ADMIN	<i>[Handwritten initials]</i>

Legal Section

CONFIDENTIAL

36017

Internal Airline - Non-Voting Stock
for Japanese Nationals

14 Nov. 1950

2
Cont'd

bonds did not convey any indicia of ownership in the company. LS is not able to concur in that statement at this time. It is noted that radio 2805322 of 28 October 1950 states that the State Department perceives no legal objection to issuance of the bonds, however, suggests that the idea be explored and if acceptable to the airlines certain nations of FEC would be notified prior to any final position being taken by this headquarters. The proposed reply to the airlines appears to indicate that this headquarters concurs in the view of the State Department. Until the State Department has queried other nations of FEC and views of this headquarters are finalized, it would appear advisable to informally mention the bond idea to the airline for their reaction rather than to indicate in writing that there would be no objection to such a proposition within this headquarters.

5 Incls
n/c

----- A. C. C. -----

GD P&O NMW/GR/bc
 FROM: G-4 TO: ESS/FIB
 Lt. Col Rublen 26-6032
 Date: 16 NOV 1950

3 G-4 concurs with the comments of Legal Section in C/W 2 above.

5 Incls
n/c

----- G. L. E. -----



CONFIDENTIAL

G-4 FILE

PJO
17045
[Handwritten signature]

CONFIDENTIAL

Internal Airline - Non-Voting Stock
for Japanese Nationals

18 Nov. 1950

G-4

Legal Section

in writing that there would be no objection to such a proposition within
the headquarters. This headquarters
the bond idea to the airline for their reaction rather than to indicate
quarters are finalized, it would appear advisable to informally mention
State Department has queried other nations of FRO and views of this head-
quarters. The proposed reply to the airlines appears to indicate that
would be notified prior to any final position being taken by this head-
be explored and it acceptable to the airlines certain nations of FRO
legal objection to issuance of the bonds, however, suggests that the idea
280522 of 28 October 1950 states that the State Department perceives no
able to occur in that statement at this time. It is noted that radio
bonds did not convey any details of ownership in the company. It is not

2 Incls
n/c

----- A. G. C. -----

LA Col Rubin 20-6023
Date: 18 NOV 1950

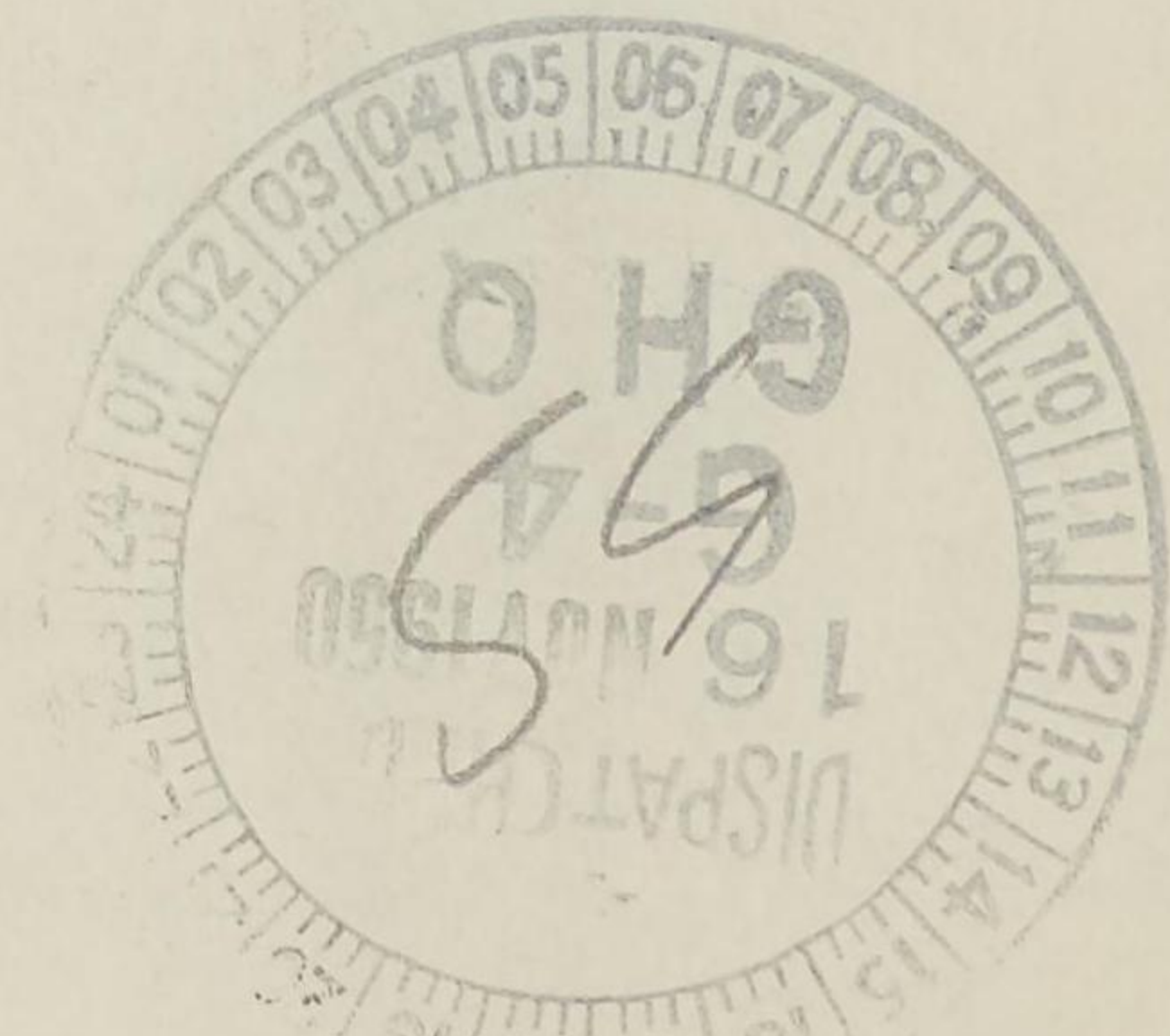
GD P&O NMW/GR/pc
TO: BSS/TIB

FROM: G-4

G-4 concurs with the comments of Legal Section in G-4 above.

2 Incls
n/c

CONFIDENTIAL



G-4 FILE

12042
G-4
nm



CONFIDENTIAL

Major Wilwerding 26-6051

Internal Airline - Non-Voting Stock
for Japanese Nationals

10 NOV 1950

G-4

Legal Section

1 Request your comments by return C/N to G-4.

5 Incls

1. ESS/FIB Memo for Record
2. Proposed Letter
3. DS C/N, 2 Nov 50
4. DA msg 280532 Z Oct
5. Ltr, Jap. Domestic
Airline Co., 19 Oct 50

-----G. L. E.-----
From: Legal Section To: G-4 Date: 14 Nov. 1950

2 1. Reference is Check Note 1 above.

2. By Check Note 2 from LS to FIB this subject dated 25 Oct 1950,
LS stated:

"LS recommends that prior to issuance of a license to operate an internal airline in Japan to the Japan Domestic Airline Company, assurances be obtained that such company will not issue stock, whether non-voting or otherwise, to any Japanese national person or Japanese national owned or controlled corporation and Japanese capital from any source shall not be directly or indirectly invested in the company until such future time as such investment may be authorized by SCAP."

3. In the opinion of LS, permitting Japanese nationals to participate in the financing of the Japan Domestic Airline through acquisition of bonds issued by said airline would be inconsistent with existing policy this subject. It may be assumed that any such bonds would be backed by some type of security which on default in payment of the interest on or the principal of the bonds would entitle the holders thereof to foreclose and thereby acquire title to the security back of the bonds which in all probability would be the corporate assets of the airline. Thus, indirectly, it would be possible for the Japanese interests to acquire participation in the ownership of the airline. It is believed highly doubtful that the airline company would be able to raise capital through the issue of unsecured debentures.

4. The proposed letter to the airline states that it is not believed that there would be legal objection to a plan whereby the airline company would sell bonds to Japanese nationals provided such

CONFIDENTIAL

CONFIDENTIAL

GD P&O NMW/GR/JCW/bc

G-4 PLANS AND OPERATIONS DIVISION

16 November 1950

MEMORANDUM FOR RECORD:

SUBJECT: Internal Airline - Non-Voting Stock for Japanese Nationals

1. ESS/FIB forwarded to G-4 by AG Routing Slip, 9 Nov 50 the following:

- a. Ltr from Japan Domestic Airline, 19 Oct 50.
- b. Radio from Dept of State to SCAP, 28 Oct 50, NR 280532Z.
- c. Proposed draft of ltr to Japan Domestic Airline.
- d. C/N 1 from DS to FIB, cc to CofS, ESS, CTS, 2 Nov 50.

2. 1a, Japan Domestic Airline Co by ltr, has requested approval of a plan to sell non-voting stock to Japanese nationals.

1b, DS queried State as to attitude and State by radio 280532Z advised that FEC policy of Aug 47 prohibited such action, however State advises that no legal objection is perceived to a plan for Japanese to purchase bonds provided they do not confer any indicia of ownership to the company.

1c, proposed reply to Japan Domestic Airline Co, advises that approval cannot be given to issue non-voting stock for sale to Japanese, however, that consideration would be given to a proposal to issue bonds, if the company so desires.

3. G-4 by C/N 1 to LS, 10 Nov 50 forwarded the above file and requested comments.

4. LS by C/N 2, 10 Nov 50 forwarded the following:

a. LS has given an opinion by C/N to FIB, 25 Oct 50 recommending that prior to issuing any license to Japan Domestic Airline assurances be obtained that such company will not issue stock.

b. LS opinion ref bonds remains as in para a above, i. e., that financing of Japan Domestic Airline, through acquisition of bonds issued by said airline would be inconsistent with existing policy.

c. LS does not concur in the wording of the proposed ltr to Japan Domestic Airline which indicates that there would not be any legal objection to the sale.

G-4 FILE

CONFIDENTIAL

CONFIDENTIAL

M/R, 16 November 1950, cont'd

d. Finally the LS recommends that the views of other nations of the FEC should be obtained as well as this hqs prior to the mentioning of the bond idea to the Japan Domestic Airline.

4. G-4 in view of the above by C/N 3 to FIB/ESS concurs in the comments of LS and reiterates the fact that unless the FEC policy of 14 Aug 47 is revised G-4 non-concurs in the sale of any type bonds to Japanese nationals.

