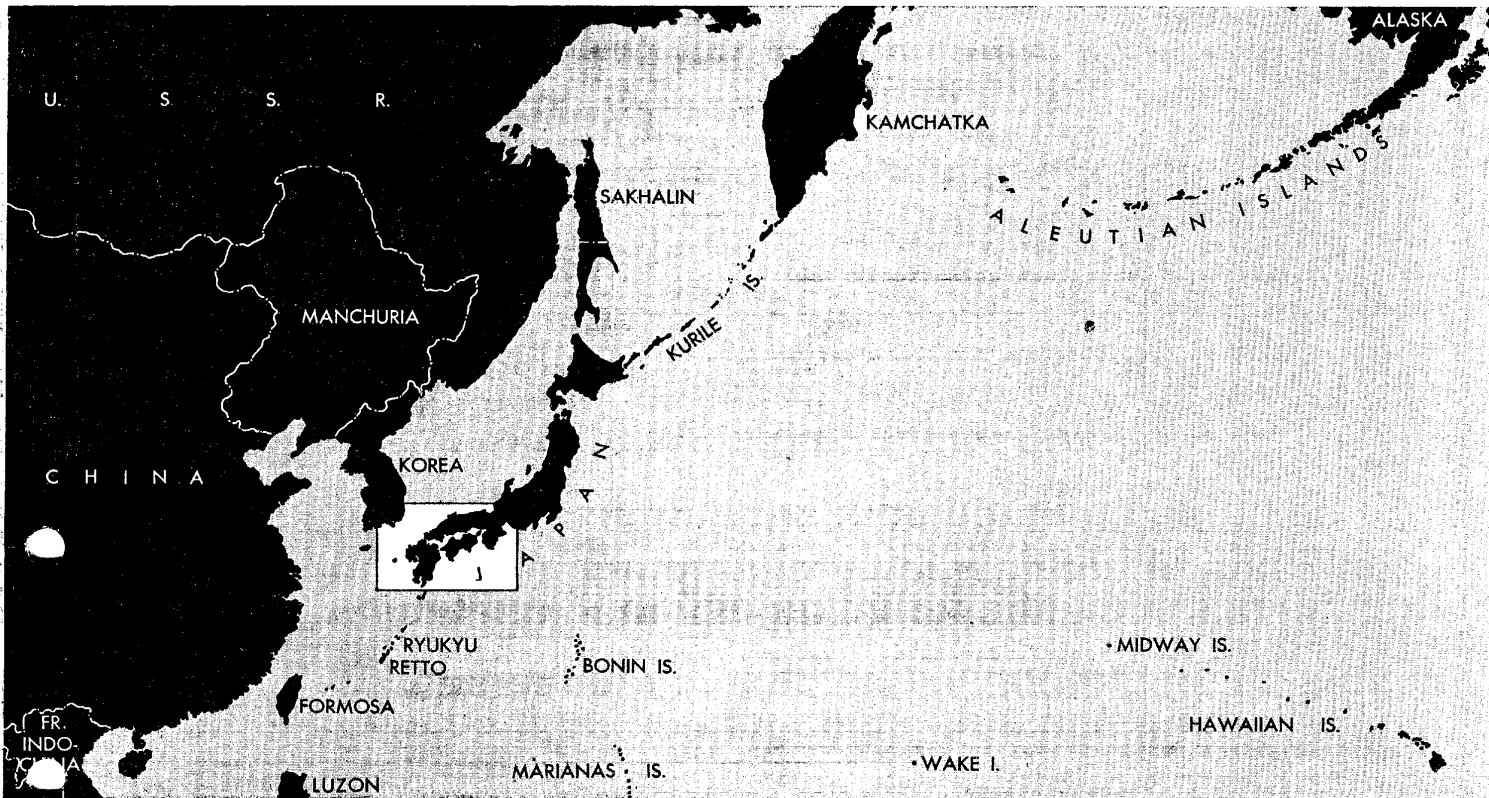


# JANIS 84

## CHAPTER XIV

~~Confidential~~  
~~RESTRICTED~~  
Not Registered



### JOINT ARMY-NAVY INTELLIGENCE STUDY

OF

# SOUTHWEST JAPAN:

## Kyūshū, Shikoku, and Southwestern Honshū

# AIR FACILITIES

## AUGUST 1944

Hardcopy document  
Released-in-Full

DOCUMENT NO. 13  
NO CHANGE IN CLASS.   
 DECLASSIFIED  
CLASS. CHANGED TO: TS S C  
NEXT REVIEW DATE: \_\_\_\_\_  
AUTH: HM 70-2  
DATE: 14 Jul 80 REVIEWER:

25X1

*List of Effective Pages, Chapter XIV*

SUBJECT MATTER	CHANGE IN EFFECT	PAGE NUMBERS
Cover Page . . . . .	Original	unnumbered
List of Effective Pages and Table of Contents, Chapter XIV (inside front cover) . . . . .	Original	unnumbered
Text and Figures . . . . .	Original	pp. XIV-1 to XIV-28
Figure (insert, reverse blank) . . . . .	Original	Figure XIV-19
Imprint (inside back cover, reverse blank) . . . . .	Original	unnumbered

*Table of Contents*

*Note:* This chapter is based on material available in Washington, D. C. on 1 August 1944.

	Page
140. INTRODUCTION . . . . .	XIV - 1
141. ORGANIZATION . . . . .	XIV - 1
A. Administration . . . . .	XIV - 1
B. Tactical organization . . . . .	XIV - 1
C. Strength . . . . .	XIV - 1
142. SUPPLY AND MAINTENANCE . . . . .	XIV - 1
A. Base facilities . . . . .	XIV - 1
B. Supply routes . . . . .	XIV - 2
143. PRINCIPAL SOURCES . . . . .	XIV - 2

LIST OF TABLES

TABLE XIV - 1. Classified Airfields and Seaplane Stations . . . . .	XIV - 3
TABLE XIV - 2. Reported Airfields, Landing Grounds, and Seaplane Stations . . . . .	XIV - 10
TABLE XIV - 3. Possible Locations of Airfields and Seaplane Stations . . . . .	XIV - 13

~~(Confidential)~~

~~Confidential~~

## Chapter XIV

Page XIV - 1

## AIR FACILITIES

## 140. Introduction

The aim of this chapter is to present a clear and concise summary of the air facilities in the area embraced by JANIS 84, together with a brief discussion of the organization, supply, and maintenance of the air defense system.

FIGURE XIV-19 is a map showing the location of all air facilities listed in the tables.

This chapter is compiled largely from prewar information, and in many instances it is incomplete. Information derived from recent photography has been incorporated, but the photo coverage has been limited to the Sasebo, Ōmura, and Fukuoka areas. Wherever possible reliable prisoner of war reports and captured documents have been used to supplement earlier reports, but for the most part these have been too generalized to be of much value. Until more detailed information is received, however, this summary should provide a general outline of the known air facilities in this area.

The list includes all the known airfields and seaplane bases in the area. It is divided into three categories: CLASSIFIED AIRFIELDS AND SEAPLANE STATIONS (TABLE XIV-1), REPORTED AIRFIELDS, LANDING GROUNDS, AND SEAPLANE STATIONS (TABLE XIV-2), and POSSIBLE LOCATIONS OF AIRFIELDS AND SEAPLANE STATIONS (TABLE XIV-3). The classified list contains all airfields and seaplane bases about which sufficient information is available to classify them properly according to the system adopted by the combined personnel of the United States and British Services. The reported list includes all other airfields and seaplane bases that have been reported as naval air bases, military airfields, or emergency landing grounds but about which no details of dimensions or facilities are known. The list of possible locations includes those areas which have been reported as airfields and alighting areas but have not been definitely established as such.

In the classified list the following abbreviations are used in the column headed "Type".

HAD—Heavy bomber airfield.  
MAD—Medium bomber airfield.  
FAD—Fighter airfield.  
HLG—Heavy bomber landing ground.  
MLG—Medium bomber landing ground.  
FLG—Fighter landing ground.  
SS —A fully equipped seaplane station.  
ASS —Auxiliary seaplane station.

"Airfield" signifies the existence of paved runways or extensive facilities, or both. "Landing ground" signifies a suitable landing area without all-weather runway and with incomplete facilities.

Other abbreviations used in the text include:

a/c —aircraft	HB —heavy bomber
A/D —airfield	LB —light bomber
a/w —all-weather	MB —medium bomber
D/F —direction finder	S —seaplane base
F/B —flying boat	S.L. —sea level
F/P —float plane	u/c —under construction
f/w —fair weather	u/s —unserviceable
	W/T—wireless

The capacity figure that is given for each airfield or landing

ground in the classified list is an estimate of the suggested operational capacity based on facts gathered from all available information. It is not intended to be an estimate either of the total number of Japanese aircraft that may be found at these airfields or of the total number of Allied aircraft that may be accommodated if the bases are eventually expanded or operated under emergency conditions. It represents only the number of Allied aircraft that might be accommodated under conditions that are known at this time.

Many of the place names used in this chapter are spelled differently or are different entirely from those used in other chapters of JANIS 84. This is because of agreement with Allied forces on standard nomenclature for air facilities, and the use of different map sources. For these reasons Japanese generics are not used consistently throughout the chapter.

Included in the chapter are photographs of some of the more important areas. Many of these are prewar and do not show the latest developments. It is quite probable that most of the facilities have been expanded in the past 2 years.

## 141. Organization

## A. Administration.

The air services in this area are largely the responsibility of the Navy. They are an integral part of the air defense of the homeland. Like the United States, Japan has no independent air force. The Army and the Navy each have a separate air arm. Training is the principal function of the Army Air Forces in the area.

Organization of the naval air service is very flexible. Administratively, it is broken down into air fleets, air flotillas, and air groups, in that order. There is no uniform number of aircraft in these various echelons.

## B. Tactical organization.

Tactically, the Naval Air Forces are broken down on the task force principle. The base force is the approximate equivalent to the air fleet administrative unit, the attack force to the air flotilla, and the *daitai* to the group. Again, there is no established number of aircraft to each echelon, although the *daitai* generally consists of about 27 aircraft. The *daitai* exists only in the air, as a unit, and loses its entity as soon as the planes land.

## C. Strength.

The air strength of this area, mainly naval air, has the primary function of defending the industrial and military installations around and near the Inland Sea and defense of the homeland, with the preponderance of strength in the southern half of Japan proper. During the first half of 1944, it is estimated that air strength in this area has increased from about 30% to more than 40% of Japan's total operational air strength.

## 142. Supply and Maintenance

## A. Base facilities.

On the day Japan attacked Pearl Harbor, the majority of

Japanese fields in the area under discussion were civil and training fields. Since then, the enemy has built many new airfields and has made extensive improvements and additions to old ones. The closer our Navy has come to Japan proper, the more feverish has been the enemy's preparation of air defenses, particularly on Kyūshū, where air facilities were developed later than on Honshū.

Photo coverage has provided considerable information on the air installations on Kyūshū Island, but much of the information on Shikoku and Honshū is prewar, or taken from prisoners of war or captured documents, and is not as complete.

Since the primary function of the Army and Navy Air Forces in Japan is the defense of the homeland, there are many more fighter than heavy or medium bomber airfields. Army and Navy bases are about equally divided, but the Navy operates many of the Army bases. The majority of fields basing Army aircraft are training fields.

While there are fields scattered throughout the area, the principal concentrations of first-class fields are as follows:

(1) *Kyūshū:*

1. Steel area, along the northern and northwestern shore of the island.
2. Southern tip of the island, or the closest point on the homeland to China or the Central Pacific approaches.
3. Port area (to a lesser extent) near Sasebo and Nagasaki on the west coast.

(2) *Shikoku:*

1. Northern shore. There is much less development on Shikoku than on Kyūshū and Honshū.

(3) *Honshū:*

1. *Ōsaka-Kōbe*—heavy industry and port area on the northeast coast of the Inland Sea.
2. *Nagoya*—industrial (aircraft) area, around the Ise Bay.
3. *Hiroshima-Kure* (to a lesser extent)—Naval base and port area, along the northwest shores of the Inland Sea.

In addition, there are several important seaplane bases along the shores of the Inland Sea, on the north coast of Honshū, and the western coast of Kyūshū. Near each seaplane base is one or more airfields, capable of handling carrier-based fighters and light bombers.

Almost all the airfields on the classified list (TABLE XIV-1) have complete facilities for maintenance, servicing, and repair of aircraft. Many of the fields on the supplemental list (TABLE XIV-2) undoubtedly have these facilities too, but information regarding the specific airfields is still lacking. The usual Japanese procedure is to incorporate some bases with modification and assembly, as well as maintenance, service, and repair facilities in each group. For example, in the Sasebo complex there are 2 known seaplane bases and a third reported, with assembly facilities, and 2 known airfields and a probable third capable of assembling aircraft. The Ōmura complex, southwest of Sasebo, includes 1 seaplane base, 1 airbase, and a repair and assembly plant.

All the first-class fields in the various complexes have adequate storage facilities for fuel, materials, and supplies. Each concentration of fields is either adjacent to, or within easy transportation distance of, very extensive supply and storage centers, such as Kagoshima, Sasebo, Mōji, and Saeki Bay on Kyūshū; Zentsūji on Shikoku; and Hiroshima, Kyōto, and Nagoya on Honshū.

#### B. Supply routes.

Generally speaking, rail and road communications in South-

west Japan follow the coast, because of the uniformly mountainous terrain in the inland areas. Cross-island communications through the valleys are somewhat limited.

Southwest Japan is thickly populated and is highly developed and industrialized. The airfield concentrations are consequently served by the best supply routes of the Empire.

Communication facilities to the southern Kyūshū airfields are less developed than on Honshū. There is a 2-shaft rail tunnel connecting Kyūshū with Honshū, at Shimonoseki. An elaborate network of rail lines on the northern section of the island, with double-trackage on the main line, extends only as far south as Fukuoka. Single-track lines extend down the east and west coasts of the island, meeting at Kagoshima. The main highway also hugs the shoreline and is not a first-class road. There are few cross-island roads.

The airfields on the northern section of Shikoku are served by a single-track coastal rail line, and by a network of first-class highways running roughly along the coast. Takamatsu, on the northeast coast, is the terminus of a car ferry from Honshū. In addition to Takamatsu, there are many smaller towns and hamlets on the north shore through which supplies flow from the Inland Sea.

Japan's most important railroads and highways serve the airfield concentrations on Honshū, mentioned in Topic A. The main south shore line from Tōkyō runs through Nagoya, Ōsaka, Kōbe, and Hiroshima to Shimonoseki. It is double-tracked all the way. There is also a single-track line along the north shore, with 7 cross-island single-track lines between Nagoya and Hiroshima. The coastal highways on Honshū are hard-surfaced first-class roads.

Along the Inland Sea are innumerable small harbors and inlets capable of handling water-borne traffic, which is limited only by the number of available vessels.

There are several large harbors in Southwest Japan, namely Sasebo, Fukuoka, Shimonoseki-Mōji, Kure, Kōbe-Ōsaka, and Nagoya. In the earlier stages of the war, coastal shipping, largely small, shallow-draught vessels, played a greater transportation role in Southwest Japan than the railroads, particularly throughout the Inland Sea area. More recently, however, attrition of Japanese shipping in the Pacific and Netherlands East Indies has drawn much of it away from home waters, and the railroads are now taxed beyond normal capacity.

### 143. Principal Sources

1. Allied Air Forces, Headquarters, Director of Intelligence, S.W.P.A.  
4 Oct. 1942. AERODROMES, LANDING PLACES, AND SEAPLANE BASES AND ANCHORAGES IN THE JAPANESE EMPIRE.  
K-6149-4983.
2. ————  
6 Oct. 1942. INTELLIGENCE SUMMARY NO. 40.
3. ————  
21. Nov. 1943. INTELLIGENCE SUMMARY NO. 53.
4. Allied Air Forces, Headquarters, 7th Air Force.  
5 Feb. 1944. INTELLIGENCE SUMMARY NO. 18.
5. Commander Air Force, Pacific Air Combat Intelligence.  
29. Nov. 1942. JAPANESE NAVAL AIR STATIONS AND BASES.  
Bull. 9-42.
6. Great Britain, Air Ministry.  
5 May 1942. LOCATION LIST OF AERODROMES, LANDING GROUNDS, AND SEAPLANE FACILITIES IN JAPAN.
7. ————  
4 Dec. 1942. INTELLIGENCE INFORMATION NO. 12.

~~Confidential~~

## AIR FACILITIES

Page XIV - 3

8. \_\_\_\_\_  
9 July 1943. AMENDMENT NO. 1, ADDITIONS TO PROVISIONAL AIRFIELD SCHEDULE—JAPAN.
9. Interavia.  
1939. THE INTERNATIONAL DIRECTORY OF AVIATION.
10. Japanese Aviation Yearbook, 1935.  
20 April 1942. U. S. MILITARY ATTACHE, JAPAN, 3686.
11. Shell Aerodrome Information.  
Nov. 1936. JAPAN ISSUE NO. 1.
12. U. S. Fleet Intelligence Summary No. 12-14.  
10 Apr. 1941. REPORT OF AIR OPERATIONS.
13. U. S. Navy Department, Hydrographic Office.  
March 1942. NAVAL AIR PILOT, VT 255.
14. U. S. Navy Department, Office of Naval Intelligence.  
19 Nov. 1943. JAPAN —PHYSICAL GEOGRAPHY, AIRFIELD AND SEAPLANE LANDING AREAS.
15. \_\_\_\_\_  
July 1943. ONI MONOGRAPH No. 49.
16. U. S. War Department, Headquarters, Philippine Department.  
11 May 1941. INTELLIGENCE REPORT 120.  
24 Dec. 1941. INTELLIGENCE REPORT 374.
17. U. S. War Department, Military Intelligence Service.  
12 Nov. 1940. AIRPORTS, LANDING FIELDS, AND SEADROMES IN JAPAN. Study in Far Eastern Section.
18. U. S. War Department, Military Intelligence Service.  
5 May 1942. AIRPORTS AND SEAPLANE ANCHORAGES. New York.
19. \_\_\_\_\_  
1 June 1942. SURVEY OF JAPANESE EMPIRE. Washington.
20. \_\_\_\_\_  
24 July 1942. AIRPORTS, RADIO STATIONS, AERIAL BEACONS.
21. U. S. War Department, Office Assistant Chief of Air Staff, Intelligence.  
5 Apr. 1944. PHOTO INTERPRETATION REPORT No. 12.
22. \_\_\_\_\_  
5 Apr. 1944. PHOTO INTERPRETATION REPORT No. 13.
23. U. S. War Department Target Information Branch.  
16 Jan. 1943. JAPANESE NAVAL REPORTS. K-9006.

## OTHER SOURCES

In addition to the sources cited, various Military and Naval Attache Reports, Military Observers' Reports, Prisoner of War Reports, captured photographs and translated captured documents were used in the compilation of the data for this chapter.

