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4.4 Recommendation 4

Considering that the need for air-ground communication is now more extensive than indicated by the ICAO North Pacific RAN meeting; it is recommended that the frequencies allotted to the NP MWARA be assigned by the States concerned, as follows:

(a) Primary frequency family (NP) be assigned for use, with A3 type of emission at -

Vancouver, Canada * (see footnote)
Edmonton, Canada
Seattle, USA * (see footnote)
Anchorage, Alaska
Naknek, Alaska
Shemya, Aleutians
Tokyo, Japan

(b) Intermediate frequency family (NP/I) be assigned for use, with A3 type of emission at -

Ketchikan, Alaska
Juneau, Alaska
Cold Bay, Aleutians
Adak, Aleutians
Whitehorse, Canada

Note: The terminals shown underlined are not indicated in recommendations of the ICAO NP RAN meeting; refer to paragraph 4.2 for explanation.

* Footnote:

In consideration of:

a) the geographical proximity of these two primary air terminals (Vancouver and Seattle);

b) the fact that the two terminals are involved in originating air traffic into both the CEP and NP MWARA;

c) the fact that excellent land line facilities exist in this area;

d) the fact that close coordination of operations would be required to prevent undue interference;

It is recommended that the States concerned may wish to approve the following method of operation at these two terminals:

Vancouver to act as primary station for air traffic destined to the NP MWARA, with Seattle as "stand-by" station; and Seattle to act as primary station for air traffic destined to the CEP MWARA, with Vancouver as "stand-by" station.

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5. South Pacific (SP)

5.1 Relevant recommendations of the first South Pacific ICAO RAN meeting do not indicate, as has been done in other regions, a requirement for radio telephone for en-route communications. Subsequent to this meeting there has been extensive development planning for this type of operation; discussions with airline operators involved in operations in this area have confirmed the necessity for radio telephone. To meet this requirement, assignment of the frequencies allotted to the SP MWARA should include authorization of radio telephone (A3 emission).

5.2 The air traffic density in SP MWARA is not heavy; and, the geographic location of primary and intermediate air terminals is such that a difficult assignment problem is not apparent. The IAARC has allotted a single family of frequencies to the SP MWARA which may be employed for A3 type of emission.

5.3 Recommendation 5

It is recommended that the five frequencies allotted to SP MWARA be formed into primary and intermediate frequency families as follows:

(SP) Primary terminal frequencies		(SP/I) Intermediate terminal frequencies	
2945	Kc/s	2945	Kc/s
5641.5	"	5641.5	"
8845.5	"	8845.5	"
13344.5	"		
17946.5	"		

5.4 Recommendation 6

It is recommended that the frequency families specified in paragraph 5.3 be assigned, by the States concerned, as follows:

(a) Primary frequency family (SP) be assigned for use, with A3 type of emission, at -

Sydney - Australia
Auckland - New Zealand
Noumea - New Caledonia
Suva/Nandi - Fiji Islands
Canton Island - UK/USA
Honolulu - Hawaii

(b) Intermediate frequency family (SP/I) be assigned for use, with A3 type of emission, at -

Norfolk Island - (Australia)
Lord Howe Island - (Australia)
Tongatabu Island - (New Zealand)
Aitutaki Island - (New Zealand)
Rarotonga Island - (NZ)
Samoa - (US/New Zealand)
Palmyra Island - (U.S.A.)
Melbourne, Australia
Brisbane, Australia.

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6. Central West Pacific (CWP)

6.1 The CWP MWARA presents a different type of assignment problem since there is a large overlap with the NP and Far East-2 (FE-2) MWARA's on the far western end of CWP. The air traffic from the three MWARA's converge into the area bounded, generally, by the terminals: Manila, Hong Kong, Shanghai, and Tokyo. The CWP MWARA is the only area including all the above named major terminals. Numerous frequency changes aboard aircraft are undesirable and in some cases cannot be accomplished without equipment change.

6.2 The assignment plan recommended for this area would make Tokyo a frequency change point for NP air traffic destined for terminals within the CWP MWARA: likewise, Manila, Hong Kong or Shanghai would be frequency change points for CWP or NP air traffic destined for terminals in South East Asia beyond the boundaries of the CWP MWARA. FE-2 frequencies would be used, by aircraft and ground stations, for air traffic that normally is contained within the boundaries of the FE-2 MWARA.

6.3 It should be noted the assignment of two frequency families at each of the major terminals in the overlap section would be necessary to avoid an overload through use of any single family for all air traffic. This plan conforms with the recommendations of the ICAO North Pacific RAN meeting and, in fact, reduces the families of frequencies required at one terminal (Manila) from three to two; no additional burden will be placed on other stations in the area.

6.4 The IAARC has allotted a single family of frequencies to CWP MWARA; it did not foresee all of the operational problems that have developed in this area. The frequencies allotted, however, appear to be sufficient in view of the existing air traffic which would now be imposed by the extension of NP air traffic into this area. As has been pointed out in paragraph 4.1, the 17 mc/s frequency has been allotted for common use in both NP and CWP MWARA. The specific frequencies provided by IAARC are as follows:

2966 Kc/s
5506.5 "
8862.5 "
13354.5 "
17906.5 "

6.5 Recommendation 7

The assignment pattern recommended in the paragraph below, though providing for, does not follow, in detail, previous ICAO RAN recommendations for the reasons given above. It is recommended that the five frequencies allotted to CWP MWARA be formed into primary and intermediate frequency families as follows:

(CWP) Primary terminal frequencies		(CWP/I) Intermediate terminal frequencies	
2966	Kc/s	2966	Kc/s
5506.5	"	5506.5	"
8862.5	"	8862.5	"
13354.5	"		
17906.5	"		

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6.6 Recommendation 8

It is recommended that the frequency families specified in paragraph 6.5 be assigned, by the States concerned, as follows:

a) Primary frequency family (CWP) be assigned for use, with A3 type of emission, at -

Tokyo, Japan
Shanghai, China
Hong Kong, China
Manila, Philippines
Okinawa, (Japan)
Guam, (USA)
Wake, (USA)
Midway, (USA)
Honolulu, Hawaii

b) Intermediate frequency family (CWP/I) be assigned for use, with A3 type of emission, at -

Seoul, Korea

7. Far East MWARA's (FE-1 and FE-2)

Assignment of frequencies to aeronautical stations in FE-1 and FE-2 MWARA's will be subject to the decisions and recommendations of the ICAO SEA frequency assignment planning meeting, to be convened in New Delhi on 18 April 1950. In the portions of FE-1 and FE-2 MWARA, which are relevant to assignment planning in the Pacific MWARA, the following assignments have been suggested by the Secretariat to offer a suitable system of communication for aircraft traversing through several Pacific MWARA's:

a) FE-1 frequencies have been suggested for assignment at Sydney, Melbourne, and Brisbane in the SP MWARA;

b) FE-2 frequencies have been suggested for assignment, within the CWP MWARA, at Manila, Hong Kong, and Shanghai.

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PART II

8. Special Service Assignments

Certain frequencies have been allotted by the IAARC for serving special functions; e.g., common approach and aerodrome control frequencies and MET broadcast frequencies. The paragraphs that follow contain recommendations for assignment of available frequencies to meet operational requirements for these special services.

8.1 World-wide common frequencies 3023.5 and 5680 Kc/s.

8.1.1 The IAARC has allotted two channels 3023.5 and 5680 Kc/s for common use on a world-wide basis. It is to be noted that each of these channels is at the junction of the (R) and (OR) frequency bands and that these channels are available to both of these services. (The terms (R) service and (OR) service are defined in the ITU Radio Regulations, Atlantic City 1947, paragraph 256 and 257.) The IAARC placed specific limitations on the use of these two frequencies quoted as follows:

"Authorized for world-wide use for the "R" and "OR" services as follows:

(1) aboard aircraft for:

(a) communications with approach and aerodrome control,
(b) communication with an aeronautical station when other frequencies of the station are either unavailable or unknown;

(2) at aeronautical stations for aerodrome and approach control under the following conditions:

(a) for approach control with power limited to a value that will produce 20 μv/m at 100 km and in any case no more than 20 watts in the antenna circuit,

(b) for aerodrome control with the power limited to a value that will produce 20 μv/m at 40 km and in any case no more than 20 watts in the antenna circuit,

(c) special attention must be given in each case to the type of antenna used in order to avoid harmful interference,

(d) the power of aeronautical stations which use this frequency and which operate under the conditions prescribed above may be increased through ITU and/or ICAO regional agreements to the extent necessary to meet certain operational requirements;

(3) for intercommunication between mobile stations engaged in coordinated search and rescue operations at the scene of a disaster;

(4) the specific application of this frequency for the above purposes may be decided at regional aeronautical conferences;

(5) This channel may be used for A1 or A3 emission in accordance with special arrangments. It shall not be subdivided."

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8.1.2 Recommendation 9

To overcome a possible hazard to aircraft through failure of VHF facilities or lack of such facilities, either aboard aircraft or on the ground at air terminals; and, to provide communications for the purposes specified in paragraph 8.1.1 (1) and (2); it is recommended that the frequencies 3023.5 and 5680 Kc/s be assigned by the States concerned for use by all aircraft engaged in international air operations and for use at all regular and intermediate air terminals in the Pacific Ocean MWARA's, in particular, at -

Regular (Primary) Terminals	Intermediate Terminals
Los Angeles	Whitehorse
San Francisco	Ketchikan
Seattle	Juneau
Vancouver	Cold Bay
Edmonton	Adak
Naknek	Seoul
Anchorage	Samoa
Shemya	Aitutaki
Tokyo	Rarotonga
Okinawa	Tongatabu
Shanghai	Norfolk Is.
Hong Kong	Lord Howe Is.
Manila	Melbourne
Guam	Brisbane
Wake	
Midway	
Honolulu	
Canton	
Suva (Nandi)	
Noumea	
Sydney	
Auckland	

8.1.3 Operational requirements imposed by Ocean Station Vessels on the long over water routes were not, unfortunately, considered in detail by the IAARC. It is apparent that, for safety purposes and for purposes of search and rescue, the world-wide common frequencies should be authorized for use aboard Ocean Station Vessels for the functions specified in paragraph 8.1.1 [1 (b)]. It is recognized that VHF should be the primary short-range means of communication between aircraft and ocean stations but it is considered that, in the interest of safety, high frequencies should be provided for emergency use even though this use is not implicit in the IAARC authorization.

8.1.3.1 Recommendation 10

For the above reasons, it is recommended that the world-wide common frequencies 3023.5 and 5680 Kc/s be assigned to the Ocean Station Vessels in the Pacific MWARA's, by the States concerned, for emergency use, under the power limitations imposed by the IAARC as shown in paragraph 8.1.1 [2 (a)].

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8.2 MET Broadcasts to aircraft

8.2.1 The IAARC has allotted a family of three frequencies, specifically, 2980, 5574 and 8905 Kc/s, to serve for MET broadcasts to aircraft in the Pacific Ocean areas. The frequencies allotted, as for route frequencies, may be used for radio telephone (A3 emission) if it is desirable. Past ICAO RAN meeting recommendations were not clear on the type of emission to be employed for MET Broadcasts. It seems apparent, however, that the provision of radio telephone on route frequencies in the several MWARA's will necessitate the use of voice for MET broadcasts if the airlines abandon the carriage of radio operators in the Pacific MWARA's.

8.2.2 ICAO RAN meetings in the Pacific regions have not established a system of scheduled broadcasts and, since only three frequencies are available for the service it would appear necessary that a scheduled system be devised. The Secretariat, therefore, in developing an assignment plan for the Pacific MWARA's has considered it necessary to recommend a schedule of broadcasts in addition to a frequency assignment plan for the service. The recommendation that follows has been prepared after careful consideration of interference ranges and time zones in respect of the use of the frequencies allotted for the MET service. The schedule recommended provides 5 minutes per hour broadcast time for each station.

8.2.3 Recommendation 11

It is recommended that the frequencies (2980, 5574, and 8905 Kc/s) allotted by the IAARC for meteorological broadcasts to aircraft in the Pacific Ocean areas be assigned, by the States concerned, for use with A3 type of emission, at the following locations:

San Francisco, USA
Seattle, USA
Anchorage, Alaska
Shemya, Aleutians
Tokyo, Japan
Shanghai, China
Hong Kong, China
Manila, Philippines
Wake, (USA)
Honolulu, Hawaii
*Suva, Fiji Islands
Sydney, Australia
Auckland, New Zealand

*Note: It is suggested that night time transmissions from Suva be restricted to the frequency 2980 Kc/s, avoiding night time use of 5574 and 8905 Kc/s to eliminate possibility of long range interference.

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8.2.4 Recommendation 12

To provide for a coordinated system of meteorological broadcasts to aircraft in flight in the Pacific Ocean areas, it is recommended that the periods of scheduled broadcast for each location indicated in the table below, be adopted by the States concerned:

Location Schedule of periods after each hour for MET Broadcasts.

Location	0000-0005	0005-0010	0010-0015	0015-0020	0020-0025	0025-0030	0030-0035	0035-0040	0040-0045	0045-0050	0050-0055	0055-0060
San Francisco												
Seattle												
Anchorage												
Shemya												
Tokyo												
Shanghai												
Hong Kong												
Manila												
Wake												
Honolulu												
Suva												
Sydney												
Auckland												

Note: In the event both radio telephone and radio telegraph would be required at the time of implementation of the new frequencies, it would be necessary to sub-divide the time available to a station in such a manner that will provide for both types of emission; additional frequencies for this service have not been allotted.

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APPENDIX A

Recapitulation of Available Frequencies and Recommended Assignments

1. Recommended families of the frequencies available.

1.1 CEP MWARA

FAMILY "A"	FAMILY "B"	FAMILY "C"	FAMILY "D"
3467.5 Kc/s	3446.5 Kc/s	3432.5 Kc/s	3481.5 Kc/s
6612 "	5604 "	5551.5 "	6679.5 "
10048 "	8930.5 "	8879.5 "	10084 "
13304.5 "	13334.5 "	11299.5 "	11318.5 "

← Common 17926.5 →

1.2 North Pacific (NP) MWARA

Primary (NP)	Intermediate (NP/I)
2987 Kc/s	2987 Kc/s
5521.5 "	5521.5 "
8939 "	8939 "
13274.5 "	
17906.5 "	

1.3 Central West Pacific (CWP) MWARA

Primary (CWP)	Intermediate (CWP/I)
2966 Kc/s	2966 Kc/s
5506.5 "	5506.5 "
8862.5 "	8862.5 "
13354.5 "	
17906.5 "	

1.4 South Pacific (SP) MWARA

Primary (SP)	Intermediate (SP/I)
2945 Kc/s	2945 Kc/s
5641.5 "	5641.5 "
8845.5 "	8845.5 "
13344.5 "	
17946.5 "	

1.5 World Wide Common Channels

3023.5 Kc/s) - designator "COM"
5680 ")

1.6 Meteorological Broadcast frequencies (MET)

(MET)

2980 Kc/s
5574 "
8905 "

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2. Locations and recommended frequency assignments.