5. Within established G-4 policy.

6. Completes action on JN 17045.

J.C.W. 26-6051

G.R. 26-6032

N.M.W. 26-6444

JN 17045

CONFIDENTIAL

G-4 FILE

G-4 ROUTING

AC/SG-4
PAC/SG-4
EXECUTIVE
OPERATIONS
COMBAT
SUPPLY
PETROLEUM
ADMIN

[Handwritten initials and signatures over routing table]

MF, Hq, FFAF, No. 232130 OP-OP3, 13 November 50

AG 095 (13 Nov 50) GD 1st Ind

GD P&O NMW/GR/JCW/bc

GENERAL HEADQUARTERS, FAR EAST COMMAND, APO 500

16 NOV 50

TO: CG, Far East Air Forces, APO 925

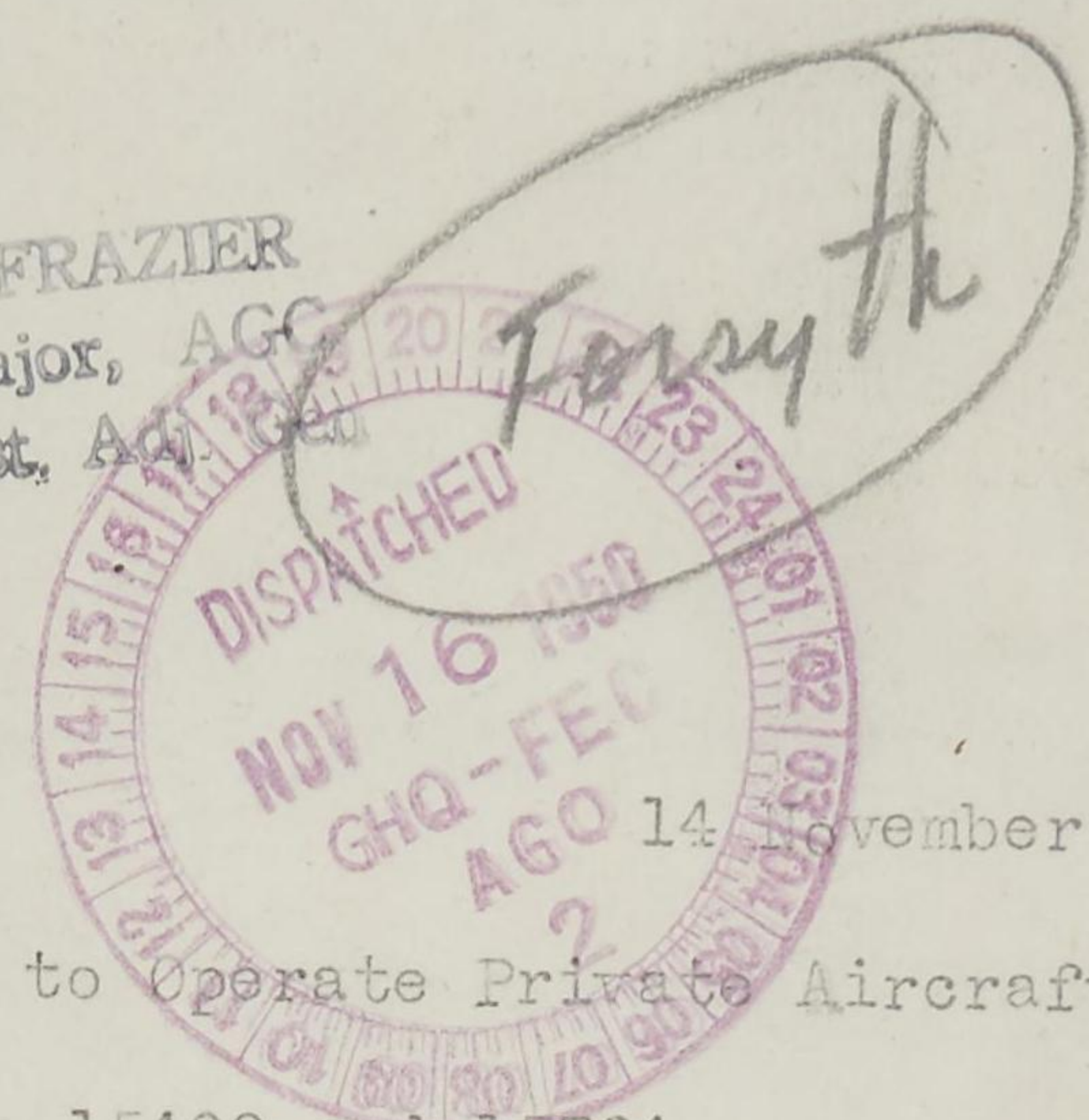
CINCFE concurs in the dispatch of FFAF proposed reply to Mr. Bruce Aitchison.

BY COMMAND OF GENERAL MacARTHUR:

H. FRAZIER
Major, AGC
Asst. AGC

36017

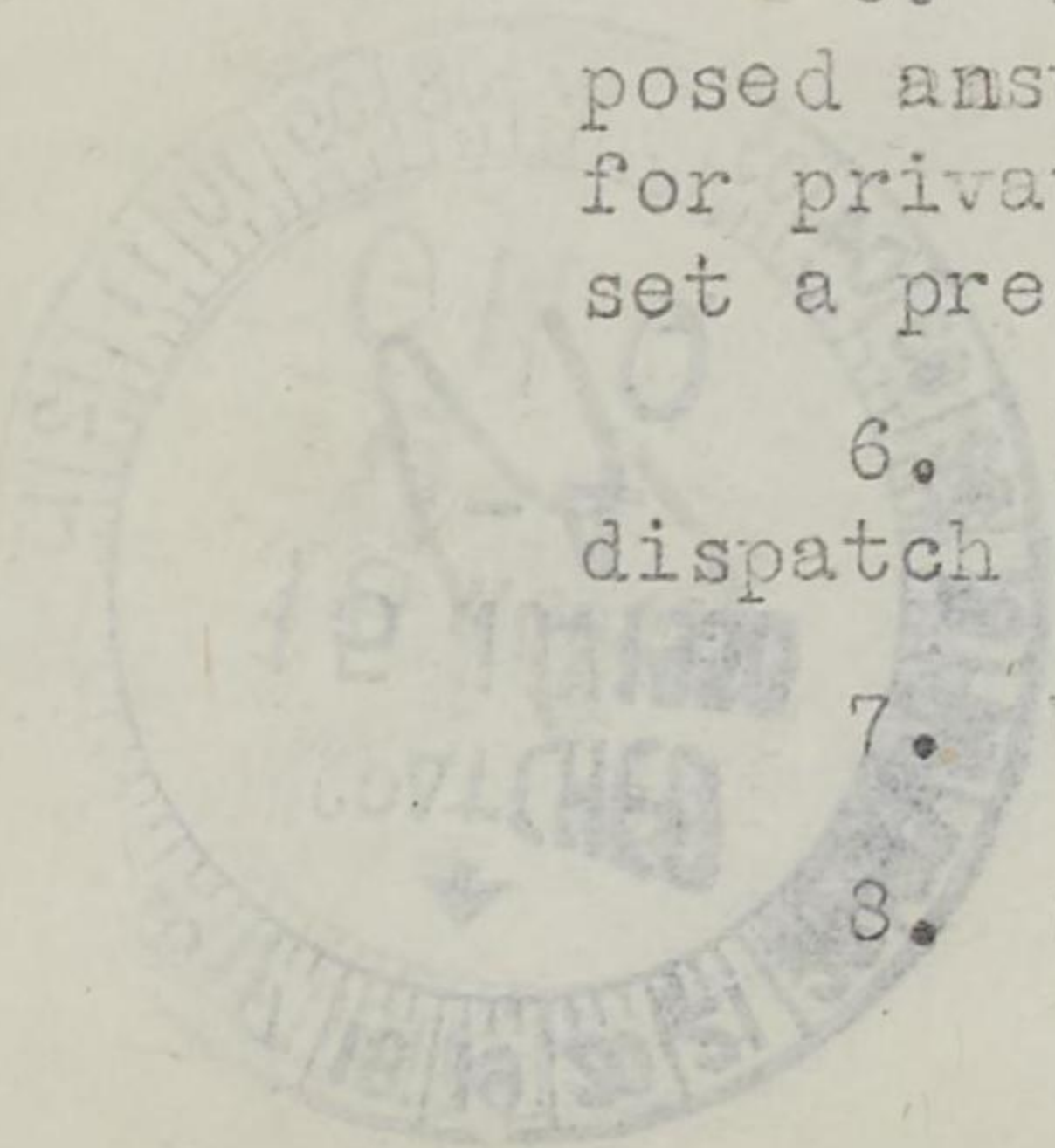
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MEMORANDUM FOR RECORD:

SUBJECT: Request from Mr. Bruce Aitchison to Operate Private Aircraft

1. For background see G-4 JN's 15122, 15409 and 15794.
2. On 13 Oct 50 Mr Bruce Aitchison, foreign trader, requested from GHQ SCAP, by ltr, permission to operate a private aircraft within Japan to further his business interests. This action was forwarded to FFAF for material for reply.
3. Before FFAF's reply was received by GHQ a second ltr dated 17 Oct 50 was received by GHQ from Mr. Aitchison requesting that his application be withdrawn. FFAF was so notified. The ltr was returned by FFAF and no action taken.
4. On 2 Nov 50 Mr. Aitchison re-entered his request direct to FFAF, having in the interim period, described in para 3 above, become acquainted with the provisions of GHQ SCAP Cir No. 16 establishing the authority for FFAF to control application of civil aircraft flights within Japan.
5. FFAF by msgform No. 232130 OP-OP3 dated 9 Nov 50 fwd'd a proposed answer to Mr. Aitchison's ltr of application denying permission for private aircraft operation in Japan at this time, as this would set a precedent which the present military situation would not permit.
6. 1st indorsement to FFAF msgform indicates CINCFE's approval of dispatch of the proposed ltr to Mr. Aitchison.
7. Within established G-4 policy.
8. Completes action on G-4 JN 16960.



J.C.W. 26-6051
G.R. 26-6032
N.M.W. 26-6444

PHO 16960

G-4 FILE

Pages should be numbered 2

G-4 FILE

[Handwritten initials]

G-4 ROUTING

ACIS 84

EXCISE

GD PRO M/W/GR/TCW/pc

18 NOV 50

ADMIN

MR. J.P. BEAR, No. 23130 OP-023, 12 November 50

AG 032 (13 Nov 50) 03

GENERAL HEADQUARTERS, FAR EAST COMMAND, APO SF

TO: C. Per East Air Force, APO SF

CINCPAC comments in the dispatch of BEAR proposed reply to Mr. Bruce
Aitchison.

BY COMMAND OF GENERAL WEAVER:

H. FRAZIER
Major, AGO
Asst. Atty. Gen.



S. Inala
r/o

MEMORANDUM FOR RECORD:

SUBJECT: Request from Mr. Bruce Aitchison to operate private aircraft

1. For background see G-4 11's 15122, 15409 and 15794.

2. On 13 Oct 50 Mr. Bruce Aitchison, foreign trader, requested from G-4 SCAP, by Itr, permission to operate a private aircraft within Japan for further his business interests. This action was forwarded to BEAR for material for reply.

3. Before BEAR's reply was received by G-4 a second Itr dated 17 Oct 50 was received by G-4 from Mr. Aitchison requesting that his application be withdrawn. BEAR was so notified. The Itr was returned by BEAR and no action taken.