TABLE XIV - 1  
CLASSIFIED AIRFIELDS AND SEAPLANE STATIONS

NAME	TYPE	POSITION	ALTITUDE (FEET)	LOCATION	DIMENSIONS (FEET) SURFACE, AND CAPACITY	DESCRIPTION
<i>Akenogahara</i> Honshū I. (FIGURE XIV-1)	HAD	34° 32' N 136° 41' E	60	Just W. of Akenogahara, just NW of Toyahama, and just NE of Ujijamada-Matsuzaka road and RR; on SW shore of Ise Bay; 2 mi. W of Miya River.	Reported irregular. Max. runs reported: 6000 NW/SE (approx.) 3600 NE/SW (approx.) Grass. Reported well-drained and a/w. Dusty in summer. A/D bldgs. to SW, otherwise approaches excellent. Limited extensibility. Capacity: 48/60 HB.	Underground fuel storage reported behind bldgs. to SW. Night-landing facilities. In 1943, 4 hangars, 4 shops, barracks, HQ bldgs. Complete repair and storage facilities, including instrument and component storage and engine test house. MG ammunition and bomb storage concrete bldg. MG range behind bldgs. Road to Ujijamada, about 3¼ mi. SSE, where there is RR stn. Radio, telephone, meteor. stn. This military A/D was used by Akeno Air School for combat and gunnery training. Photo 1941.
<i>Ashiya</i> Kyūshū I. (FIGURES XIV-2 and XIV-3)	HAD	33° 53' N 130° 39' E	329 (est.)	Just W of Onga River mouth, and just N of Ashiya-Akama road; about 2½ mi. N of Yamaga; 9 mi. W of Yawata; 13 mi. W of Kokura.	Square: Max. runs: 5600 NW/SE 5600 E/W (being extended 1500). Rolled turf. 9 hangars at NE corner. Extension in progress in SE and SW corners. A number of revetments on W boundary.	Fuel believed available. Nine hangars at NE corner and numerous bldgs., probably workshops, reported. Good road to Yawata. Believed constructed in 1942 as Army A/D for defense of Shimomoseki area.
<i>Fukuoka/Gannosu</i> Kyūshū I. (FIGURE XIV-4)	FAD	33° 41' N 130° 24' E	S.L.	Six mi. N of Fukuoka, across Fukuoka Bay, and just E of Gannosu, on sandy spit forming arm of bay; just S of Fukuoka-Michizaki RR; 3 mi. NW of Kashii.	Formerly 2728 x 2728, but reported extended inland. Former runway (with turning circles): 1968 x 98 N/S. 3 runways reported: 3600 Two 3300 each. Sand, turfed, level, well-drained. Runways reported concrete. A/D bldgs. on E and W boundaries. Capacity: 60 F.	Fuel storage and servicing available. Four or more hangars reported, adm. bldg. Most repair and storage facilities. Road to Fukuoka on N boundary; RR stn. at Nama just NE. Telephone, telegraph, radio facilities available; control tower. Operated in conjunction with Fukuoka/Gannosu SS.
<i>Fukuoka/Gannosu</i> Kyūshū I. (FIGURE XIV-4)	SS	33° 40' N 130° 24' E	S.L.	About 6 mi. N of Fukuoka in Fukuoka Bay, just off sandy spit that forms arm of bay; 3 mi. NW of Kashii.	Ample. Calm sea, little swell. Apt to be cloudy and misty in winter; light winds in summer. Many buoys. Capacity: 12/18 FB	Operated in conjunction with Fukuoka/Gannosu FAD, whose facilities are available.

## AIR FACILITIES

Confidential

TABLE XIV - 1 (Continued)

NAME	TYPE	POSITION	ALTITUDE (FEET)	LOCATION	DIMENSIONS (FEET) SURFACE, AND CAPACITY	DESCRIPTION
<i>Fukuoka/Hazuke</i> Kyūshū I. (FIGURES XIV-5, XIV-6, and XIV-9)	HLG w/c	33° 35' N 130° 27' E		About 3 mi. E of Fukuoka, just N of Fukuoka-Futsu- kaichi road.	Irregular. Max. runs: 6200 NW/SE 6200 N/S 3100 NE/SW 2200 NE/SW Cleared. Extensibility believed limited. Capacity: Currently 12/16 HB.	Road to Fukuoka just N; RR stn. 1 mi. NW. In early stages of construction. Photo—June 1944 (at Photo. Interp. Sec.).
<i>Fukuoka/Najima</i> Kyūshū I. (FIGURES XIV-5, XIV-6, XIV-7, and XIV-8)	SS	33° 39' N 130° 26' E	S.L.	Four and one-half mi. NE of Fukuoka and just W of Na- jima, in E part of Fukuoka Bay.	Unlimited. In winter NW winds make alighting rather difficult. Four tall chimneys to SW of hangars. Capacity: 12/18 FB or 18/24 FP.	One fuel storage tank reported. Repair facilities, 2 or more hang- ars. Ramps and cranes reported. Telephone, telegraph, radio facil- ities available. Narrow road leads to highway to Fukuoka; RR stn. just E of bldgs. Owned by Japan Air Transport Co. and is terminus of their Ōsaka/Fukuoka and Fukuoka/ Fusan air lines. Fukuoka/Najima A/D nearby. Photos—1932. Photo —June 1944 (at Photo. Interp. Sec.).
<i>Fukuoka/Saito</i> Point Kyūshū I. (FIGURE XIV-10)	FLG	33° 39' N 130° 21' E	S.L. (est.)	Five mi. NW of Fukuoka and just N of Saito Point and Nisitozaki-Nama RR; at W end of peninsula.	L-shaped: 3000 NW/SE 2400 NE/SW Rolled earth. Apparently ex- tensible to N. Capacity: 24/26 F.	Road to Fukuoka on E boundary; RR stn. just E. First reported in photo of June 1944 (at Photo. Interp. Sec.), in which it appears operational. Fu- kuoka/Saito Point SS about 1 mi. E.
<i>Fukuoka/Saito</i> Point Kyūshū I. (FIGURE XIV-10)	SS	33° 40' N 130° 22' E	S.L.	Five mi. NW of Fukuoka and about 1¼ mi. NE of Saito Point and Nisitozaki; at N side of Fukuoka Bay just off S side of peninsula.	Unlimited. Calm sea, little swell. Apt to be cloudy and misty in winter; light winds in summer. Many shipping buoys. Capacity: 12/16 FB.	Road and rail connections to Fu- kuoka and other parts of island. First reported in photo of June 1944 (at Photo. Interp. Sec.), in which it appears operational. Fu- kuoka/Saito Point FLG about 1 mi. W.
<i>Fukuoka Southwest</i> Kyūshū I.	HAD	33° 34' N 130° 22' E	180 (est.)	Three and one-quarter mi. SW of Fukuoka; encircled by roads; 1¼ mi. S of Fukuoka Bay; 3 mi. SE of Miynok hama (Meinohama).	Reported 6560 x 1968 N/S. Concrete runways reported. A/D bldgs. to E and SE. Be- lieved nonextensible. Capacity: 18/24 HB.	Reported fuel storage W of run- way. Two hangars, barracks, nu- merous bldgs. Repair shops and storage space believed available. Ammunition storage to S. Two 12-cm. AA guns alongshore. One 25-mm. MG, 1 searchlight of 1" diameter and a lookout post with telescope on roof of HQ. Observation tower with one 7.7- mm. MG at end of wharf. Two or 3 of the patrol boats always on duty. Road and rail connections to Fukuoka and other parts of island. This field was first reported on Russian General Staff map. A re- port seems to confirm its existence and gives above details. Photo June 1944 covers insufficient area for confirmation or denial.
<i>Gōno Bay (Iki I.)</i> Kyūshū I.	ASS	33° 44' N 129° 41' E	S.L.	In Gonoura Bay at SW corner of Iki I., just SW of Mushozu; about 2 mi. E of Oshima; about 37 mi. N of Sasebo.	Ample. A/D bldgs. Capacity: 12 FP.	Three hangars reported. Road con- nections to various parts of island.
<i>Hamamatsu</i> (Mikatagahara) Honshū I.	HAD	34° 45' N 137° 42' E	300	Three mi. NW of Hamamatsu on Mikatagahara plain, just NE of drill field about 2 mi. SW of Mikatagahara; 2½ mi. N of Sanaru Lake; 3½ mi. E of Hamana Bay; 6 mi. N of Enshū Sea; 18 mi. E of Toyohashi.	6000 E/W x 4500 N/S (approx.) Good grass, sandy clay; muddy in wet weather, dusty in dry weather. A/D bldgs., good ap- proaches otherwise. Capacity: 24/36 HB or 36/48 MB.	Permanent night-lighting equip- ment. Eight hangars reported, with capacity of 10 B each. Shops for minor overhaul and repair. Good road connection with Ham- amatsu; on main RR. Telephone and radio connections.
<i>Hanshin</i> Honshū I.	MAD	34° 36' N 135° 35' E	150 (est.)	Just NE of Kawanabe and SW of Ōsaka-Kōriyama RR; 1¼ mi. SE of Hirano; 6¼ mi. SE of Ōsaka.	6560 NW/SE x 3280 NE/SW. Runways: One 5280 Three 3900 A/D bldgs.	Fuel available. Hangars reported. Road and rail connections from Ōsaka. Reported to be a large modern A/D.

TABLE XIV - 1 (Continued)

NAME	TYPE	POSITION	ALTITUDE (FEET)	LOCATION	DIMENSIONS (FEET) SURFACE, AND CAPACITY	DESCRIPTION
<i>Hiroshima</i> Honshū I.	FLG	34° 24' N 132° 29' E		Just NE of Hiroshima-Shijō road and RR; 1¼ mi. W of bend in Hiroshima-Mukaibara RR; 3 mi. N of Inland Sea; about 6 mi. S of confluence of Oia and Misasa Rivers; 13 mi. NW of Kure.	1800 x 1800. Map shows 3280 E/W x 2624 N/S available.	Good road and rail connections to other parts of island. Reported as a secondary military A/D and seaplane base.
<i>Isahaya</i> (Ishamachi) Kyūshū I.	FAD	32° 51' N 130° 03' E	550 (est.)	Just N of Isahaya and Isahaya-Onomura road and RR; about 2 mi. SW of Ariake Gulf; 4½ mi. N of Tachibana Bay.	Crossed strips reported: 4600 E/W (approx.) 4000 N/S (approx.) Grass. A/D bldgs. to S. Extensibility believed limited. Capacity: 36/48 F or 24/36 MB.	Fuel storage reported. Reported to have 5 hangars, HQ bldgs., barracks, and engine overhaul bldg. Road and rail connections to other parts of island. Reported both as civil landing ground and as large airport, with air crew training school at Ono village 3 mi. E of Isahaya. Report on Omura FAD appears to be this A/D, and details are taken from it.
<i>Itami</i> Honshū I.	FAD	34° 47' N 135° 27' E (approx.)	69 (est.)	Apparently 1 mi. E of Itami and Itami/Ōsaka road and RR, and S of road leading E from Itami; 6¼ mi. NE of Nishinomiya; 5¼ mi. NNE of Ōsaka Bay; 7¼ mi. NW of Ōsaka.	Square: 2700 x 2700 (believed enlarged). Runways: 2700 x 195 N/S. Slightly shorter E/W. Runways also reported: 2625 x 195 NE/SW. 2280 x 195 N/S. Slight slope to S. A/D bldgs. Believed extensible.	Floodlights, illuminated wind indicator in 1941. At least 2 hangars. Believed to have all facilities. NW of road and RR to Ōsaka and other parts of island. Reported being considered for enlargement for military purposes in 1939.
<i>Iwakuni</i> Honshū I.	MAD	34° 09' N 132° 14' E	328 (est.)	Three mi. ESE of Iwakuni on triangular island formed by forked mouth of Nishiki River on W shore of Hiroshima Bay; just S of Marifu Stn and just E of Hiroshima/Yanai road and RR; 3¼ mi. S of Ōtake; 21 mi. SSW of Hiroshima.	Square: 5280 x 5280. Runways: Macadamized runways reported. Well-drained. A/D bldgs. and radio masts to S. Believed nonextensible. Capacity: 48/60 MB.	Fuel and servicing available. At least 8 hangars, barracks, numerous bldgs.; repair unit and shops. Radio stn., telegraph, teletype, telephone, meteor. stn. E of road and RR to Hiroshima. In 1941 four squadrons, 48 first line and 18 reserve planes, reconnaissance planes, fighters and bombers located here. Home base of Iwakuni Naval Air Unit. Operated in conjunction with Iwakuni SS just E.
<i>Iwakuni</i> Honshū I.	SS	34° 08' N 132° 15' E	S.L. (est.)	Three and three-quarters mi. ESE of Iwakuni, 5 mi. SSE. Ōtake; 6¼ mi. SSW of Miya I.; 21 mi. SSW of Hiroshima.	Ample. Capacity: 12 FB.	At least 2 hangars and 1 ramp. Other facilities at A/D. East of road and RR to Hiroshima. Home base of Iwakuni Naval Air Unit. Operated in conjunction with Iwakuni MAD just W.
<i>Izumi</i> Kyūshū I.	MAD	32° 05' N 130° 19' E (approx.)	328 (est.)	Reported to be 2½ mi. W of Izumi and Izumi/Kamenotsu road and RR; 1 mi. SE of Akune/Kamenotsu road; 2 mi. SE of Yatsushiro Sea; 2½ mi. SW of Kamenotsu; 10 mi. SSW of Minamata.	Runways reported: 5000 E/W. 2300 N/S. Runways reported concrete. A/D bldgs. to W. In mountainous area. Extensibility believed limited. Capacity: 30/40 MB.	Fuel reported available. Two hangars, barracks, HQ bldgs. and engine overhaul reported. Road and rail connections to Kumamoto. All details, including location given, unconfirmed.
<i>Kachikawa</i> Honshū I.	MLG	35° 13' N 136° 59' E	207 (est.)	Believed to be 1¼ mi. ESE of Kachikawa, just S of Sitami and Shōnai Rivers and N of Nagoya/Seto road and RR; 5 mi. NE of Nagoya; 7 mi. NNE of Nagoya Hbr.	4440 x 3690. Appears extensible to 6000 x 6000. Capacity: 18/24 MB.	North of road and RR to Nagoya. Flying school reported here.
<i>Kagamigahara</i> Honshū I. (FIGURE XIV-11)	HAD	35° 23' N 136° 52' E	500	About 1 mi. SSW of Kagami-gahara, just S of Kagami-gahara/Nakayama road and RR; 1 mi. SE of Naka; 1½ mi. N of Kiso River; 2½ mi. ESE of Nakayama; 3 mi. W of Inuyama; 5½ mi. E of Gifu RR Stn.; 6 mi. N of Nagoya.	West section: 6600 x 1620. East section: 3600 x 3600. Grass, well-drained. Good approaches all directions. Sections can be joined to provide area approx. 16400 x 3280. Capacity: 60/75 HB.	Fuel available. Twelve large hangars and 17 shops and storage hangars reported. Complete facilities for major overhaul and repair. Just S of main road to Nakayama and Gifu and S of RR to Nakayama and Gifu. W/T, telephone, and radio available. Base for Numbers 1 and 2 Air Regiments; also used for advanced training for fighters. An important operating and supply base.

TABLE XIV - 1 (Continued)

NAME	TYPE	POSITION	ALTITUDE (FEET)	LOCATION	DIMENSIONS (FEET) SURFACE, AND CAPACITY	DESCRIPTION
<i>Kakogawa</i> Honshū I.	FAD	34° 46' N 134° 52' E		One and three-quarters mi. E of Kakogawa, just W of Mizuashi; E of Kakogawa/Kunikane road and RR and S of Khioka; 1½ mi. S of Kako River; 2¾ mi. NE of Takasago; 10 mi. SE of Himeji.	2760 x 2310 (approx). Runway: 1050 x 114 N/S (probably enlarged). Appears extensible on map. Capacity: 24 F.	Underground fuel storage on E border. Five underground hangars reported at opposite side of road on E boundary; shops for minor repair and overhaul. Approx. 1 mi. NE of Sanyo RR and road. Army operational base for 13th Air Regiment.
<i>Kanoya</i> (Takasu) Kyūshū I.	MAD	31° 22' N 130° 50' E	246	One and one-half mi. SW of Kanoya, just NW of curve in Osumi Line between Kanoya and Takasu; 3½ mi. E of shore of Kagoshima Bay.	5905 x 5249. Grass, smooth, level, well-drained. Good approaches. Extensible to 6560 x 6560. Capacity: 24/36 MB.	Fuel reported stored in tanks at E end of field. Night lighting facilities available. Three or more hangars, barracks, and adm. bldgs. reported. Facilities for major repairs and overhaul. Bordered by good roads; just W of Kanoya-Kodani RR. Important base for naval land-planes in defense of coast area of southern Kyūshū and for training and operating for fleet carrier a/c. Home base of Kanoya Naval Air Unit.
<i>Kanoya East</i> (Kusanohara) Kyūshū I.	MAD	31° 23' N 130° 53' E	328 (est.)	Two mi. ENE of Kanoya, and N of Kanoya/Kaminoson road; 1¼ mi. WSW of Nakayama; 2 mi. E of Kanoya/Kodani RR; about 4½ mi. NW of Takayama; 6¼ mi. E of Kagoshima Bay.	Runways: 4921 N/S (unconfirmed). 4921 E/W (unconfirmed). Concrete (unconfirmed). Appears extensible on map. Capacity: 20/30 MB.	Hangars reported but not confirmed. Night-lighting facilities reported. Serviced by spur RR. Practice and overflow field for Kanoya MAD.
<i>Katsuyawa</i> (Osaka) Honshū I.	FAD	34° 38' N 135° 28' E	17	About 3 mi. SSW of Ōsaka on reclaimed land on N side of Kizu River, 3¼ mi. N of Sakai.	3300 E/W x 1980 N/S. Cinders. Bldgs. and tall chimneys in vicinity. Extension limited by bay, industrial bldgs. and river. Capacity: 24/36 F.	Two hangars; minor repairs possible. Telephone, telegraph, and radio available. Road and rail connections in town of Ōsaka. Reported probably abandoned as main Ōsaka A/D.
<i>Katsuyawa</i> (Osaka) Honshū I.	SS	34° 37' N 135° 28' E	S.L.	About 3 mi. SW of Ōsaka, on N side of mouth of Kizu R. in Ōsaka Bay; 1½ mi. W of Ōsaka/Sakai road and RR; 3 mi. NNW of Sakai.	Ample. Bldgs. and tall chimneys in vicinity. Capacity: 12 FB or 18 FP.	Two large hangars; minor repairs possible. Telephone, telegraph, and radio facilities available. Road and rail connections in town of Ōsaka.
<i>Kōchi</i> (Urado, Nagahama) Shikoku I.	SS	33° 32' N 133° 33' E	S.L.	One and three-quarters mi. SSE of Kōchi on S side of N part of 4 mi. long double, land-locked Urado Bay, near constriction that makes 2 parts of bay; about 2 mi. N of Nagahama; 3 mi. WNW of Cape Ryuto light.	Ample. Capacity: 9/12 FB.	Limited fueling facilities. One hangar reported in 1938. Road connections to Kōchi, which is RR center. Reported Naval Air stn. Believed operated in conjunction with Kōchi LG just W.
<i>Kure</i> (Hiro) Honshū I.	FAD	34° 14' N 132° 37' E	10 (est.)	Two and one-half mi. E of Kure and Kure Naval Base and about 1 mi. SW of Hiro, on W bank of lower reaches of Kurose River; on N shore of Inland Sea; just S of Kure/Mitsukuchi RR.	Reported 3937 x 2624 NNW/SSE. Reclaimed land, reported almost entirely paved with macadam. Radio mast at SE corner. Mountains to NW. Landing difficult in heavy wind. Possibly extensible to NNE where there is swampy land. Capacity: 40/50 F.	At least 3 fuel tanks in NW corner. Portable searchlights, small boundary marker lights; 6 hangars; barracks, HQ bldgs. Full repair facilities available. Road connections to Okayama and Hiroshima; S of RR to Kure. D/F, radio, control tower. Home base of Kure Naval Air Unit. Operated in conjunction with Kure SS.
<i>Kure</i> (Hiro) Honshū I.	SS	34° 13' N 132° 37' E	S.L. (est.)	Three and one-half mi. E of Kure and Kure Naval Base; and about 1 mi. SW of Hiro; just S of Kure/Mitsukuchi RR; 3¾ mi. NW of Kamakuri I.	Ample. In westerly wind, air currents are generally unfavorable and great care is necessary at foot of 1640' Mt. Ishikashiyama to W. Taxiing difficult in winter in S wind. Shipping, buoys; radio masts at SE corner of Kure FAD; mountains just NW; tall chimney at Hiro shops 1 mi. E.	Fuel available. Believed to have night-landing facilities. At least 2 seaplane hangars at SE corner of Kure FAD; at least one 200' slipway; full repair facilities available. Road and RR to Kure. Home base of Kure Naval Air Unit. Operated in conjunction with Kure FAD.