2.1 Primary or Regular Air Terminals

Terminal	Recommended Assignments *
Anchorage, Alaska	NP - MET - COM
Auckland, New Zealand	SP - MET - COM
Canton Is.	SP - COM
Edmonton, Canada	NP - COM
Guam. (USA)	CWP- COM
Hong Kong, China	CWP- MET-COM-(FE-2)**
Honolulu, Hawaii	CEP(ABCD)-SP-CWP-MET-COM
Los Angeles, USA	CEP(AB) -COM
Manila, Philippines	CWP-MET-COM(FE-2)**
Midway, (USA)	CWP-COM
Naknek, Alaska	NP-COM
Noumea, New Caledonia	SP-COM
Okinawa, Japan	CWP-COM
San Francisco, USA	CEP(ABCD)-MET-COM
Seattle, USA	CEP(AB)-NP-MET-COM
Shanghai, China	CWP-MET-COM(FE-2)**
Shemya, Aleutians	NP-MET-COM
Suva, Fiji Is.	SP-MET-COM
Sydney, Australia	SP-MET-COM-(FE-1)**
Vancouver, Canada	CEP(ABC)-NP-COM
Wake, (USA)	CWP-MET-COM

2.2 Intermediate or Alternate Air Terminals

Terminal	Recommended Assignments *
Adak, Aleutians	NP/I-COM
Aitutaki Is. New Zealand	SP/I-COM
Brisbane, Australia	SP/I-COM-(FE-1) **
Cold Bay, Aleutians	NP/I-COM
Juneau, Alaska	NP/I-COM
Ketchikan, Alaska	NP/I-COM
Lord Howe Is. Australia	SP/I-COM
Melbourne, Australia	SP/I-COM-(FE-1)**
Norfolk Is., Australia	SP/I-COM
Palmyra, (USA)	SP/I-COM
Rarotonga Is. (UK)	SP/I-COM
Samoa (Tutuila) (US)	SP/I-COM
Seoul, Korea	CWP/I-COM
Tongatabu Is. (UK)	SP/I-COM
Whitehorse, Canada	NP/I-COM

* Frequency families indicated by designator; refer to paragraph 1 for specific frequencies to be assigned.

** Note: The FE-1 and FE-2 assignments will be decided by the SEA FRE meeting.

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APPENDIX B

MODIFIED AIR ROUTE SEGMENT STATISTICS FOR PACIFIC MWARA

NOTE: The air route statistics given in the tables below represent modification of COM WP/211 and the figures used by IAARC for calculation of frequency requirements for the Pacific MWARA's. Modification has been made for the scheduled airline operations only, other operations remain unchanged from the original figures in COM WP/211. The column numbers refer to those in COM WP/211, or the sample forms shown in the Final Report of the Third COM Division, Part 6, Chapter IV, page 307 - Doc 6625 COM/521.

CENTRAL EAST PACIFIC (CEP)

AIR ROUTE SEGMENT STATISTICS FOR JULY 1949

(2)		(3)	(4)
Honolulu	- Los Angeles	PAA - 14	14
	- Portland	PAA - 4	4
	- San Francisco	PAA-26, BCPA-6, PAL-4, CNAC-2, UAL-22, Govt.-38	98
	- Seattle	NWA-6	6
	- Vancouver	CPAL-1	1
Los Angeles	- San Francisco	PAA-14	14
	- Vancouver	BCPA-4	4
Portland	- San Francisco	NWA-6	6
	- Seattle	PAA-4, NWA-6	10

AIR ROUTE SEGMENT STATISTICS FOR DECEMBER 1949

Honolulu	- Los Angeles	PAA-14	14
	- Portland	PAA-2	2
	- San Francisco	PAA-14, BCPA-6, PAL-4, CNAC-2, UAL-19, Govt.-38	83
	- Seattle	PAA-2, NWA-6	8
	- Vancouver	CPAL-1	1
Los Angeles	- San Francisco	PAA-14	14
	- Vancouver	CPAL-1	1
Portland	- Seattle	PAA-4	4

CENTRAL WEST PACIFIC (CWP)

AIR ROUTE SEGMENT STATISTICS FOR JULY 1949

Guam	- Manila	PAA-10, PAL-4	14
	- Midway	PAA-4	4
	- Hong Kong	CNAC-1	1
	- Wake	PAA-10, CNAC-1, PAL-4	15
Honolulu	- Midway	PAA-10	10
	- Wake	PAA-6, CNAC-1, PAL-4	11
Hong Kong	- Manila	PAA-8	8
	- Okinawa	PAA-6	6
	- Shanghai	CNAC-2, BOAC-4	6
	- Tokyo	CPAL-2	2

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CENTRAL WEST PACIFIC (CWP) (Continued)

AIR ROUTE SEGMENT STATISTICS FOR JULY 1949

(2)		(3)	(4)
Iwakuni	- Shanghai	BOAC-2	2
Manila	- Okinawa	NWA-6	6
Midway	- Wake	PAA-10	10
Okinawa	- Shanghai	PAA-6	6
	- Tokyo	PAA-6, NWA-4	10
	- Seoul	NWA-2	2
Shanghai	- Tokyo	CNAC-1, BOAC-2	3
Seoul	- Tokyo	NWA-4	4
Tokyo	- Wake	PAA-6, CNAC-1	7

AIR ROUTE SEGMENT STATISTICS FOR DECEMBER 1949

Guam	- Manila	PAA-6, PAL-4	10
	- Hong Kong	CNAC-1	1
	- Wake	PAA-2, CNAC-1, PAL-4	7
Honolulu	- Midway	PAA-10	10
	- Wake	PAA-2, CNAC-1, PAL-4	7
Hong Kong	- Manila	PAA-6	6
	- Okinawa	PAA-6	6
	- Tokyo	CPAL-2, BOAC-2	4
Iwakuni	- Shanghai	BOAC-2	2
Manila	- Okinawa	NWA-6	6
Midway	- Wake	PAA-2	2
	- Tokyo	PAA-4	4
Okinawa	- Seoul	NWA-2	2
	- Tokyo	NWA-4, CPAL-2, PAA-6	12
Seoul	- Tokyo	NWA-4	4
Tokyo	- Wake	PAA-2	2

SOUTH PACIFIC (SP)

AIR ROUTE SEGMENT STATISTICS FOR JULY 1949

Aitutaki	- Samoa	NZNAC-1	1
Aitutaki	- Rarotonga	NZNAC-1	1
Auckland	- Norfolk Island	NZNAC-2	2
Auckland	- Suva	BCPA-2, PAA-3, NZNAC-6	11
Auckland	- Sydney	TEA-14, BCPA-2	16
Brisbane	- Noumea	QEA-6	6
Canton Island	- Honolulu	BCPA-6, PAA-8, CPAL-1	15
	- Suva	BCPA-6, PAA-8, CPAL-1	15
Canton Island	- Samoa	NON-SKED	1
Christmas Is.	- Palmyra Island	NON-SKED	2
Espiritu Santo	- Noumea	QEA-1	1
Honolulu	- Palmyra Island	NON-SKED	2
Lord Howe Is.	- Sydney	NON-SKED	1
Norfolk Island	- Noumea	NZNAC-3	3
Norfolk Island	- Sydney		2
Noumea	- Suva	PAA-5, QEA-2	7
Noumea	- Sydney	PAA-5, QEA-2	7
Melbourne	- Sydney	BCPA-6	6
Samoa	- Tongatabu	NZNA-1	1
Suva	- Sydney	CPAL-1, BCPA-4	5
Suva	- Tongatabu	NZNAC-1	1

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APPENDIX B

SOUTH PACIFIC (SP) (Continued)

AIR ROUTE SEGMENT STATISTICS FOR DECEMBER 1949

(2)		(3)	(4)
Aitutaki	- Samoa	NZNAC-1	1
Aitutaki	- Rarotonga	NZNAC-1	1
Auckland	- Norfolk Island	NZNAC-2	2
Auckland	- Suva	PAA-2, BCPA-2, NZNAC-6	10
Auckland	- Sydney	TEA-14, BCPA-2	16
Brisbane	- Noumea	QEA-6	6
Canton Island	- Honolulu	PAA-6, BCPA-6, CPAL-1	13
	- Suva	PAA-6, BCPA-6, CPAL-1	13
Canton Island	- Samoa	NON-SKED	1
Christmas Island	- Palmyra Island	NON-SKED	2
Espiritu Santo	- Noumea	QEA-1	1
Honolulu	- Palmyra Island	NON-SKED	2
Lord Howe Island	- Sydney	NON-SKED	1
Norfolk Island	- Noumea	NZNAC-3	3
Norfolk Island	- Sydney		2
Noumea	- Suva	PAA-4, QEA-2	6
	- Sydney	PAA-4, QEA-2	6
Melbourne	- Sydney	BCPA-6	6
Samoa	- Tongatabu	NZNAC-1	1
Suva	- Sydney	BCPA-4, CPAL-1	5
Suva	- Tongatabu	NZNAC-1	1

NORTH PACIFIC (NP)

AIR ROUTE SEGMENT STATISTICS FOR JULY 1949

Adak	- Anchorage	MIL-1	1
Adak	- Shemya	MIL-1	1
Anchorage	- Edmonton	NWA-8	8
Anchorage	- Great Falls	MATS-1	1
Anchorage	- Minneapolis	NWA-8	8
Anchorage	- Seattle	NWA-22, ASA-14	36
Anchorage	- Shemya	MATS-1	1
Anchorage	- Tacoma	MATS-2	2
Anchorage	- Tokyo	NWA-8	8
Anchorage	- Vancouver	CPAL-2	2
Fairbanks	- Seattle	PAA-16	16
Great Falls	- Tacoma	GOVT-1	1
Juneau	- Seattle	PAA-8	8
Ketchikan	- Seattle	PAA-10	10
Kodiak	- Seattle	GOVT-16	16

AIR ROUTE SEGMENT STATISTICS FOR DECEMBER 1949

Adak	- Anchorage	MIL-1	1
Adak	- Shemya	MIL-1	1
Anchorage	- Edmonton	NWA-8	8
Anchorage	- Great Falls	MATS-1	1
Anchorage	- Minneapolis	NWA-8	8
Anchorage	- Seattle	NWA-30, ASA-14	44
Anchorage	- Shemya	MATS-1	1
Anchorage	- Tacoma	MATS-2	2
Anchorage	- Tokyo	NWA-8	8
Anchorage	- Vancouver	CPAL-2	2
Fairbanks	- Seattle	PAA-16	16
Great Falls	- Tacoma	GOVT-1	1
Juneau	- Seattle	PAA-8	8
Ketchikan	- Seattle	PAA-10	10
Kodiak	- Seattle	GOVT-16	16

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APPENDIX C

Resolutions and Recommendations of the
International Administrative Aeronautical Radio Conference

1. The contents of this document are as follows:

1.1 Recommendation No. 4.

Concerning the preparation of Station Frequency Assignments for the Aeronautical Mobile (R) Service. page 22

1.2 Resolution No. 5.

Concerning the Handling of Public Correspondence aboard Aircraft. page 23

1.3 Resolution No. 6.

Concerning the Form of the Frequency List established by the IAARC for Bands allocated to the Aeronautical Mobile (R) Service. page 23

1.4 Recommendation No. 9.

Concerning the use of Aeronautical Mobile (R) Frequencies for the Aeronautical Fixed Service. page 25

1.5 Recommendation No. 10.

Concerning the Repetition of Frequency Assignments for the Aeronautical Mobile (R) Service. page 26

1.6 Resolution No. 12.

Concerning the Communication to ICAO of Copies of Complaints and Reports relating to Interference within the Aeronautical Mobile Service Frequency Bands. page 26

1.7 Recommendation No. 13.

Concerning Technical Measures to facilitate the Aeronautical Mobile (R) Service on High Frequencies. page 27

1.8 Recommendation No. 14.

Concerning the Organization of the Aeronautical Mobile (R) Service. page 28

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APPENDIX C

Recommendation No. 4

concerning the Preparation of Station Frequency Assignments for the Aeronautical Mobile R Service

The International Administrative Aeronautical Radio Conference,

CONSIDERING:

1. that the next step following the adoption of an Aeronautical Mobile R Service frequency allotment plan by this Conference is the assignment of frequencies to stations on the basis of that plan:

2. that it is essential, in view of the nature of the international aeronautical operations involved, that those frequency assignments be coordinated between the countries interested in each area as a whole, both for the MWARA's and for the RDARA's;

3. that the United Nations has recognized the ICAO as the specialized international agency for the coordination of questions concerning international civil aviation;

4. that in the case of a large number of RDARA's and in the majority of MWARA's the interested administrations deem it convenient to arrange (via the appropriate channels) for the ICAO to convene regional or special meetings, as appropriate and necessary, in order that the administrations concerned may develop their frequency assignment plans as referred to in (1) above and notify the Provisional Frequency Board accordingly;

5. that, however, a different situation exists in other areas such as RDARA 1, as a consequence of the fact that not all countries in those areas are members of ICAO,

RECOMMENDS:

(a) that for RDARA's and MWARA's comprising only countries which are members of ICAO, this organization should take the measures necessary to hold regional or special meetings, for the purpose contemplated in (4) above;

(b) that in RDARA's and MWARA's where the interested countries are not all members of ICAO but where nevertheless the interested administrations will find it possible to convene ICAO meetings for the purpose of establishing their station frequency assignments, that course be followed;

(c) that in RDARA 1 those station frequency assignments be established by means of regional agreements or special arrangements concluded by ITU member states comprised in that area;

(d) that in the sub-areas including countries which are members neither of ICAO nor of ITU the frequencies allotted to the said sub-areas be assigned to stations by regional agreements or special arrangements.

(e) that, if possible, the agreements or special arrangements mentioned in (a), (b), (c) and (d) above be concluded before September 1950.