4. On 2 Nov 50 Mr. Aitchison re-entered his request direct to BEAR, having in the interim period, described in para 2 above, become acquainted with the provisions of G-4 SCAP Cir No. 18 establishing the authority for BEAR to control application of civil aircraft flights within Japan.

5. BEAR by message No. 23130 OP-023 dated 9 Nov 50 issued a proposed answer to Mr. Aitchison's Itr of application denying permission to operate private aircraft operation in Japan at this time, as this would be precedent with the present military situation would not permit.

6. In accordance with BEAR message No. 23130 OP-023 dated 9 Nov 50 and approval of the proposed Itr to Mr. Aitchison.

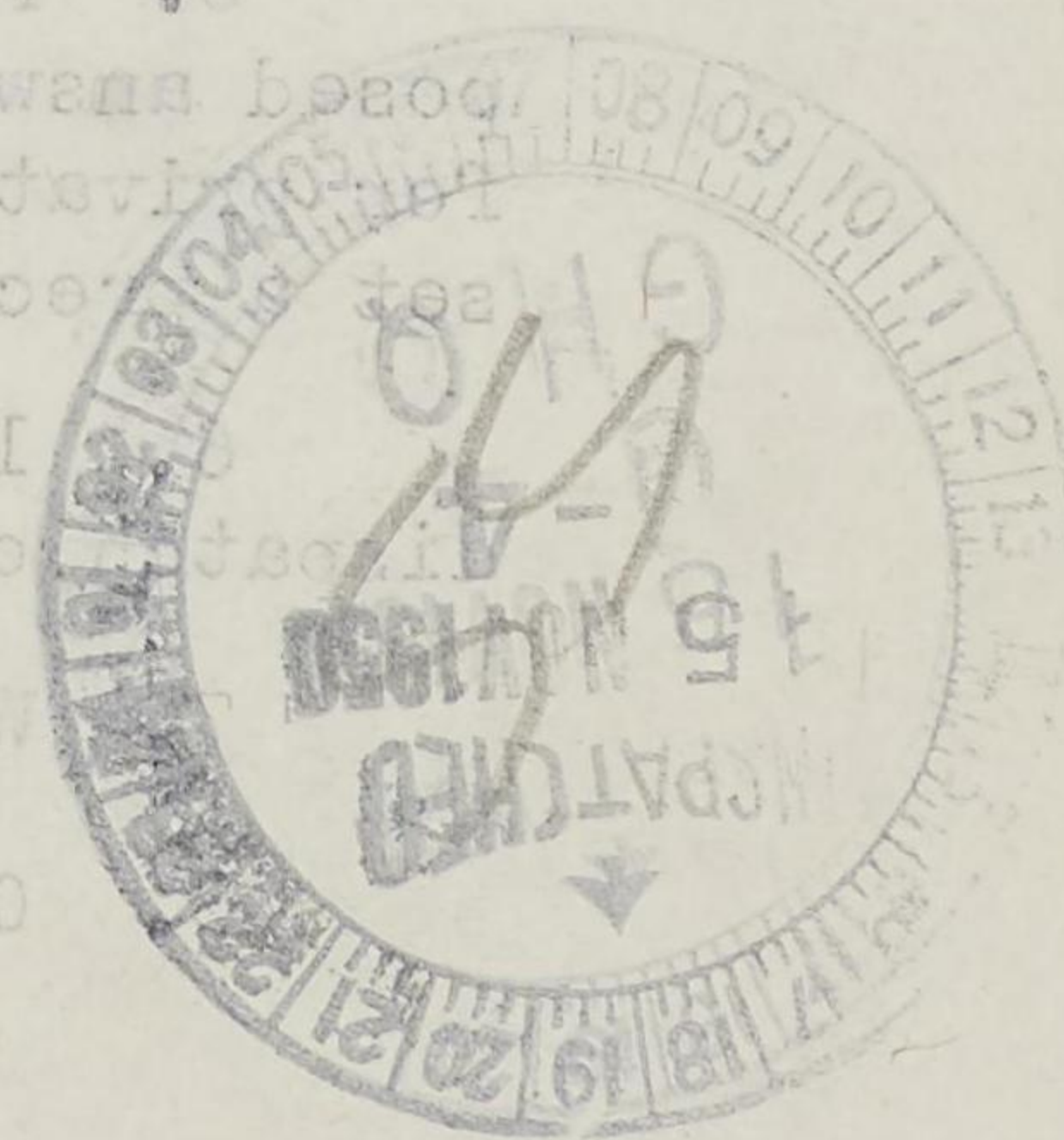
Within explained G-4 policy.

Completed action on G-4 11 18360.

J.C.W. 28-6081

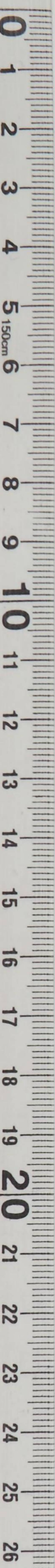
G.B. 28-6082

H.M.W. 28-3444



G-4 FILE

G-4 FILE
Proposed check for
15 Nov 50



DECLASSIFIED

Authority NND 975029

UNCLASSIFIED

Hq, Far East Air Forces, APO 925

COURIER

Commander-in-Chief
Far East
APO 925

MF _____ OP-OP3

1. Attached hereto as Inclosure #1 are letters from Mr. Bruce Aitchison, commercial entrant, requesting permission to operate a private aircraft in Japan.
2. FEAF's proposed reply to these letters is attached in draft form as Inclosure #2.
3. Your concurrence is requested.

End.

2 Incls:

1. Ltrs fr Mr. Bruce Aitchison
2. Draft of FEAF ltr

FEAF AG NO. 232130

UNCLASSIFIED

1 1

G V. DAVIS, MAJOR, USAF

OP-OP3/emg

465

9 Nov 50

DECLASSIFIED

Authority NND 975029

MF, Hq, PFAF, No. 232130 OP-OPS, 13 November 50

AG 095 () GD 1st Ind GD P&O MMW/GR/JCW/bc

GENERAL HEADQUARTERS, FAR EAST COMMAND, APO 500

TO: Hq, Far East Air Forces, APO 925

CINCPAC concurs in the dispatch of PFAF proposed reply to Mr. Bruce Aitchison.

BY COMMAND OF GENERAL MacARTHUR:

2 Incls
n/e

G-4 READING FILE

DECLASSIFIED

Authority NND 975029

GENERAL HEADQUARTERS, FAR EAST COM. AND
ADJUTANT GENERAL'S OFFICE
RADIO BRANCH

G-4 ROUTING

AC/S GA

AC/S SA

EXECUTIVE

P/O

C+RE

SUPPLY

PETROLEUM

EFF/GR

(Handwritten initials and signature)

INCOMING MESSAGE

Restricted
ROUTINE

11 Nov 50

FROM : DEPTAR (PAP USJCEC) WASH DC

TO : CINCPAC (FAC) TOKYO JAPAN

360.7

NR : W 96229

URMSG C 68475 DTG 071327Z. Seoul to Tokyo Civil 5 KW
A 3, 8560 KC agree noting 1 above and 6 low Transpac Civil Avn,
same CAA SP to Honolulu RTT, and 5 above FEAF A 3 net; prefer
8785 KC, agree noting 10 below 7th Fleet, 5 above and below
respectively AACCS Central Pac, and Far East RTT.

NO SIG

ACTION : SIGNAL

INFORMATION : COMMANDER IN CHIEF, CHIEF OF STAFF, G-1, G-2, G-3, G-4,
AG, CIV COMM, JSPOG

82919

ROUTINE

Restricted

T00: 101721Z
MCN : 93345/11

CONSULT CRYPTO CENTER BEFORE DECLASSIFYING

Paraphrase not required. Handle as correspondence of classification
carried hereon per paragraphs 17a(1)(2) and 41c(2)(3) and g(1),
AR 380-5, 15 November 1949.

COPY No.

GENERAL HEADQUARTERS, FAR EAST COMMAND
ADJUTANT GENERAL'S OFFICE
RADIO BRANCH

INCOMING MESSAGE

RRP/ST

ROUTINE

11 Nov 50

FROM : DEPTAR (MAP USJCEG) WASH DC
TO : CINCPAC (MAC) TOKYO JAPAN
NR : W 98229

URMSG C 68475 DTG 071327Z. Seoul to Tokyo Civil 2 KW
A 3, 8260 KC agree noting 1 above and 6 - low Transpac Civil Avn.
same CAA SR to Honolulu RTT, and 5 above PEAR A 3 net; prefer
8285 KC, agree noting 10 below 7th Fleet, 5 above and below
respectively AAGS Central Pac, and Far East RTT.

NO SIG

ACTION : SIGNAL

INFORMATION : COMMANDER IN CHIEF, CHIEF OF STAFF, G-1, G-2, G-3, G-4,
AG, CIV COM, JSPDF



ROUTINE

gsars

Paraphrase not required. Handle as correspondence. Carried hereon per paragraphs 1(a)(1)(2) and 4(c)(2) and 4(1),
AR 380-5, 15 November 1949.
COPY No.

DECLASSIFIED

Authority NND 975029

CONFIDENTIAL

Major Wilwerding 26-6051

36017

Internal Airline - Non-Voting Stock
for Japanese Nationals

Legal Section

10 NOV 1950

G-4

1 Request your comments by return C/N to G-4.

5 Incls

1. ESS/FIB Memo for Record
2. Proposed Letter
3. DS C/N, 2 Nov 50
4. DA msg 280532 Z Oct
5. Ltr, Jap. Domestic
Airline Co., 19 Oct 50

NWW

-G. L. E.-

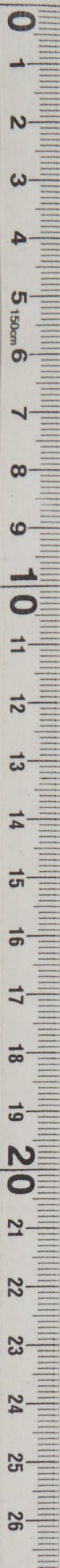
ROUTING	
A C/S G-4	<input checked="" type="checkbox"/>
DA C/S G-4	<input type="checkbox"/>
EXECUTIVE	<input checked="" type="checkbox"/>
+ O	<input type="checkbox"/>
C+RE	<input type="checkbox"/>
SUPPLY	<input type="checkbox"/>
PETROLEUM	<input type="checkbox"/>
ADMIN	<input checked="" type="checkbox"/>

G-4 FILE

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Pro
16707
Ji

CONFIDENTIAL

G-4 FILE



DECLASSIFIED

Authority NND 975029

CONFIDENTIAL

Major Wierding 36-6081

Internal Airline - Non-Voting Stock
for Japanese Nationals

10 NOV 1950

Legal Section

G-4

Request your comments by return G-4 to G-4.