TABLE XIV - I (Continued)

NAME	TYPE	POSITION	ALTITUDE (FEET)	LOCATION	DIMENSIONS (FEET) SURFACE, AND CAPACITY	DESCRIPTION
Maizuru Honshū I.	FAD	35° 26' N 135° 23' E (approx.)	656 (est.)	Reported to be 2½ mi. ESE of Maizuru; 2 mi. S of Maizuru-Takahama road and RR; 3½ mi. ESE of dockyard; 7½ mi. SE of Yura; 10 mi. WSW of Takahama. Also reported to be at 35° 29' N, 135° 28' E, 7½ mi. E of Maizuru.	Formerly 1800 x 1350, but reported u/c in 1942. Rolled earth. A/D bldgs. to NW, E, S, and SE; low hills to N. Believed extensible to 6000 x 6000. Capacity: 12/18 F.	Available 2 large, 6 small fuel tanks at low hills to N. At least 4 hangars to SE; adm. bldgs. to NW; 3 barracks to E and 2 to S. Good road and RR to Takahama. Naval air stn. reported as large A/D and as fighter base for protection of Kyōto.
Maizuru Honshū I.	SS	35° 32' N 135° 14' E	S.L. (est.)	Eight mi. NW of Maizuru, in Kunda Bay, which is on W side of Maizuru and Wakasa Bays; ¾ mi. SE of Kunda RR Stn; about 2 mi. NW of Yura; 3¼ mi. E of Miyazu; 18 mi. NE of Fukuchiyama.	Good shelter; snow in winter; foggy Dec.-Mar. Extremely strong air currents caused by proximity of hills make alighting from land side very difficult. Capacity: 12/18 FP.	Underground fuel storage. At least 1 hangar, accommodations for about 400 men; ample repair facilities believed available. Telephone, radio, meteor. stn. Good road and RR to Maizuru. Primary Naval air base; presumed to have all facilities.
Miyakonojō Kyūshū I.	FAD	31° 44' N 131° 03' E	534 (est.)	One and one-fourth mi. NW of Miyakonojō, just S of Oneda and Takenashitan River and just W of Miyakonojō-Shibushi road and RR; 17½ mi. NE of Imamachi.	Reported rectangular: 3280 x 2296 (approx.) E/W. Formerly L-shaped: 2100 x 990 E/W. Runway: 3280 (approx.) E/W. Runway reported concrete. A/D bldgs. to E. Extensibility limited. Capacity: 24/36 F.	Fuel available. Two hangars and barracks reported. Road and RR to Miyakonojō and other parts of island. Army A/D being used as drill ground in 1942. Bldgs. u/c. Flying training school reported here.
Nagoya Honshū I.	SS	35° 04' N 136° 52' E	S.L.	Six mi. SSE of Nagoya, just SE of Inae, on W side of harbor at N end of Iseno Sea; about 1½ mi. E of Nikko River mouth.	Unlimited. Shallow, good except in strong NW wind. A/D bldgs. to N. Capacity: 12/16 FB.	Reported to have all facilities. Fuel available. Believed to have full night-landing facilities. At least 1 slipway; ample repairs at a/c factory 1 mi. NE. Good roads and RR to Nagoya. Operated in conjunction with Nagoya North HAD.
Nagoya North Honshū I.	HAD	35° 05' N 136° 51' E	S.L.	Six and one-quarter mi. SSW of Nagoya on reclaimed land on W side of Nagoya Hbr; just W of main breakwater on waterfront, just S of Inae, and just E of Shōnai River mouth; 1¾ mi. WNW of Ikada River mouth; 10 mi. ENE of Kiyana.	Irregular: 6600 x 2700. Runway reported. Grass. Runways said to be concrete. Remainder grass. Hangars to S and NNE. Believed limited. Capacity: 36/48 HB.	Reported to have all facilities. Fuel available. Believed to have full night-landing facilities and at least 3 hangars. Limited repairs; ample repairs at a/c factory 1 mi. NE. Good roads and RR to Nagoya. Telephone, telegraph, and radio available. Operated in conjunction with Nagoya SS.
Nakamita Honshū I.	FAD	34° 31' N 132° 36' E		Reported to be ½ mi. NNW of Nakamita RR Stn. and of Hiroshima-Tokanichi RR and Misasa River on former parade ground; about 12 mi. NNE of Hiroshima.	Rectangular: 3000 x 2700 NNE/SSW. Rolled earth. Low hills to N and NE, brick wall to E. Capacity: 18/24 F.	At least 5 underground fuel tanks. Six underground hangars reported tunneled into hills on NE; barracks, HQ bldg., air-raid shelter. NNW of RR to Hiroshima and S of road to Hiroshima. Believed to be center for parachute training in Japan.
Obatagahara Honshū I.	FAD	35° 11' N 136° 54' E	328 (est.)	Believed on former Obatagahara drill grounds just N of Nagoya-Tajimi road and RR; 1¼ mi. N of Nagoya center; 1¾ mi. E of Shōnai River; 6¾ mi. N of Nagoya Hbr.	Reported 1500 x 900, probably enlarged. Appears extensible on map to about 4092 N/S x 3274 E/W.	Facilities have been reported as good. No fuel available. Sixteen hangars reported. Road and rail connections in Nagoya. Used by Nagoya aviation school and also Shin Aichi newspaper.
Oita Kyūshū I.	FAD	33° 15' N 131° 40' E	50 (est.)	Reported to be 4 mi. ENE of Oita on S coast of Beppu Bay, just N of Oita-Saka-noichimachi road and RR and just E of small stream; 2½ mi. N of Mori; 9¼ mi. ESE of Beppu.	Grass. Capacity: 81 F, 63 LB.	Fuel believed available. Ten hangars, quarters, hospital; engine repair shops, concrete apron, and storehouses reported. Road and rail connections to Oita. Control tower. Naval A/D used by fighters and MB's. Advanced fighter training school.

TABLE XIV - 1 (Continued)

NAME	TYPE	POSITION		ALTITUDE (FEET)	LOCATION	DIMENSIONS (FEET) SURFACE, AND CAPACITY		DESCRIPTION
Omura Kyūshū I. (FIGURE XIV-12)	FAD	32° 56' N 129° 56' E		10 (est.)	Two mi. NW of Omura on E shore of Omura Gulf, just W of Omura-Sasebo road and RR; about 1 3/4 mi. NNE of Nagasaki; 21 mi. SSE of Sasebo.	3600 N/S x 3600 E/W. Runways: Reported to be 3280 NNW/SSE. Grass. Concrete runway reported. Paved hangar aprons. Extensibility believed limited. Capacity: 63 L.B.	Fuel available. Portable searchlights, red boundary lights, probably full night-landing facilities. Four hangars, barracks, HQ bldg., repair shops, a/c assembly plant. Eight cm. AA guns in revetted pits along shore, observation tower at end of concrete pier. One 13 mm. MG, 1 small searchlight on observation tower on roof of HQ bldg. Road to Sasebo; spur RR. Radio, D/F, control tower. Home base of Omura Naval Air Unit. Used for Naval air training, probably operated in conjunction with Omura SS just SW. Good auxiliary A/D (Omura South) 1 mi. SE.	
Omura Kyūshū I. (FIGURE XIV-12)	SS	32° 55' N 129° 55' E		S.L. (est.)	Two and one-half mi. NW of Omura, in E side of Omura Bay; about 3 3/4 mi. SSE of Matsuhara; 13 mi. NNE of Nagasaki; 21 1/2 mi. SSE of Sasebo.	Unlimited. Extremely shallow.	Fuel available. Probably full night-landing facilities. Seven hangars, a/c assembly plant, one 240' ramp, 1 large hoisting crane, 1 small boat basin, 2 jetties. Road to Sasebo; spur RR. Radio, D/F. Probably operated in conjunction with Omura FAD just NE.	
Saeki Kyūshū I.	FAD	32° 58' N 131° 55' E		10 (est.)	One and one-half mi. ENE of Saeki; just NE of Mejima on Me Island, which is on S side of Saeki Bay between Nakaye River to W and Ban-shō River to E; about 12 mi. WNW of Tsurumi Cape; 12 1/2 mi. SE of Usuki.	5280 N/S x 3960 E/W (approx.) Crossed runways: 3280 (approx.) NNE/SSW, 3280 (approx.) NNW/SSE. Reclaimed land. Grass, elaborate drainage system. Concrete apron. 2 radio towers just W. Reported extensible to include all of island—6000 x 2624 (approx.). Capacity: 36 MB or 48 F.	Underground fuel storage just S. Hangar (2624' x 328') for 300 a/c. Ammunition storage just S. 25 mm. MG emplacement near hangar; AA emplacement just W. Access to road to Saeki, where there is a RR stn. Radio, D/F. Saeki SS just NW.	
Saeki Kyūshū I.	SS	32° 58' N 131° 55' E		S.L.	One and one quarter mi. ENE of Saeki, at S side of Saeki Bay on W side of Bungo Channel; just off N side of Naga I.; 12 mi. WNW of Tsurumi Cape; 12 1/2 mi. SE of Usuki. Installations are on N side of Naga I.	Ample. Breakwaters. 2 radio towers just S of bldgs. Capacity: 24 FB.	Installations are on N side of Naga I. Underground fuel tank just W of bldgs. Gasoline service station. Believed to have full night-landing facilities. Hangars for 40 a/c, barracks, quarters; repair shops; concrete ramp, 25-ton crane. AA emplacement just W of bldgs. Access to road to Saeki, where there is RR stn. Radio, D/F. Major air base. Home base of Saeki Naval Air Unit. Saeki FAD just SE.	
Sakai (Obama) Honshū I.	ASS	34° 34' N 135° 27' E		S.L. (est.)	Just W of Sakai, at S end of Sakai waterfront on E side of Ōsaka Bay; 2 1/2 mi. NNW of Otori; 8 mi. SSW of Ōsaka.	Unlimited. Believed extensible. Capacity: 12 FP.	Fuel believed available. At least 3 hangars; minor repairs; at least 1 small slipway and 2 moorings. Road 1/4 mi. E; RR stn. just NE. Used by Sakai (private) flying school in 1941. Believed to be commercial SS.	
Sakamoto Honshū I.	SS	35° 03' N 135° 53' E		S.L. (est.)	Just SE of Sakamoto, just E of Sakamoto-Ōtsu road and RR; at SW end of Lake Biwa; about 3 mi. NNE of Ōtsu; 5 mi. WNW of Kusatsu; 7 1/2 mi. E of Kyōto.	Believed ample. Capacity: 36/48 FP.	Fuel available. At least 2 hangars, barracks; 1 repair shop; 2 slipways. Road and RR to Ōtsu. Reported as large Naval station and floatplane training center.	
Sasebo Kyūshū I. (FIGURE XIV-13)	SS	33° 08' N 129° 44' E		S.L. (est.)	Three and one-quarter mi. SSE of Sasebo, at entrance to Omura Gulf, on E side of Sasebo Bay, just S of small hilly peninsula; 3 1/2 mi. SE of Sasebo Navy Yard.	Unlimited. Shallow water near slipways. Flying conditions generally favorable. Buoys. Capacity: 18/24 FB.	Five fuel tanks, and probable underground fuel storage. Probably full night-landing facilities. Six hangars, barracks, HQ, bldgs.; repair shops; 2 hammer-head cranes, 3 concrete slipways, 2 concrete aprons. RR stn. at Sasebo, radio, D/F, control tower. First-class Naval seaplane stn. for coastal patrol. Home base of Sasebo Naval Air Unit.	

Confidential

## AIR FACILITIES

Page XIV - 9

TABLE XIV - 1 (Continued)

NAME	TYPE	POSITION	ALTITUDE (FEET)	LOCATION	DIMENSIONS (FEET) SURFACE, AND CAPACITY	DESCRIPTION
<i>Sasebo/Hui</i> Kyūshū I. (FIGURE XIV-13)	SS	33° 08' N 129° 45' E	S.L. (est.)	Three mi. SE of Sasebo and 1 mi. S of Hui; at delta of small stream in small bay; about 1½ mi. E of Sasebo Inner Harbor; 1½ mi. NNE of Sasebo SS; 3 mi. WNW of Haika.	Unlimited. Capacity: Probably 8/12 FB.	Fuel available. Four hangars; workshops, assembly plant and repair center appear to be u/c; 1 hammerhead crane, 1 slipway. Road and RR stn. at Hui. D/F, radio.
<i>Shirahama</i> Honshū I.	FLG	33° 41' N 135° 22' E		Believed to be 1¼ mi. SE of Shirahama on S side of Tanabe Bay; 2½ mi. W of Tanabe-Susami road and RR and Tanabe River; ¾ mi. SW of Tanabe; ¾ mi. WSW of Ikuma; 1¼ mi. NNW of Susami.	2250 x 2250 (approx.). Packed earth. Sea wall on N boundary; low hills to S. Believed extensible to E and W.	At least 5 oil tanks; also 5 tanks on island 1 mi. W (all partly underground). Offices, bldgs.; workshop. Road to Shirahama on N boundary; RR stn. just E. W/T. U/c in 1942. Parachute training ground adjoins SW; Shirahama ASS to W.
<i>Shirahama</i> Honshū I.	ASS	33° 41' N 135° 22' E	S.L. (est.)	One and three-quarters mi. E of Shirahama, on S side of Tanabe Bay; 2½ mi. W of Tanabe-Susami road and RR and Tanabe River; 3 mi. SSW of Tanabe; 1¼ mi. NNW of Susami.	Unlimited. Capacity: 18/24 FP or 8/12 FB.	At least 5 oil tanks; also 5 oil tanks on island 1 mi. W (all partly underground). Minor repairs; slipway reported. Road to Shirahama; RR stn. just E. W/T. U/c, 1941. Believed used in conjunction with Shirahama FLG to E.
<i>Suzuka</i> (Shiroko) Honshū I. (FIGURE XIV-14)	MAD	34° 51' N 136° 36' E	328 (est.)	One and one-quarter mi. NW of Suzuka (formerly Shiroko) and Ise Bay, just NW of Suzuka-Yokkaichi streetcar line and road; 2½ mi. SSW of Kambe; 9¼ mi. NNE of Tsu.	Various reports. Runway: 5249 x 262 E/W. Parallel strip: 5249 x 1640 EW. Grass. Runway reported concrete. Concrete hangar apron. Capacity: 36/48 MB.	Reported to have full facilities. Fuel believed available. Probably night-landing facilities. Four hangars, barracks; a/c assembly plant adjoins field to NW. Road to Suzuka, where there is RR stn. Control tower. May be test field for MB. Training station and home base of Suzuka Naval Air Unit.
<i>Tachiarai</i> Kyūshū I. (FIGURE XIV-15)	MAD	33° 24' N 130° 37' E	98	South of Tachiarai on S side of the Tachiarai-Amaki road; 2½ mi. WSW of Amaki; about 8 mi. SE of Futsukaichi; 9¼ mi. NE of Kurume.	Irregular: 4500 NE/SW x 1800-3600 NW/SE. Reported strips: 4500' 3600' 1200' Grass; a/w but dusty in dry weather. Hangars and other bldgs. to N. Appears extensible on map. Capacity: 48/60 F or 35/48 MB.	Underground bulk storage for gasoline and oil. Nine modern military hangars; barracks for 6 squadrons; facilities for overhaul and repairs greatly improved. Poor road to Futsukaichi (14 mi.) thence good; light RR to Futsukaichi, which is on main RR. Part of air defense of Strait of Shimonoseki, Tsushima Channel, and steel mills of Yawata and Kokura.
<i>Tomitaka</i> Kyūshū I. (FIGURE XIV-16)	FAD	32° 24' N 131° 38' E	S.L.	One and one half mi. SSE of Tomitaka just E of Tomitaka-Takomabe coast road and RR; 1½ mi. S of Gokase River and Nobeoka.	3960 N/S x 2640 E/W. Grass; level. Hangars and other bldgs. on perimeter of field. Extensibility considerable. Capacity: 24/36 F.	Limited fuel storage. Four hangars and barracks. Possible defenses along E perimeter and one at S boundary. Adjacent to road and RR to Tomitaka. Comparatively unimportant and used largely by a/c from the fleet during exercises.
<i>Usa</i> Kyūshū I.	MAD	33° 34' N 131° 26' E	50 (est.)	Believed to be 5 mi. NE of Usa and 3 mi. NE of Usa RR Stn., just NE of Takata, on E side of river; 4 mi. E of Nagasu.	Rectangular: 5300 E.W. 5000 N/S. Grass, firm. Extensibility believed limited. Capacity: 48/60 MB.	Limited fuel storage. Probably night-landing facilities. Ten hangars, HQ, bldgs., barracks, repair shops, engine overhaul bldg. Road to Nagasu; RR stn. at Takata. Control tower. Naval air base. Flying training here.
<i>Yokaichi</i> Honshū I.	MAD	35° 06' N 136° 12' E	436 (est.)	About ¾ mi. SSE of Yokaichi, just S of Yokaichi-Takano road, and just NE of Imabori; about 1 mi. E of Yokaichi-Minakuchi road and RR; 1¼ mi. NW of Shirinasi; about 10 mi. SE of SE shore of Biwa Lake; 38 mi. W of Nagoya.	Rectangular: 4920 NNW/SSE x 3280 ENE/WSW. Well-turfed, level, well-drained, slight slope to NW. Mountains to E, S, and NW with radio towers and bldgs. with obstruction lights. Believed non-extensible. Capacity: 24/36 MB.	Bulk fuel. Permanent night-landing facilities. Four or more hangars, barracks for 4 squadrons, numerous other bldgs.; complete overhaul and repair facilities. Road to Yokaichi, where there is RR stn. Telephone, radio, meteor. stn. Primary Army A/D. Parachute training here.