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Resolution No. 5

concerning the Handling of Public Correspondence aboard Aircraft

The International Administrative Aeronautical Radio Conference,

CONSIDERING:

1. that paragraph 255 of the Radio Regulations provides: "Administrations shall not permit public correspondence in the frequency bands allocated exclusively to the Aeronautical Mobile Service, unless allowed by special aeronautical regulations adopted by an Aeronautical Administrative Conference to which all interested members of the Union have been invited. Such regulations must recognize the absolute priority of safety and control messages";

2. that aircrafts stations are permitted to communicate with stations in the Maritime Mobile Service and may transmit to such stations public correspondence on frequencies allocated to that service provided that the ICAO Air Traffic Control Regulations are adhered to (Radio Regulations, 1947, pars. 569 to 572, 668, 761, 771, 779 and 792),

RESOLVES:

(a) that the transmission of public correspondence be not permitted on the frequencies allocated exclusively to the Aeronautical Mobile Service;

(b) that in those cases where provision for the handling of public correspondence is deemed necessary, aircraft stations be authorized by the various administrations to employ frequencies of the Maritime Mobile Service for handling of public correspondence with stations in that service, provided that such handling of public correspondence will in no case interfere with the transmission or reception of messages relating to the safety or control of the aircraft and that for these cases special arrangements be made in accordance with Article 40 of the International Telecommunication Convention (1947), and,

(c) that in the case when messages of public correspondence are handled on frequencies of the Maritime Mobile Service, aircraft be required to be in a position to observe simultaneous and continuous watch on the frequencies used for aeronautical mobile communications.

Resolution No. 6

concerning the Form of the Frequency List established by the International Administrative Aeronautical Radio Conference for Bands allocated to the Aeronautical Mobile R Service

The International Administrative Aeronautical Radio Conference,

CONSIDERING:

1. that it was the task of the Conference to prepare a list of frequencies of stations in the Aeronautical Mobile Service for submission to the Provisional Frequency Board for incorporation into the draft new International Frequency List which is being prepared by this Board and which will subsequently be considered by the Extraordinary Administrative Conference;

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2. that one of the objects of a frequency list is to establish a basis on which an administration may make a choice of a frequency for notification to the International Frequency Registration Board (IFRB) which, in accordance with its rules, will include the frequency in the Master Frequency Register;

3. that in the special case of the Aeronautical Mobile R Service a list showing only the different aeronautical stations using a particular frequency would not serve the purpose. The more important information is, in effect, an indication of the area in which the use of each particular frequency is authorized;

4. that, with the exception of the Aeronautical Mobile OR Service, the information submitted on Form 2 by the various administrations, in accordance with the decisions of the International Administrative Radio Conference, is not an adequate guide in the consideration of the problem of the allotment of frequencies to the Aeronautical Mobile R Service, for the reasons that:

   (a) the information contained thereon was prepared on the basis of an uncoordinated system of frequency assignments and its use would require a greater number of frequencies than is available;

   (b) it does not indicate the areas of aircraft operations served by the various aeronautical stations; and

   (c) it was prepared on the basis of systems of aircraft operations which in many respects are out-of-date;

5. that as a result of the wartime development of new methods of aircraft manufacture and operations and in view of the increasing interest shown in air transport, both for passengers and freight, the civil air transport system is undergoing rapid expansion and, in addition, its methods of operation and its organization are changing rapidly;

6. that it is the role of the ITU to ensure that the most equitable distribution of frequencies is made among the various branches of the aeronautical communication service; and

7. that the aeronautical mobile service should have the maximum freedom to adopt that method of frequency employment considered best suited to its operational requirements;

RESOLVES:

(a) that it is not necessary to present the basic allotment plan of this Conference to the Provisional Frequency Board, in the form of the International Frequency List, as provided for in Appendix 6 (List I), to the Radio Regulations);

(b) that these allotments (per area and sub-area) can appear as suitable entries in column 4a of List I of the new International Frequency List to be prepared by the Provisional Frequency Board; those headings can be printed in bold type or in italics and will serve to govern the general use of the channels of the Aeronautical Mobile R Service. The following reference can be inserted underneath these entries: "(IAARC)";

(c) that the insertion of those entries must not prevent the appearance in the new International Frequency List of any specific assignments to stations, provided that these assignments were notified by the administrations within the required time and in accordance with the provisions of Article 11 of the Radio Regulations;

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(d) that in the event the assignments to stations are made in conformity with the entries specifying the general use of each channel (i.e. with the plan developed by the IAARC), they be recorded in the REGISTRATION column. If the assignments are not in conformity with the said entries, they be recorded in the NOTIFICATION column unless allotments additional to those in the IAARC Plan (provided that the technical standards adopted by the IAARC are respected) permit the frequency to be listed in the REGISTRATION column. Article 11 of the Radio Regulations would establish the procedure to be observed in both cases;

(e) that all notifications made before the publication of the new International Frequency List and included in its first edition would bear the same date, that is, the date of approval of the new International Frequency List. Any notification made afterwards would be published in supplements to the List (see number 470 of the Radio Regulations);

(f) that, however, assignments made in conformity with the allotment plan of the Conference be given no priority as among themselves, irrespective of the dates on which they will have been notified, and shall bear the same date, that is, the date of approval of the new International Frequency List;

(g) that such interference or conflicts as may occur be dealt with by direct arrangements between the administrations concerned, as provided for by number 332 of the Radio Regulations.

Recommendation No. 9

concerning the Use of Aeronautical Mobile R Frequencies for the Aeronautical Fixed Service

The International Administrative Aeronautical Radio Conference,

CONSIDERING:

1. that the spectrum space allocated to the Aeronautical Mobile R Service is inadequate to satisfy all the requirements of that service; and

2. that the use of frequencies of the Aeronautical Mobile R Service by the Aeronautical Fixed Service would limit further the number of frequencies available to the Aeronautical Mobile R Service;

RECOMMENDS:

that the use of frequencies of the aeronautical mobile R service for aeronautical fixed communications be generally avoided; that such use of the aeronautical mobile R frequencies be made only in exceptional circumstances and be discontinued as soon as possible.

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APPENDIX C

Recommendation No. 10

concerning the Repetition of Frequency Assignments
for the Aeronautical Mobile R Service

The International Administrative Aeronautical Radio Conference,

CONSIDERING:

1. that the frequencies available to the Aeronautical Mobile R Service are insufficient to enable a plan to be assembled which will adequately provide for all the requirements of the service; and

2. that individual requirements will arise from time to time for which no specific provision may be made in the present plan;

RECOMMENDS:

that although frequencies have been exclusively allotted for use within the defined Major World Air Route Areas and Regional and Domestic Route Areas boundaries, any administration is nevertheless permitted to utilize frequencies on a secondary basis both inside and outside the area or areas to which they are specifically allotted on condition, however;

(a) that no harmful interference be caused thereby to the services using them in the areas and for the purposes for which they are primarily allotted, and

(b) that the provisions of Articles 3 and 11 of the Radio Regulations are met.

Resolution No. 12

concerning the Communication to the International Civil Aviation Organization of Copies of Complaints and Reports relating to Interference within the Aeronautical Mobile Service Frequency Bands

The International Administrative Aeronautical Radio Conference,

CONSIDERING:

1. that paragraph 390 of the Radio Regulations provides as follows: "If there is a specialized international organization for a particular service, complaints and reports of irregularities and of infractions relating to interference caused by the stations in this service may* be addressed to such organization at the same time as to the administration or centralizing office concerned.";

---

* The English text and the Spanish text (Atlantic City edition) of this paragraph in the Radio Regulations read "... shall be addressed ..." The French text which is the authentic text reads "... peuvent être ..." which corresponds to the expression "... may be addressed...".

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2. that it may serve a useful purpose, with regard to the aeronautical mobile service, to furnish copies of complaints and reports of irregularities and of infractions relating to interference caused by stations in the aeronautical mobile service to an international agency particularly familiar with aeronautical problems; and

3. that the United Nations has recognized, for its purposes, the International Civil Aviation Organization as the specialized agency in the aeronautical field;

RESOLVES:

In conformity with Article 27 of the International Telecommunication Convention, 1947, and insofar as the aeronautical mobile service is concerned, to recognize that the International Civil Aviation Organization is the specialized agency qualified to carry out the purposes contemplated in paragraph 390 of the Radio Regulations.

Note: The Administrative Council of the Union took up the substance of this Resolution in Resolution 111 of its Third Session (Geneva, September/October 1948).

Recommendation No. 13

concerning Technical Measures
to facilitate the Aeronautical Mobile R Service on High Frequencies

The International Administrative Aeronautical Radio Conference

CONSIDERING:

1. that the Plan developed for the use of HF channels for the Aeronautical Mobile R Service will probably not be implemented prior to 1951;

2. that, in the intervening period, and even during and after the implementation period, air traffic operations are subject to continuous changes;

3. that those changes will require attention by the Administrations concerned, but

4. that, in seeking to satisfy new communication requirements, no decision should be taken that will prevent or handicap the coordinated utilization of those HF R band allotments as prescribed in the Plan adopted at this Conference;

5. that the families of high frequencies allotted to the Major World Air Route Areas, Regional and Domestic Air Route Areas and sub-Areas have been chosen considering propagation conditions which will allow for the selection of the most suitable frequencies for the distance involved;

6. that it is essential to distribute the communication load as uniformly as possibly over the frequencies of the same order;

7. that specific steps should be taken to ensure that the correct order of frequency is used;

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RECOMMENDS:

that Administrations, individually or in collaboration, take the necessary steps:

(a) to make as great a use as possible of VHF in order to lessen the load on the HF R bands;

(b) to make as great a use as possible of antennas of appropriate directivity and efficiency in order to minimize possibilities of mutual interference within an area or between areas;

(c) to coordinate the use of families of frequencies necessary for a given route segment in accordance with the technical principles adopted by the Conference and in the light of the latest propagation data available in order that the most appropriate frequencies be used with an aircraft at a given distance from the aeronautical station providing service over the route segment concerned;

(d) to improve operating techniques and procedures and to use the best equipment possible in order to attain the highest possible efficiency in handling air-ground HF communications;

(e) to collect precise data on the operation of their HF communications systems and having a bearing on the technical and operating standards adopted by the Conference so as to facilitate such re-examination of this Plan as may be undertaken in the future;

(f) to establish, through regional agreements, the best method to provide the required communications for any new long distance international or regional air traffic which is not or cannot be accommodated within the system of MWARA and RDARA adopted by the Conference, in such a manner as not to cause any interference to the utilization of frequencies as prescribed in the R Frequency Plan adopted by this Conference.

Recommendation No. 14

concerning the Organization of the Aeronautical Mobile R Service

The International Administrative Aeronautical Radio Conference,

CONSIDERING:

1. that the number of channels available for the Aeronautical Mobile R Service is very limited; and

2. that the number of aircraft now in operation is not only large but increasing; and

3. that a natural corollary of limited frequency spectrum is the need for rigid circuit discipline, maximum efficiency and the application of uniform procedures; and

4. that it is essential that frequencies allotted be made available to all users of the Aeronautical Mobile R Service without discrimination; and without detriment to the services to which these frequencies are allotted;

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5. that satisfactory communication may be unobtainable if implementation of radio frequencies is carried out by independent and uncoordinated means which do not allow for the most efficient and economical use of the radio frequency spectrum;

RECOMMENDS:

that the various administrations, individually and in collaboration, take the necessary steps to ensure

(a) the satisfactory utilization of frequency channels and efficiency of service so that the aeronautical mobile R frequencies be made available without discrimination to all users and without detriment to the services to which these frequencies are allotted;

(b) that, as far as possible, service should be provided by a single aeronautical communications agency at any one location. Where this is not possible, close coordination between agencies must be made and maintained. In any case, the administration authorizing the operation of the aforementioned agency or agencies should be responsible for discipline and for taking the necessary disciplinary measures.

- END -

National Archives and Records Administration

8601 Adelphi Road
College Park, Maryland 20740-6001

Date :

Reply to
Attn of : Cartographic Section Rm. 3050

Subject : DECLASSIFIED

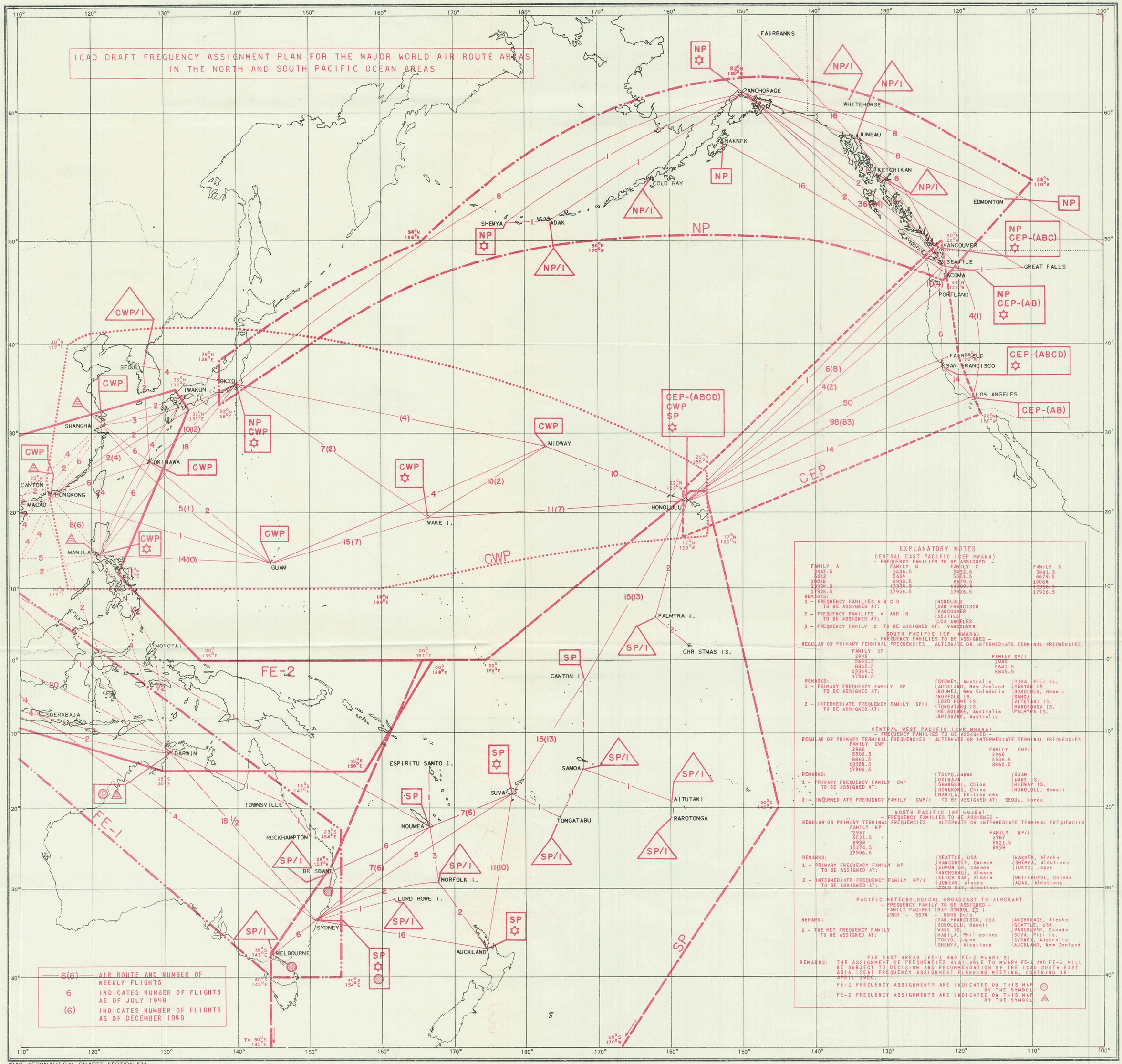
To : Whom it may concern

The copies of architectural plans, charts, maps and/or engineering drawings contained in this CD are all DECLASSIFIED under the stamp listed below.

