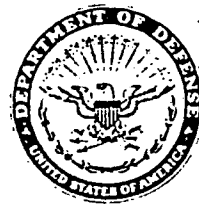


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DEPARTMENT OF THE AIR FORCE
HEADQUARTERS PACIFIC AIR FORCES
APO SAN FRANCISCO 96553



REPLY TO
ATTN OF: DEPR

AUG 20 1974

SUBJECT: TDY Trip to Saipan, 4-15 Aug 74

TO: CINCPACAF/DEP

~~DE~~
IN TURN

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1. During the period 4 through 15 Aug 74, I was TDY to Saipan in the capacity of technical advisor to the Joint Land Committee established by the Chairman, Marianas Delegation and the President's personal representative for Marianas Status Negotiations. Additionally, during the period 10 through 15 Aug 74, I represented the Executive Agent member of the Joint Land Committee, Mr Dove, HQ USAF/PRP.

2. Personnel present at the Committee meetings were:

a. US members:

Mr Emmet Rice, Deputy Co-Chairman
Lt Col Walter Appelle, USAF/PRPO (4-10 Aug)
Lt Col E. D. Strait, PACAF/DEPR
Mr Roy Markon, NAVFACENCOM (15 Aug)
Mr Joseph Samaritano, Pac Div NAVFACENCOM

b. Marianas members:

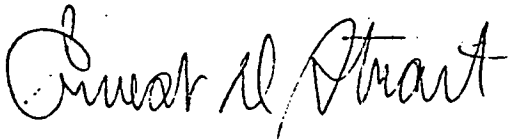
Mr Pedro A Tenorio, Co-Chairman
Mr Jose R. Cruz, Tinian representative
Mr Benjamin T. Manglona, Rota representative
Mr James White, advisor
Mr Howard Willins, advisor (13-15 Aug)
Mr Robert T. Greigg (Col, USAF, Ret), technical advisor
on airport development
Mr Paul Amundsen (retired Executive Director of American
Port Authorities Association),
technical advisor on port facilities

3. During the period of the TDY, the following topics were discussed:

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- a. Lease Back on Tinian - attachment 1
 - b. Civilian Air Terminal - attachment 2
 - c. General Joint Uses (Utilities, and access to beaches and fishing areas) - attachment 3
 - d. Lease Back at Isley and Tanapag - attachment 4
4. Other topics to be discussed are:
- a. Acquisition, Price and Method of Payment
 - b. Tinian Harbor - attachment 5

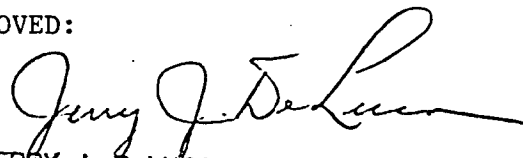


ERNEST D. STRAIT, Lt Col, USAF
Ch Plans and Rgmts Division
DCS Civil Engineering

5 Atch

1. Item 1, Lease Back on Tinian, w/TABs A & B
2. Item 2, Civilian Air Terminal on Tinian, w/TABs C & D
3. Item 3, General Joint Uses, w/TABs E, F, & G
4. Item 4, Lease Back at Isley Fld and Tanapag Harbor, w/TAB H
5. Item 5, Tinian Harbor, w/TAB I

APPROVED:



JERRY J. DeLUCA, Col, USAF
Director of Programs
DCS Civil Engineering

Item 1. Lease Back on Tinian

DISCUSSION: 1. The US representatives gave general verbal statements on general lease back practices, procedures, and regulations. These statements were followed by questions and answers dealing with specific points. A brief summary of approved land uses on the military lands was presented. Possible lease back areas were pointed out and compatible uses discussed. General accord was reached as to possible lease back areas and uses in the maneuver area, area southeast of the runway, and other base areas when not immediately needed for construction.

2. The US position paper on lease back on Tinian furnished the Marianas Co-Chairman is at TAB A.

REMAINING ISSUES: 1. The Marianas Delegation understands that all lease backs will be at a "nominal price" rather than at "fair market value." US verbal response to this issue is summarized at TAB B. The US verbal response was not completed because of interruption by the Marianas Delegation.

2. The Marianas Delegation desired that the Marianas Status Agreement contain wording that some 1200 acres, more or less, will be made available for lease back in the area southeast of the runway. The US position is that the Status Agreement should not be "cluttered up" with such details.

RECOMMENDATIONS: 1. US position on "nominal" versus "fair market" price for lease back of lands should continue. Resolution of this issue will likely have to be made during the next round of negotiations since it is not likely that the US acquisition of land will be at a reasonable cost.

