

Futenma Air Station **in the middle of the city**

The original purpose of the Futenma return agreement was **to remove the danger and reduce the impact on the local community**



Masanori Matsugawa
Mayor of
Ginowan City

More than 75 years have passed since the end of WWII but the Futenma Air Station continues to stand in the middle of our city, exposing our citizens to the risk of aircraft accidents and noise pollution that greatly affect our quality of life and impedes our efforts towards efficient city planning. The need for the immediate return of Futenma Air Station is highlighted by the frequent occurrence of accidents including the helicopter crash at the Okinawa International University, the falling of a helicopter window onto the grounds of the Futenma Daini Elementary School, and the leakage of firefighting foam containing PFOS. However, even though 27 years have passed since the land return agreement, the land continues to be occupied by the base and our citizens are forced to carry a heavy burden.

The original purpose of the Futenma return agreement was to remove the dangers and reduce the burden of hosting the military base.

Indefinite use of Futenma Air Station should never be allowed.

As the mayor of Ginowan City, I make it my priority to ensure the prompt return of the Futenma Air Station by finding a drastic solution to the problem. I will also make sure that our citizens' call for the immediate cease of operation of the base and mitigation of the burden of hosting it until its return is answered.

Looking at the land occupied by the Futenma Air Station with a broader perspective, it is located in between mainland Japan and the rest of East Asia. Considering its unique geographical location, I am certain that the development of the Futenma site will be the catalyst for both the promotion of Okinawa and for the greater Japanese economy. I will work to promote the future use of the site so that it can be reborn as a field that will play a role in the growth of the Japanese economy after its return.

Ginowan City Overview



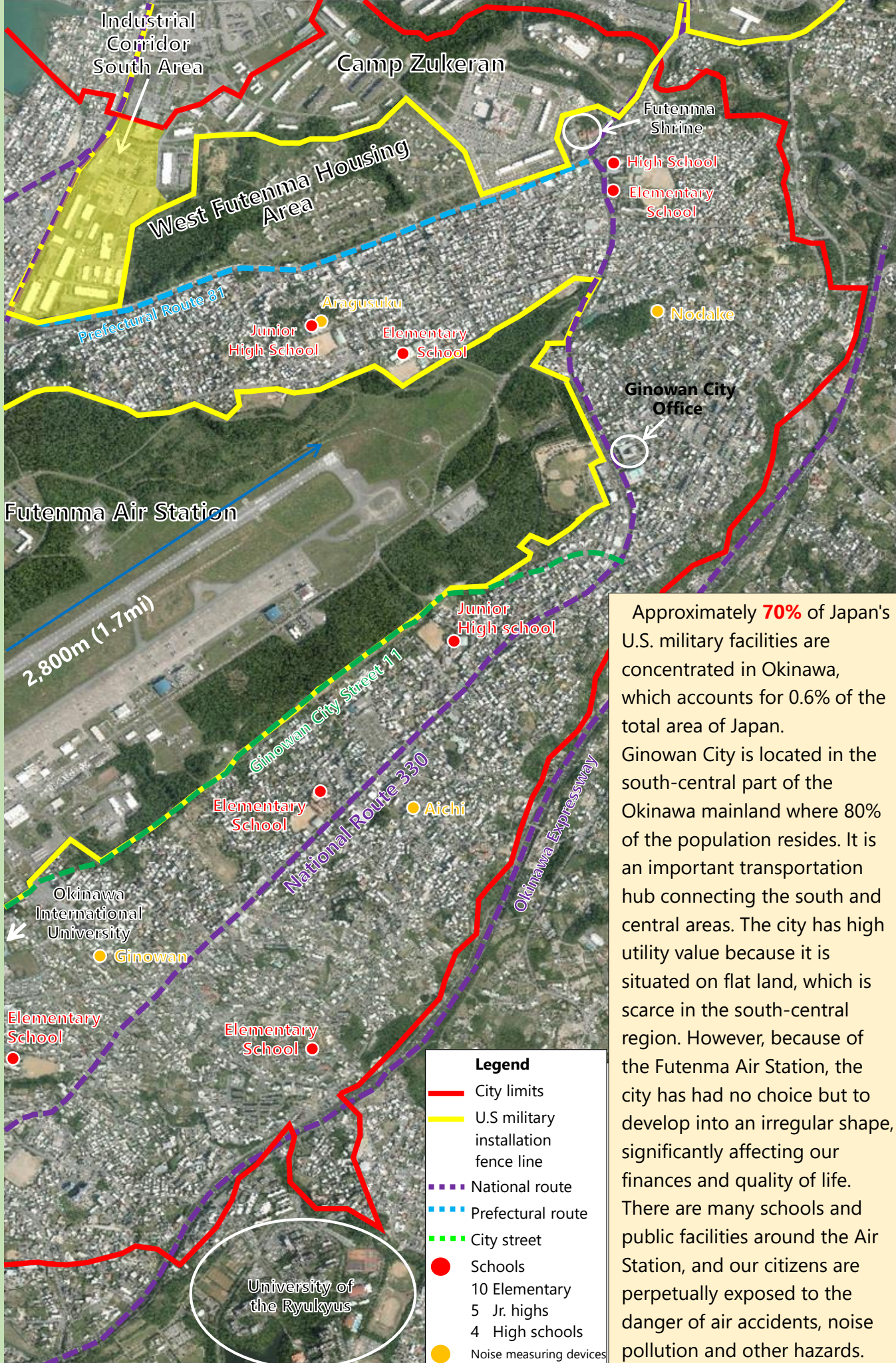
Quick Facts About Ginowan City

(as of January 2023)