~~SHIP~~ PLANS

DECLASSIFIED
EO 12958, Sec. 3.5
NND ~~613077~~ 975029
By EM Date 12/15/16

ICAO DRAFT FREQUENCY ASSIGNMENT PLAN FOR THE MAJOR WORLD AIR ROUTE AREAS IN THE NORTH AND SOUTH PACIFIC OCEAN AREAS



EXPLANATORY NOTES

CENTRAL EAST PACIFIC (CEP MWARA)
– FREQUENCY FAMILIES TO BE ASSIGNED –

FAMILY A	FAMILY B	FAMILY C	FAMILY D
3467.5	3486.5	3032.5	3401.5
5612	5608	5551.5	6679.5
10048	8930.5	8879.5	10084
~~13304.5~~	~~13334.5~~	~~11299.5~~	~~11318.5~~
17926.5	17926.5	17926.5	17926.5

REMARKS:
1 – FREQUENCY FAMILIES A B C D TO BE ASSIGNED AT: HONOLULU, SAN FRANCISCO, VANCOUVER
2 – FREQUENCY FAMILIES A AND B TO BE ASSIGNED AT: SEATTLE, LOS ANGELES
3 – FREQUENCY FAMILY C TO BE ASSIGNED AT: VANCOUVER

SOUTH PACIFIC (SP MWARA)
– FREQUENCY FAMILIES TO BE ASSIGNED –

REGULAR OR PRIMARY TERMINAL FREQUENCIES	ALTERNATE OR INTERMEDIATE TERMINAL FREQUENCIES
FAMILY SP	FAMILY SP/I
2945	2945
5641.5	5641.5
8845.5	8845.5
13344.5	
17946.5	

REMARKS:
1 – PRIMARY FREQUENCY FAMILY SP TO BE ASSIGNED AT: SYDNEY, Australia; AUCKLAND, New Zealand; NOUMEA, New Caledonia; NORFOLK IS.; LORD HOWE IS.; TONGATABU IS.; MELBOURNE, Australia; BRISBANE, Australia
2 – INTERMEDIATE FREQUENCY FAMILY SP/I TO BE ASSIGNED AT: SUVA, Fiji Is.; CANTON IS.; HONOLULU, Hawaii; SAMOA; AITUTAKI IS.; RAROTONGA IS.; PALMYRA IS.

CENTRAL WEST PACIFIC (CWP MWARA)
– FREQUENCY FAMILIES TO BE ASSIGNED –

REGULAR OR PRIMARY TERMINAL FREQUENCIES	ALTERNATE OR INTERMEDIATE TERMINAL FREQUENCIES
FAMILY CWP	FAMILY CWP/I
2966	2966
5506.5	5506.5
8862.5	8862.5
13354.5	
17906.5	

REMARKS:
1 – PRIMARY FREQUENCY FAMILY CWP TO BE ASSIGNED AT: TOKYO, Japan; OKINAWA; SHANGHAI, China; HONGKONG, China; MANILA, Philippines; GUAM; WAKE IS.; MIDWAY IS.; HONOLULU, Hawaii
2 – INTERMEDIATE FREQUENCY FAMILY CWP/I TO BE ASSIGNED AT: SEOUL, Korea

NORTH PACIFIC (NP MWARA)
– FREQUENCY FAMILIES TO BE ASSIGNED –

REGULAR OR PRIMARY TERMINAL FREQUENCIES	ALTERNATE OR INTERMEDIATE TERMINAL FREQUENCIES
FAMILY NP	FAMILY NP/I
2987	2987
5521.5	5521.5
8939	8939
13274.5	
17906.5	

REMARKS:
1 – PRIMARY FREQUENCY FAMILY NP TO BE ASSIGNED AT: SEATTLE, USA; VANCOUVER, Canada; EDMONTON, Canada; ANCHORAGE, Alaska; KETCHIKAN, Alaska; JUNEAU, Alaska; COLD BAY, Aleutians; NAKNEK, Alaska; SHEMYA, Aleutians; TOKYO, Japan; WHITEHORSE, Canada; ADAK, Aleutians
2 – INTERMEDIATE FREQUENCY FAMILY NP/I TO BE ASSIGNED AT:

PACIFIC METEOROLOGICAL BROADCAST TO AIRCRAFT
– FREQUENCY FAMILY TO BE ASSIGNED –
FAMILY PAC-MET (MAP SYMBOL ✡)
2980 – 5574 – 8905 kc/s

REMARK:
1 – THE MET FREQUENCY FAMILY TO BE ASSIGNED AT: SAN FRANCISCO, USA; HONOLULU, Hawaii; WAKE IS.; MANILA, Philippines; TOKYO, Japan; SHEMYA, Aleutians; ANCHORAGE, Alaska; SEATTLE, USA; VANCOUVER, Canada; SUVA, Fiji Is.; SYDNEY, Australia; AUCKLAND, New Zealand

FAR EAST AREAS (FE-1 AND FE-2 MWARA'S)

REMARKS: THE ASSIGNMENT OF FREQUENCIES AVAILABLE TO MWARA FE-1 AND FE-2 WILL BE SUBJECT TO DECISION AND RECOMMENDATION OF THE ICAO SOUTH EAST ASIA (SEA) FREQUENCY ASSIGNMENT PLANNING MEETING, COVENING 18 APRIL 1950.

FE-1 FREQUENCY ASSIGNMENTS ARE INDICATED ON THIS MAP BY THE SYMBOL: ◎

FE-2 FREQUENCY ASSIGNMENTS ARE INDICATED ON THIS MAP BY THE SYMBOL: △

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GD P&P HCG/we
24 April 1950

MEMORANDUM FOR RECORD:

Subject: Plan for the Major World Air Route Areas in the Pacific Ocean Regions (Ltr fr ICAO)

1. Reference is routing slip from AG to G-4, 24 Apr 50, which forwards ICAO (International Civil Aviation Organization) letter to SCAP.

2. ICAO letter submits a draft of the high frequency assignment plan for the Pacific area, and requests comments on this plan.

3. Inasmuch as Japan is not permitted to be a member of the ICAO, comments from SCAP will not be submitted. However, since the U. S. is a member of the ICAO and subscribes to the policies of the ICAO, the U. S. comments on this plan will be submitted by the USAF.

4. Letter to ICAO acknowledges receipt of subject plan and states that comments will not be submitted because Japan is not a member of the ICAO.

5. This reply to ICAO is consistent with previous correspondence of this nature.

6. Within established policy.

7. Completes action on G-4 Journal No. 4749.

H. C. G. [signature]

G. R. [signature]

A. J. C. [signature]

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

G-4 File Copy

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

INCOMING MESSAGE

360

ELT/ewj

UNCLASSIFIED
DEFERRED

14 Apr 50

FROM : COM NAVAL WAR COLLEGE NEWPORT RHODE ISLAND

TO : CINCFE TOKYO JAPAN

NR : 131547 Z

Col Saxton USAF in receipt of warning orders to the Far East, requests following information: Are Japanese civilians authorized to own and pilot low horsepower small aireraft such as Cubs, are personnel of Occupation Forces or their families authorized to own and pilot their own small aireraft in the area?

NO SIG

G-4 ROUTING

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

ACTION : G-1

INFORMATION : G-4, AG, NEAF

75018

DEFERRED
UNCLASSIFIED

TOO : 131547 Z
MCN : AUA 139/13

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Authority NND975029

360

HEADQUARTERS 1503D AIR TRANSPORT WING REB/rcs
PACIFIC DIVISION, MATS
APO 226

TRAF 360

13 APR 1950

6004

SUBJECT: Utilization of Aircraft

TO : Commanding Officer, 1503-1 ATW Detachment, APO 74
Commanding Officer, 1503-3 ATW Detachment, APO 239-2
Commanding Officer, 1503d Air Traffic Squadron, APO 226
Commander, Military Air Transport Service, NAS
Agana, Guam

1. Following radio, Hq, Pacific Division, 122146Z April 1950 is quoted for your information and appropriate action:

"HOMS0 12015Z. PAST PRACTICE WHEN FULL LOAD AIR EVAC PATIENTS NOT AVAILABLE HAS BEEN TO CONVERT PIE TO PORC-CARGO THUS UTILIZING ACFT TO MAX EXTENT FOR BENEFIT CUSTOMERS. DESIRE THIS POLICY CONTINUE IN FUTURE. THIS PARTICULARLY IMPORTANT DURING NEXT 2 MONTHS WITH DRASTICALLY REDUCED AIRLIFT EXPECTED."

2. It is desired the above quoted message be disseminated to all agencies concerned.

BY COMMAND OF BRIGADIER GENERAL WEITZ:

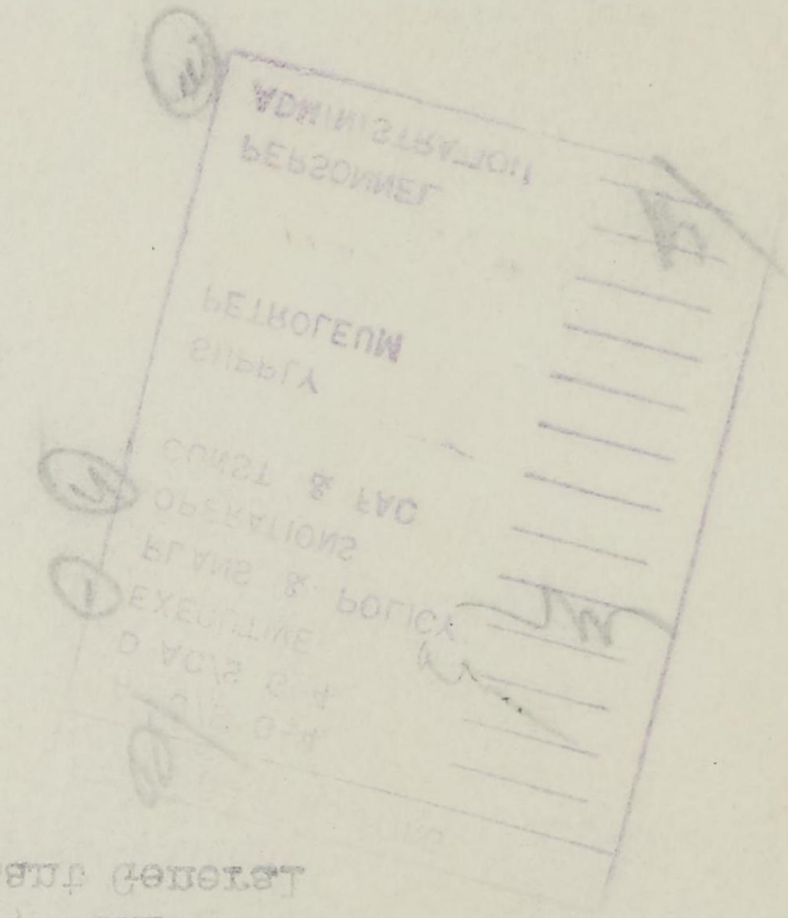
ORLAND J. RIDENOUR
Major, USAF
Adjutant General

cc: CINCPE, ATTN: G-4
1503d Air Trfc Sq, APO 226

G-4 ROUTING
A AC/S G-4
D AC/S G-4
EXECUTIVE
1 PLANS & POLICY
OPERATIONS
2 CONST & FAC
SUPPLY
PETROLEUM
PERSONNEL
3 ADMINISTRATION

DISPATCHED
14 APR 1950
HQ 1503RD
A T W

RECEIVED
17 APR 1950
C-4 OP



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Authority NND 947502

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Authority NND975029

CABLE ADDRESS: ICAO, MONTREAL

INTERNATIONAL CIVIL AVIATION ORGANIZATION
INTERNATIONAL AVIATION BUILDING
MONTREAL, CANADA

GHQ, SCAP
AGO RECORDS
360.7

Ref. A 10/27
(Statistical Summary No. 8)

360

MAR 29 1950

Sir,

I have the honour to inform you that one copy of DOC 6958, AT/699, ICAO Statistical Summary No. 8, "Scheduled Airline Operations - General Traffic Statistics", is being forwarded to you under separate cover. Additional copies may be purchased at the price indicated on the front page of the document.

The contents of Statistical Summary No. 8 are of a similar nature to those of Nos. 1, 2 and 3, previously published, but a number of modifications have been made in the lay-out of the tables as a result of comments and suggestions received. Further comments and suggestions, and amendments to figures shown in previous issues, received too late to be incorporated in the present issue, will be noted for future action.

A number of loose "ADDENDUM SHEETS" will be found inserted in this Summary. These give the general traffic statistics received since the tables of the Summary were made up for duplication. They are arranged in the same order as the figures in the Summary and with the same spacing, so that they can be either copied or cut out and pasted on to the appropriate tables.

I have the honour to be,

Sir,

Your obedient Servant,

Albert Roper
Secretary General

Enclosure:
Under separate cover
1 copy of DOC 6958, AT/699

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

4596

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

File No. _____ Date 20 Apr 50

SUBJECT: Scheduled Airline Operations 17
General Traffic Statistics

	Routing Order	Date Time & Initials
Gen. Eberle		
Col. Forsyth		
Lt. Col. Laux		
Executive		
Plans & Policy	(1)	0900 21 Apr
Operations		
Constr & R E		
Supply		
Petroleum		
Personnel		
Administration	(2)	

0 Incls CHECKED IN: rlf
OUT: _____

ORIGINATOR: _____

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

JOURNAL NO: 4596

REMARKS:

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Authority NND975029

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

Routing of atchd papers has been recorded. If change is deemed necessary please call distribution unit 26–6385)

I
PHP.

