

LAND REQUIREMENTS BRIEFING ON TINIAN

SLIDE ONE

Good morning gentlemen. This briefing presents the results of a study of land use requirements that was completed in May 1974. The study was prepared by Navy engineers working under contract to the Pacific Air Forces. This study provides for the construction of a military base for all services on the island of Tinian and represents the most careful consideration of minimum land requirements to satisfy the missions that have to be accomplished on Tinian. The land uses which you will see have been reviewed and approved by the best planners available in the Department of Defense. In addition, this plan has been approved by Admiral Gayler, Commander in Chief, Pacific Forces.

SLIDE TWO

As you know it is our intention to construct a military base on Tinian to satisfy our near-term military requirements in the Trust Territory area. This base will be capable of accommodating all types of military aircraft, will support the military airlift command cargo airplanes, provide for storage of military material, and provide for training, both air and ground, of military forces. The base will be developed in seven phases as shown on this slide.

SLIDE THREE

This slide of Tinian shows some of the major features on the island. I call your attention to Tinian Harbor, West Field, North Field, and Lamanibot Bay.

SLIDE FOUR

You see here West Field with its two eighty five hundred foot runways and the six thousand foot emergency landing strip which is today commercial runway. I call your attention to the high plateau in the background which is some four hundred feet above sea level. Most of the area shown on this slide is military retention lands.

SLIDE FIVE

This slide shows North Field with its four eighty five hundred foot runway. In the background, you see Isley Field on Saipan and also Kobler Field. Again, most of the area shown on this slide except for the foreground is military retention lands.

SLIDE SIX

The most important feature of the military base from the standpoint of our land requirements is the runway, its location and direction.

SLIDE SEVEN

In establishing a runway on Tinian there are several factors which have to be considered. Notice how close Isley Field is to North Field. You will also notice that most of the runways lie in a more or less east/west direction. This is because almost 90% of the time the winds come out of an easterly to northeasterly direction. Because of the winds, the slope of the ground and the mountainous terrain in the center of Tinian it is possible to construct our military runway in only one of two locations: One in the vicinity of North Field and one near West Field.

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SLIDE EIGHT

This slide shows our military runway if it were constructed at North Field. The darker lines represent the twelve thousand five hundred foot runway with the aircraft operations area shown and the larger area around it which is subjected to high noise levels because of aircraft operations. As you can see, the centerline of the runway at Isley and the centerline of a runway at North Field intersect creating an unacceptable safety hazard with today's jet aircraft. In addition to this safety hazard, our studies prove to us it is impossible to construct the runway at North Field and accommodate the other essential safety features that must be provided. For example, to the west of the runway we need enough room to construct a three thousand foot long approach lighting system to guide our airplanes to the runway under adverse weather conditions. In addition to this, we also need to provide a special radio antenna (ILS middle marker) to guide our pilots. This antenna must be no less than four thousand feet to the west of the runway. At North Field this antenna falls off of dry land and would be impossible to construct in the deep waters around Tinian. Our engineers considered rotating the runway at North Field to be in the same direction as Isley but you can see that this also creates safety hazards which we cannot accept, as well as difficult construction problems.

SLIDE NINE

Our engineers looked at several possibilities for West Field. It turns out that the best location for the runway is in the same direction

as Isley Field as shown on this slide. Constructing the runway as shown leaves plenty of room for construction of the safety features I mentioned earlier. It also provides the safest operation of aircraft at both West Field and Isley. The Pacific Region FAA Engineers have seen and indorsed this plan.

SLIDE TEN - BLANK

Once the engineers determined where the runway had to be built they very carefully studied the best place to put the other facilities that are required and keep military land requirements to an absolute minimum.

SLIDE ELEVEN

This slide shows the resulting boundary lines between the military base and the civilian portion of the island. Our minimum land requirements are 17,475 acres. The boundary line shown on this slide is established by the base development shown on following slides.

SLIDE TWELVE

This slide shows where the runway will be constructed. Associated with aircraft operation from this runway is an area of very high noise levels within which many kinds of facilities may not be constructed.

SLIDE THIRTEEN

That area is shown by the red lines on this slide. To the south of the runway the red line results from the larger type military aircraft that will be flying from the runway. The red line north of the runway is a result of Navy and Marine Corps carrier landing training which

will be carried on at Tinian as part of the overall air and ground training mission. These aircraft will approach the runway from the east making a left turn toward the runway to land. This landing pattern may not be changed because of the special requirements of carrier landings.

SLIDE FOURTEEN

I mentioned during the previous slide that many kinds of buildings cannot be constructed inside the high noise area around the runway. However, our aircraft and facility maintenance buildings, our motor pool, some supply warehouses and some of our office buildings can be. This slide shows where we would construct these kinds of buildings south of the runway. Notice also we propose various supply, maintenance and operations buildings to be constructed near Tinian Harbor. In that area we will construct such items as power plant, fuel storage, military supply warehouses, storage areas associated with the port and possibly the sewage treatment plant. All of our housing, shopping, community, and recreational buildings must be constructed outside of the high noise area.