Area : 19.8km² (7.64 sq mi)

Population : 100,221

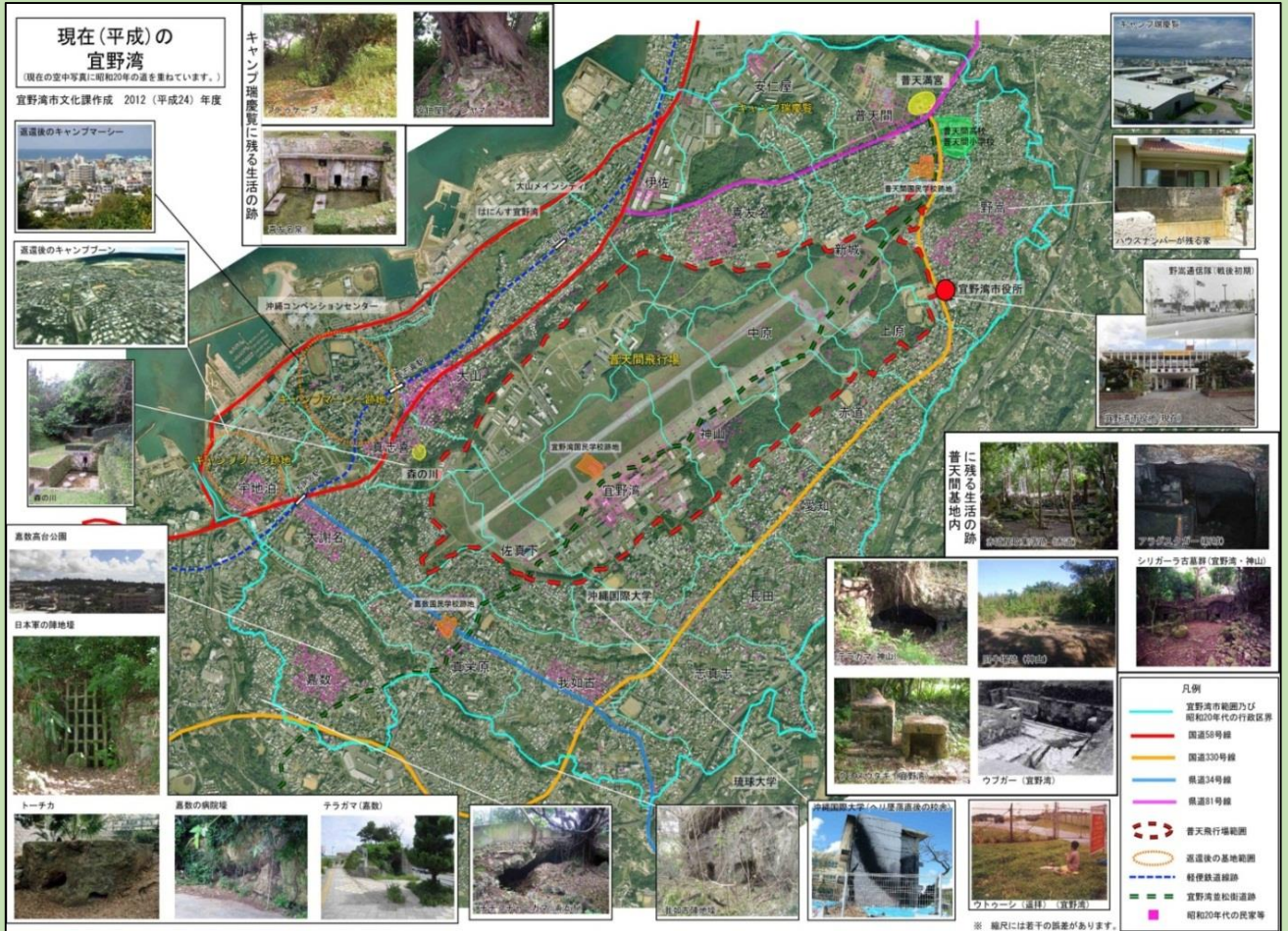
Households : 46,809



Approximately **70%** of Japan's U.S. military facilities are concentrated in Okinawa, which accounts for 0.6% of the total area of Japan. Ginowan City is located in the south-central part of the Okinawa mainland where 80% of the population resides. It is an important transportation hub connecting the south and central areas. The city has high utility value because it is situated on flat land, which is scarce in the south-central region. However, because of the Futenma Air Station, the city has had no choice but to develop into an irregular shape, significantly affecting our finances and quality of life. There are many schools and public facilities around the Air Station, and our citizens are perpetually exposed to the danger of air accidents, noise pollution and other hazards.