ROUTING SLIP

FROM: AG MAIL AND RECORDS UNIT DATE: 20 APR 1950

TO:

Commander-in-Chief _____	Ordnance _____
Aide-de-Camp _____	PM _____
Chief of Staff _____	PIO _____
DCofS FEC _____	Ryukyus Mil Govt _____
DCofS SCAP _____	QM _____
SGS _____	Signal _____
Comptroller _____	Sp Services _____
G-1 _____	Trans _____
G-2 _____	TI&E _____
G-3 _____	Civ Aff _____
G-4 _____	Civ Comm _____
JSPOG _____	CI&E _____
AG _____	Civ Int _____
Antiaircraft _____	Civil Property Custodian _____
Central Purchasing O _____	Civ Trans _____
Chaplain _____	Diplomatic _____
Chemical _____	ESS _____
Civ Personnel _____	Gen Proc _____
Engineer _____	Government _____
Hq Comdt _____	Legal _____
IG _____	NRS _____
JA _____	PH&W _____
Medical _____	Statistics & Reports _____
_____	_____

FOR:

Approval _____	Note and Return _____
Comment or Concurrence _____	Distribution Desired _____
Information _____	Signature _____
Initials _____	Dispatch _____
Issuance of Orders _____	Attachment of Reference _____
Necessary Action _____	File _____

RSL
B

FEC AGO FORM 1 JAN 50 14

0391—FEC Printing Plant—1/50—100M

DECLASSIFIED
Authority NND975029

G4 File

360
X360

G-4 OPERATIONS DIVISION

GD OP NMW/EFW/TFM/mck
11 March 1950

MEMO FOR RECORD:

SUBJECT: MATS Flight Through India from Manila

1. 6208th Depot Wing msg No. S 35316 WTR HW to CSUSAF and CINCFE:

a. Recommended approval of two flights monthly between Tokyo and Dhahran.

b. Advised CSUSAF that CINCFE had inferred that requirements on Manila-Dhahran route would not be stated by CG PHILCOM (AF) since the space is controlled by 1503rd.

c. Recommended to CINCFE that since 90% of westbound traffic originated at Clark, PHILCOM (AF) should be designated as the agency to submit the requirements to CSUSAF.

2. Information noted. No further action necessary, pending further study of the volumn of cargo originating in Tokyo, coordination with 1503rd ATW MATS on desirability of releasing control of this channel to CG PHILCOM (AF), further action will be taken by initiated case.

3. Within established policy.

4. Completes action on G-4 Jo. No. 2929.

G-4 ROUTING
A C/S G-4
D AC/S G-4
EXECUTIVE
PLANS & POLICY
(1) OPERATIONS
CONST & FAC
SUPPLY
PETROLEUM
PERSONNEL
(2) ADMINISTRATION

TFM 26-6050
EFW 26-6032
NMW 26-6444

11 MAR 1950

BRD
OPNS
2929

G4 File

DECLASSIFIED
Authority NND975029

G4 File

GEN[illegible]AL HEADQUARTERS, FAR EAST COM[illegible]ND
ADJUTANT GENERAL'S OFFICE
RADIO AND CABLE CENTER

INCOMING MESSAGE

G-4 ROUTING
A C/S G-4
D AC/S G-4
EXECUTIVE
[illegible]
CONST [illegible]
SUPPLY
PETROLEUM
PERSONNEL ADMINISTRATION

Attached PTS/ehc

ACTION COPY

UNCLASSIFIED
PRIORITY

10 Mar 50

FROM : CG 6208TH DEPOT WING CLARK AFB PI

TO : CSUSAF (AFMTP) WASH DC, CINCFE (AIR PRIORITY BOARD) TOKYO JAPAN

INFO : CG FEAF TOKYO JAPAN, COMDR PAC DIV MATS (ATTN GEN HUGLIN) HICKAM AFB TH, CG 1503D ATW MATS (ATTN GEN WHITE) HANEDA AFB JAPAN, COMDR MATS ANDREWS AFB WASH DC

NR : S 35316 DWTR HW

Recommend CSUSAF approval of 2d MATS flight through India from Manila in March and 2 flights monthly hence-forth. Thorough study at Tokyo and Clark AFB of airlift requirements for this route and analysis of types of traffic confirms current minimum essential requirements of 8 tons monthly originating at Tokyo and Manila previously submitted. No leave personnel have been moved in Dec, Feb and March. Five in Jan. After departure of scheduled flight of 10 March, there remains of backlog 5326 lbs priority cargo destined Bangkok, and New Delhi. 13th AF is operating special mission shortly. To move 13 people to New Delhi account MATS cannot provide lift. Requirements not submitted routinely because of administrative oversight.

CINCFE radio ZX 36235 Jan 30 1950 to CG PHILCOM infors latter will not submit requirements for Manila-Dhahran route by stating space on this route is controlled by CG 1503d ATW MATS, Tokyo and by directing PHILCOM to submit requirements on Channels other than 32-10. Gen Huglin and White of MATS have briefed undersigned on importance of route based on recent personal observation.

(over)

62987

PRIORITY
UNCLASSIFIED

ACTION COPY

2920

Info noted. No further action necessary. M/R attached to radio.

G4 File

DECLASSIFIED
Authority NND975029

UNCLASSIFIED
PRIORITY

FROM : CG 6208TH DEPOT WING NR : B 35316 DWTR HW
10 MAR 50 CONTINUED

Attn CINCFE: Because 90% of westbound traffic originates Clark AFB, recommend PHILCOM be designated to collect all theater requirements and submit to CSUSAF.

SKILLIN

ACTION : G-4

INFORMATION : G-1, AG

62987

PRIORITY
UNCLASSIFIED
-2-

TOO : 090800 Z
MCN : AUG 90/10

DECLASSIFIED
Authority NND975029

~~360~~
~~380~~

CROSS REFERENCES OTHER THAN RADIO

DATE 8 MAR 50

FROM: G-4

TO: G-1, Cof S

SUBJECT: (C/N) REQUEST AUTHORITY TO CONDUCT A FLIGHT OUTSIDE FEC AREA

(With C/N 1 and M /R)

DOCUMENT IN..... 680.2

JN. 2707

DECLASSIFIED
Authority NND975029

CABLE ADDRESS: ICAO, MONTREAL

INTERNATIONAL CIVIL AVIATION ORGANIZATION
INTERNATIONAL AVIATION BUILDING
MONTREAL, CANADA

GHQ, SCAP
AGO RECORDS
360.11

Ref. AN 4/2
(AGA Procedures)

360

MAR 3 1950

Sir,

I have the honour to transmit to your Government the following extract from a letter from the Government of the United States of America notifying a difference between its national procedures and the AGA Procedures for Air Navigation Services.

> "This is to notify you that the United States policy covering the operation of neon approach lights departs from the AGA Procedures for Air Navigation Services (DOC. 4810, AGA/559), Paragraph 2.1.1.1., which states: 'At all times when the approach lights to the runway, strip of channel to be used are lighted, the runway, strip or channel lights shall also be lighted'.
>
> It is the present United States policy to operate the neon approach lights continuously between twilight and and dawn regardless of the designation of the runway in use or the operation of runway lights.
>
> This departure from the AGA Procedures has been determined to be necessary for the expeditious handling of air traffic, particularly in cases where the instrument runway is the landing runway in use and another runway is the take-off runway in use. Owing to power limitations and wiring arrangements, it is not possible to operate the runway lights on both of the runways in use so that it is necessary to turn off, at least temporarily, the runway lights on the landing runway in use to permit the operation of the runway lights for the aircraft taking off. During this period it has been found desirable to continue the operation of the neon approach lights as a navigational aid to aircraft turning on to the final leg of the approach pattern.
>
> Approach lights other than the neon lights will be operated in accordance with the AGA Procedures."

I have the honour to be,

Sir,

Your obedient Servant,

A Roper

Albert Roper
Secretary General

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

DECLASSIFIED
Authority NND975029

RECEIVED
4 APR 1870
GHQ FEC
AGO

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Authority NND975029

G-4 ROUTING

A C/S G-4	
D AC/S G-4	
EXECUTIVE	
(1) PLANS & POLICY	FHP
OPERATIONS	
CONST & FAC	
SUPPLY	
PETROLEUM	
(2) PERSONNEL ADMINISTRATION	

G-4 Do No 3958

DECLASSIFIED
Authority NND975029

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

Routing of atchd papers has been recorded. If change is deemed necessary please call distribution unit 26-6385)

ROUTING SLIP

FROM: AG MAIL AND RECORDS UNIT DATE: 4 APR 1950

TO:

Commander-in-Chief _____	Ordnance _____
Aide-de-Camp _____	PM _____
Chief of Staff _____	PIO _____
DCofS FEC _____	Ryukyus Mil Govt _____
DCofS SCAP _____	QM _____
SGS _____	Signal _____
Comptroller _____	Sp Services _____
G-1 _____	Trans _____
G-2 _____	TI&E _____
G-3 _____	Civ Aff _____
G-4 _____	Civ Comm _____
JSPOG _____	CI&E _____
AG _____	Civ Int _____
Antiaircraft _____	Civil Property Custodian _____
Central Purchasing O _____	Civ Trans _____
Chaplain _____	Diplomatic _____
Chemical _____	ESS _____
Civ Personnel _____	Gen Proc _____
Engineer _____	Government _____
Hq Comdt _____	Legal _____
IG _____	NRS _____
JA _____	PH&W _____
Medical _____	Statistics & Reports _____
_____	_____

FOR:

Approval _____	Note and Return _____
Comment or Concurrence _____	Distribution Desired _____
Information _____	Signature _____
Initials _____	Dispatch _____
Issuance of Orders _____	Attachment of Reference _____
Necessary Action _____	File _____

FSL
JM

FEC AGO FORM 1 JAN 50 14

0391—FEC Printing Plant—1/50—100M

DECLASSIFIED
Authority NND975029

GEN AL HEADQUARTERS, FAR EAST COM ND
ADJUTANT GENERAL'S OFFICE
RADIO AND CABLE CENTER

INCOMING MESSAGE

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

TER/tlh

360

UNCLASSIFIED
ROUTINE

28 Feb 50

FROM : CG FEAF TOKYO JAPAN

TO : CG 5TH AF NAGOYA JAPAN, CG 13TH AF CAFB LUZON PI, CG 20TH AF KADENA OKINAWA, CO 1808TH AACS WG TOKYO JAPAN, CO 2143D AW WG TOKYO JAPAN, CG 1503D MATS TOKYO JAPAN, CG FEAF BASE TOKYO JAPAN

INFO : CINCFE TOKYO JAPAN, COMNAVFE TOKYO JAPAN

NR : MX 12242 OP-OP 2

Pending revision of FEAF Reg 60-17, dtd 4 Nov 49, subj reg is amended as fols:

Para 4. Responsibilities:

(a) Clearing authorities:

(1) Will approve pressure pattern flights only when the forecast weather indicates that a deviation from an established route is desirable.

(2) Will approve pressure pattern flights within the FEAF area for only those overwater routes established as airways as indicated in USAF/USN Radio Facility Charts, Pacific.

NO SIG

INFORMATION : G-3, G-4, AG REFERENCE LIBRARY

NOTE : This msg received direct from CG FEAF via courier.

59052 ROUTINE UNCLASSIFIED TOO: 280045 Z MCN: NONE

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Authority NND975029

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

INCOMING MESSAGE

360

UNCLASSIFIED
ROUTINE

G-4 ROUTING
A C/S G-4
D AC/S G-4
EXECUTIVE
PLANS & POLICY
OPERATIONS
CONST & FAC
ELT/ehc
SUPPLY
PETROLEUM
PERSONNEL
25 Feb 50
ADMINISTRATION

FROM : CSUSAF (LANDON DIR STAT SVCS COMPTROLLER FOR AFCCS) WASH DC

TO : JBUSMC (STAT SVCS) RIO DE JANEIRO BRAZIL, CG FEAF (STAT SVCS) TOKYO JAPAN. CG AMC (STAT SVCS) WRIGHT PATTERSON AFB DAYTON OHIO, CG ATRC (STAT SVCS) SCOTT AFB ILL, CG CONAC (STAT SVCS) MITCHEL AFB NY, HQ COMMAND USAF (STAT SVCS) BOLLING AFB WASH DC, CG TRU (STAT SVCS) MAXWELL AFB MONGOMERY ALA, CG APG (STAT SVCS) EGLIN AFB FLA, COMMATS (STAT SVCS) ANDREWS AFB MD, CG 3D AIR DIV (STAT SVCS) SOUTH RUISLIP ENGLAND, CG USAFE (STAT SVCS) WIESBADEN GERMANY, CG ALASKAN AIR COMMAND (STAT SVCS) FT RICHARDSON ANCHORAGE ALASKA, CG CAIRC (STAT SVCS) ALBROOK AFB CZ, CG SAC (STAT SVCS) OFFUTT AFB OMAHA NEBR

INFO : CINCFE TOKYO JAPAN

NR : AFASC 5 A 0426 B 15

Subject: Selection of Aircraft Assignment and Statu Codes for Aircraft Reporting (AFR 65-110).

1. In order to further refine aircraft inventory and flying time statistics, it is necessary to exercise extreme care and judgement in the selection of proper aircraft assignment and status codes in preparation of AF Form 110 reports.

2. Currently aircraft on projects, ie, in the process of transfer, earmarked for transfer, or undergoing modification, are causing most concern at this Hq. Certain aircraft which are known to be on project for direct inter-command transfer have been reported "PI" and, vice-versa, aircraft on project for extensive modification have been reported "PA";.

3. The foll clarification and elaboration to AFR 65-110 definitions of codes IA, PI and PN are furnished. It is

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Authority NND975029

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ROUTINE

FROM : CSUSAF NR : AFASC 5 A 0426 B 15 25 Feb 50 CONT'D

quested that all aircraft currently reported in these codes or to be reported in the future under these codes be carefully studied for proper coding:

A. General-In normal transfers do not report an aircraft under a project code until the airplane is grounded for T/O compliance in preparation for transfer, however, AF Form 110 B is required im to indicate project nbr on which the aircraft is to be applied. The intent here is to retain aircraft in either an active or inactive category until actual preparation for transfer begins. This change from AFR 65-110 instructions was found to be necessary to avoid reporting aircraft which were actually being flown in the accomplishment of AF missions from being reflected as inactive and to prevent aircraft which will be inactive for a considerable period of time such as undergoing modification from being shown as active.