1

- 2 India
1. BRS/PH memo for Record
 2. Proposed letter
 3. DS G/N, 2 Nov 50
 4. DA msg 280333 Z Oct
 5. Ltr, Jap. Domestic Airline Co., 19 Oct 50

NW

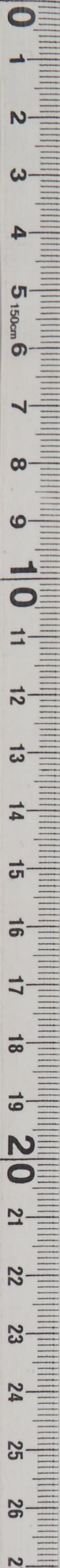
G-4 FILE

ROUTING	
ADMIN	<i>St</i>
PETROLEUM	
SUPPLY	
C+R	
E+O	<i>St</i>
EXECUTIVE	
DA C & GA	
A C & GA	



CONFIDENTIAL

G-4 FILE



CONFIDENTIAL

G-4 PLANS AND OPERATIONS

GD P&O NMW/GR/JWW/jo
10 November 1950

MEMORANDUM FOR RECORD:

SUBJECT: Internal Airline - Non-Voting Stock for Japanese Nationals

1. By ltr dated 19 Oct 50, FIB/ESS was advised that Japan Domestic Airline by-laws permit purchase of stock in company without attendant voting privilege. This stock, up to 49% to be made available for purchase by Japanese. It is envisioned that when present restrictions on Japanese ownership of domestic airlines is lifted that this non-voting stock will become full participating. Ltr further states that plan would be put in effect if no objection is expressed by SCAP.

2. ESS forwarded ltr to DS for comment and recommendation. DS queried Department of State on their views. Department of State by Radio Nr 280532 Z dated 28 Oct (AG 73239) recommends issuance of bonds in lieu of stocks in effort to circumvent restriction which prohibits participation of Jap Govt or Jap nationals in ownership or operation of civil aircraft, provided such issuance of bonds do not confer on holders any indicia of ownership of Co.

3. By C/N 1, DS to FIB, carbon copies to C/S, ESS, CTS reiterates Dept of State views and suggests FIB inquire of the owners of Jap Domestic Airlines whether proposal to issue bonds will meet their needs, to finance the airline to a certain degree with indigenous funds. Further that Dept of State prefer "to sound out certain member governments of the FEC before action is taken in order to avoid the possibility of objections in the FEC", also requests FIB to inform DS as soon as convenient of any intentions on part of company so that Dept of State can approach these FEC members.

4. ESS prepared a proposed reply to Jap Domestic Airlines setting forth recommendation that bonds be issued instead of stocks. In their memo for record it is recorded that company officials have indicated willingness of company to consider plan suggested by State.

5. It is not yet clear to G-4 whether a legal objection exists to procedure suggested by State, and views of the Legal Section are desired.

6. Action C/N self-explanatory.

7. Within established policy.

8. No further action on G-4 Journal No. 16707.

JWW

26-6051

GR

26-6032

NMW

26-6444

G-4 FILE**CONFIDENTIAL**

G-4 PLANS & OPERATIONS

GD P&O NMW/GR/JCW/jo
4 November 1950

360.7

MEMORANDUM FOR RECORD:

SUBJECT: Enquiry reported Japanese Oversea Airline

1. C/N 1 from DS to CTS and G-3 dated 30 Oct 1950, requests appropriate comment in order to reply to the Australian Mission concerning an attached radio report from Australia.
2. C/N 2 from CTS to G-4 dated 3 Nov 1950, corrects the misaddress by forwarding action to G-4, indicating that the report referenced to is erroneous in several aspects. The Ministry of Transportation of the J.G. informed CTS that the name of the company referred to in the radio report is Nankai Aviation Tourist Co (not Japanese Tourist Airline Co) which acts as an agent within Japan (selling tickets, ground services, etc) for the three subject airlines. This is an approved FEC practice and has been in effect for some time. The implication of the radio report that this company is going to operate a Japanese Overseas Airline is incorrect.
3. As a duplicate of this Australian radio report was forwarded to ESS/FIB on 1 Nov 1950 by G-4 requesting that ESS reply directly to the D/S an appropriate comment on which D/S could base a reply to the Australian Mission, no further action by G-4 is necessary.
4. D/S (Mr. Anderberg) has been informed by G-4 (Major White) and expects no answer from this action.
5. Within established policy.
6. Completes action on G-4 Journal No. 16314.

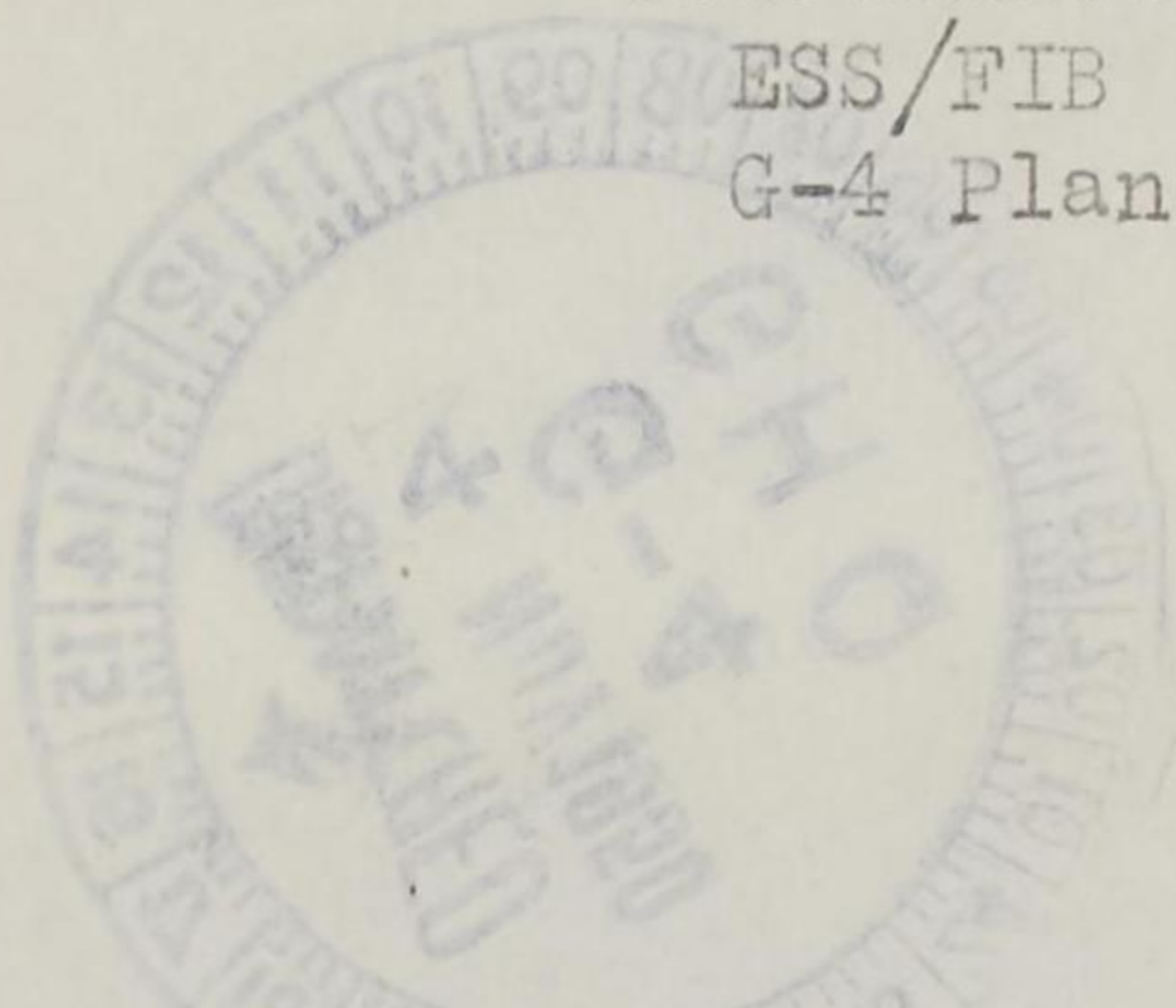
JCW [Signature] 26-6051

AGR. [Signature] 26-6032

NMW [Signature] 26-6444

Coordination:

ESS/FIB (Mr. Frayne Baker)
G-4 Plans (Lt Col Godman)



G-4 FILE

[Signature]

PJO
16314

G-4 PLANS & OPERATIONS

GD PEO MMW/GR/JCW/Jo
4 November 1950

1007

MEMORANDUM FOR RECORD:

SUBJECT: Inquiry reported Japanese Overseas Airline

1. C/N 1 from D2 to G2 and G-3 dated 30 Oct 1950, requests appropriate comment in order to reply to the Australian Mission concerning an attached radio report from Australia.

2. C/N 2 from G2 to G-4 dated 3 Nov 1950, corrects the misaddress by forwarding action to G-4, indicating that the report referred to is erroneous in several aspects. The Ministry of Transportation of the U.S. informed G2 that the name of the company referred to in the radio report is Nankai Aviation Tourist Co (not Japanese Tourist Airline Co) which acts as an agent within Japan (selling tickets, ground services, etc) for the three subject airlines. This is an approved TWC practice and has been in effect for some time. The implication of the radio report that this company is going to operate a Japanese Overseas Airline is incorrect.

3. As a duplicate of this Australian radio report was forwarded to ESS/FIB on 1 Nov 1950 by G-4 requesting that ESS reply directly to the D/2 an appropriate comment on which D/2 could base a reply to the Australian Mission, no further action by G-4 is necessary.

4. D/2 (Mr. Anderson) has been informed by G-4 (Major White) and expects no answer from this action.

5. Within established policy.

6. Completes action on G-4 Journal No. 16314.

JCW 28-8081

GR 28-8033

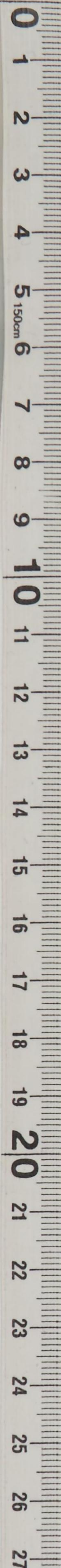
MMW 28-8444

Coordination:
(Lt Col Godman)
(Mr. Fryne Baker)



10314
970

(Signature)



GENERAL HEADQUARTERS
FAR EAST COMMAND

CHECK SHEET

(Do not remove from attached sheets)

E. Anderberg
26-7485

File No:

Subject: Enquiry re reported Japanese Overseas Airline

Note
No.

From: DS

To: CTS
G-3

Date: 30 Oct 50

1.

1. Attached is self-explanatory memorandum to Chief of Diplomatic Section from Acting Head of the Australian Mission in Tokyo.

2. DS would appreciate appropriate comment in order to make reply from DS to the Australian Mission.

Incl.