TABLE XIV - 2  
REPORTED AIRFIELDS, LANDING GROUNDS, AND SEAPLANE STATIONS

NAME	TYPE	POSITION	ALTITUDE (FEET)	LOCATION	DESCRIPTION AND DIMENSIONS
<i>Aburatsu</i> Kyūshū I.	S	31° 33' N 131° 24' E	S.L. (est.)	Just S of Aburatsu; in Aburatsu Hbr.; 4¼ mi. SE of Obi; 3¼ mi. NNW of Ōshima.	Reported Naval air base. Two mi. square.
<i>Akashi</i> Honshū I.	LG	34° 39' N 135° 01' E (approx.)		Approx. 1¼ mi. NW of Akashi between Sanyō RR and Harima Sea; just W of Akashi a/c factory; 3½ mi. NW of N tip of Awaj I.; approx. 11½ mi. W of Kōbe.	Adjoins Akashi a/c factory. Used by twin-engine trainers.
<i>Aki</i> Shikoku I.	A/D	33° 30' N 133° 54' E (town)		Reported to be at Aki, which is on the Akaoka-Yasuda road and RR; about 5 mi. SE of Wajiki; 10 mi. ESE of Akaoka.	Reported landing ground.
<i>Akune</i> Kyūshū I.	S	32° 01' N 130° 11' E	S.L. (est.)	In bay just W of Akune and Akune-Motii road and RR; 3 mi. SSW of Origuchi; 11 mi. WSW of Izumi.	Probable facilities.
<i>Amagasaki</i> Honshū I.	A/D	34° 42' N 135° 22' E		Believed to be 3 mi. SW of Amagasaki on W bank of Muko River, N side of Ōsaka Bay; about 2 mi. S of Ōsaka-Kōbe road and RR; 6¼ mi. WNW of Ōsaka.	A/c factory and SS nearby. On commercial air line in 1938. Owned by Japan Air Transport Co. Gravel runways.
<i>Amagasaki</i> Honshū I.	S	34° 41' N 135° 22' E	S.L. (est.)	Believed to be 3 mi. SW of Amagasaki on N side of Ōsaka Bay at mouth of Muko River just S of Naruo; 3½ mi. SE of Nishinomiya; 7½ mi. WNW of Ōsaka.	A/c factory and A/D nearby.
<i>Ando</i> Honshū I.	S	34° 52' N 135° 57' E (approx.)	S.L. (est.)	Reported to be at Shinmaiko (not located); believed possibly to be at Handa in Chita Bay; on S side of Owari Pen.; 2 mi. W of Ōhama; 20½ mi. S of Nagoya.	Reported to operate passenger and freight plane service between Shinmaiko and Gamo and between Shinmaiko and Futami.
<i>Asahi</i> Honshū I.	A/D	34° 40' N 135° 30' E (town)		Reported to be in Kitoku, Ōsaka, which lies on NE side of Izumi Sea; 27 mi. SW of Kyōto; 30 mi. E of Kōbe.	Asahi newspaper A/D. Reported small.
<i>Benten I.</i> Honshū I.	A/D	34° 41' N 137° 35' E		Believed to be just SW of small Benten I., which is on narrow spit at entrance to Hamana Bay at N shore of Enshū Sea; 8½ mi. W of Hamamatsu; 12½ mi. SE of Toyohashi and Mikawa Bay.	Commercial A/D.
<i>Beppu</i> Kyūshū I.	A/D	33° 17' N 131° 30' E		Just NW of Beppu and S of Beppu-Migita road; about ½ mi. W of Beppu-Kitsuki coast road and RR and Beppu Bay; 7¼ mi. WNW of Ōita.	Secondary military A/D, civil AD; also reported as civil emergency. Owned by Japan Air Transport Co. in 1926; on Ōsaka-Fukuoka air mail line. Apparently extensible to 6000'.
<i>Beppu Bay</i> Kyūshū I.	S	33° 17' N 131° 31' E		In Beppu Bay just NNE of Beppu and E of Beppu-Migita coast road and RR; about 7 mi. WNW of Ōita.	Naval seaplane station.
<i>Bōchū</i> Kyūshū I.	A/D	32° 55' N 131° 06' E		Believed to be 1½ mi. SE of Bōchū; about 1¾ mi. W of Miyadei-Takamori road; 2½ mi. SW of Miyadei; 5 mi. SE of Uchinomaki; 6¼ mi. NNW of Takamori.	Reported landing ground.
<i>Chiran</i> Kyūshū I.	A/D	31° 23' N 130° 26' E	328 (est.)	Just W of Chiran, just S of large stream, and just N of Chiran-Kaseda RR; 7½ mi. ESE of Kaseda; 15½ mi. SSW of Kagoshima.	Bounded on E and S by hills up to 700'. Fuel. Reported very large; 3 times area of Kanoya (Takasu) MAD. Reported concrete.
<i>Fukuoka/Imajiku</i> Kyūshū I. (FIGURES XIV-17 and XIV-18)	A/D	33° 35' N 130° 15' E		Eight and one-half mi. W of Fukuoka and 1¼ mi. WNW of Imajiku; just N of Imajiku-Motooka road and just S of inlet; ½ mi. N of Fukuoka-Ibamoto RR.	Turf, drainage. Extension appears to be in progress. Apparently old established A/D. Rectangular; 1950' NW/SE, 1900' NE/SW.
<i>Fukuoka/Najima</i> Kyūshū I. (FIGURES XIV-5 and XIV-6)	A/D	33° 39' N 130° 27' E	S.L.	Five mi. NE of Fukuoka and just S of Najima on W shore of Fukuoka Bay; just W of Najima-Fukuoka road and RR.	Barracks, 2 hangars, W/T. Airport of Japan Transport Co. 1926. Apparently u/c; reported to be of little importance since opening of Fukuoka/Gamosu FAD. Fukuoka/Najima SS nearby. Runway: 900' NW/SE (approx.).
<i>Fukuro</i> near Shikoku I.	S	34° 14' N 134° 42' E		Just S of Fukuro in bay in Naruto Strait; at SW end of Awaji I., which is between Shikoku and Honshū Is.; 7½ mi. NE of Muya; 14¾ mi. NE of Tokushima.	Area ample.
<i>Fukuyama</i> Honshū I.	A/D	34° 28' N 133° 23' E	50 (est.)	Believed to be about 1 mi. SE of Fukuyama, just N of Nabaruti and just S of river; 6¼ mi. N of Tomo; about 11 mi. NE of Onomichi.	Former civil ELG. Large extensions expected by spring 1943. Training station for Naval pilots. Fukuyama SAA nearby.
<i>Fukuyama</i> Honshū I.	S	34° 28' N 133° 24' E		Reported to be about 2½ mi. ESE of Fukuyama at Setoshima Beach at mouth of rivers; 6¼ mi. NNE of Tomo.	
<i>Futaminoura</i> Honshū I.	A/D	34° 30' N 136° 47' E (town)	50 (est.)	Reported to be at Futaminoura; probably just NW of town and Futaminoura-Ujijamada road and RR, on S shore of Irako Strait; 3½ mi. NE of Ujijamada; 14¼ mi. ESE of Matsuzaka.	Naval air base; formerly known only as secondary military airfield. Terminus of civil air line from Nagoya.
<i>Gojo</i> Honshū I.	A/D	34° 21' N 135° 41' E		Believed to be just NW of Gojō-Wakayama road and RR; 4¼ mi. ENE of Hasimoto; 6¼ mi. WSW of Simoiti; 25 mi. SW of Ōsaka.	Naval air base. Terrain does not appear good on map.

TABLE XIV - 2 (Continued)

NAME	TYPE	POSITION	ALTITUDE (FEET)	LOCATION	DESCRIPTION AND DIMENSIONS
<i>Hakatori</i> Honshū I.	A/D	35° 07' N 136° 39' E		Believed to be 1½ mi. SSE of Hakatori between Nagoya River and Hakatori-Harima road and RR; 7½ mi. N of Iseno Sea; 10½ mi. N of Yokkaichi; 14¾ mi WSW of Nagoya.	Home base of Katori Naval Air Base.
<i>Hamada</i> Honshū I.	A/D	34° 54' N 132° 05' E (town)		Reported to be at Hamada, which is on Masuda-Gōtsu coast road and RR; 2½ mi. NNE of Atsura. Probably just NW of town on drill ground on coast or just NE of town.	Reported Army A/D.
<i>Handa</i> Kyūshū I.	A/D	33° 27' N 131° 25' E	328 (est.)	Reported at Handa, possibly on bend of Yakkan-gawa just below confluence of Tsubusa-gawa and Fukami-gawa, 7½ mi. S of Nagosu; 4 mi. S of Usa.	Reported landing ground.
<i>Hikone</i> Honshū I.	A/D	35° 16' N 136° 17' E	328 (est.)	Believed to be about 1½ mi. E of Hikone between Hikone-Maibara RR and Timoto-Torimoto road; 1¾ mi. E of Biwa Lake; 2½ mi. NNE of Takamiya; about 18 mi. WSW of Ōgaki.	
<i>Himeji</i> Honshū I.	A/D	34° 51' N 134° 42' E		Just NNE of Himeji, just W of Himeji-Tokhoro road and RR; 5 mi. N of coast and Sikama; 5½ mi. NW of Amida.	Believed considerably enlarged and used as Army A/D. A/c factory at Himeji.
<i>Hirajō</i> Shikoku I.	S	32° 58' N 132° 31' E	S.L. (est.)	Believed to be just W of Hirajō in Hirajō Bay at mouth of river; 3 mi. S of Kasiba; 17½ mi. S of Uwa-jima.	
<i>Hiroshima</i> Honshū I.	S	34° 22' N 132° 27' E	S.L. (est.)	Possibly just S of Hiroshima, at mouth of Kyobashi and Motoyasu Rivers at N side of Hiroshima Bay.	Reported as SAA with new seaplane aviation school Nov. '41. Hiroshima FLG to NE.
<i>Hoso Bay</i> Kyūshū I.	S	32° 25' N 131° 41' E	S.L. (est.)	In Hoso Bay, just off SE coast of small Hoso I., at mouth of Isua River, just N of small peninsula; 3 mi. E of Tomitaka; 10½ mi. S of Nobeoka.	One-half mile wide.
<i>Ibusuki</i> Kyūshū I.	S	31° 13' N 130° 39' E	S.L. (est.)	On stretch of sandy beach just inside entrance of Kagoshima Bay on its western shore, adjacent to hot springs of Ibusuki (Miyagohama).	Reported Nov. '42 that 4-motored seaplanes were using this SAA; 30 observed one time.
<i>Ichinomiya</i> Honshū I.	A/D	35° 18' N 136° 48' E		Reported to be at Ichinomiya, which is on Nagoya-Gifu road and RR; 11 mi. SE of Ōgaki; 11 mi. NNW of Nagoya.	Landing ground reported.
<i>I-jima (Benten)</i> Near Shikoku I.	A/D	33° 51' N 134° 49' E		Believed to be at center of I-jima; 3¾ mi. ENE of Cape Kamainuta; 10 mi. SE of Tomioka.	Central elevation of island cut down and fills made at each end. Barracks. Military A/D; probably used as base for fighters and reconnaissance and patrol a/c. Island is 1 x ½ mi.
<i>Imaiohara</i> Kyūshū I.	A/D	33° 17' N 131° 25' E		Reported to be at Imaiohara (not located). Believed to be in valley between 2 mountains; 1 mi. N of Beppu-Nigita road; 5 mi. W of Beppu.	Landing ground reported. Reported area: 163 acres.
<i>Inokushi Bay</i> Kyūshū I.	S	32° 47' N 131° 54' E	S.L. (est.)	In Inokushi Bay, just E of Maruitibi; 10 mi. NNE of Shimanoura I.; 11¾ mi. S of Sacki.	One mile square.
<i>Ise Bay</i> Honshū I.	S	34° 54' N 136° 40' E	S.L.	On W side of N part of Ise Bay, at mouth of Suzuka River; 4 mi. SSE of Yokkaichi; 23 mi. SW of Nagoya; 6¾ mi. from alighting area to Ono; 10 mi. from W shore to Ono.	Operated in conjunction with Suzuka North A/D just W.
<i>Iwamatsu</i> Shikoku I.	S	33° 07' N 132° 28' E	S.L.	In bay just W of Iwamatsu and N of Hokhisaga; 9 mi. SSW of Uwajima.	Seaplane alighting area reported, 2 x ½ to ¾ mi.
<i>Iwata</i> Honshū I.	A/D	34° 46' N 137° 51' E	328 (est.)	Possibly at Iwatamura in valley of Tenryū-gawa.	Army A/D.
<i>Kagoshima</i> Kyūshū I.	A/D	31° 33' N 130° 33' E	10 (est.)	One and three-quarters mi. SSE of Kagoshima on W coast of Kagoshima Bay at S end of island, just E of Kagoshima-Futon road and RR and just SE of Korimotu; 3 mi. NNE of Taniyama.	Reported to be an important land and sea plane air base with all facilities. Irregular: 3280' (approx.).
<i>Kagoshima</i> Kyūshū I.	S	31° 33' N 130° 34' E	S.L.	One and one-half mi. SSE of Kagoshima in Kagoshima Bay 4¼ mi. W of S end of small island in bay; 3½ mi. NNE of Taniyama.	Not a regular SS in 1936 but used as point of arrival from, or departure to, the China coast. Ample area.
<i>Kaimon Mountain</i> Kyūshū I.	A/D	31° 13' N 130° 34' E		Coordinates place it 3 mi. NNE of 3060' volcanic Kaimon Mt. at edge of Ikeda-kō.	Secondary military A/D.
<i>Kaketsuka</i> Honshū I.	A/D	34° 40' N 137° 48' E (town)	10 (est.)	Reported to be at Kaketsuka, which is on E bank of Tenryū River, about 2 mi. N of coast; 3 mi. SW of Nakatsumi; 4½ mi. SE of Hamamatsu; 38 mi. SE of Shizuoka.	Factory, office, A/D and school.
<i>Kido</i> Honshū I.	A/D	35° 12' N 135° 55' E	341 (est.)	Just W of Kido and Kido-Ōtsu road and RR, on E side of Lake Biwa; 13½ mi. N of Ōtsu.	Reported airport.
<i>Kiga</i> Honshū I.	A/D	34° 46' N 137° 37' E	10 (est.)	Believed to be 3¼ mi. SSW of Kiga and just W of Kurematsu on point of land on E side of Hamana Lake; 6¼ mi. NNE of Hamana; 8 mi. NW of Hamamatsu.	Secondary military A/D.

TABLE XIV - 2 (Continued)

NAME	TYPE	POSITION	ALTITUDE (FEET)	LOCATION	DESCRIPTION AND DIMENSIONS
<i>Kiga</i> Honsū I.	S	34° 46' N 137° 37' E	S.L. (est.)	Three mi. SW of Kiga, in Hamana Bay; off N shore of Enshū Sea; 8 mi. NW of Hamamatsu; 11½ mi. E of Toyohashi.	Reported seaplane alighting area.
<i>Kinosaki</i> Honsū I.	A/D	35° 37' N 134° 49' E		Probably just E of Kinosaki Seaplane alighting area in Maruyama River; 2 mi. S of Japan Sea; 5 mi. NNW of Toyooka.	Reported landing ground.
<i>Kinosaki</i> Honsū I.	S	35° 37' N 134° 49' E	S.L. (est.)	Just E of Kinosaki and Yunoshima in Maruyama River; 2 mi. S of Japan Sea; 5½ mi. NNW of Toyooka; 11 mi. N of Ehara.	Reported seaplane alighting area.
<i>Kishiwata</i> Honsū I.	A/D	34° 28' N 135° 22' E (town)		Reported to be at Kishiwata, which is on Ōsaka-Wakayama coast road and RR; E of Ōsaka Bay and just NE of Kaizuka; 16 mi. SSW of Ōsaka.	Reported landing ground.
<i>Kizu</i> Honsū I.	A/D	34° 44' N 135° 48' E	118	Believed to be 1¼ mi. NW of Kizu between Tanabe-Nara RR and Kizu River; 4¼ mi. NNW of Nara; 18 mi. S of Kyōto; 18 mi. ENE of Ōsaka.	Extensible. Reported landing ground. 3280' x 1640' N/S available.
<i>Kōbe</i> Honsū I.	A/D	34° 40' N 135° 10' E (town)		Reported to be in Kōbe City near RR station; possibly at a/c factory on N side of Ōsaka Bay; 8½ mi. WSW of Nishinomiya; 18½ mi. W of Ōsaka.	Reported army landing ground.
<i>Kōchi</i> Shikoku I.	A/D	33° 32' N 133° 33' E	S.L. (est.)	About 2½ mi. S of Kōchi, W of 4 mi. long double, landlocked Urado Bay NW of Nagahama Hbr.	On former race track. Believed firm and level. 1180' hill just NW; 1500' hills within 10 mi. N and W Naval air str. Reported also as secondary military A/D, presumably with all facilities. Believed operated in conjunction with SS, apparently just E. Oval: 2300' x 2100' (approx.).
<i>Kokura</i> Kyūshū I.	A/D	33° 53' N 130° 52' E	10 (est.)	Believed to be just W of Kokura and just S of Kokura-Tobata road and RR and Shimonoseki Straits; 2½ mi. ESE of Tobata; about 6 mi. SSW of Shimonoseki.	Reported landing ground. Existence doubtful 1944.
<i>Komatsujima</i> Shikoku I.	A/D	34° 00' N 134° 35' E (town)		Reported to be at Komatsujima, which is on Tokushima-Tomioka road and RR; 2½ mi. NNW of Tomioka; 5 mi. SSE of Tokushima.	Reported as small Naval air base, home base of Komatsujima Naval Air Unit; also reported as civil ELG. Reported W/T training here.
<i>Koriyama</i> Honsū I.	A/D	34° 38' N 135° 45' E (approx.)	164 (est.)	Reported to be between Koriyama and Yamada; about 1 mi. N of Koriyama-Ōsaka RR and of Katagiri; 5 mi. SW of Nara; 14¼ mi. ESE of Ōsaka.	U/c in 1940. Runways; bldgs.
<i>Koromo</i> Honsū I.	A/D	35° 05' N 137° 09' E (town)	328 (est.)	Reported to be at Koromo, which is on Okazaki-Nakagane road and RR and a river; 8½ mi. NE of Tīru; 9¼ mi. N of Okazaki.	Reported civil landing ground. 1650' x 720'.
<i>Kōwa</i> Honsū I.	A/D	34° 46' N 136° 55' E (town)	328 (est.)	Reported to be at Kōwa, which is on Morosaki-Nagoya coast road; 2¼ mi. NW of Toyooka; 3¼ mi. E of Noma; 12½ mi. SSE of Ono.	Terrain good. Naval air base. Home base of Kōwa Naval Air Unit. Kōwa SAA nearby. Large area.
<i>Kōwa</i> Honsū I.	S	34° 46' N 136° 55' E	S.L. (est.)	Believed to be just E of Kōwa in Kōwa Bay; 3¼ mi. E of Noma; 8½ mi. S of Handa.	Naval air base. Reported as possible seaplane alighting area. Kōwa FLG reported nearby.
<i>Kumamoto</i> Kyūshū I.	A/D	32° 50' N 130° 44' E		Just NE of Kumamoto and just S of bend in river, between Kumamoto-Itita road and Kumamoto-Tateno RR; 8¼ mi. E of Shimobara Gulf; 22 mi. SE of Omuta.	Air crew training school established 1941. Civilian air school and u/c Aug. 1943.
<i>Kurume</i> Kyūshū I.	A/D	33° 19' N 130° 33' E		Two and one-half mi. NE of Kurume just N of Chikugo River and just E of Kurume-Fukuoka road; 14¼ mi. NE of Saga.	Army A/D.
<i>Kushikino</i> Kyūshū I.	A/D	31° 43' N 130° 17' E	328 (est.)	Believed to be just ENE of Kushikino and just W of Kushikino-Sendai road and RR; 1¼ mi. E of Nomoto; 1¼ mi. N of Minatomachi.	Terrain good. Reported A/D or landing ground. Unconfirmed.
<i>Kushimoto</i> Honsū I.	A/D	33° 27' N 135° 46' E	246 (est.)	One and three-quarters mi. SW of Kushimoto, on W side of Shiono Cape just NW of Ubano and just W of Ubano-Kushimoto road.	Extensible. Naval air base. 1640' x 1640' (approx.).
<i>Kutsuo</i> Kyūshū I.	S	33° 44' N 131° 02' E	S.L. (est.)	Believed to be just E of Kutsuo in Suo Sea; 3½ mi. E of Yukuhashi; 6 mi. NNW of Shiida; 12¼ mi. NW of Nakatsu; about 14¼ mi. SSE of Moji.	Three or 4 hangars reported.
<i>Kyōto</i> Honsū I.	A/D	34° 57' N 135° 46' E		Three and one-half mi. S of Kyōto, just N of Fushima between Kyōto-Fushima RR and tramway; 2½ mi. N of Ogura Lake; 8 mi. WSW of S end of Lake Biwa.	Reported as small landing ground; also as large civil A/D and gliding center with flying training school. 50 acres.
<i>Marugame</i> Shikoku I.	A/D	34° 17' N 133° 47' E	734 (est.)	Believed to be just SW of Marugame and Marugame-Sirakata road and RR; 6¼ mi. NNW of Kotohira; 17 mi. WSW of Takamatsu.	Reported landing ground.
<i>Matsue</i> Honsū I.	A/D	35° 31' N 133° 04' E	656 (est.)	Believed to be 3¼ mi. NNE of Matsue, about 1¼ mi. NW of Matsue-Jido-Saki road.	Secondary military A/D. Matsue SAA just SW of Matsue.
<i>Matsue</i> Honsū I.	S	35° 28' N 133° 03' E	S.L. (est.)	Just SW of Matsue at S end of Lake Shinji; 7½ mi. W of lagoon; 15½ mi. W of Yonago.	Some facilities reported. One ramp. Civil SS in 1937. Matsue A/D 3¼ mi. NNE of Matsue. Lake Shinji: 9 x 3 mi. E/W.