2. The US should continue to tie amount of lands to be leased back to realistic and explicitly stated requirements for such lands. That is, lease back to the Government of Marianas should be based on a valid land use and development plan prepared by the GOM.

3. The Status Agreement should address principles, not details.

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Item 2. Civilian Air Terminal on Tinian

DISCUSSION: The Marianas Position Paper on a Commercial Airport on Tinian is at TAB C and the US response is at TAB D. There is general accord on location of the civilian facility; provision of available fuels and fire protection; use of available hangar space and corresponding fees; joint use of runway, taxiway, and navigation aids; construction of access road by the USG to the off-base road network; that security, operation, and maintenance of the civilian facility will be by the GOM; and that specific and binding agreements for joint use and lease back of land will be entered into at some future time.

- REMAINING ISSUES:
1. The GOM expects the USG (DOD) to construct a permanent terminal facility, aircraft parking area, and vehicle parking area to accommodate their projected near term needs. This includes parking for 50 cars, two 707 aircraft and eight small aircraft, and construction of a terminal building similar to what is on Tinian now plus an additional amount to accommodate the currently projected military activity and presence at West Field. The US position is that the DOD will either buy the present terminal building at depreciated value or construct a comparable facility at the new location and that sufficient pavements would be provided to accommodate existing aircraft requirements plus present applications to FAA for additional air service. Anything beyond this would have to be funded out of other sources.
 2. The GOM desires a non-temporary lease back of land to accommodate the air terminal and future expansion subject to termination only in the event of a declared national emergency. The US position is that lands not excess to USG requirements but not needed at the time may be made available for temporary (not in excess of 20-25 years) use by others subject to termination by the Service Secretary or in the event of a declared national emergency.
 3. The GOM wants landing, fees and similar funds collected from civil aviation by the USG to be returned to the GOM. The US position is that service prescribed fees collected will go to the US Treasury.

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4. The GOM wants the DOD to provide all utility and communications services required by the civilian air terminal. The US position is that DOD will provide no more utility facilities than available at the present terminal and that all utilities consumed would be on a reimbursable basis.

5. The GOM wants to be able to construct a lodging facility on civilian terminal land. The US position is that such a lodging facility not be built on any of the military lease back lands.

RECOMMENDATIONS:

1. The USG should continue to insist that the DOD cannot provide any better facility than the present one. Improvements should be funded out of the proposed GOM capital improvement program funding, other US assistance programs, other GOM airport operating entity revenues, or a special grant of funds to be incorporated in the Status Agreement. The last alternative is probably least acceptable to the Marianas Delegation since it would require that they reopen the Phase II funding issue.

2. The deadlock on the lease term issue might be resolved by locating the terminal facility south of the runway adjacent to the base boundary in the vicinity of the proposed runway bypass road. This would permit the US to not acquire the 15 or 20 acres of land probably required for the terminal construction. Such a scheme, provided a proper easement on the land is secured to prohibit all construction other than terminal facilities, would sidestep the non-temporary lease issue, would be an acceptable land use consistent with DOD land requirements, and not inhibit future base development. Acquisition of the land at some future time, if needed, could be accomplished by condemnation if necessary. This scheme has the disadvantage of increasing access taxiway construction costs. This would be offset in part by reduction or elimination of access road construction costs.

3. If the Marianas Delegation continues to insist upon return to the GOM of all landing fees and similar funds, the US should insist that such provision will have to be explicitly provided for in the Status Agreement. It is unlikely that they or Ambassador Williams would be willing to propose such a provision to the Congress for ratification.

Item 2 (contd)

4. The US should continue to insist that DOD cannot pay for utilities to be included in the new terminal in excess of what is in the present terminal without special legislative authority. The comments of paragraphs 1 and 3 above apply.

5. The US should continue to insist that a lodging facility cannot be constructed within the base boundary. To back down on this item would establish a precedent for future requests to permit incompatible land uses within the AICUZ area.

Item 3. General Joint Uses

DISCUSSION: The Marianas Delegation presented a position paper on general joint uses which appears at TAB E. The written US response is at TAB F and a subsequent US verbal response is summarized at TAB G. The Marianas Paper generally addresses such topics as electrical power, natural gas facilities, telegraph and telephone facilities, water supply, sewerage, solid waste disposal, roads, beach access, fishing rights, etc. Another Marianas paper is to be presented relative to joint use of base social structure facilities. Essentially the paper suggests that general principles be developed at this time relative to the foregoing topics to be incorporated into the Compact to the effect that the military will supply all of the above requirements for the civilian sector of Tinian on a reimbursable basis, the method and mechanics of which are to be worked out later by a Joint Relations Committee. The US position is that the entire matter should be properly addressed by a Joint Relations Committee and not by this joint committee as these topics constitute "functions" and "use of facilities" and should not properly be considered by a land acquisition committee.