Cpy of Memo 28 Oct 50

for *SA*

----- W. J. S. -----

Mr. Osmond 26-6017

Date:

2.

From: CTS

To: G-4

1. Referred to G-4 inasmuch as international civil aviation is included within the staff responsibilities of G-4.

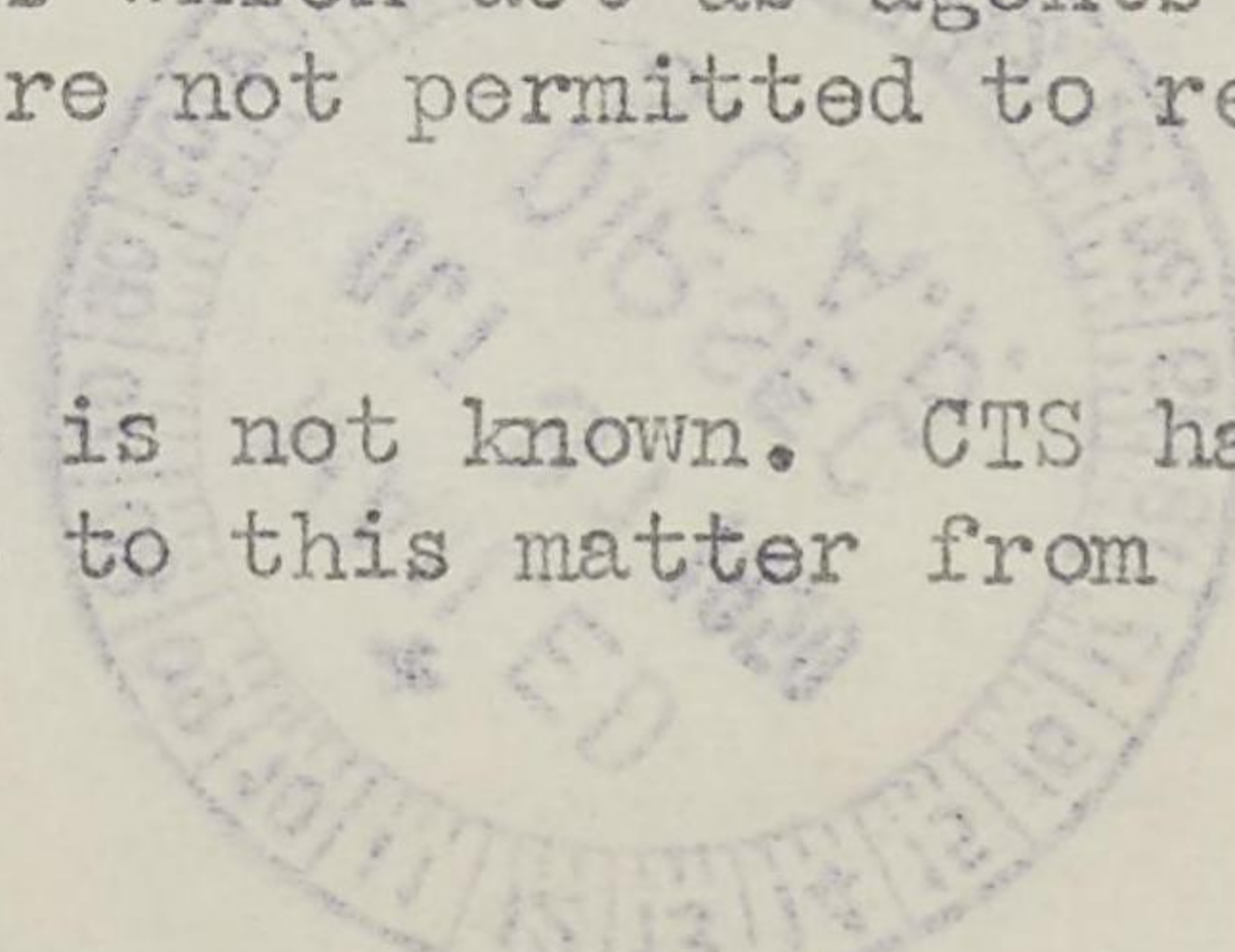
2. Inquiry made by CTS of the Ministry of Transportation discloses that the radio report referred to in the memorandum attached to C/N 1 is erroneous in several respects.

3. We are informed by the Ministry of Transportation that:

a. A Japanese corporation has recently been formed to act as an agent, within Japan, for Civil Air Transport, Inc., Thailand's Pacific Overseas Airline, and Pakistan's Bharat Airways. The name of the new company is Nankai Aviation Tourist Company (not Japanese Tourist Airline Company); it has entered into agency contracts with Civil Air Transport, Inc., and Thailand's Pacific Overseas Airline and is now negotiating an agency contract with Pakistan's Bharat Airways; it is capitalized at 8,000,000 yen; and is a wholly-owned subsidiary of the Nankai Electric Railways which has its principal office at Osaka, Japan.

b. At the present time several electric railways in Japan act as agents for certain international airlines which are members of the International Aviation Transportation Association. Civil Air Transport, Inc., is not a member of this association. The electric railways which act as agents for the airlines that are members of the association are not permitted to represent non-member airlines.

4. The source of the erroneous radio report is not known. CTS has not attempted to develop any information with respect to this matter from



2633

GENERAL HEADQUARTERS
FAR EAST COMMAND
CHECK SHEET

E. Anderson
26-7482

(Do not remove from attached sheets)

Subject: Inquiry re reported Japanese Overseas Airline

File No:

Date: 30 Oct 50

To: CTS

From: DS

Note No.

1. Attached is self-explanatory memorandum to Chief of Diplomatic Section from Acting Head of the Australian Mission in Tokyo.

2. DS would appreciate appropriate comment in order to make reply from DS to the Australian Mission.

Incl.

Cpy of Memo 28 Oct 50

Mr. Gamond 26-3014

Date:

To: G-4

From: CTS

2.

1. Referred to G-4 inasmuch as international civil aviation is included within the staff responsibilities of G-4.

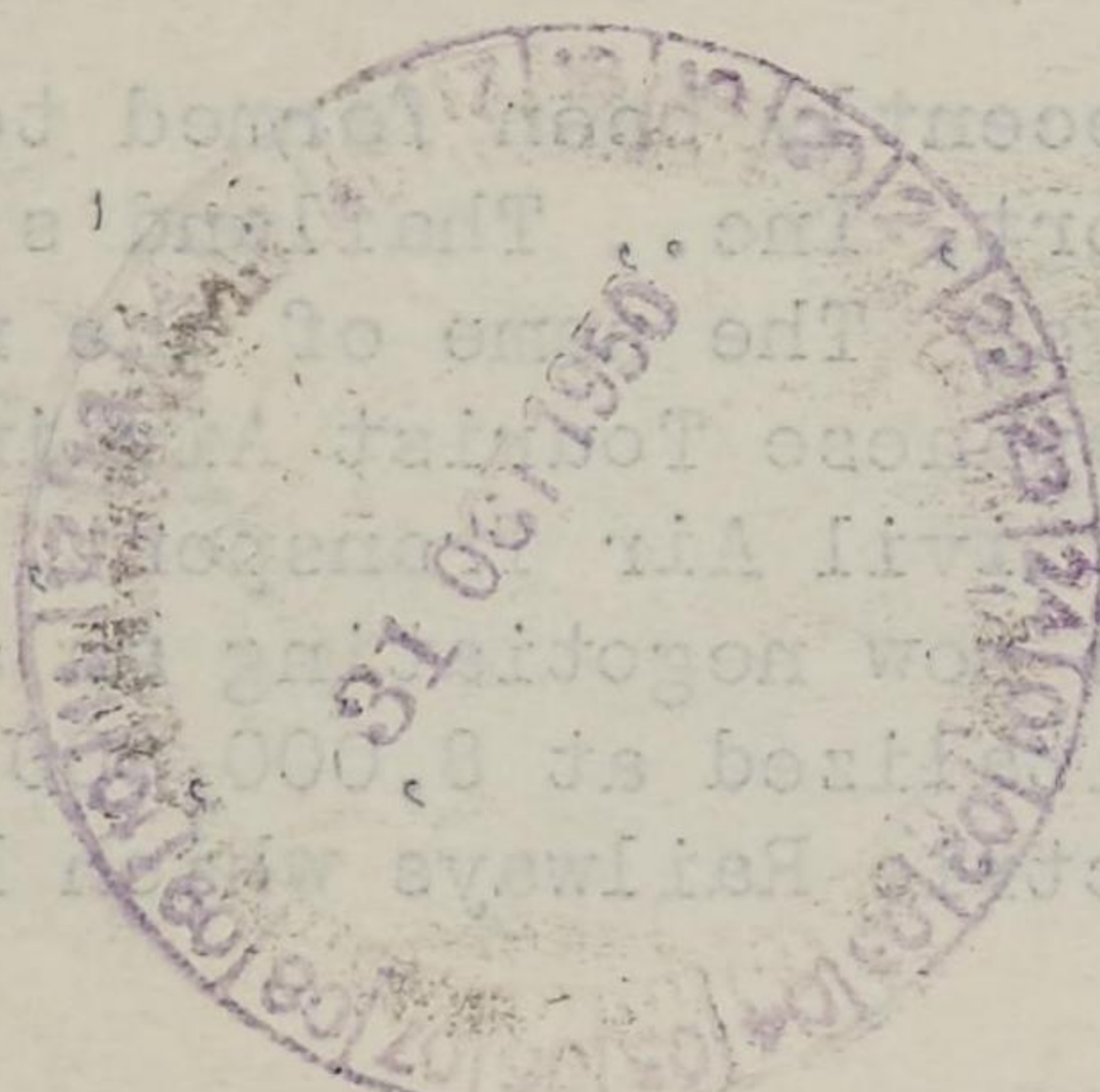
2. Inquiry made by CTS of the Ministry of Transportation discloses that the radio report referred to in the memorandum attached to G-4 is erroneous in several respects.

3. We are informed by the Ministry of Transportation that:

a. A Japanese corporation has recently been formed to act as an agent, within Japan, for Civil Air Transport, Inc., Thailand's Pacific Overseas Airline, and Pakistan's Bharat Airways. The name of the new company is National Aviation Tourist Company (not Japanese Tourist Company); it has entered into agency contracts with Civil Air Transport, Inc., and Thailand's Pacific Overseas Airline and is now negotiating agency contracts with Pakistan's Bharat Airways; it is capitalized at 8,000,000 yen; and is a wholly-owned subsidiary of the Nankai Electric Railway which has its principal office at Osaka, Japan.

b. At the present time several electric railways in Japan act as agents for certain international airlines which are members of the International Aviation Transportation Association. Civil Air Transport, Inc. is not a member of this association. The electric railways which act as agents for the airlines that are members of the association are:

4. The source of the erroneous radio report attempted to develop any information with respect to the source of the erroneous radio report.