TABLE XIV - 2 (Continued)

NAME	TYPE	POSITION	ALTITUDE (FEET)	LOCATION	DESCRIPTION AND DIMENSIONS
<i>Matsuyama South</i> Shikoku I.	A/D	33° 49' N 132° 46' E		Just S of Matsuyama in triangle between Ishate River and Murimatsu RR line.	Only source is reliable map. Unconfirmed.
<i>Matsuyama West</i> Shikoku I.	A/D	33° 50' N 132° 43' E	S.L. (est.)	Two and three-quarters mi. W of Matsuyama, and just E of coast road, on W coast of Shikoku I.; 1½ mi. S of Mitsuhamu; 1½ mi. N of Shigenobu River.	Secondary military A/D.
<i>Mie</i> Kyūshū I.	A/D	32° 49' N 129° 45' E		Believed to be on N side of Miesura Hbr.; 10 mi. NW of Nagasaki; 17 mi. NNE of Nomi Cape. According to some reports this A/D is Mio near Shimizu 35° 01' N, 138° 31' E in Shizuoka-ken Honshū.	Naval air base. Branch depot for a/c. Preparatory a/c and parachute training.
<i>Mihara</i> Honshū I.	A/D	34° 24' N 133° 05' E		Believed to be just N of Mihara and Mihara-Onomichi road and RR; 6¼ mi. W of Onomichi.	Reported landing ground.
<i>Miho</i> Honshū I.	A/D	35° 34' N 133° 18' E	656 (est.)	Believed to be just N of Mihonoseki and just W of Jizo Cape; 4½ mi. ENE of Sakai; 9¼ mi. N of Yonago.	Naval air base. Reported as A/D.
<i>Miho</i> Honshū I.	S	35° 33' N 133° 18' E	S.L. (est.)	In harbor just S of Mihonoseki in Miho Bay. 1¼ mi. SW of Jizo Cape; 4½ mi. ENE of Sakai; 9 mi. N of Yonago.	Reported as A/D or SS. Reported as Naval air base.
<i>Mi I.</i> Honshū I.	A/D	34° 46' N 131° 09' E	574 (est.)	Reported to be on Mi I., which is in Korea Strait 29 mi. NW of Hagi and Japan mainland.	Reported military A/D and SS.
<i>Mi I.</i> Honshū I.	S	34° 46' N 131° 10' E	S.L. (est.)	Reported to be off Mi I., which is in Korea Strait 29 mi. NW of Hagi and Japan mainland. Coordinates place it off E side of island.	Reported SS and military A/D here.
<i>Mineyama</i> Honshū I.	A/D	35° 37' N 135° 05' E		Believed to be just SE of Mineyama and just W of Amino-Yamada road and RR; 5½ mi. SE of Amino and N coast of Honshū I.	Naval air base.
<i>Misumi</i> Kyūshū I.	A/D	32° 37' N 130° 28' E	1328 (est.)	Believed to be just N of Misumi and Misumi-Matsuai road and RR, on NW side of peninsula extending into Yushima Strait; 8 mi. W of Matsuai; about 18 mi. SW of Kumamoto.	Reported as A/D or landing ground.
<i>Mitsugahama</i> Shikoku I.	S	33° 51' N 132° 42' E		Just W of Mitsugahama and coast road on E side of Iyo Sea; 3¼ mi. WNW of Matsuyama.	Only source is reliable map.
<i>Miya I.</i> (Itsuk I.) Honshū I.	S	34° 18' N 132° 18' E	S.L. (est.)	Between Miya I. and Honshū I. in narrow Ono channel, just NE of Ono and just E of Hiroshima-Ōtake road and RR; about 7½ mi. NNE of Ōtake; 10½ mi. SW of Hiroshima.	Reported seaplane alighting area. ¼ x ¼ mi.
<i>Miyanojō</i> Kyūshū I.	A/D	31° 54' N 130° 27' E	328 (est.)	Believed to be just S of Miyanojō.	Secondary military A/D.
<i>Miyazaki</i> Kyūshū I.	A/D	31° 54' N 131° 25' E (approx.)	10 (est.)	Just NW of Miyazaki just N of Oyodo-gawa. Also reported about 2½ mi. SE of Miyazaki.	Secondary military A/D.
<i>Miyazaki/Oyodo</i> Kyūshū I.	A/D	31° 53' N 131° 27' E		Two mi. SE of Miyazaki, just S of Oyodo-gawa about 1 mi. W of river mouth.	Reported u/c 1942.
<i>Mōji</i> Kyūshū I.	A/D	33° 56' N 130° 57' E	10 (est.)	Believed to be 1¼ mi. SW of Mōji between Mōji-Kokuro road and RR, on coast of Shimonoseki Straits; 1¾ mi. SSE of Shimonoseki; about 5 mi. NE of Kokura.	Secondary military A/D; a new A/D was u/c early in 1942. Existence doubtful 1944.
<i>Mōji North</i> Kyūshū I.	A/D	33° 57' N 131° 01' E		About ¾ mi. NE of Mōji and Mōji-Yawata road and RR at NE tip of Kyūshū I.; about 5 mi. ESE of Shimonoseki; 9 mi. NE of Kokura.	Only source is reliable map.
<i>Muroto</i> Shikoku I.	A/D	33° 17' N 134° 10' E (approx.)		Probably about 1 mi. ESE of Muroto at SE tip of Shikoku I., about 2 mi. N of Cape Muroto light.	Mountains to 2000' within 7 mi. N and W. Reported landing ground. Existence doubtful.
<i>Nagakhama</i> Honshū I.	A/D	34° 13' N 132° 38' E (approx.)		Reported to be 1½ mi. SE of Kure FAD as "Old air station" at N side of Inland Sea; just E of Nagakhama; about 1 mi. SE of Kurose River; 4¼ mi. ESE of Kure.	Reported as auxiliary field.
<i>Nagasaki</i> Kyūshū I.	A/D	32° 45' N 129° 53' E	S.L. (est.)	About 1¾ mi. NE of Nagasaki at NW end of Kyūshū I.; about 1 mi. N of Nagasaki-Yakami road; 1¾ mi. E of Nagasaki-Koyama RR; 1¼ mi. NNE of entrance to Nagasaki Hbr.	On reclaimed land. Reported developed by Navy for training civilian pilots who expect to enter Navy.
<i>Nagasaki Harbor</i> Kyūshū I.	S	32° 43' N 129° 52' E	S.L. (est.)	In Nagasaki Hbr., just W of Nagasaki and just E of Nagasaki-Wakimisasi road; 3 mi. NE of lighthouse on Kagenoo shima; 11½ mi. NNE of Nomi Cape.	SAA reported.
<i>Nagoya</i> Honshū I.	A/D	35° 05' N 136° 54' E	10 (est.)	Six mi. S of Nagoya, on NE side of Nagoya Hbr., just W of a/c factory; 2¾ mi. NW of Odaka; 3 mi. E of Shonai River.	Factory A/D. Only source is Japanese map. Rectangular; 1320' NNW/SSW, 660' ENE/WSSW.
<i>Nakashioya</i> Kyūshū I.	A/D	31° 31' N 130° 31' E	10 (est.)	Reported to be at Nakashioya (not located). Coordinates place it just E of Taniyama and Taniyama-Kagoshima road and RR; 5 mi. SSW of Kagoshima.	Appears to be flat strip along coast. Reported landing ground.

TABLE XIV - 2 (Continued)

NAME	TYPE	POSITION	ALTITUDE (FEET)	LOCATION	DESCRIPTION AND DIMENSIONS
<i>Nara</i> Honshū I.	A/D	34° 44' N 135° 50' E	118	Believed to be 3¾ mi. N of Nara, just E of Nara-Kizu road and RR and just S of river; 1¼ mi. E of Kizu; 1¼ mi. SE of Kamikoma; 18¼ mi. ENE of Ōsaka.	On commercial air line in 1938. Secondary military A/D. 6560' N/S x 3280' E/W.
<i>Niihama</i> Shikoku I.	A/D	33° 57' N 133° 17' E	328 (est.)	Just E of Niihama and Sobiraki; on coast between Niihama-Saijo road and Yoson Main Line RR; 5¼ mi. ENE of Saijo. May be same field as Saijo.	Naval air base. Training field. 195 acres.
<i>Nijigihama North</i> Honshū I.	S	33° 59' N 131° 43' E (approx.)	S.L. (est.)	Reported to be at Nijigihama (not located). Probably just S of Haka-Toio; just NE of Kasada-shima; about 6 mi. SE of Tokuyama.	Reported seaplane alighting area.
<i>Nishinomiya</i> (Takarazuka) Honshū I.	A/D	34° 44' N 135° 19' E		Believed to be 1¼ mi. NW of Nishinomiya, just N of Nishinomiya-Kōbe road and RR; 1¼ mi. N of Ōsaka Bay; 8 mi. NE of Kōbe; 11¾ mi. WNW of Ōsaka.	1380' hill 2 mi. W, 1640' hill 2½ mi. NW. Scheduled completion date Mar. 1942. Reported as large Naval and as large military A/D. Training facilities for gliders.
<i>Nishinoura</i> Honshū I.	S	34° 47' N 137° 11' E		Reported to be just W of Nishinoura, in N part of Mikawa Bay just NW of Gosen Cape; 12½ mi. WNW of Toyohashi.	Reported capacity of 25 F.P. Long and narrow.
<i>Nobeoka</i> Kyūshū I.	A/D	32° 35' N 131° 40' E (town)		Reported to be at Nobeoka, which is on Saeki-Tomitaka road and RR; on E coast of Kyūshū I. about 10 mi. N of Tomitaka.	Reported as commercial airport.
<i>Nobeoka</i> Kyūshū I.	S	32° 35' N 131° 43' E (approx.)	S.L.	Reported to be at Nobeoka. Probably just E of Nobeoka at mouth of Gokase River in Pacific Ocean; 11¾ mi. NNE of Tomitaka.	Probable seaplane alighting area. Unconfirmed. Ample.
<i>Naogata</i> (Naogata) Kyūshū I.	A/D	33° 42' N 130° 42' E		Believed to be about 3½ mi. SSW of Naogata, just NW of Kotake and Kotake-Kurume road and RR and a small stream; about 29 mi. NNE of Kurume.	Reported as large civil A/D, with night-flying facilities and 2 large hangars, used by Douglas a/c.
<i>Ogaki</i> (Kasamatsu) Honshū I.	A/D	35° 20' N 136° 40' E		Three and one-quarter mi. SE of Ogaki between Makuma and Natara Rivers; 2 mi. SW of Oguma; 8 mi. SSW of Gifu.	Reported landing ground.
<i>Ogura</i> Honshū I.	A/D	34° 53' N 135° 46' E		One and three-quarters mi. SW of Ogura; just W of Kyōto-Nara road and RR, just NW of Okubo, and just SE of Ogura Lake; 5½ mi. E of Simamoto; 8 mi. S of Kyōto; 19¾ mi. NE of Ōsaka.	Army flying training field and glider center. 3280' x 3280' (approx.) N/S x E/W available.
<i>Oi</i> Shikoku I.	A/D	34° 04' N 132° 56' E		Believed to be just NE of Oi and Omimura-Imabari coast road and RR at NE tip of Shikoku I.; about 4 mi. NE of Sakata; about 4 mi. NW of Imabari.	Reported as A/D. Flying training school here.
<i>Ōita</i> Kyūshū I.	S	33° 15' N 131° 35' E		Just NW of Ōita and just N of Ōita-Beppu road and RR, on S side of Beppu Bay; 5½ mi. ESE of Beppu.	Naval seaplane stn. Ōita FAD adjacent. Ample.
<i>Okayama</i> (Fukuden) Honshū I.	A/D	34° 40' N 133° 55' E	10 (est.)	Just NW of Okayama, just W of Okayama-Kanagawa road and RR and a river; 4½ mi. N of Kojima Bay; 8½ mi. S of Kanagawa.	On reclaimed land. Former civil emergency landing ground. Secondary military A/D. Flying training school. Square: 2624' x 2624' (approx.) N/S x E/W.
<i>Okayama South</i> Honshū I.	A/D	34° 35' N 133° 53' E	6	Believed to be 5½ mi. SSW of Okayama on W side of Kojima Bay; 1¼ mi. SE of Senoo; 1¼ mi. E of Okayama-Senoo road.	Reported as good commercial field; also as large important field.
<i>Okazaki</i> Honshū I.	A/D	34° 57' N 137° 10' E (town)		Reported to be at Okazaki, possibly just S of Okazaki between Okazaki-Toyohashi road and RR and Okazaki-Gamagōri road and RR; 18 mi. NW of Toyohashi.	Reported landing ground.
<i>Okuchi Bay</i> Shikoku I.	S	33° 21' N 132° 23' E	S.L. (est.)	Believed to be in S part of Okuchi Bay, just NW of Minae; 7½ mi. SSW of Yawatahama.	Two-thirds mi. square with 4 arms, each ¼ mi. wide.
<i>Ōmura South</i> Kyūshū I.	A/D	32° 55' N 129° 57' E	10 (est.)	About 1 mi. NW of Ōmura and about 1 mi. E of Ōmura Bay, between Ōmura-Sasebo road and RR; 3¾ mi. SSE of Matsubara; 13 mi. NNE of Nagasaki.	Turf, level; good drainage. Reported an excellent 2-way field used for practice carrier landing. Auxiliary of Ōmura FAD, 1 mi. NW. 1500' x 500'.
<i>Ōmura</i> Kyūshū I.	A/D	33° 02' N 130° 27' E	328 (est.)	Believed to be 1½ mi. ENE of Ōmura, just E of Ōmura-Nagasu road and RR; 1¼ mi. WSW of Miike; 1¼ mi. E of Shimabara Bay; 19 mi. SSW of Kurume.	Reported landing ground.
<i>Ōmura</i> Kyūshū I.	S	33° 02' N 130° 26' E	S.L. (est.)	Probably just W of Ōmura on E side of Ariake Bay; 6¼ mi. N of Nagasu.	Reported seaplane alighting area.
<i>Ono</i> Honshū I.	A/D	34° 57' N 136° 51' E		Believed to be 1½ mi. NNE of Ono, just E of Asahi and of Ono-Nagoya coast road and RR on E side of Ise Bay; 15½ mi. SSW of Nagoya.	Reported landing ground.
<i>Ono</i> Honshū I.	S	34° 56' N 136° 49' E	S.L. (est.)	Reported to be at Ono. Probably just W of Ono on E side of Ise Bay; 5 mi. SSW of Yabata; 16¼ mi. SSW of Nagoya.	Reported seaplane alighting area.



TABLE XIV - 2 (Continued)

NAME	TYPE	POSITION	ALTITUDE (FEET)	LOCATION	DESCRIPTION AND DIMENSIONS
<i>Onomichi</i> Honshū I.	A/D	34° 25' N 133° 12' E		Believed to be just N of Onomichi and of Sanyō highway and RR; and just E of Onomichi-Iti road; 5 mi. SW of Matsunaga; 6 mi. E of Mihara; 10 mi. SE of Fukuyama.	Home base of Onomichi Naval Air Unit.
<i>Ōsaka East</i> ( <i>Tatetsu</i> ) Honshū I.	A/D	34° 41' N 135° 37' E		About 6 mi. E of Ōsaka.	Former civil A/D; now controlled by military. Rectangular; 3280' N/S x 2624' E/W (approx.).
<i>Ōtake</i> Honshū I.	A/D	34° 13' N 132° 14' E	10 (est.)	Just NE of Ōtake and Ōtake-Hiroshima road and RR and Kono-gawa and just E of Kojinashinka RR station, on W shore of Hiroshima Bay; 5 mi. NE of Iwakuni; 17¼ mi. SSW of Hiroshima.	Extensible to about 5280' x 3280'. Naval A/D. 1800' x 600'.
<i>Ōtsu</i> Honshū I.	A/D	34° 59' N 135° 53' E		Believed to be about 1¼ mi. SE of Ōtsu; at S end of Biwa Lake; 6¼ mi. ESE of Kyōto.	Secondary military A/D. Home base of Ōtsu Naval Air Unit.
<i>Ōtsu</i> Honshū I.	S	35° 01' N 135° 53' E	S.L. (est.)	Just NE of Ōtsu and Ōtsu-Seta road and RR and just N of Biwako Hotel, at SW end of Lake Biwa; 4½ mi. W of Kusatsu; 6½ mi. E of Kyōto.	Fuel, 2 hangars, slipways. Naval seaplane stu.
<i>Ōura</i> Honshū I.	A/D	34° 23' N 130° 57' E (approx.)	984 (est.)	Reported to be at extreme W end of Yamaguchi prefecture on small promontory in Yuya Bay; about 3 mi. SE of Cape Kawajiri; 7 mi. W of Iteki; about 13 mi. W of Zenzaki.	Terrain and area appear suitable for MAD. Naval air base.
<i>Ōura</i> Honshū I.	S	34° 24' N 130° 58' E	S.L. (est.)	In Yuya Bay on W coast of Yamaguchi prefecture; 6 mi. W of Iteki; 13 mi. W of Zenzaki.	Naval air base.
<i>Ozuki</i> Honshū I.	A/D	34° 04' N 131° 02' E		Reported to be at Ozuki (probably just W) between Ozuki-Shimonoseki road and RR; about 1½ mi. NW of Suo Sea; about 9½ mi. NNE of Shimonoseki.	Hangars, bldgs. Former civil A/D built in 1937 for mail service from Ōsaka; now Army A/D. 3600' x 1980'.
<i>Saga</i> Kyūshū I.	A/D	33° 15' N 130° 18' E		Reported to be at Saga, which is on Tosu-Takedo road and RR; 4½ mi. N of Shimabara Bay; 13 mi. SW of Kurume.	Landing ground reported.
<i>Saijō</i> Shikoku I.	A/D	33° 56' N 133° 13' E		Believed to be 1½ mi. ENE of Saijō on N coast of Shikoku I.; about 2 mi. N of Saijō-Niibama RR; 3¼ mi. WSW of Niibama; 2½ mi. NE of Omati. Also reported to be just W of Saijō and 2 mi. W of Saijō.	Civil landing ground. Reported both as ELG and as large A/D. Reported to cover 300 acres.
<i>Sasebo</i> Kyūshū I.	A/D	33° 08' N 129° 44' E		Three and one-half mi. SSE of Sasebo on E side of Sasebo Bay on N shore of entrance to Ōmura Bay, on S side of small hilly peninsula; 1¼ mi. SSW of Sasebo-Arita road and RR; 3 mi. SE of Sasebo Navy Yard.	On reclaimed land. Level, well-drained. Possible landing ground operated in conjunction with Sasebo SS where all facilities are available. Oval: 3720' x 3720'.
<i>Sasebo/Hui</i> Kyūshū I.	A/D	33° 10' N 129° 46' E	656 (est.)	Two and three-quarters mi. ESE of Sasebo and about ½ mi. N of Hui; just NE of Samo, just N of Sasebo-Arita road and RR; appears on photo July 1943 to be just N of Sasebo-Hui SS.	Probably only an emergency landing ground. 1650' x 1640' (approx.) available.
<i>Sasebo North</i> Kyūshū I.	A/D	33° 13' N 129° 41' E	650 (est.)	Three and three-quarters mi. NNW of Sasebo, just NW of Hamise; 2½ mi. E of coast.	Only source is reliable map.
<i>Seto</i> Honshū I.	A/D	35° 12' N 137° 02' E		Believed to be ELG 3¼ mi. WSW of Seto, just S of Seto/Nagoya road and RR and Yada River; 8 mi. NW of Nagoya. May be same as Yasako A/D or Obatagahara FAD.	Landing ground used for glider training. Aug. 1937 report stated it was merely part of Military Parade Ground and would be used occasionally for cooperation of a/c with the Army. May be same as Yasako A/D or Obatagahara FAD.
<i>Shibushi</i> Kyūshū I.	A/D	31° 32' N 131° 09' E	656 (est.)	Believed to be 5 mi. NNE of Shibushi and Ariake Bay; 14 mi. SSE of Miyakonōjō.	Terrain fair. Mountains to 3015' just N. Used for landing and bombing practice by naval planes before completion of Kanoya MAD. Small.
<i>Shiga</i> Near Kyūshū I.	A/D	33° 41' N 130° 17' E		Reported to be on Shiga I., which is in Fukuoka Bay at end of peninsula; 2½ mi. N of Nokono I.; 7½ mi. NW of Fukuoka.	Reported landing ground.
<i>Shimoda (Miyachi)</i> Shikoku I.	ELG	32° 56' N 132° 59' E (town)	S.L. (est.)	Reported to be at Shimoda, which is on Shimanto River and Miyachi-Nakamara road; just S of Shimoda on SE coast of Shikoku I.; 6½ mi. SE of Nakamara.	Civil ELG. Probably only importance is as coast patrol field and for protection of highway junction points that lie within 10 mi. of coast.
<i>Shimonoseki</i> Honshū I.	A/D	33° 58' N 130° 57' E		Just NW of Shimonoseki and Shimonoseki/Ozuki coast road; and just S of Shimonoseki/Muroto road and RR; 2½ mi. NNW of Mōji; 6½ mi. NNE of Kokura.	Hangars and bldgs. Reported Army A/D. Existence doubtful 1944. Reported 3660' x 1980' (approx.).
<i>Shinanoura</i> Off Kyūshū I.	S	32° 40' N 131° 50' E	S.L. (est.)	Believed to be just off coast of Shinanoura I.; 3¼ mi. E of Kyūshū I.; 11¼ mi. NE of Noboka.	Encumbered by shoals. 1 x ¾ mi. (approx.).
<i>Shingū</i> Honshū I.	A/D	33° 43' N 135° 59' E		Just SE of Shingū and S of Kumano River, between Shingū/Miwasaki road and RR; 2½ mi. N of Miwasaki; about 23 mi. NNE of Cape Shiono.	Only source is reliable map.