REMAINING ISSUES: 1. The Marianas Delegation insists on discussing these topics at the present time and feels that they are part and parcel of land acquisition discussions and decisions. It would not appear that DOD regulations and guidelines would permit DOD funding of the services contemplated by the paper. It is also uncertain as to whether the GOM proposes to reimburse the USG on a pro rata basis for the capital investment required to construct such facilities or merely to pay use charges once such proposed facilities are constructed. It would also appear that all future facilities be provided to accommodate needs of an expanding civilian populace on Tinian. The paper departs from the general theme that the USG would cooperatively assist the local government to develop such services on a joint enterprise with the US for use by both the civilian and military sectors. The thrust of the paper also seems inconsistent with the enunciated desire of the Marianas Delegation not to permit the Tinian Civilian Sector to become dependent upon the military.

Item 3 (Contd)

2. The Marianas Delegation continues to insist that wording be incorporated into the Status Agreement or US land acquisition instrument that will require that questions of joint use (access to beaches, fishing areas, recreational areas, historic site areas, hunting areas, etc.) shall be resolved in favor of civilian wishing access if base commander's decision is close or in doubt.

RECOMMENDATIONS: 1. A cooperative approach on provision of utilities is desirable since the best source of water on Tinian is in the Marbo Valley outside the proposed base boundary. A hard position now by the USG may hurt us later when we have to go to the GOM for water.

a. Based on the discussions held with the Marianas Delegation and its advisors, agreement might be reached on a proposal to establish a joint utilities authority on Tinian to provide utilities to both civilian and military users on a pro-rata cost sharing basis. The utility authority would provide a means for utility service planning, funding, rate setting, and coordination. Because of the limited technical resources of the Marianas, the DOD should construct, operate, and maintain the utility plants. Construction of initial distribution and collection systems off base could be accomplished on a joint pro-rata basis with subsequent additions and maintenance handled by the GOM. GOM CIP funds or land acquisition proceeds could be used to finance initial capital improvements. Civilian user charges would have to be collected by the GOM.

b. Initial construction and improvement of off-base roads could be included in the joint utility authority for planning, pro-rata funding, coordination and procurement purposes. As with other utilities, however, maintenance and subsequent road improvements should be handled strictly by the GOM.

c. The proposed initial construction of off-base utilities on a pro-rata cost basis with subsequent maintenance and improvement by the GOM has the advantages of reducing initial construction unit costs, improving the civilian community, and developing future public works capability in the GOM thereby reducing dependance on the DOD.

Item 4. Lease Back at Isley Field and Tanapag Harbor

DISCUSSION: The US position paper on lease back arrangements for Isley Field and Tanapag Harbor is at TAB H. Verbal presentations made by the US on the US position resulted in general accord on the possible uses permissible.

REMAINING ISSUES: 1. The Marianas Delegation desires that the parcel of land between Beach Road and Inner Island Road north of Able Dock be deleted from the Tanapag Harbor retention lands.

2. The Marianas Delegation states that the present Isley Field Joint Use Agreement will have to be modified to meet the legal requirements of the new GOM.

RECOMMENDATIONS: NONE.

Item 5. Tinian Harbor

DISCUSSION: The Marianas Position Paper on Tinian Harbor is at TAB I. No US response was made during the period of Lt Colonel Strait's TDY since the US harbor operations advisor, to be furnished by CINCPAC, had not yet arrived. Basically, the Marianas position is that Tinian Harbor not be included within the proposed military base but remain in the hands of the GOM. The GOM, operating through a Port Authority, or similar agency, would assure adequate development and operation of the port to meet military requirements. Port area land required by the military would be leased to the military. Berthing would be assured ships carrying military cargo at rates to be established. DOD would provide its own cargo handling equipment which would be pooled with GOM equipment. Maintenance of the docks and cargo handling equipment would be by the GOM. Entrance channel, breakwater, and turning basin would be Federally maintained as a US navigable waterway.

REMAINING ISSUES: Not applicable.

RECOMMENDATIONS: 1. The Marianas Position Paper should be carefully evaluated by port operations experts. On its face, it appears to satisfy our requirements and may involve lower DOD costs in the long run and substantially reduce initial DOD investment.

a. Urgency of breakwater repair to permit safe operation in the harbor should be evaluated to see if the Marianas proposal is feasible.

b. The DOD should insist on safeguards that would permit DOD operation and development of the harbor if the GOM is unable to meet DOD cargo requirements.

c. The GOM proposal on use of military cargo handling equipment needs to be more clearly defined.

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