A
PJO

**GENERAL HEADQUARTERS
FAR EAST COMMAND
CHECK SHEET**

(Do not remove from attached sheets) Mr. Osmond 26-6017

File No:

Subject: Enquiry re reported Japanese Overseas Airline

Note
No.

From: CTS

To: G-4

Date: 3 NOV 1950

2
(Cont'd)

representatives of Civil Air Transport, Inc., nor has it examined the contract entered into between the Nankai Aviation Tourist Company and Civil Air Transport, Inc.

1 Incl
n/c

Copy furnished: DS

for C.S.W.
H.T.M.

GENERAL HEADQUARTERS
FAR EAST COMMAND
CHECK SHEET

(Do not remove from attached sheets) (Form 58-6017)

File No: _____ Subject: Enquiry re reported Japanese Overseas Airline

Date: 10/28/50

To: G-4

From: GTS

Note No. 2

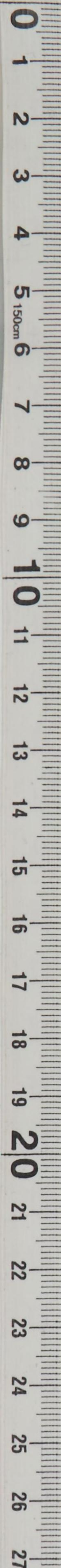
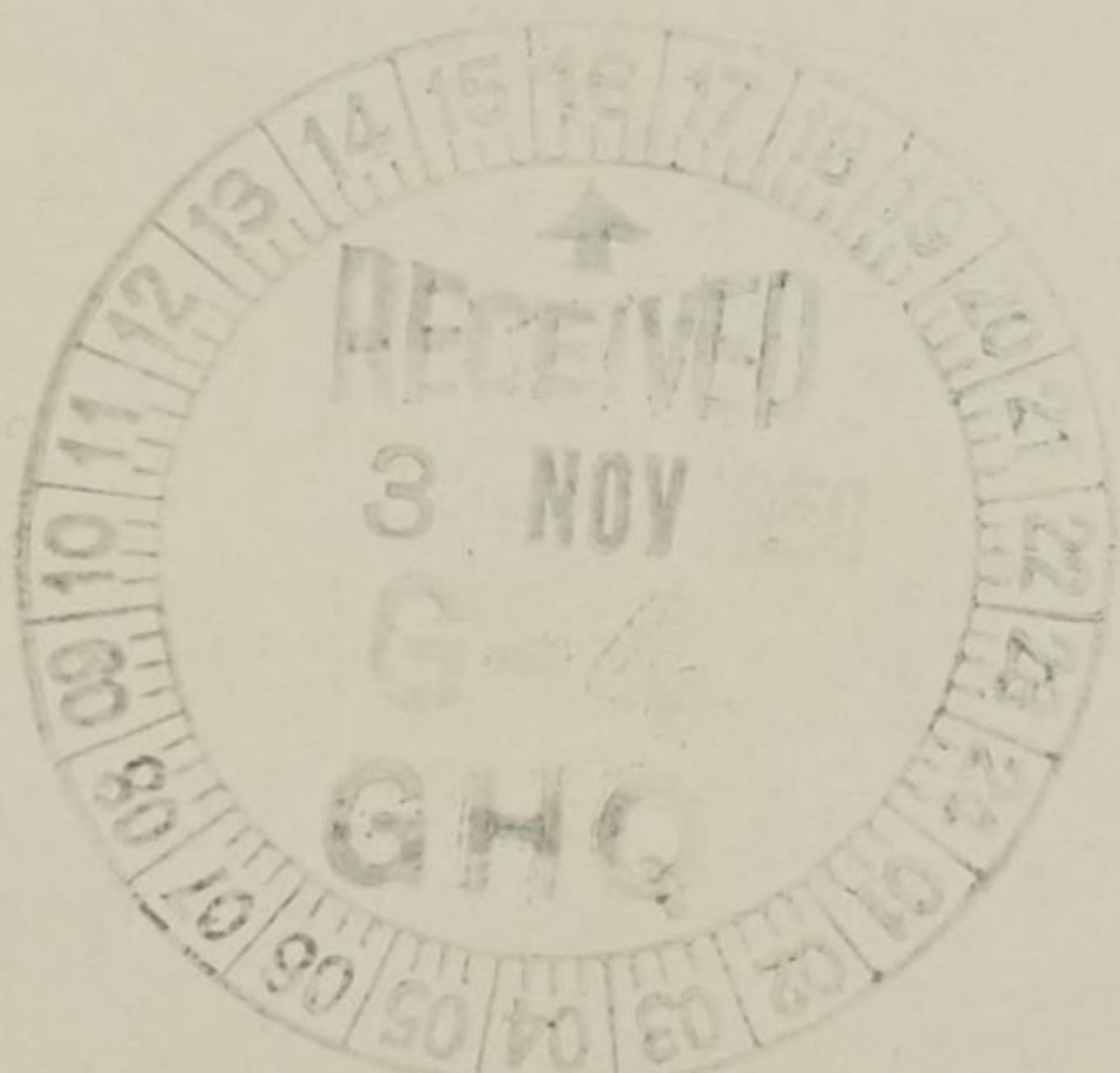
representatives of Civil Air Transport, Inc., nor has it examined the
contracts entered into between the National Aviation Tourist Company and
Civil Air Transport, Inc.

(Cont'd)

1 Incl
2 C

Copy furnished: DS

H.T.M.



DECLASSIFIED

Authority NND 975029

JAF/PJT

28th October, 1950

MEMORANDUM for:

The Chief,
Diplomatic Section,
GHQ SCAP
TOKYO

JAPANESE OVERSEAS AIRLINE

The following is the text of a radio report received in Australia concerning a proposed new Japanese Airline to operate from Japan to India via South-East Asia:

"A new Japanese Tourist Airline Company is expected to be formed shortly to operate a new air route from Japan to India via South-East Asia, it is learned here this morning. The company will have a capital of 5,000,000 yen and function as a subsidiary of the Nankai Electric Railways. The company has already concluded a contract with Chennault's (Cat ~~Cat~~), Thailand's Pacific Overseas Airline, and Pakistan's Bharat Airways, which will act as its agents. It will be the first Japanese sponsored overseas airline since the end of the war."

Any comment you can make on this radio report would be appreciated.

J.A. FORSYTHE

for Acting Head of Mission

Incl

G-4 ROUTING	
AC/S G-4	<i>WHP</i>
DAC/S G-4	
EXECUTIVE	
TO	<i>[Handwritten]</i>
C+RE	
SUPPLY	
PETROLEUM	
KEA	
ADMIN	<i>[Handwritten]</i>

Secret

GENERAL HEADQUARTERS
SUPREME COMMANDER FOR THE ALLIED POWERS

OUTGOING MESSAGE ESS/FIB WFM/FB/cf/yo/bd
4 November 1950

FROM: SCAP TOKYO JAPAN
TO: DA WASH DC ROUTINE

360.7

040941

C - 68271 Reurmsg W 95415, subject is Civil Avn in Japan.

1. Seven airlines which were licensed for international operations into Japan before 1 January 1950 have formed domestic corporation titled Japan Domestic Airline Company to establish internal airline service in Japan. These companies are Pan American, Northwest, BOAC, Philippine, Civil Air Transport (China), Qantas (Australia) and Canadian Pacific.
2. Corporation has been organized with only sufficient stock issued to perfect incorporation with each participating company having subscribed 1440 shares at 50 yen each.
3. Application of company to secure license from Japanese Government to operate has been filed and is being processed in government channels. No date has been considered for initiating operation.
4. This subject considered unclassified here request ~~uncls~~ W 95415, 31 Oct 50 with our reply be regraded unclassified.

OFFICIAL:

APPROVED:

K. B. BUSH
Brigadier General, USA
Adjutant General

[Signature]
W. F. MARQUAT
Major General, U. S. Army
Chief, ESS

Copies to: G-4, CinC, CofS, AG, DS, Trans, ESS, Fib (Return)

Paraphrase not required. Consult cryptocenter before
decias. Handle as corr. of ~~was~~ carried bereon per pars
17a(1)(2) and 41c(2)(3) and g(1). AR 380-5.15 Nov 48

Secret

VFM/FB/yo/bd
3 November 1950

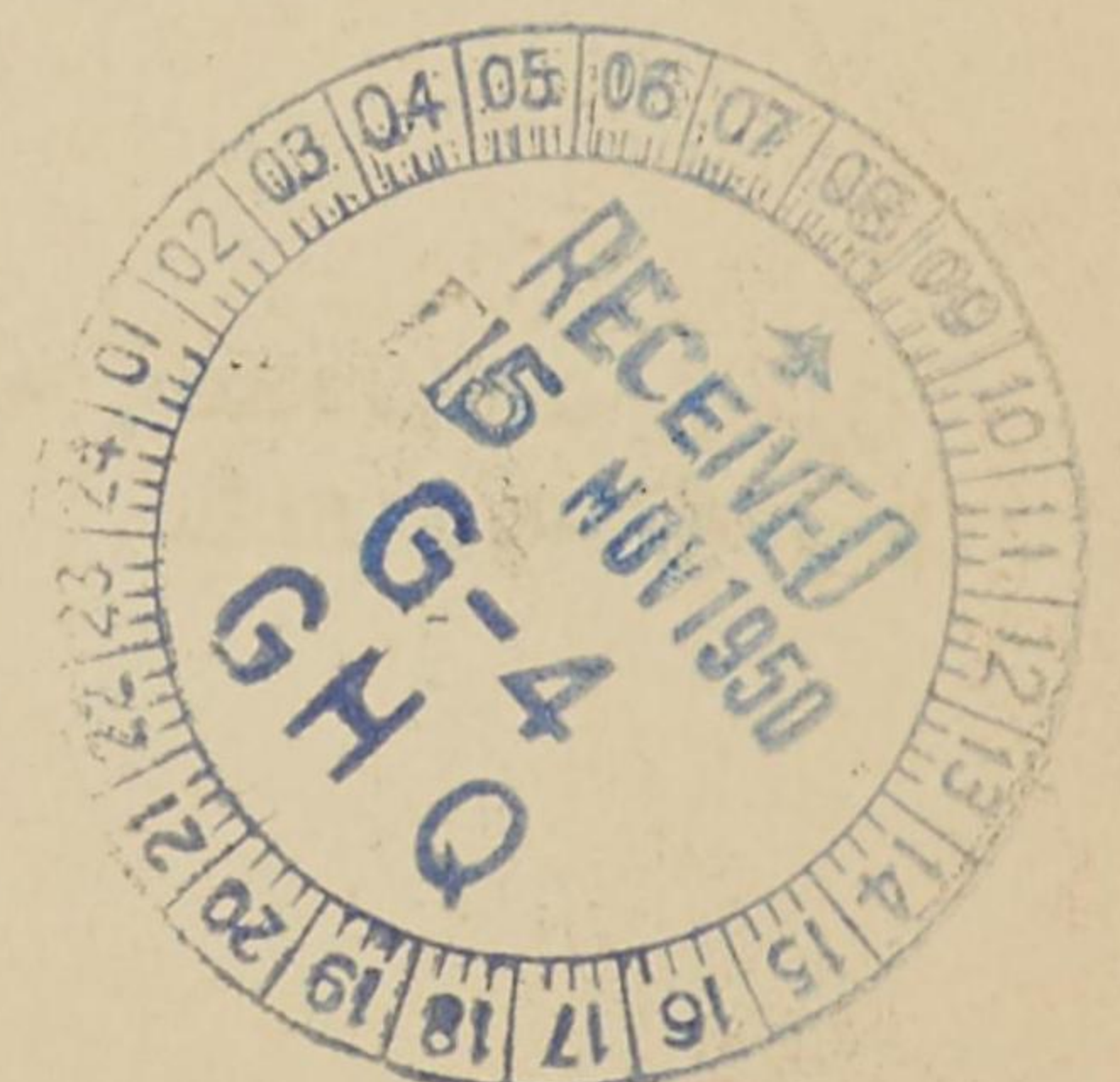
MEMO FOR RECORD:

1. Proposed reply to radio from DA, W 95415, 31 October, is completely comprehensive.
2. DA queries as to status and participating companies forming proposed airline for operation in Japan,
3. SCAPIN 2106, 26 June 1950, advised Japanese Government that SCAP would approve license of an internal airline to be operated by one line organized and financed by interested civil airlines which were licensed to operate in Japan and which had been operating under the license prior to 1 Jan 1950.
4. The seven companies listed in radio formed the Japanese Domestic Airline Company and were the only companies operating before 1 Jan 1950, and all seven make up the proposed new company to establish a new internal airline under the authority conveyed in SCAPIN 2106.
5. The Japanese Government is presently considering the form of license to be issued pursuant to application to operate an airline.
6. Since public announcement 15 June 1950 of SCAP policy re Civil Avn in Japan, this subject has been unclassified in this Headquarters. DA is requested to remove SECRET classification from their radio W 95415, 31 Oct 50

Frayne Baker, 26-8852

W. F. M.

Secret



G-4

INTERNATIONAL CIVIL AVIATION ORGANIZATION
INTERNATIONAL AVIATION BUILDING
MONTREAL, CANADA

Proff
Admin file
le

Ref. AN 12/1.1
Subj: Adoption of Amendments
numbered 124 - 129 to Annex 1
Action Required: For information only.

360.7

NOV. -2 1950

Sir,

I have the honour to refer to my letter (Ref. AN 12/1.1) of 10 July 1950 concerning the adoption by the Council of ICAO of Amendments numbered 124 - 129 to Annex 1 to the Convention on International Civil Aviation (Personnel Licensing) and to inform you that no part of those Amendments had been disapproved by a majority of the total number of Contracting States of this Organization by 1 November 1950. This was the final date set by the Council for notification of such disapproval in accordance with Article 90 of the Convention.

The Amendments to Annex 1 numbered 124 - 129 are now in effect and will come into force on the dates indicated in the Resolution of Adoption.

I have the honour to be,

Sir,

Your obedient Servant,

Albert Roper
Albert Roper
Secretary General

General Headquarters,
Supreme Commander for the Allied Powers, (Japan)
APO 500,
c/o Postmaster,
San Francisco, Calif.

INTERNATIONAL CIVIL AVIATION ORGANIZATION
INTERNATIONAL AVIATION BUILDING
MONTREAL, CANADA

Ref. AN 12/1.1
Subj: Adoption of Amendments
numbered 124 - 129 to Annex I
Action Required: For information only.

Sir,

I have the honour to refer to my letter (Ref. AN 12/1.1) of 10 July 1950 concerning the adoption by the Council of ICAO of Amendments numbered 124 - 129 to Annex I to the Convention on International Civil Aviation (Personnel Licensing) and to inform you that no part of those Amendments had been disapproved by a majority of the total number of Contracting States of this Organization by 1 November 1950. This was the final date set by the Council for notification of such disapproval in accordance with Article 90 of the Convention.

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I have the honour to be,

Sir,

Your obedient servant,

Albert Hoyer
Secretary General



General Headquarters,
Supreme Commander for the Allied Powers
APO 500,
c/o Postmaster,
San Francisco, Calif.

G-4 ROUTING

AC/S G4

AC/SG-4

NEGATIVE

PHO

C-RE

SUPPLY

PETROLEUM

KEA

ADMIN

Handwritten initials and signatures over the routing slip.

360.7

GD/P&O NMW/GR/JCW/bsc
Major White 26-6051

Inquiry re reported Japanese Overseas Airline
ESS/FIB

1 NOV 1950

1. G-4 has no knowledge of any transaction such as indicated by attached radio report.
2. References quoted in G-4 C/N to ESS/FIB dated 24 Oct 50, subject "Japan Domestic Airline Co", preclude the investment by Japanese capital in any Japanese airline.
3. Request DS be furnished appropriate comments on which to base a reply to the Australian Mission.

1 Incl
Memo fr Australian Mission,
28 October 1950

NMW

-----G. I. E.-----

1 Nov 50

M/R

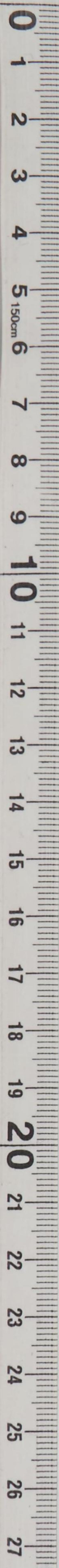
1. By informal routing slip G-3 (Col Jark) forwarded to G-4 a C/N mis-addressed to G-3 from DS, attaching a memo from the Australian Mission quoting a radio report received in Australia concerning a proposed new Japanese airline to run from Japan to India via Southeast Asia. This report indicated that the airline with a 5,000,000 yen capital would function as a subsidiary to the Nankai Electric Railways with CAT, POA and Bharat Airline companies acting as agents.
2. G-4 forwarded by C/N to ESS on 24 Oct the authorities which prohibit the investment of Japanese capital in the ownership or airborne operation of civil aircraft.
3. Instant C/N to ESS/FIB indicates the policy as stated in para 2 above and requests ESS to forward to the DS comments on which to base a reply.
4. Within established policy.
5. Initiated action complete.

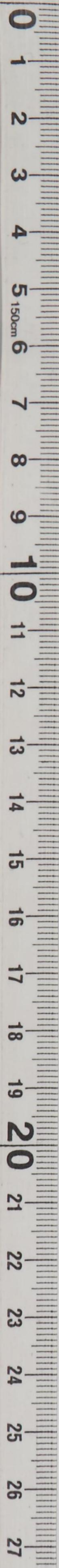
JCW *JCW* 26-6051 GR *GR* 26-6032 NMW *NMW* 26-6444 *bsc*

16166

Handwritten initials

G-4 FILE





ASSISTANT CHIEF OF STAFF, G-3
SCAP & FEC

31 Oct

MEMORANDUM FOR:

C/S	_____	G-1	_____
Deputy C/S, FEC	_____	G-2	_____
Deputy C/S, SCAP	_____	G-4	_____ ✓
Sec Gen Staff	_____		

Approval _____

Information _____

Note & Return to G-3 _____

Comment or
Concurrence _____

G-4 ROUTING	
A C/S G-4	_____
DA C/S G-4	_____
EXECUTIVE	_____
① P + O	_____ <i>mu</i>
C + RE	_____
SUPPLY	_____
PETROLEUM	_____
KEA	_____
② ADMIN	_____ <i>K</i>

Believe the attached paper marked for G-3 is of primary interest to G-4.

John
for E. K. W.

E. Anderberg
26-7485

Enquiry re reported Japanese Overseas Airline

DS

CTS
G-3 ✓

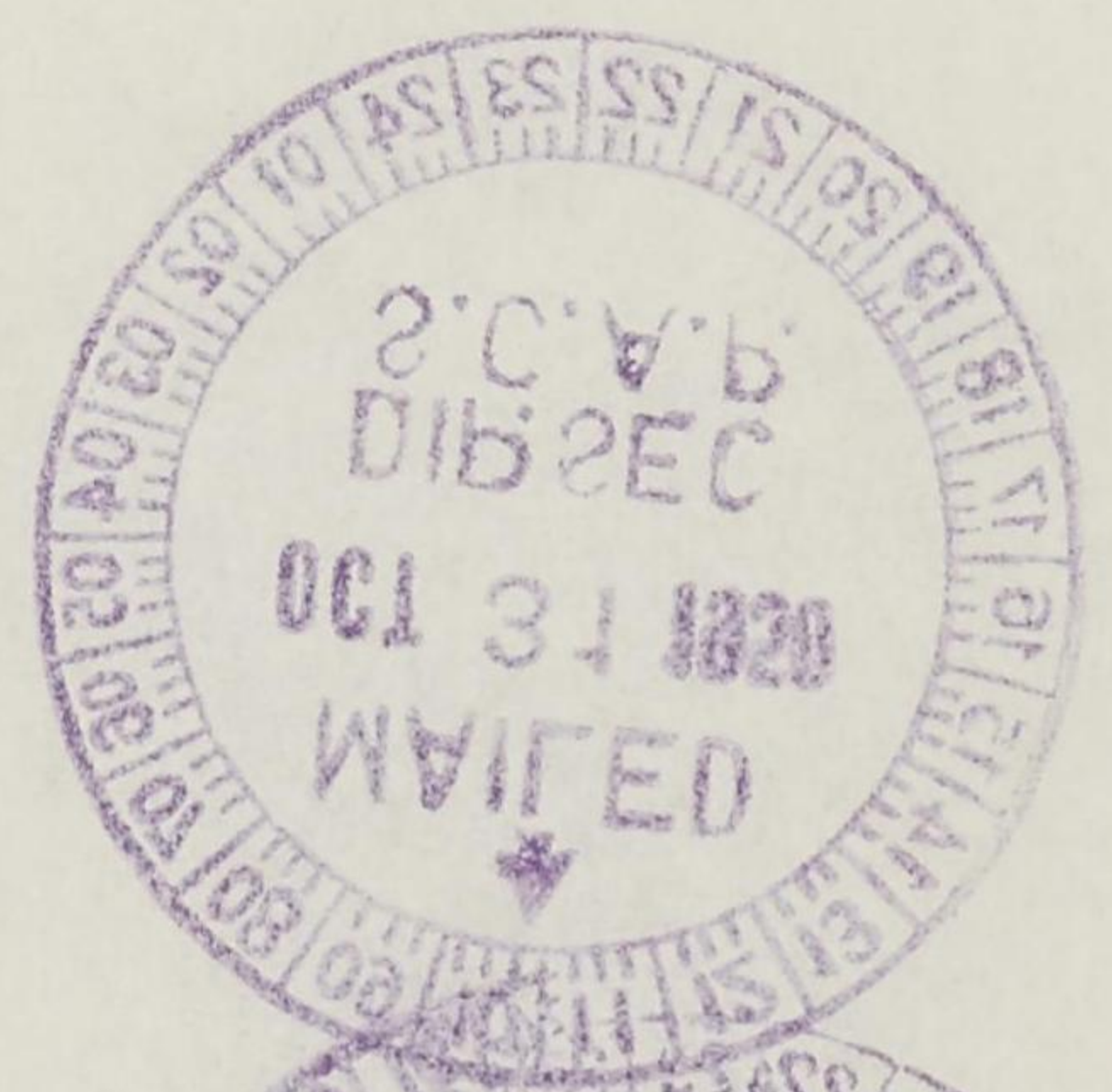
30 Oct 50

1. 1. Attached is self-explanatory memorandum to Chief of Diplomatic Section from Acting Head of the Australian Mission in Tokyo.
2. DS would appreciate appropriate comment in order to make reply from DS to the Australian Mission.