TABLE XIV - 2 (Continued)

NAME	TYPE	POSITION	ALTITUDE (FEET)	LOCATION	DESCRIPTION AND DIMENSIONS
<i>Shionomisaki</i> Honshū I.	S	33° 26' N 135° 45' E	S.L.	Reported to be at Shionomisaki. Probably just N of Shionomisaki and of lighthouse in harbor and just W of Uwako; 2½ mi. SSW of Kusimoto.	Reported Naval air base.
<i>Sukumo</i> Kyūshū I.	A/D	32° 56' N 132° 44' E		Just N of Sukumo and Sukumo/Nakamura road; about 2½ mi. E of Sukumo Hbr.; 12½ mi. WSW of Nakamura.	Reported suitable for I.B. Believed to be a training A/D.
<i>Suma</i> Honshū I.	A/D	34° 38' N 135° 07' E (town)		Reported to be at Suma (probably just N), which is on Kōbe-Maiko road and RR; 3½ mi. W of Kōbe; 9 mi. ESE of Akashi.	Reported as military A/D and as Naval A/D u/c (May 1942). May be same as Akashi A/D. About 325 acres (possibly 3280' x 2640').
<i>Suminoye</i> Kyūshū I.	S	33° 12' N 130° 12' E (approx.)	S.L. (est.)	Reported to be about 1 mi. S of Suminoye at mouth of Suminoye River at head of Shimabara Gulf; 4 mi. ESE of Yamaguchi; 6½ mi. SSW of Saga; 19 mi. WSW of Kurume.	Reported seaplane str.
<i>Susaki</i> Shikoku I.	A/D	33° 23' N 133° 17' E	S.L. (est.)	Believed to be just SW of Susaki, just E of Susaki-Kure road on coast of Susaki Hbr., SW Shikoku I.; about 5 mi. NE of Kure. May possibly be just NW of Susaki.	Naval air base operated in conjunction with Susaki Hbr. seaplane alighting area. Irregular (approx.): 3280' NW/SE, 2132' NE/SW.
<i>Susaki Harbor</i> Shikoku I.	S	33° 22' N 133° 17' E	S.L.	Just SW of Susaki in Susaki Hbr., off S coast of Shikoku I.; about 5 mi. NE of Kure; 8½ mi. S of Sagawa.	Naval air base operated in conjunction with Susaki A/D. Reported built by Dept. of Communication for mail service Tōkyō-Ōsaka. (1926).
<i>Suzuka North</i> (Shiroko) Honshū I.	A/D	34° 55' N 136° 38' E	131 (est.)	Reported to be 6 mi. NNE of Suzuka (formerly Shiroko), just N of Suzuka River mouth, on W side of Ise Bay; 3¾ mi. SSE of Yokkaichi; 15½ mi. NNE of Tsu; 23 mi. SW of Nagoya. May be just S of Suzuka River and just SW of Yosizaki.	Naval A/D for defense of Nagoya; operated in conjunction with Ise Bay seaplane alighting area. Available area: 6560' x 3280'.
<i>Suzuka Pass</i> Honshū I.	A/D	34° 54' N 136° 22' E		Believed to be 1½ mi. ENE of Suzuka Pass and Kameyama-Minaguti road; 5½ mi. NW of Kameyama; 15½ mi. WSW of Yokkaichi and 15½ mi. W of Ise Bay.	Mountain emergency landing ground for civil a/c.
<i>Tachibana Bay</i> Shikoku I.	S	33° 51' N 134° 40' E	S.L. (est.)	In Tachibana Bay, just SE of Tachibana; 4¼ mi. S of Tomioka; 5 mi. WNW of Cape Kamata.	Reported seaplane alighting area.
<i>Takahama</i> Shikoku I.	A/D	33° 52' N 132° 43' E		Apparently just E of Takahama on tip of small peninsula; about 1¼ mi. N of Mitsugahama; 4½ mi. NW of Matsuyama.	Civil emergency landing ground. Operated in conjunction with Takahama seaplane alighting area just W.
<i>Takahama</i> Shikoku I.	S	33° 52' N 132° 42' E	S.L. (est.)	Just W of Takahama, off small peninsula, in Iyo Sea; just S of More Itsuki Bay; 1¼ mi. NW of Mitsugahama; 5 mi. NW of Matsuyama.	Confirmed as seaplane alighting area. Operated in conjunction with Takahama A/D just W.
<i>Takamatsu</i> Shikoku I.	A/D	34° 21' N 134° 02' E	S.L. (est.)	Just W of Takamatsu, and just N of Takamatsu/Tsude road and RR, at mouth of Koto River at Seto-Naikai; 5½ mi. NW of Kawashima; 8¼ mi. WNW of Tsuda.	Extensible. Secondary military A/D; also used by Nippon Koku Yusō Kenkyūjo air line. Mail service airport and Japan Aeronautical Laborator Co. in 1926. ¼ acres in 1926.
<i>Takamatsu</i> Shikoku I.	S	34° 21' N 134° 02' E	S.L. (est.)	Just N of Takamatsu, in Seto-Naikai at N end of Shikoku I.; 5 mi. N of Kawashima; 6¼ mi. WNW of Tsuda.	SS. Ample.
<i>Takarazuka</i> Honshū I.	A/D	34° 48' N 135° 20' E	1603	Reported to be at Takarazuka (probably just SE or SW); 5 mi. N of Nishinoura and Ōsaka Bay; 13 mi. NW of Ōsaka.	Reported A/D.
<i>Takata/Okumotori</i> Honshū I.	A/D	33° 43' N 135° 53' E	2952 (est.)	Reported to be about 2¼ mi. WSW of Tokata; ¼ mi. NE of Mt. Okumotori; 3¼ mi. NNW of Nachi; 5 mi. WSW of Shiingū; 6 mi. NNW of Katsura; 18 mi. NNE of Kushimoto.	Strong winds in winter, little snow, heavy rains June-July. Rectangular NNW/SSE; 3000' x 1200' (approx.) believed available.
<i>Takatomi</i> Honshū I.	A/D	35° 29' N 136° 47' E		Believed to be just S of Takatomi, just W of Takatomi/Gifu road and RR; 4½ mi. NNE of Gifu.	Secondary military A/D.
<i>Takayama</i> Kyūshū I.	A/D	31° 22' N 130° 56' E	82 (est.)	About 1¼ mi. NNW of Takayama; 5 mi. SE of Kanoya; 8½ mi. E of Kagoshima Bay.	Only source is reliable map.
<i>Takefu</i> Honshū I.	A/D	35° 54' N 136° 11' E	164 (est.)	Believed to be just NE of Takefu, just E of Takefu/Sabaye road and RR; 2½ mi. S of Sabaye; 8½ mi. NE of Tsuruga Bay; 9½ mi. N of Imajo. Also reported to be 2 mi. N of Sabaye.	Reported landing ground. Reported 108 acres (about 2200' x 2200').
<i>Tamagaki</i> Honshū I.	A/D	34° 51' N 136° 36' E	150 (est.)	Believed to be 1 mi. SE of Tamagaki, just W of Tsu/Yokkaichi coast road and RR; 1¼ mi. NE of Suzuku; 8 mi. SSW of Yokkaichi; 10½ mi. NNE of Tsu.	Naval A/D used in navigational training.
<i>Tanabe Bay</i> Honshū I.	S	33° 43' N 135° 21' E	S.L.	In Tanabe Bay just S of Tanabe and Tanabe/Susami road and RR; 13½ mi. NNW of Susami.	Reported seaplane alighting area. Bay: 3 mi. x 3 mi.

TABLE XIV - 2 (Continued)

NAME	TYPE	POSITION	ALTITUDE (FEET)	LOCATION	DESCRIPTION AND DIMENSIONS
<i>Tobata</i> Kyūshū I.	A/D	33° 53' N 130° 51' E		Reported to be about 1½ mi. SE of Tobata; between a/c factories and sea; about 1 mi. S of Tobata-Kokura road and RR and Shimonoseki Straits; about 1¼ mi. WNW of Kokura; 2¼ mi. NE of Yawata.	Possible emergency landing ground.
<i>Tokoname</i> Honshū I.	A/D	34° 53' N 136° 52' E		Believed to be 1½ mi. E of Tokoname, just S of Tokoname-Harawa road; 3¼ mi. SW of Ono; 19¼ mi. SSW of Nagoya.	Terrain appears good. Reported landing ground.
<i>Tokushima</i> Shikoku I.	A/D	34° 04' N 134° 35' E	S.L. (est.)	One and three-quarters mi. NE of Tokushima, just S of Yoshino River.	Home base of Tokushima Naval Air Unit. Branch depot for a/c. On Ōsaka-Kōchi Line.
<i>Tokuyama</i> Honshū I.	A/D	34° 03' N 131° 48' E		Believed to be just NW of Tokuyama, just N of Tokuyama-Fukagawa road and RR; about 1 mi. N of Suō Sea; 20 mi. SE of Yamaguchi.	Naval underground fuel storage. Reported landing ground.
<i>Tomie</i> Fukue I.	A/D	32° 36' N 128° 46' E		One mi. SSE of Tomie, on small peninsula at SE side of Fukue I.; about 9 mi. SSW of Fukue; 67 mi. W of Nagasaki.	Reported Naval air base.
<i>Tomie Bay</i> Fukue I.	S	32° 37' N 128° 46' E	S.L. (est.)	In Tomie Bay, just N of Tomie at SE end of Fukue I. About 8 mi. SSW of Fukue; about 67 mi. W of Nagasaki.	Reported Naval air base in highly strategic location.
<i>Tonomi</i> Honshū I.	S	34° 02' N 131° 38' E	S.L. (est.)	Just S of Tonomi in bay on N side of Suō Sea; 6 mi. WSW of Fukagawa; 14 mi. SE of Ogari.	
<i>Tottori</i> Honshū I.	A/D	35° 29' N 134° 15' E		One and one-quarter mi. SE of Tottori on parade ground just S of Tottori-Hattori road and RR; 1¼ mi. E of Sendai River; 4¼ mi. SE of Karo; 7½ mi. S of coast.	Apparently not extensible. On commercial air line in 1938.
<i>Toyohashi</i> Honshū I.	A/D	34° 43' N 137° 24' E		Reported to be S of Toyohashi.	Home base of Toyohashi Naval Air Unit. Branch a/c depot.
<i>Toyoooka</i> (Semayama) Honshū I.	A/D	35° 33' N 134° 50' E (town)		Reported to be at Toyoooka (probably S or NW); 7½ mi. S of Tsuiyama and coast; about 30 mi. WNW of Maizuru.	Army school and A/D.
<i>Tsu</i> Honshū I.	A/D	34° 43' N 136° 32' E		Believed to be just E of Tsu between Tsu-Yokkaichi coast road and RR and E shore of Ise Bay; 3¼ mi. NE of Hisai; 18 mi. SSW of Yokkaichi.	Reported landing ground. Triangular area available: 3280' x 3280' x 3280'.
<i>Tsuiki</i> Kyūshū I.	A/D	33° 40' N 131° 02' E		Believed to be just NW of Tsuiki between Tsuiki-Amota road and coast road and RR; 10 mi. NW of Nakatsu; 17 mi. SE of Kokura.	Reported landing ground.
<i>Tsukumi Bay</i> Kyūshū I.	S	33° 05' N 131° 52' E	S.L. (est.)	In Tsukumi Bay, just SE of Tsukumi and Tsukumi-Usuki road; 4½ mi. SE of Usuki; 6 mi. NNW of Saeki.	
<i>Tsuruga</i> Honshū I.	A/D	35° 37' N 136° 03' E	328 (est.)	Believed to be about 3 mi. SSW of Tsuruga, between Tsuruga-Mikata road and RR; 3 mi. S of Tsuruga Bay; 11 mi. N of N end of Biwa Lake.	Reported landing ground.
<i>Ube</i> Honshū I.	A/D	33° 56' N 131° 16' E		Just E of Ube and just S of Oki-Ube on NW coast of Suō Sea, between Ube-Tokunami road and RR; 19 mi. SW of Yamaguchi; 19 mi. E of Shimonoseki.	Reported landing ground and aviation school.
<i>Ube</i> Honshū I.	S	33° 57' N 131° 13' E	S.L. (est.)	Two mi. NW of Ube just S of Ino and just W of Oguci at SW tip of Honshū I.; 18 mi. ESE of Shimonoseki.	Only source is reliable map.
<i>Uchinoura</i> Kyūshū I.	S	31° 16' N 131° 06' E	S.L. (est.)	Just NE of Uchinoura and just WNW of Cape Hi; in Uchina Bay SW side of Ariake Bay; about 6 mi. SE of Hami; 14 mi. SE of Kanoya.	Naval air base.
<i>Ujina</i> Honshū I.	A/D	34° 21' N 132° 28' E (approx.)		Reported to be at Ujina, a small port on N side of Ujina Hbr. and Hiroshima Bay; 2½ mi. SSE of Hiroshima.	Reported landing ground. There is an Army base at Ujina.
<i>Usa</i> Kyūshū I.	S	33° 34' N 131° 26' E	S.L.	Four and one-half mi. NE of Usa, just NE of Takata; at mouth of river; 3 mi. NE of Usa RR Stn.; 3 mi. E of Nagasu.	Only source is reliable map.
<i>Usuki</i> Kyūshū I.	A/D	33° 07' N 131° 47' E		Just W of Usuki and Usuki-Ōita road and RR; 1½ mi. W of Usuki Bay; 13 mi. SSE of Ōita.	Reported A/D and Naval air base.
<i>Uwajima</i> Shikoku I.	S	33° 14' N 132° 30' E	S.L. (est.)	Four and one-quarter mi. W of Uwajima in Uwajima Bay off SW coast of Shikoku I.; 8 mi. N of Iwamatsu.	Reported seaplane alighting area.
<i>Wadamura</i> Honshū I.	S	33° 56' N 132° 24' E		Reported to be at 33° 50' N, 132° 24' E at Wadamura; probably is in bay at Wada, which is on NE Yashiro I.; 23 mi. SSW of Kure.	Reported capacity of 35/40 FP.
<i>Wakamatsu</i> Kyūshū I.	A/D	33° 54' N 130° 49' E (town)		Reported to be at Wakamatsu, which is on S side of Shimonoseki Straits just across bay from Tobata; about 3 mi. NNE of Yawata; 5 mi. NW of Kokura. May be 3 mi. WSW of Wakamatsu or 3 mi. WNW of Yawata.	Secondary military A/D. Existence questioned.

TABLE XIV - 2 (Continued)

NAME	TYPE	POSITION	ALTITUDE (FEET)	LOCATION	DESCRIPTION AND DIMENSIONS
Wakayama Honshū I.	A/D	34° 13' N 135° 11' E		Believed to be just SE of Wakayama just E of Waka River, and just W of Wakayama-Hikata road and RR; 10 mi. NNE of Minoshima.	Reported as Army A/D and as landing ground.
Yamaguchi Honshū I.	A/D	34° 09' N 131° 29' E		Believed to be about 1 3/4 mi. SSE of Yamaguchi, just N of small stream and just SW of Yamaguchi-Tokuyama road; about 1 1/2 mi. SE of Yamaguchi-Ogori road and RR; about 6/4 mi. NE of Ogori.	Reported landing ground.
Yanagigaura Kyūshū I.	A/D	33° 33' N 131° 21' E	328 (est.)	Just S of Yanagigaura RR stn., just E of Nagasu-Usa road, and just S of Nagasu-Mōji RR; 1 1/4 mi. SW of Nagasu; 1 3/4 mi. W of Shattate River. About 2 mi. NNW of Usa; 5 mi. W of Takata.	Six large hangars, numerous bldgs. Military A/D. Reported as home base of Usa Naval Air Unit. 75 to 80 different types of a/c seen here.
Yanai Honshū I.	A/D	33° 58' N 132° 06' E (town)	328 (est.)	Reported to be at Yanai which is on Ōbatake-Murozumi road and RR; 1 1/2 mi. NW of S coast of Honshū I.; 5 1/2 mi. NW of Ōshima; 7 mi. NE of Murozumi.	Army A/D.
Yasako Honshū I.	A/D	35° 11' N 137° 02' E	328 (est.)	Believed to be just NW of Yasako; 2 mi. S of Moriyama-Seto road and RR; 4 1/4 mi. SW of Seto.	May be same as Seto A/D or Obatagahara PAD. Reported landing ground.
Yawatohama Shikoku I.	S	33° 27' N 132° 22' E	S.L. (est.)	Just W of Yawatohama; and just S of Kawanoishi, in Yawatohama Bay, which is in Okuchi Bay; 12 1/2 mi. SW of Nakahama.	Two areas: each 10,560' x 10,560'.
Yonago Honshū I.	A/D	35° 26' N 133° 19' E	52 (est.)	Believed to be 2 mi. NW of Yonago, just E of Sumiyosi and just S of Yonago-Sakai road and RR; E end of a lagoon; about 2 mi. S of Miho Bay; 4 1/2 mi. NE of Hoto; 15 mi. E of Matsue.	Seven hangars. Reported to have all facilities. Flying training here. Reported as Army A/D, also as Naval air base. Reported 6000' x 3000'; also 3600' E/W x 1500' N/S.
Yonozu Bay Kyūshū I.	S	32° 54' N 131° 59' E	S.L. (est.)	In Yonozu Bay just S of small cape and just S of Urasiro; 6 mi. WSW of Cape Tsurumi; 6 1/4 mi. SE of Sacki.	
Yuasa Honshū I.	A/D	34° 02' N 135° 10' E (town)		Reported to be at Yuasa, which is on Minoshima-Yura road and RR on Yuasa Bay; 4 1/4 mi. SE of Minoshima; 13 mi. S of Wakayama.	Civil landing ground.
Yuasa Honshū I.	S	34° 02' N 135° 07' E		Just W of Yuasa in Yuasa Bay; 3 mi. SE of Minoshima; 13 1/2 mi. SSW of Wakayama.	Seaplane alighting area reported. 2 x 1/2 mi. (approx.).
Yukuhashi Kyūshū I.	A/D	33° 45' N 131° 00' E		Believed to be about 1 1/4 mi. NE of Yukuhashi; 1 1/2 mi. W of Suō Sea; 11 3/4 mi. SSE of Kokura.	Reported as landing ground. Naval air base being developed.
Yumachi Honshū I.	A/D	35° 26' N 133° 01' E		Believed to be just N of Yumachi on small cape on S side of Shinji Lake, just N of Matsue-Shinji road and RR; 3 1/4 mi. SW of Matsue; about 6 1/2 mi. ENE of Shinji; 17 1/4 mi. W of Yonago.	Naval air base. Reported A/D or S.
Yumachi Honshū I.	S	35° 26' N 133° 01' E	S.L. (est.)	Reported to be just N of Yumachi in Shinji Lake; just N of Matsue-Shinji road and RR; 3 1/4 mi. SW of Matsue; about 6 1/2 mi. ENE of Shinji; 17 1/2 mi. W of Yonago.	Naval air base. Reported S or A/D.
Yuran Ouchi Honshū I.	S	33° 57' N 135° 07' E	S.L.	In Yuran Ouchi (inlet) just W of Sato; Ari I. lies in entrance of inlet; 5 1/2 mi. NNW of Gobo; 6 1/4 mi. NNE of Kihinomi Cape.	Kasane-yama, an 886' smooth round hill, just N. Naval air base. 2 x 1 1/2 mi. NE/SW.
Zentsūji Shikoku I.	A/D	34° 13' N 133° 42' E		Reported at Zentsūji.	Reported Army A/D.