B. PA-Utilize this code for reporting aircraft which will be reported GAINED under an active code when transfer is completed and PA loss is submitteon AF Form 110 B.

C. PI-This code is to be used when the project specifies an inactive assignment or involves an inactive status such as modification prior to an active status. Typical projects involve the transfer of an aircraft from one major command to another for an active assignment with modification being performed by AMC prior to delivery to recipient command. In such a case the aircraft should be reported PI when grounded for transfer in the losing command, RM or BM when gained by AMC for modification and PA from time modification is completed until delivery to recipient where it would be gained in the appropriate code.

4. Immediately upon receipt of project notification which normally includes project Nbr CHA Tech Order Nbr to be complied with, request for serial nbr, and availability date, AF Form 110 B is to be submitted losing aircraft from "No project" and gaining aircraft to project nbr specified. In the event the aircraft is grounded for T/O compliance at once in preparation for transfer, the aircraft assittent code will be changed to the appropriate project code. If the aircraft is not grounded at this time but continues to be used by the releasing command, no change in assignment code will be reported

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GENER[illegible] HEADQUARTERS, FAR EAST COMM[illegible]
ADJUTANT GENERAL'S OFFICE
RADIO AND CABLE CENTER

INCOMING MESSAGE

UNCLASSIFIED
ROUTINE

FROM : CSUSAF WR : AFASC 5 A 0426 R 15 25 Feb 50 CONTINUED

until actual grounding occurs at which time a further gain and loss transaction will be submitted indicating proper project code.

5. In accordance with Para 2, wherever aircraft are not being reported in consonance with the interpretations included herein, it is requested that AF Form 110 A reports be submitted immediately changing the coding as required.

6. Request acknowledgement and comment.

WD STG

INFORMATION : G-3, G-4, COMPTROLLER

50068

ROUTINE
UNCLASSIFIED
-3-

TOO : 241506 Z
WCN : AUA 163/24

DECLASSIFIED
Authority NND975029

RECEIVED
27 FEB 1950
C-A-C

DECLASSIFIED
Authority NND975029

580
360

CROSS REFERENCES OTHER THAN RADIO

DATE 21 FEB 50

FROM: G-4

TO: C of S

SUBJECT: (C/N) CHARTER FLIGHTS FOR UNCOK

(W M/R)

DOCUMENT IN..... 334 UNCOK

JN. 2049

DECLASSIFIED
Authority NND975029

~~334 Russian~~

360

CROSS REFERENCES OTHER THAN RADIO

DATE 20 Feb 50

FROM: GD P&P MEMO FOR RECORD

TO:

SUBJECT: U.S. CIVIL AVIATION POLICY TOWARD THE USSR AND ITS SATELLITES

DOCUMENT IN 360.7 JN 1944

DECLASSIFIED
Authority NND975029

CABLE ADDRESS: ICAO, MONTREAL

INTERNATIONAL CIVIL AVIATION ORGANIZATION
INTERNATIONAL AVIATION BUILDING
MONTREAL, CANADA

GHQ, FEC-SCAP
AG RECORDS
Filed AG 360.3

Ref. SR 9/2
(Council Action on
Ocean Station Vessel
Recommendations -
NOPAC RAN)

360

FEB 17 1950

Sir,

I have the honour to recall to your attention my letter of 25 January 1949 (Ref. SR 9/2/TSB), wherein it was stated that certain recommendations of the North Pacific Regional Air Navigation Meeting had not been acted on by Council, but would be dealt with at a later date. At the 15th Meeting of its 8th Session, the Council acted on these recommendations of the COM, MET and SAR Committees, which relate to ocean stations.

This action of the Council has been reproduced in the form of an amendment to the Forewords issued with my letter of 25 January 1949. One copy(ies) of the amendment are enclosed.

I have the honour to be,

Sir,

Your obedient Servant,

Albert Roper
Secretary General

Enclosure:
Copies of the Amendment to
the Forewords to: DOC NP/303, COM NP/100
DOC NP/304, MET NP/100
DOC NP/305, SAR NP/100

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

2989

DECLASSIFIED
Authority NND975029

RECEIVED
11 MAR 1950
GHQ-FEC
A.G.O.

RECEIVED
13 MAR 1950

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Authority NND975029

MET Final Report
Foreword

DOC NP/304
MET/NP/100
(Re-edited 15/8/48
Addition to the
Foreword issued 21/1/49
(Replacing Foreword on
title page and page i)

INTERNATIONAL CIVIL AVIATION ORGANIZATION

NORTH PACIFIC REGIONAL AIR NAVIGATION MEETING

SEATTLE, JULY 1948

ADDITIONAL FOREWORD

1. This Addition to the Foreword issued 21/1/49 reports the Council action on Recommendations 6 - 9 inclusive referred to in para. 3 of the Foreword of 21/1/49 and appropriate reference to this action should be entered on that Foreword.

2. The action on these recommendations was taken by the Council at the 15th Meeting of its Eighth Session, held on 29 November 1949.

3. Recommendations Nos. 6 and 7 In regard to these recommendations, the Council taking note:

a) that the North Pacific Regional Air Navigation Meeting did not make specific recommendations as to a plan for the number and locations of Ocean Stations required in the North Pacific;

b) that the Meeting did not formally indicate the State or States by which such stations might be provided,

nevertheless considered it apparent from the record of the Meeting that the interests of safe and regular navigation required the provision of Ocean Stations at the earliest possible date.

The Council, therefore, recommended that, to the extent that any contracting State or States of the region find it practical or possible, such Ocean Stations be provided. The Council further recommended that any State or States providing such stations

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Authority NND975029

take into consideration the recommendations of the several Technical Committees of the North Pacific Air Navigation Meeting, specifically, COM Recommendation No. 40, SAR Recommendations Nos. 3 and 5 and MET Recommendations Nos. 6 and 7. In the event that stations are provided by two or more States, the Council recommended that such States coordinate their plans.

4. Recommendation No. 8

The Council agreed that, in view of the action taken on MET Recommendations Nos.6 and 7, there was little possibility that any useful results would attend the study proposed in this Recommendation. It took no action on this recommendation.

5. Recommendation No. 9

The Council recalled that the Ocean Station Vessel Handbook prepared by the Technical Committee of the Second Conference on ICAO North Atlantic Ocean Stations had already been approved for distribution to interested States. It noted that this Handbook was applicable to Ocean Stations in general and would fulfil the need stated in this recommendation. Further action on this recommendation was therefore considered unnecessary.

- END -

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Authority NND975029

COM Final Report
Foreword

DOC NP/303
COM-NP/100
(Re-edited 15/8/48)
Addition to the
Foreword issued 21/1/49
(Replacing Foreword on
title page and page i)

INTERNATIONAL CIVIL AVIATION ORGANIZATION

NORTH PACIFIC REGIONAL AIR NAVIGATION MEETING

SEATTLE, JULY 1948

ADDITIONAL FOREWORD

1. This Addition to the Foreword issued 21/1/49 reports the Council action on Recommendations 40, 60, 62 and 63 referred to in para. 3 of the Foreword of 21/1/49 and appropriate reference to this action should be entered in that Foreword.

2. The action on these recommendations was taken by the Council at the 15th Meeting of its Eighth Session, held on 29 November 1949.

3. Recommendation No. 40 The Council noted that it had previously approved that part of the recommendation pertaining to radio beacons. It considered that its action (given below) on MET Recommendations 6 and 7 also embraced this recommendation in respect of the locations of ocean stations.

In acting upon MET Recommendations 6 and 7, the Council took note:

a) that the North Pacific Regional Air Navigation Meeting did not make specific recommendations as to a plan for the number and locations of Ocean Stations required in the North Pacific;

b) that the Meeting did not formally indicate the State or States by which such stations might be provided;

but nevertheless considered it apparent from the record of the Meeting that the interests of safe and regular navigation required the provision of Ocean Stations at the earliest possible date.

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It therefore recommended that, to the extent that any contracting State or States of the region find it practical or possible, such Ocean Stations be provided. The Council further recommended that any State or States providing such stations take into consideration the recommendations of the several Technical Committees of the North Pacific Air Navigation Meeting, specifically, COM Recommendation No. 40, SAR Recommendations Nos. 3 and 5 and MET Recommendations Nos. 6 and 7. In the event that stations are provided by two or more States, the Council recommended that such States coordinate their plans.

4. Recommendation No. 60 — The Council recalled that the COM Division, Third Session, made a similar recommendation which was subsequently approved by Council and on which action has already been commenced with ITU to have the series of call signs allocated. No further action was considered necessary in respect of the recommendation.

5. Recommendations Nos. 62 and 63 — The Council recalled that the Ocean Station Vessel Handbook prepared by the Technical Committee of the 2nd Ocean Station Conference had already been approved for distribution to interested States. It noted that this Handbook was applicable to ocean stations in general and would fulfil the need stated in these recommendations. Further action on these recommendations was therefore considered unnecessary.

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Authority NND975029

SAR Final Report
Foreword

DOC NP/305
SAR/NP/100
(Re-edited 15/8/48)
Addition to the
Foreword issued 21/1/49
(Replacing Foreword on
title page and page i)

INTERNATIONAL CIVIL AVIATION ORGANIZATION

NORTH PACIFIC REGIONAL AIR NAVIGATION MEETING

SEATTLE, JULY 1948

ADDITIONAL FOREWORD

1. This Addition to the Foreword issued 21/1/49 reports the Council action on Recommendations 3, 4, 5, 9, 10 and 27 referred to in para. 3 of the Foreword of 21/1/49 and appropriate reference to this action should be entered in that Foreword.

2. The action on these recommendations was taken by the Council at the 15th Meeting of its Eighth Session, held on 29 November 1949.

3. Recommendation No. 3 The Council considered that its action (given below) on Recommendations Nos. 6 and 7 of the MET Committee met the purpose of this recommendation and that no further action was required.

In acting upon MET Recommendations 6 and 7, the Council took note:

a) that the North Pacific Regional Air Navigation Meeting did not make specific recommendations as to a plan for the number and locations of Ocean Stations required in the North Pacific;

b) that the Meeting did not formally indicate the State or States by which such stations might be provided;

but nevertheless considered it apparent from the record of the Meeting that the interests of safe and regular navigation required the provision of Ocean Stations at the earliest possible date.

It therefore recommended that, to the extent that any Contracting State or States of the region find it practical or possible, such Ocean Stations be provided. The Council further recommended that any State or States providing such stations take into

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Authority NND975029

consideration the recommendations of the several Technical Committees of the North Pacific Air Navigation Meeting, specifically, COM Recommendation No. 40, SAR Recommendations Nos. 3 and 5 and MET Recommendations Nos. 6 and 7. In the event that stations are provided by two or more States, the Council recommended that such States coordinate their plans.

4. Recommendation No. 4 — While the Council approved the principle stated in this recommendation, it noted that the general requirement for ocean station vessels as laid down in the Ocean Station Vessel Handbook includes provision for special equipment and trained personnel for search and rescue purposes. Since the Council had already approved the Handbook for distribution to all interested States, further action on this Recommendation was not considered necessary.

5. Recommendation No. 5 — It was considered that action on Recommendations Nos. 6 and 7 of the MET Committee (see para. 3 herein) met the purpose of this recommendation and that no further action was required.

6. Recommendation No. 9 — The Council considered that its action (given below) in connection with the COM Recommendations Nos. 62 and 63 met the purpose of this recommendation and that no further action was required:-

The Council, in considering COM Recommendations Nos. 62 and 63, recalled that the Ocean Station Vessel Handbook prepared by the Technical Committee of the 2nd Ocean Station Conference had already been approved for distribution to interested States. It noted that this Handbook was applicable to ocean stations in general and would fulfil the need stated in these recommendations. Further action on these recommendations was therefore considered unnecessary.

7. Recommendation No. 10 — The Council approved this recommendation, noting that it applied to all air navigation services and facilities provided by Ocean Stations, and

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Authority NND975029

directed the Secretary General to examine the specific requirements for NOTAM information in respect of Ocean Stations, with a view to integration into the general NOTAM Procedures established by the Special NOTAM Meeting. The Council further agreed that the Secretary General should arrange for any procedures arising out of the examination to be later incorporated, by amendment, in the Ocean Station Vessel Handbook.

8. Recommendation No. 27 — The Council noted this recommendation and the action already taken on Recommendations Nos. 12, 13, 14, and 15 of the Technical Committee of the 2nd North Atlantic Ocean Station Conference. These recommendations related in detail to proposed research towards improving search and rescue equipment carried on ocean station vessels. The Council directed the Secretary General to request States to report any progress made in this direction.

- END -

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Authority NND975029

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

File No. _____ Date 13 Mar 50

SUBJECT: International Civil Aviation ~~Organization North Pacific~~ Reginal Air Navigation Meeting 17

	Routing Order	Date Time & Initials
Gen. Eberle		
Col. Forsyth		
Lt. Col. Laux		
Executive		
Plans & Policy	(1)	
Operations		
Constr & R E		
Supply		
Petroleum		
Personnel		
Administration	2	

0 Incls CHECKED IN: rlf
OUT:

ORIGINATOR: _____

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

JOURNAL NO: 2989

REMARKS:

DECLASSIFIED
Authority NND975029

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

RESTRICTED

ROUTING SLIP

Routing of atchd papers has been recorded. If change is deemed necessary please call AG Distribution Unit 26-6386

FROM: AG MAIL AND RECORDS UNIT DATE: 1/ MAR 1950

TO:

Commander-in-Chief	Ordnance
Aide-de-Camp	PM
Chief of Staff	PIO
DCofS FEC	Ryukyus Mil Govt
DCofS SCAP	QM
SGS	Signal
Comptroller	Sp Services
G-1	Trans
G-2	TI&E
G-3	Civ Aff
G-4	Civ Comm
JSPOG	CI&E
AG	Civ Int
Antiaircraft	Civil Property Custodian
Central Purchasing O	Civ Trans
Chaplain	Diplomatic
Chemical	ESS
Civ Personnel	Gen Proc
Engineer	Government
Hq Comdt	Legal
IG	NRS
JA	PH&W
Medical	Statistics & Reports

FOR:

Approval	Note and Return
Comment or Concurrence	Distribution Desired
Information	Signature
Initials	Dispatch
Issuance of Orders	Attachment of Reference
Necessary Action	File

RESTRICTED

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0391—FEC Printing Plant—1/50—100M

DECLASSIFIED
Authority NND975029

CROSS REFERENCES OTHER THAN RADIO

DATE 16 Feb 50

FROM: SCAP (GD)

TO: Internation Civil Aviation Organization, Montreal, Canada

SUBJECT: Ltr - Use of numbers in radiotelephony

(with inclosure and M/R)

DOCUMENT IN..... 311

Jo.No. 1540

DECLASSIFIED
Authority NND975029

CABLE ADDRESS: ICAO, MONTREAL

INTERNATIONAL CIVIL AVIATION ORGANIZATION
INTERNATIONAL AVIATION BUILDING
MONTREAL, CANADA

GHQ FEC-SCAP
AG RECORDS
CI&I AG 312.4

Ref. A 10/24
(Distribution and Sale -
Abbreviations of Place Names)

360

FEB 10 1950

Sir,

I have the honour to inform you that the new publication "ABBREVIATIONS OF PLACE NAMES" (DOC 6919 COM/532) will be available for sale at Montreal around 22 February 1950, and at the ICAO offices in Paris, Lima, Cairo and Melbourne a few weeks later. May I request that you notify me, or the appropriate ICAO representative, if possible by 1 March 1950 of your Government's requirements for the new publication.