Incl.
Cpy of Memo 28 Oct 50

----- W. J. S. -----

Info G-3



E. Anderson
26-1182

Inquiry re reported Japanese Overseas Airline

30 Oct 50

CTS

DS

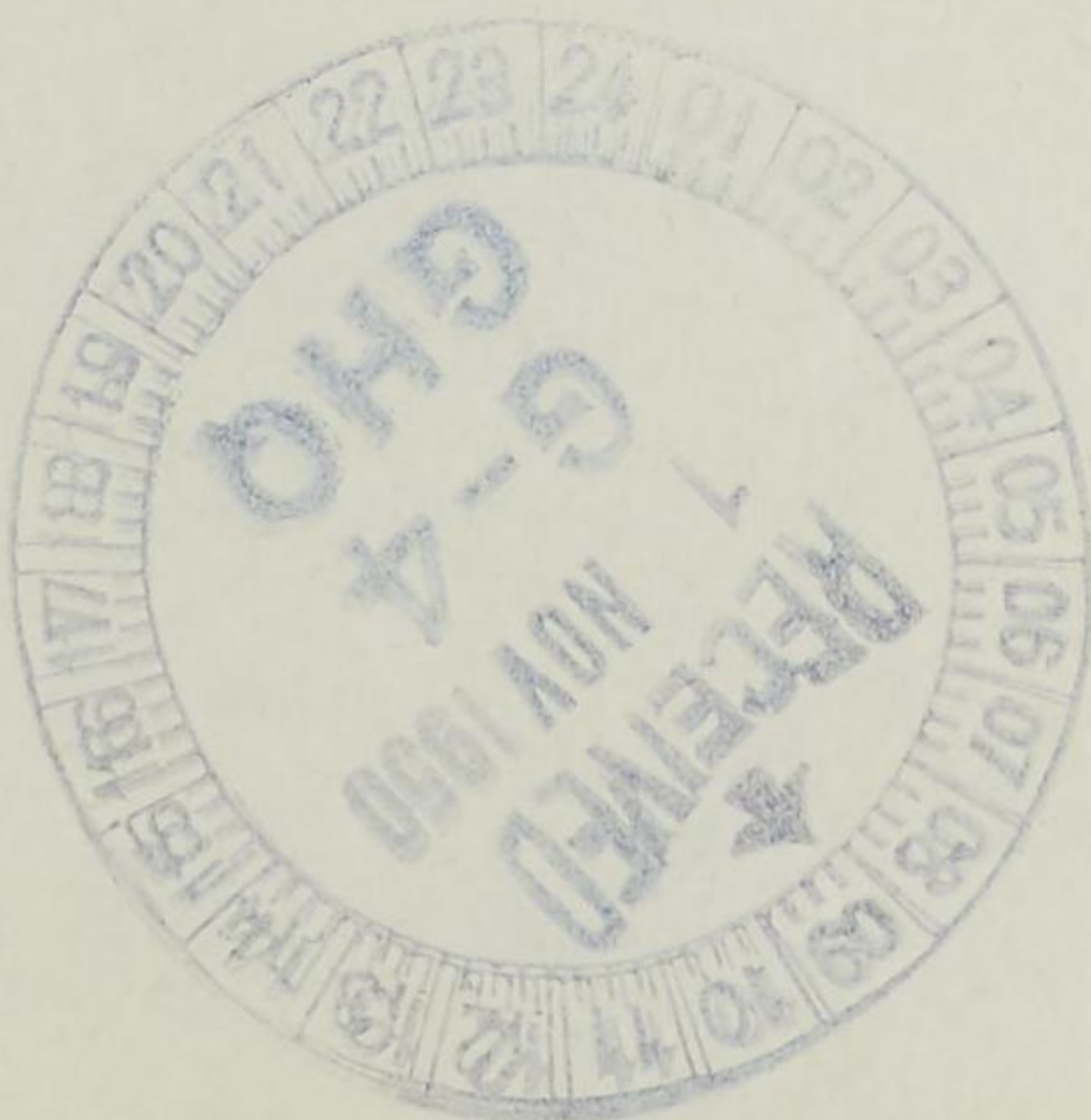
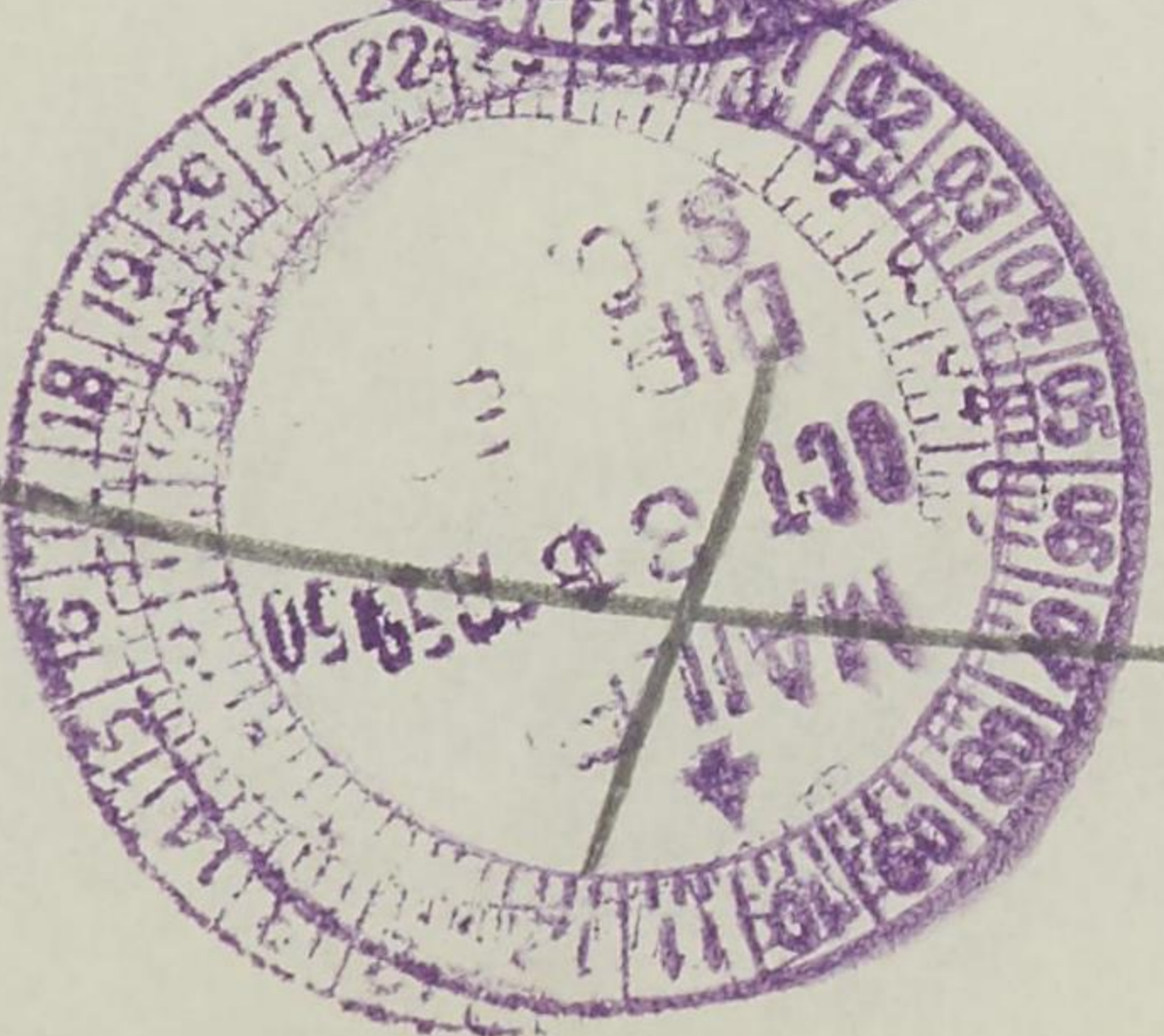
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2. DS would appreciate appropriate comment in order to make reply from DS to the Australian Mission.

Incl.

Copy of Memo 28 Oct 50

Info G-3



C O P Y

C O P Y

JAF/PJT

28th October, 1950

MEMORANDUM for:

The Chief,
Diplomatic Section,
GHQ SCAP
TOKYO

JAPANESE OVERSEAS AIRLINE

The following is the text of a radio report received in Australia concerning a proposed new Japanese Airline to operate from Japan to India via South-East Asia:

"A new Japanese Tourist Airline Company is expected to be formed shortly to operate a new air route from Japan to India via South-East Asia, it is learned here this morning. The company will have a capital of 5,000,000 yen and function as a subsidiary of the Nankai Electric Railways. The company has already concluded a contract with Chennault's (Cat), Thailand's Pacific Overseas Airline, and Pakistan's Bharat Airways, which will act as its agents. It will be the first Japanese sponsored overseas airline since the end of the war."

Any comment you can make on this radio report would be appreciated.

J.A. FORSYTHE

for Acting Head of Mission

16166

COPY

COPY

JAN/PJT

28th October, 1950

MEMORANDUM for:

The Chief,
Diplomatic Section,
GPO SCAP
TOKYO

JAPANESE OVERSEAS AIRLINE

The following is the text of a radio report received in Australia concerning a proposed new Japanese Airline to operate from Japan to India via South-East Asia:

"A new Japanese Tourist Airline Company is expected to be formed shortly to operate a new air route from Japan to India via South-East Asia, it is learned here this morning. The company will have a capital of 5,000,000 yen and function as a subsidiary of the Nankai Electric Railways. The company has already concluded a contract with Chennault's (Cat), Thailand's Pacific Overseas Airline, and Pakistan's Bharat Airways, which will act as its agents. It will be the first Japanese sponsored overseas airline since the end of the war."

Any comment you can make on this radio report would be appreciated.

J.A. FORSYTHE

for Acting Head of Mission

18166



DECLASSIFIED

Authority NND 975029

SECRET

SECRET