TABLE XIV - 3

## POSSIBLE LOCATIONS OF AIRFIELDS AND SEAPLANE STATIONS

NAME	GRP.	POSITION	LOCATION	TYPE	POSITION
Fukue Honshū I.	A/D	34° 37' N 137° 07' E	Kikuchigawa Kyūshū I.	A/D	32° 53' N 130° 32' E
Fukue I. Near Kyūshū I.	A/D	32° 41' N 128° 50' E	Kikuchigawa Kyūshū I.	S	32° 53' N 130° 32' E
Gobo Honshū I.	A/D	33° 53' N 135° 10' E	Kogushi Honshū I.	A/D	34° 10' N 130° 56' E
Hitoyoshi Kyūshū I.	A/D	32° 20' N 131° 00' E	Kokubo Shikoku I.	A/D	34° 21' N 133° 53' E
Ikomayama Honshū I.	A/D	34° 37' N 135° 38' E	Kokubo Shikoku I.	S	34° 21' N 133° 53' E
Ino I. Near Honshū I.	A/D	34° 17' N 133° 12' E	Komatsu Near Honshū I.	A/D	33° 56' N 132° 12' E
Kikuchi Kyūshū I.	A/D	32° 03' N 131° 27' E	Kurashiki Honshū I.	A/D	34° 36' N 133° 46' E
			Kusu Near Honshū I.	S	34° 23' N 133° 33' E
			Maiko Honshū I.	A/D	34° 38' N 135° 03' E
			Miyazaki Northeast Kyūshū I.	A/D	31° 56' N 131° 27' E

TABLE XIV - 3 (Continued)

NAME	GRP.	POSITION
<i>Niiigahama</i> Honshū I.	A/D	34° 00' N 131° 55' E
<i>O Island</i> Near Kyūshū I.	S	33° 04' N 129° 38' E
<i>Onoue</i> Honshū I.	A/D	34° 43' N 134° 54' E
<i>Sabai</i> Honshū I.	A/D	34° 34' N 135° 27' E
<i>Sabai</i> Honshū I.	A/D	35° 33' N 133° 15' E
<i>Takuma</i> Shikoku I.	S	34° 14' N 133° 40' E
<i>Tomita</i> Honshū I.	A/D	35° 01' N 136° 41' E
<i>Toyohashi North</i> Honshū I.	A/D	34° 49' N 137° 22' E (approx.)

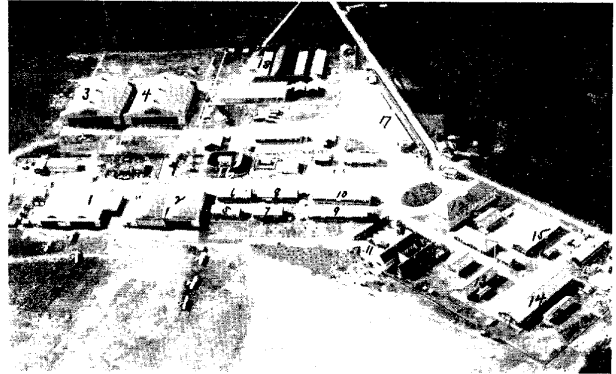


FIGURE XIV - 1. *Honshū*.  
Akenogahara Airfield (IIAD). Prewar photo, date unknown.



FIGURE XIV - 2. *Kyūshū*.  
Ashiya Airfield (IIAD), showing mouth of Onga River. 18 June 1944.

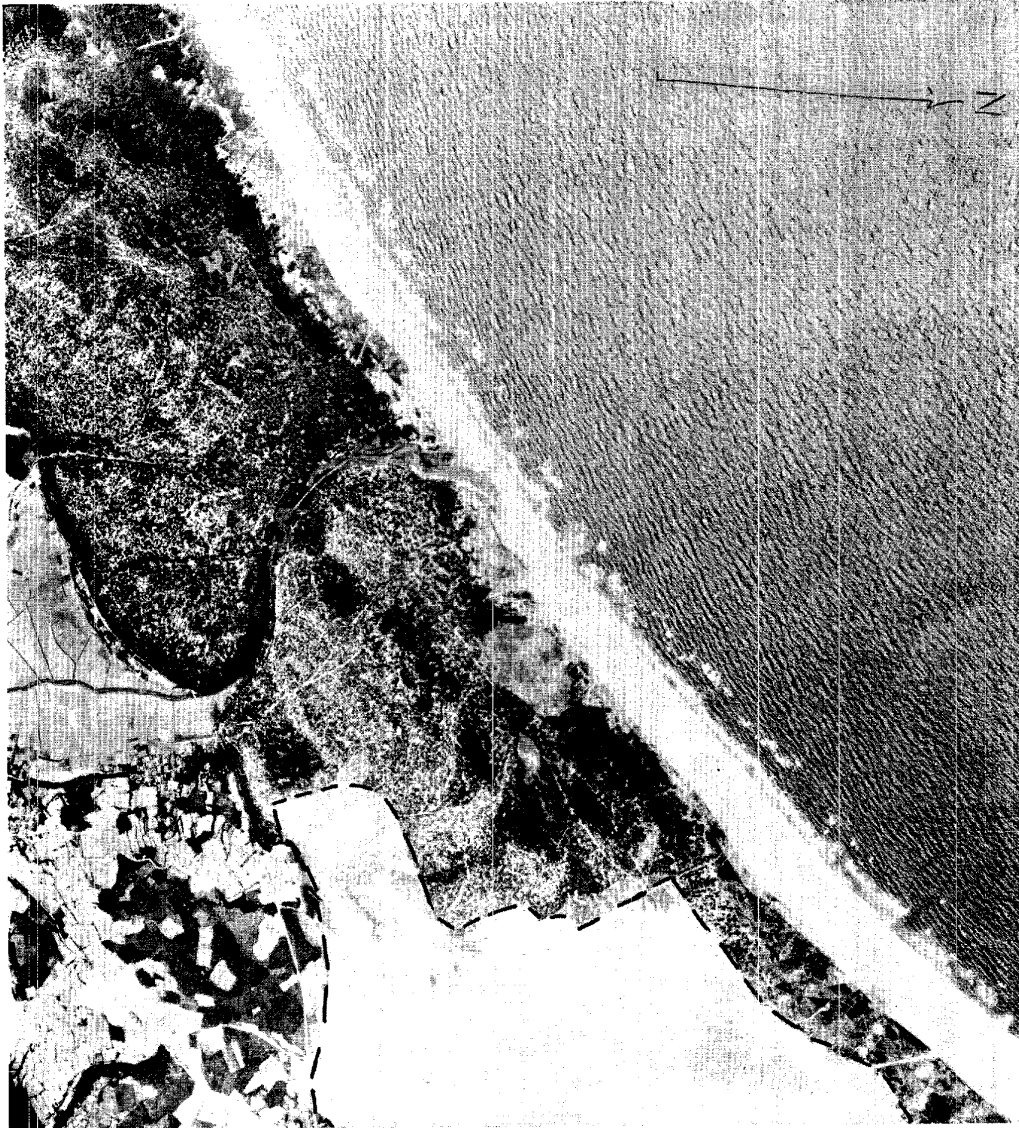


FIGURE XIV - 3. *Kyūshū*.  
Ashiya Airfield (HAD). 18 June 1944.

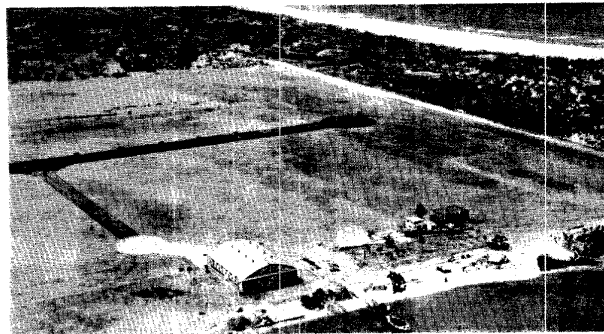


FIGURE XIV - 4. *Kyūshū*.  
Fukuoka/Gannosū Airfield and Seaplane Station (FAD and SS).  
Looking W. Prewar photo, date unknown.



FIGURE XIV - 5. *Kyūshū.*

Fukuoka/Itazuke Airfield (HGL), and Fukuoka/Najima Airfield and Seaplane Station (A/D and SS), 18 June 1944.  
Point Airfield and Seaplane Station (FLG and SS), 18 June 1944.

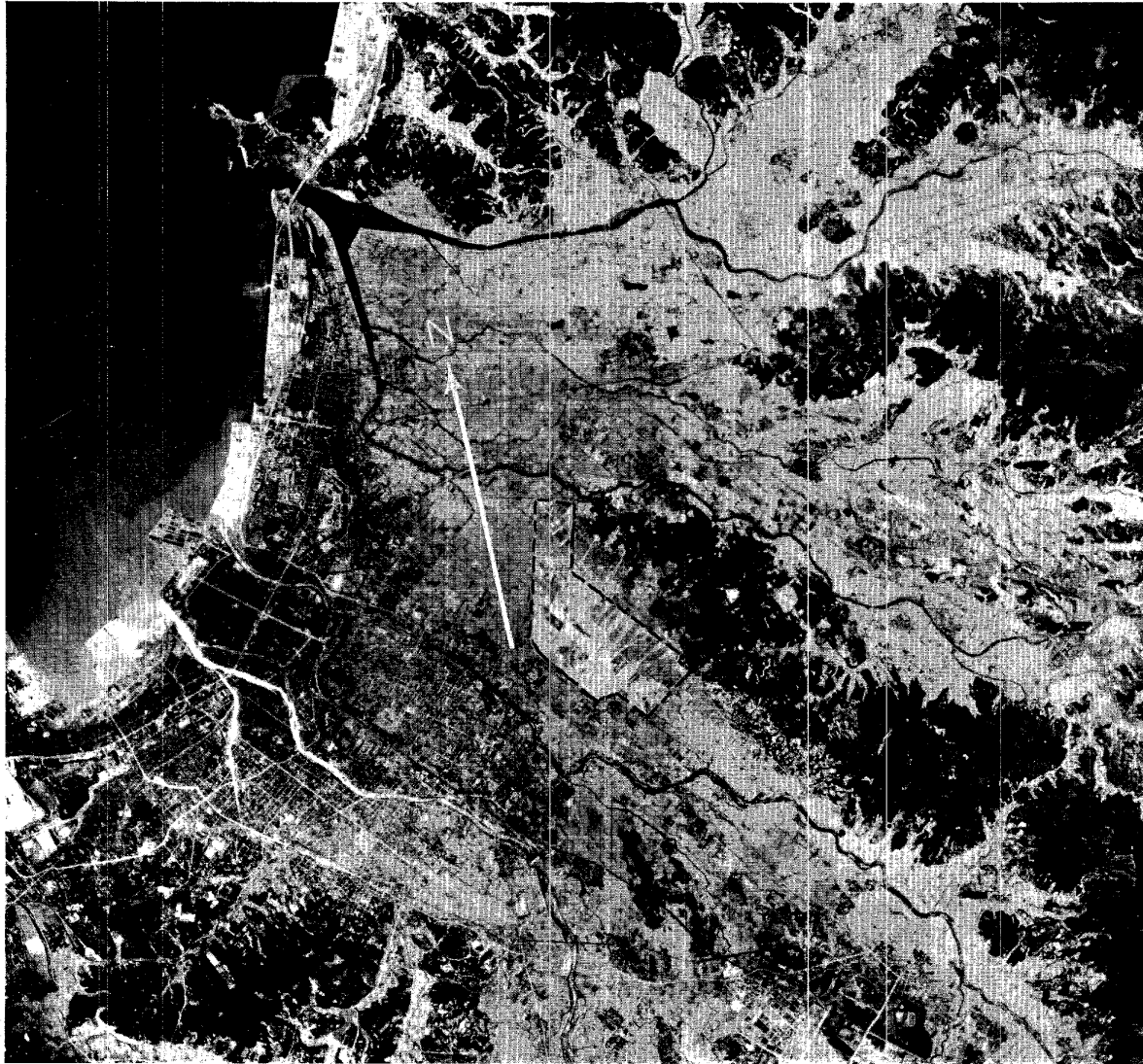


FIGURE XIV - 6. *Kyūshū.*

Fukuoka/Itazuke Airfield (HGL), Fukuoka/Najima Airfield and Seaplane Station (A/D and SS), and Fukuoka/Saito

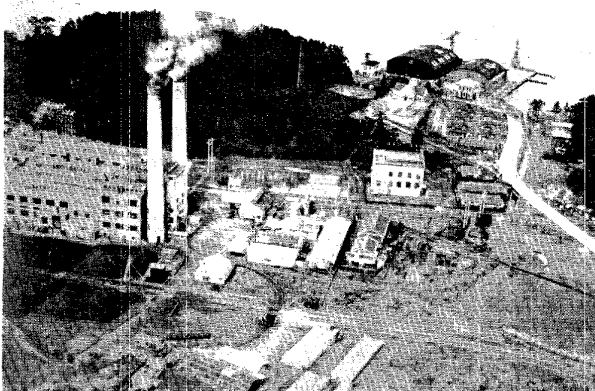


FIGURE XIV - 7. *Kyūshū.*

Fukuoka/Najima Seaplane Station (SS), power plant in foreground. Prior to 1932.

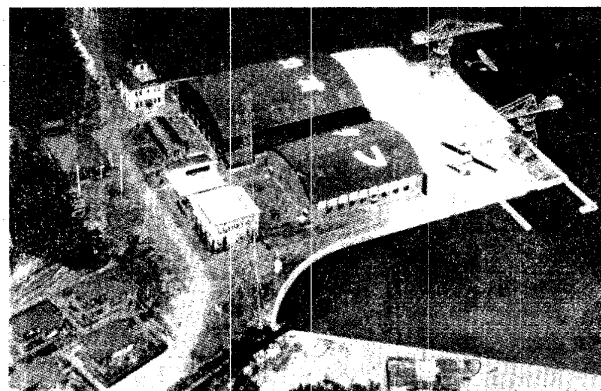


FIGURE XIV - 8. *Kyūshū.*

Fukuoka/Najima Seaplane Station (SS). Prior to 1932.



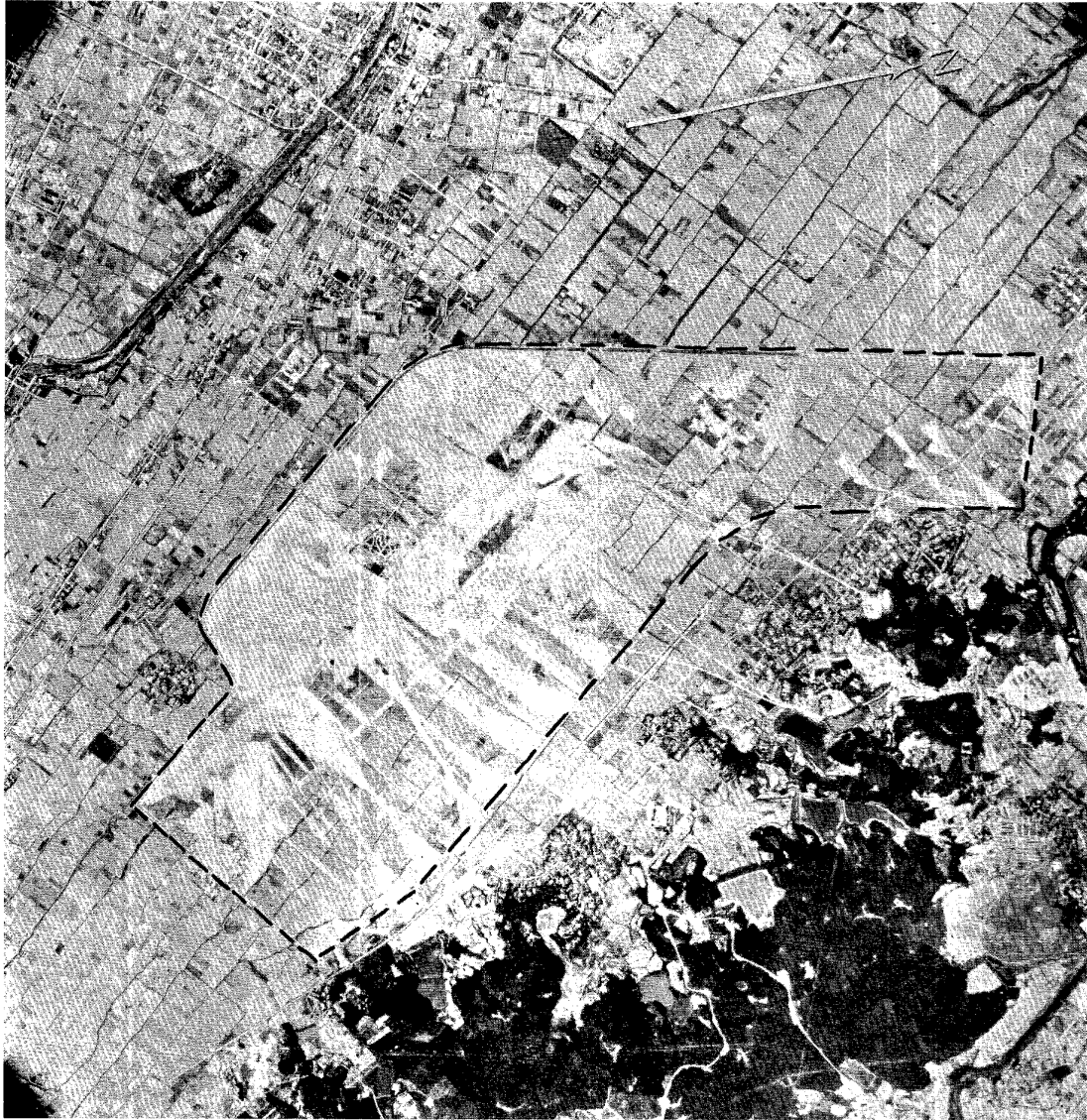


FIGURE XIV - 9. *Kyūshū.*  
Fukuoka/Itazuke Airfield (IIGL). 18 June 1944.



FIGURE XIV - 10. *Kyūshū.*  
Fukuoka/Saito Point Airfield and Seaplane Station  
(FLG and SS). 18 June 1944.

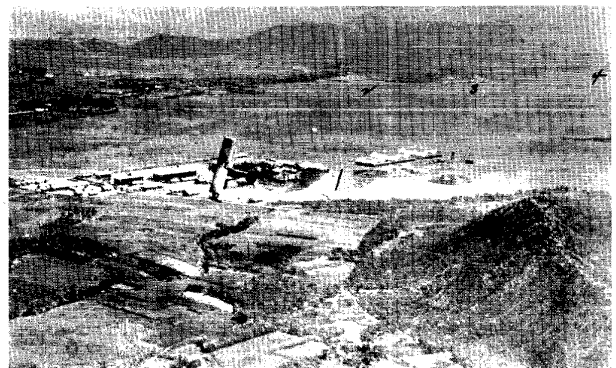


FIGURE XIV - 11. *Honshū.*  
Kagamigahara Airfield (IIAD). Prewar photo, date unknown.

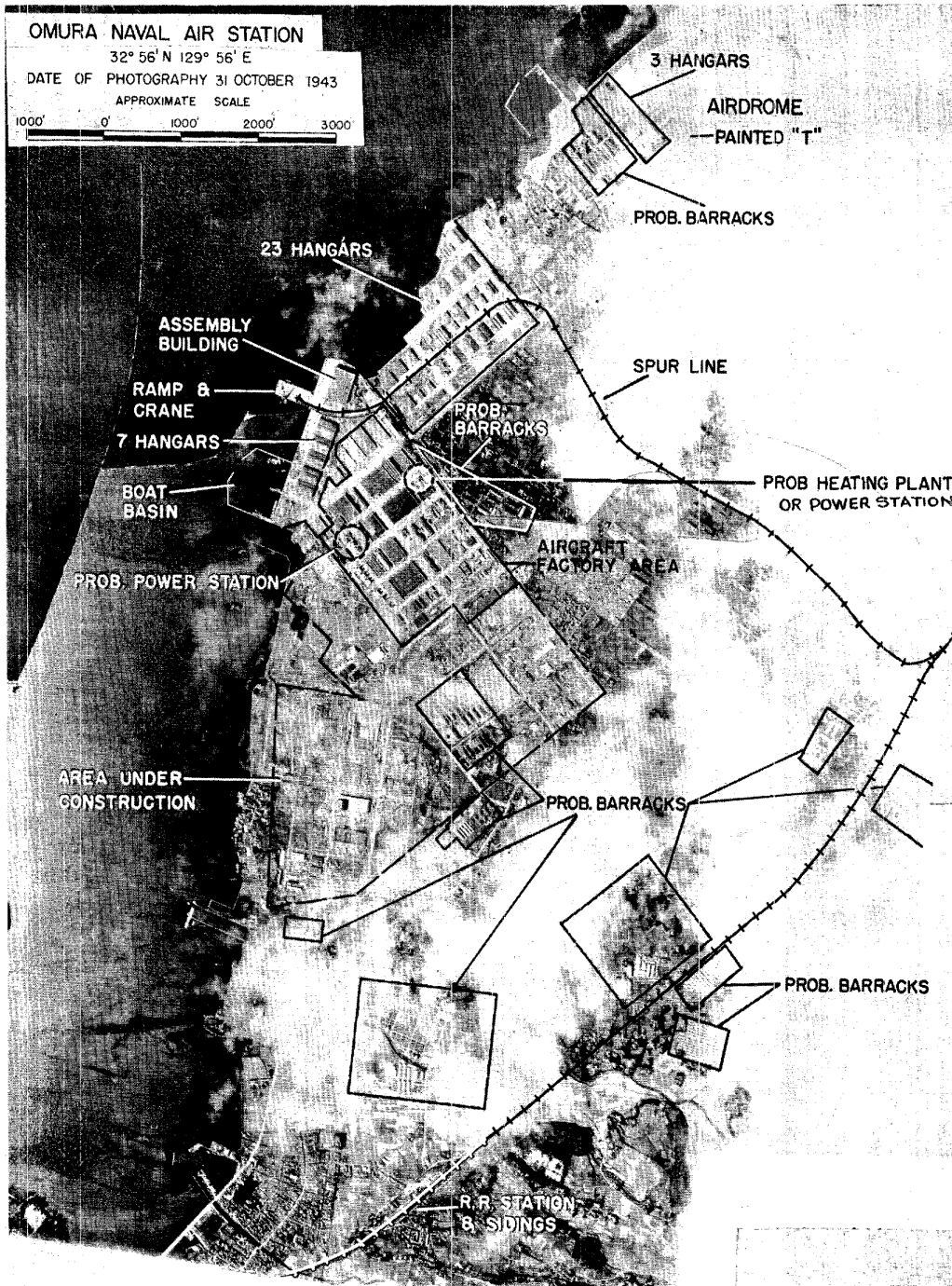


FIGURE XIV - 12. Kyūshū.  
Omura Airfield and Seaplane Station (FAD and SS). 31 October 1943.