One copy(ies)of this document will be sent to you free of charge in accordance with normal ICAO publications policy. The new document will supersede the present (DOC 6314 COM/509) and by authority of the Council, will be promulgated for world-wide use.

The new document is being produced to extend the service provided by (DOC 6314 COM/509) and will contain all amendments to the latter document notified to ICAO by 1 November 1949.

An official date of implementation for the document has not been established since the abbreviations contained in the publication are, for the most part, already in use in the International Aeronautical Telecommunication Service.

The document will be published in trilingual form on sheet size 8" x 10 1/2" and will be perforated to fit a 21-hole loose-leaf binder. The sheets will be assembled and secured for delivery and will be capable of use as a separate document.

The price established for (DOC 6919 COM/532) per copy is $0.45 Canadian (Montreal); 145 m/ms (Cairo); 140 Frs (Paris); 3.20 soles (Lima) and 3/9 Australian (Melbourne) including amendment service. Shipment will normally be by surface transport, although delivery by air express will be arranged on the request and at the expense of the Government concerned.

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

DECLASSIFIED
Authority NND975029

To facilitate the filling of orders, it is requested that your reply state:

(a) The number of Copies required of (DOC 6919 COM/532);

(b) whether shipment by surface transport or air express is required;

(c) the address to which documents are to be sent.

I have the honour to be,

Sir,

Your obedient Servant,

Albert Roper
Secretary General

DECLASSIFIED
Authority NND975029

RECEIVED
6 MAR 1950
GHQ-FEC
A.G.O.
13

DECLASSIFIED
Authority NND975029

G-4 ROUTING

A C/S G-4
D AC/S G-4
EXECUTIVE
PLANS & POLICY
OPERATIONS
CONST & FAC

SUPPLY
PETROLEUM

PERSONNEL
ADMINISTRATION

DECLASSIFIED
Authority NND975029

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

Routing of atched papers has been recorded. If change is deemed necessary please call AG Mail and Records Unit 26-6385.

ROUTING SLIP

AG MAIL AND RECORDS UNIT

FROM: _____ DATE: 6 MAR 1950

TO:

Commander-in-Chief _____	Ordnance _____
Aide-de-Camp _____	PM _____
Chief of Staff _____	PIO _____
DCofS FEC _____	Ryukyus Mil Govt _____
DCofS SCAP _____	QM _____
SGS _____	Signal _____
Comptroller _____	Sp Services _____
G-1 _____	Trans _____
G-2 _____	TI&E _____
G-3 _____	Civ Aff _____
G-4 _____	Civ Comm _____
JSPOG _____	CI&E _____
AG _____	Civ Int _____
Antiaircraft _____	Civil Property Custodian _____
Central Purchasing O _____	Civ Trans _____
Chaplain _____	Diplomatic _____
Chemical _____	ESS _____
Civ Personnel _____	Gen Proc _____
Engineer _____	Government _____
Hq Comdt _____	Legal _____
IG _____	NRS _____
JA _____	PH&W _____
Medical _____	Statistics & Reports _____
_____	_____

FOR:

Approval _____	Note and Return _____
Comment or Concurrence _____	Distribution Desired _____
Information _____	Signature _____
Initials _____	Dispatch _____
Issuance of Orders _____	Attachment of Reference _____
Necessary Action ✓	File _____

PSLF

FEC AGO FORM 1 JAN 50 14

0391—FEC Printing Plant—1/50—100M

DECLASSIFIED
Authority NND975029

360

CROSS REFERENCES OTHER THAN RADIO

DATE 9 Feb 50

FROM: G-4

TO: AG

SUBJECT: CN 1: DISCONTINUANCE OF "STATESMAN" FLIGHTS

check note 1 with me mo for record

DOCUMENT IN..580.....

JN 1525

DECLASSIFIED
Authority NND975029

CROSS REFERENCES OTHER THAN RADIO

DATE 6 FEB 50

FROM: XX

TO: XX

SUBJECT: (M/R) REDUCTION IN FLYING HOURS (REFERENCE G-4 JN 93818)

DOCUMENT IN..... 240

DECLASSIFIED
Authority NND975029

~~400 Log~~

360

~~091 PI~~

CROSS REFERENCES OTHER THAN RADIO

DATE 4 Feb 50

FROM: GHQ FEC

TO: DIRECTOR OF INSTALLATIONS, HQS USAF

SUBJECT: 5th Ind: LOGISTICAL SUPPORT FOR AIR FORCES IN PHILIPPINES

DOCUMENT IN. 601...

JN 1053

DECLASSIFIED
Authority NND975029

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

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

INCOMING MESSAGE

WG/mjo
4 Feb 50
G-4 ROUTING
A C/S G-4
D AC/S G-4
EXECUTIVE
PLANS & POLICY
OPERATIONS
CONST & FAC
SUPPLY
PETROLEUM
PERSONNEL
ADMINISTRATION

2D CORRECTED COPY
UNCLASSIFIED
DEFERRED

360

FROM : CSUSAF WASH DC

TO : CG FEAF (PASS FOR ACTION TO CO 20TH SSU) TOKYO JAPAN

INFO : CINCFE TOKYO JAPAN, COMGEN AMC (PASS FOR INFORMATION TO CHIEF STATISTICAL DIVISION) WRIGHTH PATTERSON AFB DAYTON OHIO, HQ COMMAND USAF (FOR INFO TO 2D SSU) BOLLING AFB WASH DC

NR : AFASC-5 B 19767

Subject is Aircraft Reporting. This headquarters is studying Aircraft Reporting Procedures for the entire foreign mission system. Under consideration is the reassignment to Headquarters Command of accountability for the Joint US Military Advisory Philippine Group Aircraft.

It is requested that your command submit a list of the aircraft assigned or loaned to the above organization by type and model, by serial number, and by assignment or status code.

Refer to AFL 150-10 B, 19 Dec 1949, Table IV, Part A for authorizations. Pending reassignment of the aircraft to Headquarters Command it is requested that your command continue to report on AF Forms 110 the aircraft assigned to the above organization. When and if the aircradt are reassigned, Headquarters Command will assume reporting responsibility.

NO SIG

INFORMATION : COMMANDER IN CHIEF, CHIEF OF STAFF, G-3, G-4, AG

NOTE : Corrected copy received AG OR 050850 I.

50880

DEFERRED
UNCLASSIFIED

TOO : 022132 Z
MCN : AUB 141/03

DECLASSIFIED
Authority NND975029

RECEIVED
5 FEB 1950

DECLASSIFIED
Authority NND975029

GEN[illegible]AL HEADQUARTERS, FAR EAST COM[illegible]ND
ADJUTANT GENERAL'S OFFICE
RADIO AND CABLE CENTER

360

INCOMING MESSAGE

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

TLD/bgn

UNCLASSIFIED
ROUTINE

2 Feb 50

FROM : CG FEAMCOM TACHIKAWA JAPAN

TO : CG 5TH AF NAGOYA JAPAN, CG PHILCOM (AF) CAFB LUZON PI, CG 13TH AF CAFB LUZON PI, CG 20TH AF OKINAWA, CG 19TH BOMB WG GUAM, CG 374TH TCW TACHIKAWA AFB TACHIKAWA JAPAN, CO CLARK AB PI, CG NAHA AB OKINAWA, CO TACHIKAWA AB TACHIKAWA JAPAN, CO 6352D ABU IWO JIMA

INFO : CINCFE TOKYO JAPAN, CG FEAF TOKYO JAPAN, CG EIGHTH ARMY YOKOHAMA JAPAN

NR : XYLTR 9611

REOURAD XYLTR 9532, 31 Jan 50. So much of subj rad as pertains to trip 247 should read "dept Guam 1200, arr Iwo Jima 1600, dept Iwo Jima 1800, arr Tachikawa 2200." Trip 305-A should read "dept Iwo Jima 1600 arr Tachikawa 2000."

All time corrections above are local times at stas indicated. This error also appears on printed scds sent to 19th BW, 20th AF and 13th AF pertains to trip 247 should read "dept Guam 1200, arr Honda 1915" trip 305 should read "dept Guam 12 arr Iwo Jima 1600".

NO SIG

INFORMATION : G-1, G-4, AG, AG OPNS DIV, AG MAIL & RECORDS UNIT

50391

ROUTINE
UNCLASSIFIED

TOO : 020545 Z
MCN : AUA 111/02

DECLASSIFIED
Authority NND975029

FEB 1950

DECLASSIFIED
Authority NND975029

~~201 CHENNAULT~~
~~360.7~~
360

CROSS REFERENCES OTHER THAN RADIO

DATE 19 JAN 50

FROM: GHQ FEC

TO: MAJ GEN. CHENNAULT, KAI TAK AIRFIELD, HONG KONG, B.C.C.

SUBJECT: (LTR.) REQUEST OF GEN RAL CHENNAULT TO ESTABLISH AN INTERNAL AIRLINE IN JAPAN

(With M/R and C/N 1)

DOCUMENT IN..... 095 CAT

JN. 673

DECLASSIFIED
Authority NND975029

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

INCOMING MESSAGE

360

WG/lfm

CORRECTED COPY
UNCLASSIFIED
ROUTINE

18 Jan 50

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

FROM : CSUSAF WASH DC

TO : CG ALASKAN AIR COMMAND FT RICHARDSON ALASKA, CG FEAF TOKYO JAPAN

INFO : CINCAL FT RICHARDSON ALASKA, CINCFE TOKYO JAPAN

NR : AFMAI 16880

Authority granted Flying Tiger Line use of Umnak, Shemya, Elmendorf, Davis (alternate), Haneda, Naha, and Imisawa (alternate) in connection with ferry flight to Hong Kong of DC-4 aircraft, Nbr 10594, Identification NC 910171 on or about 18 Jan 1950. All purchases will be made on cash basis. Form 33 will not be on board. Flight in connection with transportation of displaced persons from Hong Kong to Israel.

NO SIG

INFORMATION : COMMANDER IN CHIEF, CHIEF OF STAFF, G-1, G-2, G-4, AG

NOTE : Corrected copy received AG-OR 191400 I.

44971

ROUTINE
UNCLASSIFIED

TOO : 172216 Z
MCN : AUC 78/18

DECLASSIFIED
Authority NND975029

RECEIVED
19 JAN 1950

DECLASSIFIED
Authority NND975029

GENERAL HEADQUARTERS
FAR EAST COMMAND GA/MPD SH/alm

OUTGOING MESSAGE 16 January 1950

Unclassified

FROM: CINCFE TOKYO JAPAN

TO : DEPT OF ARMY WASH D C ..... DEFERRED

15805

160611

Z-34729

FOR DIR LOGISTICS GSUSA PAREN ATTN SUP GP

PAREN PD URMSG WCL THREE ONE SIX FIVE EIGHT DTD SIX JAN FIVE

ZERO NEGATIVE RPT SUBMITTED

OFFICIAL:

360

APPROVED BY:

K. B. BUSH
Brigadier General, AGD
Adjutant General

for

W. A. BEIDERLINDEN
Major General, GSC
Asst Chief of Staff, G-1

Copies to: CinC, C/S, G-3, G-4, AG

M/R: WCL 31658, 6 Jan 50 advised of Army Avn Conf in Wash during 23-27 Jan to discuss programs and policies for Army Avn to include, pers, tng, org, research and development, procurement, main and supply. G-3 (Col Seely) and G-4 (Lt Col Stearns) do not desire representation at subj conf. Inst msg submits neg report.

(Miss Hecht 26-5928)

G-4 ROUTING

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

Unclassified

INFORMATION COPY

DECLASSIFIED
Authority NND975029

DECLASSIFIED
Authority NND975029

~~085 Misc~~

360

CROSS REFERENCES OTHER THAN RADIO

~~678~~

DATE 12 Jan 50

FROM: GHQ FEC

TO: COMMANDING GENERAL FEAF
~~COMMANDING GENERAL~~

SUBJECT: LETTER : REQUEST FOR COMMERCIAL SERVICE

letter with memo for record

DOCUMENT IN..004 Misc

JO.NO. 64199

DECLASSIFIED
Authority NND975029

1

CABLE ADDRESS: ICAO, MONTREAL

INTERNATIONAL CIVIL AVIATION ORGANIZATION
INTERNATIONAL AVIATION BUILDING
MONTREAL

GHQ, FEC-SCAP
AG RECORDS
DEC 21 1949
Filed
360.3

Ref. AN 9/1
(Adoption Amendments,
Annex 4)

360

Sir,

I have the honour to inform you that the Council, at a special meeting called for the purpose on 15 November 1949, unanimously adopted Amendments Nos. 2 to 22 to Annex 4 to the Convention on International Civil Aviation - Aeronautical Charts.

A copy of the Amendments is being forwarded to you under separate cover.

Your attention is invited to the Resolution of Adoption, a copy of which is attached to this letter, and particularly to the fact that those parts of the Amendments not disapproved by a majority of Contracting States, will come into force on 1 September 1950.

Uniformity among Governments in their regulatory requirements for air navigation has long been recognized as essential to the safe and efficient development of international civil aviation. For this reason it is hoped that all States, whether or not they are members of this Organization, will find it possible to adopt in their national practices the contents of these Amendments.