SLIDE FIFTEEN

This slide shows where we would put these kinds of buildings. This location is convenient to the work location on the base and close to the utility plants that I have already mentioned. This area will accommodate a planned community of some 5,000 to 6,000 people.

SLIDE SIXTEEN

This slide shows where we propose at this time to put our munitions pier. This would actually be a wet slip cut into the shore at the north

end of Lamanibot Bay. You can see the large safety area associated with this munitions operation. No inhabited buildings may be constructed within this area; however the lighter shaded area can be used for maneuver training while a ship is in the slip and the entire area can be used when a ship is not in the slip.

SLIDE SEVENTEEN

Part of the war materials to be stored on Tinian are munitions. Our engineers looked at several locations to find an area where these munitions could be stored on the minimum amount of land. There is only one such place - the north end of the island as shown here. The innermost area outlined in red represents that land which is actually required for the construction of the storage buildings. The outer area is a safety area in which no inhabited building can be constructed and from which many activities are normally excluded. As you can see, a large portion of this safety area falls over the water rather than on land. The lightly shaded area can be used for maneuver training.

SLIDE EIGHTEEN

This slide shows the area which will be used for air and ground training. It includes all of the land north of the runway, south of the munitions storage area and outside of the dark red circle at Lamanibot Bay whenever a ship is in this offloading slip. When a ship is in the slip, some 10,600 acres are available. When no ship is in, 12,000 acres are available. Although engineering studies have shown construction of an ammunition unloading facility at Lamanibot Bay is feasible, location of

such a facility on the northwest coast in close proximity to the munitions storage area is being studied. If a feasible site can be found near the northern tip of the island, additional training area may become available during periods of munitions offloading operations.

SLIDE NINETEEN

This slide shows the overall development of Tinian Island to meet our military requirements. As you can see, our munitions operations and air/ground training areas are separated from where our people work and live by the runway. We also have been able to locate our housing area near our work area yet outside of the high noise area resulting from aircraft operations. This plan represents the efforts of our engineers since last October in trying to come up with the minimum land requirements that will satisfy the military requirements for the base on Tinian.

END OF BRIEFING

BACKUP SLIDE

This slide shows private, military retention and Ken Jones' leased land. Notice runway construction falls completely within the military retention lands.

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LAND USE PLAN - TINIAN

- Tinian military base planning accomplished in PACIFIC DIVISION, NAVY FACILITIES ENGINEERING COMMAND for the Air Force
  - Land use studies began in Oct 73 and completed in May 74
  - Reviewed and approved by best Department of Defense planners
  - Approved by all Commanders of the military forces in the Pacific
  - Approved by Admiral Gayler, Commander-in-Chief, Pacific Forces
  - Approved by the Department of Defense
  - Every consideration has been given to minimizing land requirements and still accomplish approved missions

Present military requirements are:

- Accommodate all types of military aircraft
- Support military airlift requirements
- Storage of military materials including fuels and munitions
- Land for air and ground training of military forces

Key feature of land use planning is the location and orientation of the 12,500 foot long runway.

- Wind is predominantly from the east through northeast directions
- Proximity to Isley must be considered
- Terrain and wind characteristics limit construction to North Field area or West Field area.

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North Field is unacceptable because of safety considerations

- Center lines of North Field runway and Isley Field intersect close to Tinian
- Insufficient vertical and horizontal separation of flight patterns between North Field and Isley Field if aircraft were to be flying out of North Field.
- Runway at West Field, parallel to Isley Field, is least expensive, safest, and requires minimum land.
  - Has been reviewed by and been recommended by Pacific Region, Federal Aviation Authority (FAA) engineers.
- Will be joint use with separate commercial terminal comparable to the existing terminal at the east end of the runway. An access road will be provided.
- Runway will be on military retention lands only.

Adjacent to the runway is a large area of very high noise levels.

- Housing, community, recreational, and medical facilities cannot be constructed within this area
- South of the runway this area results from the larger type aircraft that will be using the runway
- The larger noise area north of the runway results from Navy and Marine Corps aircraft practicing aircraft carrier landings which must be left hand.

Operations and maintenance facilities will be sited south of the runway in the vicinity of West Field.

- The port area will include the power plant, fuel storage tanks, military materials warehousing, marshalling areas associated with the port, and possibly the sewage treatment plant.

Dormitories, housing, community, medical and recreation

facilities will be sited south of the runway, outside of the high noise area.

A wet slip for munitions ship operations will be constructed at the north end of Lamanibot Bay (Dump Coke).

- Munitions storage will be constructed at the north end of the island.

- This requires minimum amount of land

- Presents no hazard to Saipan

- Sufficient explosive safety areas are provided to preclude hazards to people.

Air and ground training will be conducted in the area bounded by the runway and the munitions storage area.