FIGURE XIV - 13. *Kyūshū.*  
Sasebo and Sasebo/Hui Seaplane Stations (SS, SS). 31 Oct. 1943.

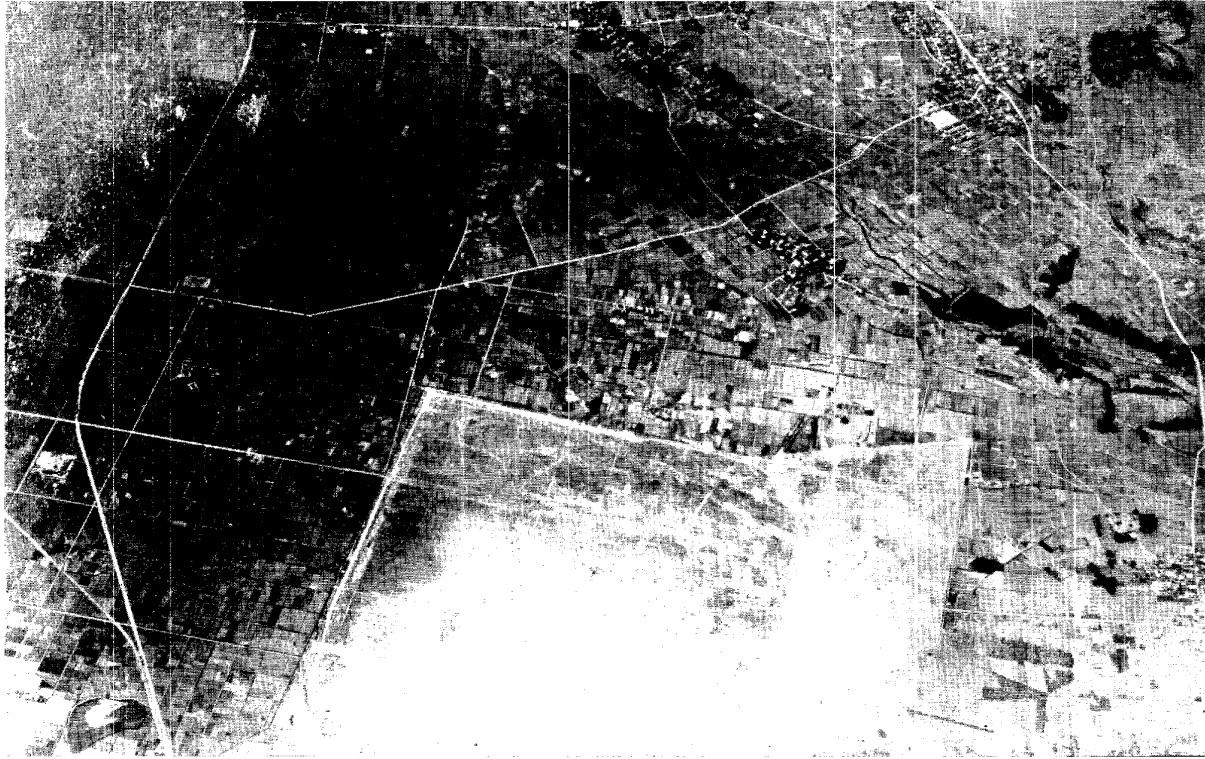


FIGURE XIV - 14. *Honshū*.  
Suzuka (Shiroko) Airfield (MAD). Date unknown, probably prior to 1942.

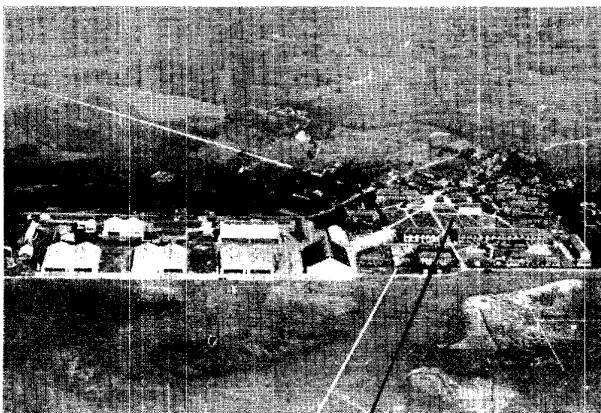


FIGURE XIV - 15. *Kyūshū*.  
Tachiarai Airfield (MAD). Looking NW. 1936.



FIGURE XIV - 16. *Kyūshū*.  
Tomitaka Airfield (MAD). Date unknown, probably prior to 1942.

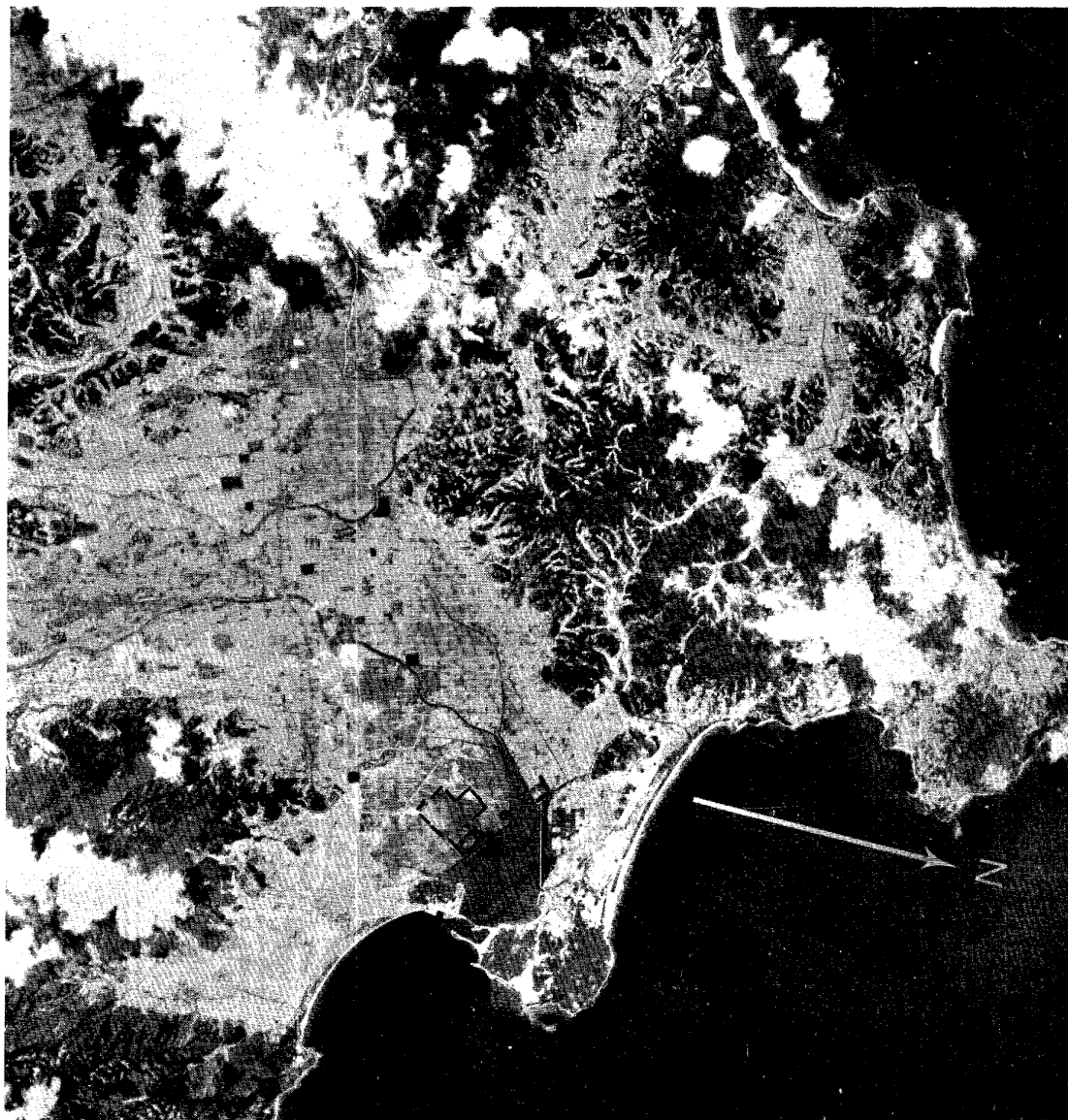


FIGURE XIV - 17. *Kyūshū*.  
Fukuoka/Imajuku Airfield (A/D). 18 June 1944.

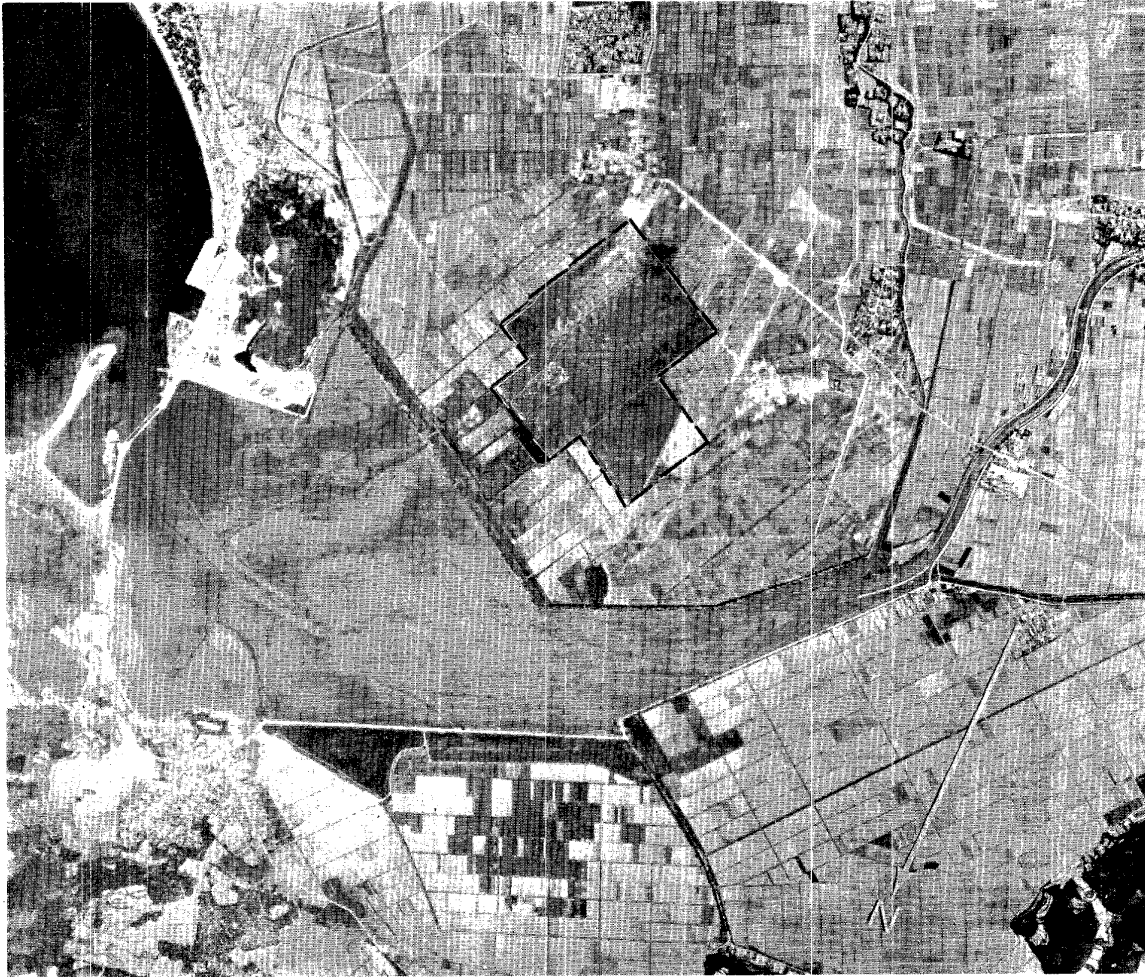
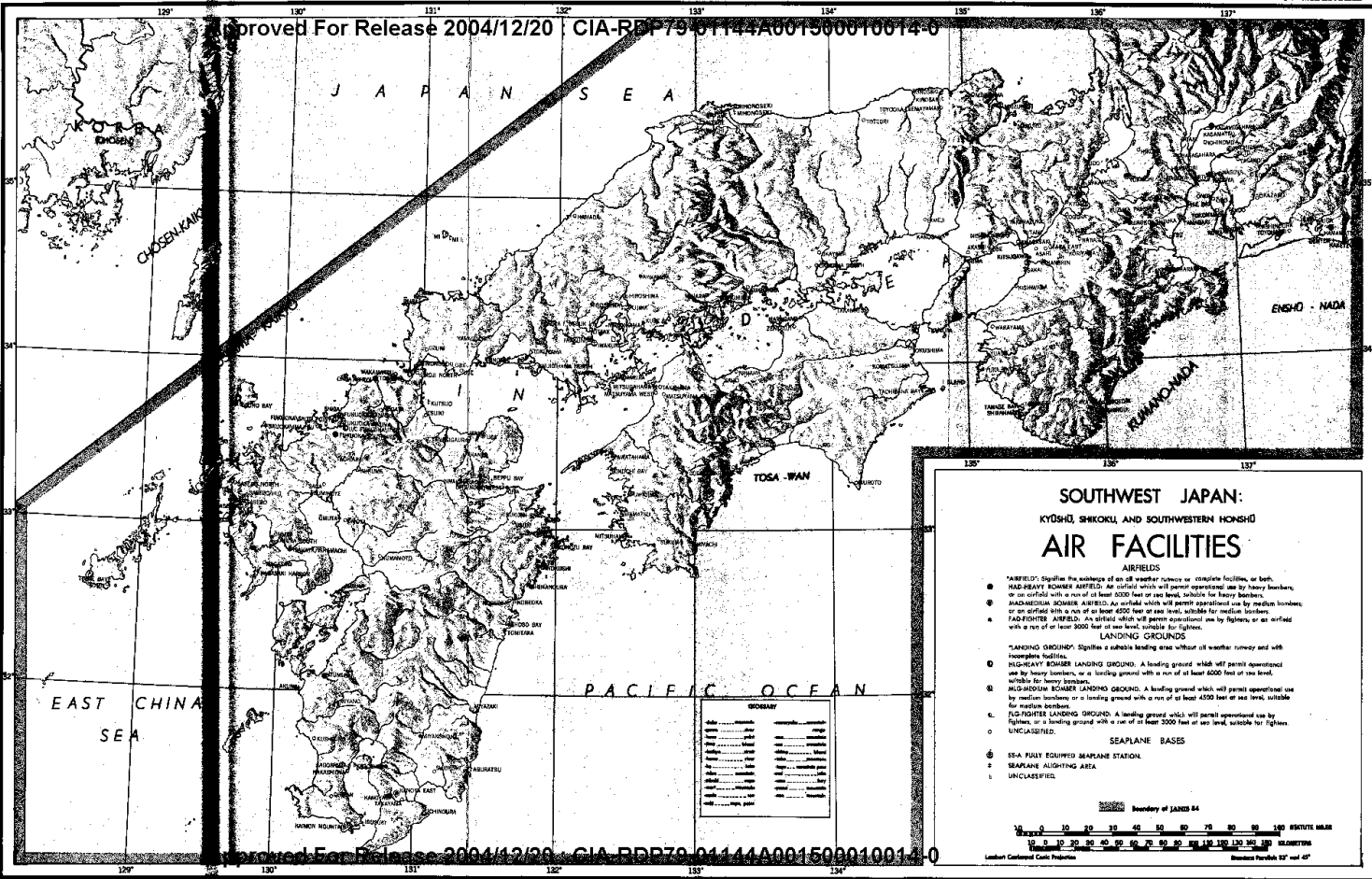


FIGURE XIV - 18. *Kyūshū*.  
Fukuokā/Imajiku Airfield (A/D). 18 June 1944.

FIGURE XIV - 19  
 JANIS 84  
 CONFIDENTIAL

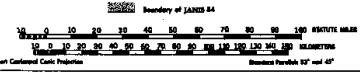


**SOUTHWEST JAPAN:  
 KYUSHU, SHIKOKU, AND SOUTHWESTERN HONSHU  
 AIR FACILITIES**

- AIRFIELDS**
- AIRFIELD: Signifies the existence of an all weather runway or auxiliary facilities, or both.
  - **HIGH-REAR BOMBER AIRFIELD:** An airfield which will permit operational use by heavy bombers, or an airfield with a run of at least 6000 feet or sea level, suitable for heavy bombers.
  - **MEDIUM-REAR BOMBER AIRFIELD:** An airfield which will permit operational use by medium bombers, or an airfield with a run of at least 4000 feet or sea level, suitable for medium bombers.
  - **FIGHTER AIRFIELD:** An airfield which will permit operational use by fighters or an airfield with a run of at least 3000 feet or sea level, suitable for fighters.
- LANDING GROUNDS**
- **LANDING GROUND:** Signifies a suitable landing area without of weather runway and with appropriate facilities.
  - **HIGH-REAR BOMBER LANDING GROUND:** A landing ground which will permit operational use by heavy bombers, or a landing ground with a run of at least 6000 feet or sea level, suitable for heavy bombers.
  - **MEDIUM-REAR BOMBER LANDING GROUND:** A landing ground which will permit operational use by medium bombers or a landing ground with a run of at least 4000 feet or sea level, suitable for medium bombers.
  - **FIGHTER LANDING GROUND:** A landing ground which will permit operational use by fighters, or a landing ground with a run of at least 3000 feet or sea level, suitable for fighters.
  - UNCLASSIFIED.
- SEAPLANE BASES**
- ⊙ **SEA FULLY EQUIPPED SEAPLANE STATION.**
  - ⊕ **SEAPLANE ALIGHTING AREA.**
  - UNCLASSIFIED.

**SYMBOLS**

●	Airfield
■	High-rear Bomber Airfield
●	Medium-rear Bomber Airfield
●	Fighter Airfield
○	Landing Ground
○	High-rear Bomber Landing Ground
○	Medium-rear Bomber Landing Ground
○	Fighter Landing Ground
⊙	Sea Fully Equipped Seaplane Station
⊕	Seaplane Alighting Area
○	Unclassified



*Published by*

THE JOINT INTELLIGENCE STUDY PUBLISHING BOARD  
*Military Intelligence Division, G-2*      *Division of Naval Intelligence*  
*Office of Assistant Chief of Air Staff, Intelligence*      *Office of Strategic Services*  
AT WASHINGTON, D. C.