I have the honour to be,

Sir,

Your obedient Servant,

Albert Roper
Secretary General

Enclosure:
Resolution of adoption
Under Separate Cover:
Copies of Amendments,
Annex 4.

General Headquarters,
Supreme Commander for the Allied Powers, (Japan)
APO 500,
C/O Postmaster,
San Francisco, Calif.,
U.S.A.

JN 563

DECLASSIFIED
Authority NND975029

A.G.O.
13
15 JAN1950
RECEIVED

DECLASSIFIED
Authority NND975029

RESOLUTION FOR THE ADOPTION OF AMENDMENTS TO ANNEX 4 - STANDARDS AND RECOMMENDED PRACTICES FOR AERONAUTICAL CHARTS

WHEREAS the Fourth Session of the Aeronautical Charts Division of the Air Navigation Commission, meeting in Brussels between 8 March and 5 April 1948, recommended certain changes in Annex 4 (Standards and Recommended Practices for Aeronautical Charts); and

WHEREAS Article 90 of the Convention requires that any amendment to an Annex shall become effective within three months after its submission to the Contracting States unless in the meantime a majority of the Contracting States register their disapproval with the Council.

NOW THEREFORE the Council, at a meeting called for the purpose, hereby adopts on 15 November 1949, the International Standards contained in the document entitled "Amendments Numbers 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21 and 22 to Annex 4 to the Convention on International Civil Aviation: Standards and Recommended Practices for Aeronautical Charts"; and

The Council further RESOLVES THAT:

1. The above-mentioned amendments to Annex 4 together with a copy of this resolution be submitted forthwith to each Contracting State;

2. Any Contracting State may register with the Council, not later than 1 June 1950, its disapproval of the said amendments;

3. If on 1 June 1950, a majority of the Contracting States have not registered their disapproval of the said amendments, they shall then become effective;

4. If any of the said amendments have been disapproved by a majority of the Contracting States, then only such amendments as have not been so disapproved shall become effective;

5. Such of these said amendments as have not been disapproved (as herein provided) shall come into force and be implemented on 1 September 1950; and

6. The becoming effective of the said amendments to the said Annex 4, or the disapproval of the amendments, or any of them, by a majority of the Contracting States, should that occur, shall forthwith be notified to each Contracting State.

DECLASSIFIED
Authority NND975029

G + ROUTING

A C/S G-4	
D AC/S G-4	
EXECUTIVE	
(1) PLANS & POLICY	7LR
OPERATIONS	
CONST & FAC	
SUPPLY	
PETROLEUM	
PERSONNEL	
(2) ADMINISTRATION	

Jo. No. 0563

DECLASSIFIED
Authority NND975029

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

Routing of atched papers has been recorded. If change is deemed necessary please call AG Mail and Records Unit 26-6385.

ROUTING SLIP

FROM: AG MAIL AND RECORDS UNIT DATE: 15 JAN 1950

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	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	Dispatch
Initials	Attachment of
Issuance of Orders	Reference
Necessary Action	File

FEC AGO Form No. 14 (1 Jan 49)

9548—FEC Printing Plant—11/49—100M

DECLASSIFIED
Authority NND975029

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

360

GENERAL HEADQUARTERS
FAR EAST COMMAND

OUTGOING MESSAGE GC/O TRH/da

UNCLASSIFIED January 1950

140505

FROM: CINCFE TOKYO JAPAN

TO: COMJACSPAC TOKYO JAPAN ..... COURIER

INFO: CINCPAC PEARL HARBOR TH..... DEFERRED

CINCAL FORT RICHARDSON ALASKA..... DEFERRED

ZX34602

CG FEAF TOKYO JAPAN..... COURIER

URMSG 100605 Z cite 1808-10-AG. CINCFE concurs.

OFFICIAL:

K. B. BUSH
Brigadier General, AGD
Adjutant General

APPROVED:

for E. K. WRIGHT
Brigadier General, GSC
Asst. Chief of Staff, G-3

Copies to:
C-in-C
C/S
G-3 (return)
G-4
AG
Signal

M/R: C/S (EMA) approved, 13 Jan 50. This radio replies to COMJACSPAC proposal that military controlled air route be established between ITAZUKE - MIHO - MINEYAMA - KOMAKI.

INFORMATION COPY

UNCLASSIFIED

DECLASSIFIED
Authority NND975029

RECEIVED
14 JAN 1950

DECLASSIFIED
Authority NND975029

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

INCOMING MESSAGE

360

UNCLASSIFIED
ROUTINE

wa/jcp

13 Jan 50

G-4 ROUTING

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

FROM : CG FEAF TOKYO JAPAN

TO : CSUSAF WASH DC

INFO : CINCFE TOKYO JAPAN

NR : MX 10454 OP-OP

This Rad in 2 parts.
Part 1. Reference is made to:
A. USAF rad AFMAI 11199 dtd 11 Jun 48.
B. USAF Reg 55-20 dtd 7 Jan 49.
Part II. Request this rad be delegated auth in accordance par 4c of USAF Reg 55-20 to approve requests for use by civil airlines of facilities under FEAF control and to execute Forms 32 and 33 in connection therewith. Only delegation of auth from USAF on record here concerning this matter is contained in reference A, which is considered rescinded by reference B. Delegation this authority to FEAF will facilitate handling civil airline applications by eliminating necessity to refer to your Hq in each case.

NO SIG

INFORMATION : COMMANDER IN CHIEF, CHIEF OF STAFF, G-1, G-2, G-4, AG

NOTE : This msg rec direct from CG FEAF TOKYO JAPAN via Courier.

43364

ROUTINE
UNCLASSIFIED

TOO : 130444 Z
MCH : NONE

DECLASSIFIED
Authority NND975029

RECEIVED
14 JAN 1980

DECLASSIFIED
Authority NND975029

~~480 Log~~
360 ~~360~~
~~500~~

CROSS REFERENCES OTHER THAN RADIO

DATE 13 Jan 50

FROM: G-4

TO: G-1

SUBJECT: G/N #1 - Staff Study - Logistic Air Transportation Within the FEC

(with G/N #1 to G/S and M/R)

DOCUMENT IN..... 337 Studies

Jo.No. 404

DECLASSIFIED
Authority NND975029

580

360

400 Log

CROSS REFERENCES OTHER THAN RADIO 337 Studies

DATE 12 Jan 50

FROM: G-4

TO: CHIEF OF STAFF

SUBJECT: STAFF STUDY IN ITS ENTIRETY: RE: THE TRANSFER OF CERTAIN OPERATIONAL ASPECTS OF STAFF RESPONSIBILITY FOR LOGISTIC AIR TRANSPORTATION WITHIN FEC, FROM G-4 TO TRANSPORTATION SECTION

DOCUMENT IN..320.3 G-4 Organ

DECLASSIFIED
Authority NND975029

GE[illegible]AL HEADQUARTERS, FAR EAST CO[illegible]ND
ADJUTANT GENERAL'S OFFICE
RADIO AND CABLE CENTER

INCOMING MESSAGE

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

ELT/ewj

UNCLASSIFIED
ROUTINE

11 Jan 50

FROM : COMJACSPAC TOKYO JAPAN 360

TO : CINCFE TOKYO JAPAN, CINCPAC PEARL HARBOR TH, CINCAL FT RICHARDSON ALASKA

INFO : CG FEAF TOKYO JAPAN, CG 5TH AF NAGOYA JAPAN

NR : 1808-10-AG

Req concurrence ret rad estb of mil controlled air route between Itazuke, Miho, Mineyama and Komaki Japan. Estb subj air route coordinated with and concurred in by CG FEAF.

NO SIG

ACTION : G-3

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

NOTE : This msg received direct from COMJACSPAC via Courier.

42360 ROUTINE UNCLASSIFIED TOO : 100605 Z MCN : NONE

1808-10

DECLASSIFIED
Authority NND975029

RECEIVED
11 JAN 1950

DECLASSIFIED
Authority NND975029

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

INCOMING MESSAGE

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

PTS/cem

360

UNCLASSIFIED
DEFERRED

11 Jan 50

FROM : CINCPAC FLT OAHU TH

TO : COM JACSPAC TOKYO JAPAN

INFO : CINCFE TOKYO JAPAN, CINCAL FT RICHARDSON ALASKA

NR : 110152 Z

Your 100605 Z Cite 1808-107 A-6 concur.

NO SIG

INFORMATION : COMMANDER IN CHIEF, CHIEF OF STAFF, G-3, G-4, AG

Estab Mil cont Air Route Itazuke, Miho, Mineyama, Komaki

42437

DEFERRED
UNCLASSIFIED

TOO : 110152 Z
MCN : AUA 45/11

DECLASSIFIED
Authority NND 975029

RECEIVED
11 JAN 1950
G-4

RECEIVED
12 JAN 1950
G-4 OP

DECLASSIFIED
Authority NND975029

ROUTING
G-4
DAC/S G-4
EXECUTIVE
PLANS & POLICY
OPERATIONS
CONST & FAC
TRANSPORTATION
SUPPLY
PETROLEUM
BUDGET
PERSONNEL ADMINISTRATION

GENERAL HEADQUARTERS
FAR EAST COMMAND

OUTGOING MESSAGE GC/O TRH/da

UNCLASSIFIED January 1950

100745

FROM: CINCFE TOKYO JAPAN

TO: COMJACSPAC TOKYO JAPAN..... COURIER

INFO: CINCPAC PEARL HARBOR TH..... DEFERRED

CINCAL FORT RICHARDSON ALASKA..... DEFERRED

ZX34152 CG FEAF TOKYO JAPAN..... COURIER

URMSG 1808-4-0-16 dated 4 Jan 50. CINCFE concurs.

OFFICIAL:

K. B. BUSH
Brigadier General, AGD
Adjutant General

APPROVED:

for K C Hayecraft
E. K. WRIGHT
Brigadier General, GSC
Asst. Chief of Staff, G-3

Copies to:
C-in-C
C/S
G-3 (return)
G-4
AG
Sig

I/R

This rad replies to COMJACSPAC proposal that JACSPAC Manual "Military Control of Air Traffic in the Pacific" be amended.

Approved by C/S 9 Jan 50
Initials: EMA

UNCLASSIFIED

INFORMATION COPY

DECLASSIFIED
Authority NND975029

RECEIVED
11 JAN 1950

DECLASSIFIED
Authority NND975029

~~400 Log~~

360

~~580~~

CROSS REFERENCES OTHER THAN RADIO

DATE 10 Jan 50

FROM: G-4

TO: G/S

SUBJECT: STAFF STUDY (CHECK NOTE 1)

check note 1 with memo for record

DOCUMENT NO. 337 Studies JOB NO. 316

DECLASSIFIED
Authority NND975029

G-4 eg/
MV

RESTRICTED ROUTINE

360

FM: DEPT OF STATE

TO: DIR OF INTELLIGENCE, USAF INFO: FEAF

NR: WAR SVC 8705 SIGNED ACHESON 9 Jan 50

From Taipei signed Strong.
"Number CAATP 4. AIRA informed CAT to replace Chinese flags with American all planes 7th Jan. At CATS instigation CAF has agreed not to impound Hong Kong Airways flights landing Taipei 7th Jan. New subject. CAT to inform Chinese govt that it is willing to again start Yangtze-Hong Kong Tin Airline. From AIRA Taipei signed Gualt acting."

LTG: 092046/Z
FLT: 092146/Z
TOR: 092349/I
CCN: AJA 16
AGTOR: 102115/I
SDOTOR: 102050/I

AGNO: 5151/hep

FEAF DISTRIBUTION
INFO COPY TO:
D/I, IG, D/P, PIO,
CG, VC, AG, D/M, STAT
FEAF BASE, D/O

Paraphrase not required. Handle as RESTRICTED information per par 55g (1), AFR 205-1...

DECLASSIFIED
Authority NND975029

360

CROSS REFERENCES OTHER THAN RADIO

DATE 8 Jan 50

FROM: FEC (GC-P)

TO: JCS thru C/S U.S.Army

SUBJECT: Ltr - US-UK Agreement for Reciprocal Overflight and Landing Privileges by Military Aircraft

DOCUMENT IN..... 334 JCS

DECLASSIFIED
Authority NND975029

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

INCOMING MESSAGE

360

JA/DDO

UNCLASSIFIED
DEFERRED

7 Jan 50

FROM : DA (CSGLD/D 5) WASH DC

TO : CG USARAL FT RICHARDSON ALASKA, CINCEUR HEIDELBERG GERMANY, CINCFE TOKYO JAPAN, CG USARCARIB FT AMADOR CZ, CG USARPAC FT SHAFTER TH

NR : WCL 31658

This msg in 2 parts.
Part 1. DA has scdd an Army Avn Conf in Wash DC during week 23 to 27 Jan 50 to discuss programs and policies for Army Avn including pers, tng, orgn, research and dev, procurement, maint and sup. Representatives of GSUSA and ZI Army Comds will attend.
Part 2. Representation your comd welcome. If representation desired request advice to Dir Logistics GSUSA (attn Sup Gp) by 20 Jan of names and grades of any representatives.

NO SIG

ACTION : G-1

INFORMATION : COMMANDER IN CHIEF, CHIEF OF STAFF, G-3, G-4, AG

41286

DEFERRED
UNCLASSIFIED

TOO : 062239 Z
MCN : AUC 33/07

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

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RECEIVED
9 JAN 1950
G-4 OP

RECEIVED
7 JAN 1950

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GE RAL HEADQUARTERS, FAR EAST CO AND
ADJUTANT GENERAL'S OFFICE
RADIO AND CABLE CENTER

INCOMING MESSAGE

360

JA/mjo

UNCLASSIFIED
ROUTINE

7 Jan 50

FROM : CINCAL FT RICHARDSON ALASKA

TO : COMJACSPAC TOKYO JAPAN

INFO : CINCFE TOKYO JAPAN, CINCPAC PEARL HARBOR TH

NR : 070315 Z

Concur your 040405 Z. (cte 1808-4-0-16)

NO SIG

c - 1805-4-0-16

INFORMATION : COMMANDER IN CHIEF, CHIEF OF STAFF, G-3, G-4, AG, SIGNAL

charge to Mil Control of aircraft in the Pacific

G-4 ROUTING	
A C/S G-4	
D AC/S G-4	
EXECUTIVE	
PLANS & POLICY	
OPERATIONS	
CONST & FAC	
TRANSPORTATION	
SUPPLY	
PETROLEUM	
BUDGET	
PERSONNEL	
ADMINISTRATION	21

41369

ROUTINE
UNCLASSIFIED

TOO : 070315 Z
MCN : AUC 62/07