- Legend**
- City limits
 - U.S military installation fence line
 - - - National route
 - - - Prefectural route
 - - - City street
 - Schools
 - 10 Elementary
 - 5 Jr. highs
 - 4 High schools
 - Noise measuring devices

◆ Present-day Ginowan City



Before WWII, Ginowan was a village located inside present-day Futenma Air Station. At the heart of the village was an area called aza-Ginowan. At the time, the village was an idyllic hilly area scattered with small settlements, an administrative office, elementary school, post office, hospital, a Japanese-style inn and general store. The prefectural road lined with Ryukyu pine trees that stretched from Maehara to Futenma was known famously among locals as Nanmachi Kaido. The aza-Futenma area, where many public offices including the Okinawa Prefectural Government's Nakagami District Regional Office and the Prefectural Agricultural Experiment Station were set up, was the hub of the Okinawa main island's central region.

The Futenma Air Station was initially built by the U.S. Forces during the Battle of Okinawa as a bombardment base against mainland Japan. The land that it was built on was requisitioned from the local people. U.S. Forces began installing fences around the base in 1962. When Okinawa was reverted to Japan in 1972, Japan gave the land to the United States to use as Futenma Air Station. Up until Okinawa's reversion, the air station was mainly used as an auxiliary airfield for parachute training.

Operations of the base progressively enhanced in 1974, when a runway was constructed and the base began to serve as an auxiliary airfield of Kadena Air Base (to which P3C were relocated) and in 1976, when 1,000 servicemen from the 1st Marine Aircraft Wing were relocated to Okinawa from Iwakuni Air Base. Current operation of the base began in 1978 when Hamby Airfield in Chatan was returned to Japan and its base functions were transferred to Futenma. Meanwhile in 1962, Ginowan was incorporated as a city and by the time Futenma Air Station began its current operation, the base was already surrounded by an urban city.

*The map was created by the Ginowan City Cultural Affairs Division (Some pictures were provided by the Okinawa Prefectural Archives, Okinawa Peace Memorial Museum and Makiminato Community Center in Urasoe City)

Futenma Air Station in Numbers

Japan's fiscal year runs from April 1 to March 31.

Area of MCAS Futenma

4.758km² 1,176 acres

Futenma Air Station is located at the center of Ginowan City and occupies roughly **24%** of the city's total area (approx. 19.8km²). Including parts of Camp Foster (approx. 1.062km²) in the northern part of the city, U.S. military installations occupy 29.4% of the city's total area.



Population Density of Ginowan (As of January 2023)

5,062/km² 13129/sq mi

Excluding area of the U.S. Military Bases

7,169/km² 18,568/sq mi



The population density of Ginowan City, excluding the area of military bases, exceeds that of Tokyo (6,403/km²) and Osaka (4,638/km²). (Statistic Bureau of Japan, 2020)

Aircraft Stationed at Futenma Air Station 58



24 MV-22B Osprey



6 UH-1Y Venom



1 UC-12W



12 CH-53E Super Stallion



12 AH-1Z Viper



3 UC-35D

Land Ownership & No. of Base Workers

Landowners 4,227 (as of March 2021)

*Ginowan residents 2,500

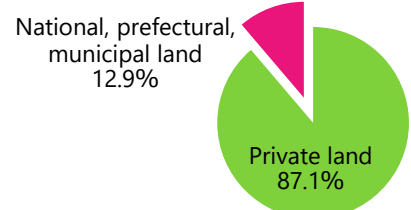
Rent paid out annually 7,694 million yen (FY2020)

Japanese employees 218 (as of March 2021)

*Total number of workers in Ginowan City: 32,121

(2016 Economic Census by the Ministry of Internal Affairs and Communications)

Land Ownership Ratio



*Over **87%** is privately owned

Noise Level Exceeded Environmental Quality Standards for 193 Days (FY2021 at Ue-Ojana district)

In FY2021, noise level exceeding the environmental quality standard (the maintenance of which is "desirable for the preservation of the living environment and conducive to the protection of human health") set by the Ministry of the Environment was recorded for **193 days in the Ue-Ojana district**.

Frequency of Noise Recorded per Year

12,241 Times

(FY2021 at Ue-Ojana district)

On average, the frequency of noise recorded in the Ue-Ojana district was **33.5 times per day**. Residents around the base are exposed to noise pollution daily, severely impacting their quality of life.

FY2021 Record Highs

Max. Noise

123.5dB

Ue-Ojana District
20:06
October 18, 2021

Max. Nighttime Noise

101.1dB

Ue-Ojana District
22:58
April 8, 2021

Highest Levels to Date

Max. Noise

124.5dB

Ue-Ojana District
18:19
May 16, 2019

Max. Nighttime Noise

101.1dB

Ue-Ojana District
22:58
April 8, 2021

The maximum measured noise level was 124.5dB, which is louder than being near an aircraft engine. Despite the Japan-U.S. agreement limiting flights after 22:00, nighttime aircraft noise is frequently recorded.

Noise Level	Example	Noise Level	Example
120dB	Near an aircraft engine	100dB	Under a railway bridge when a train is passing by
110dB	Car horn (2m ahead)	90dB	Noisy factory

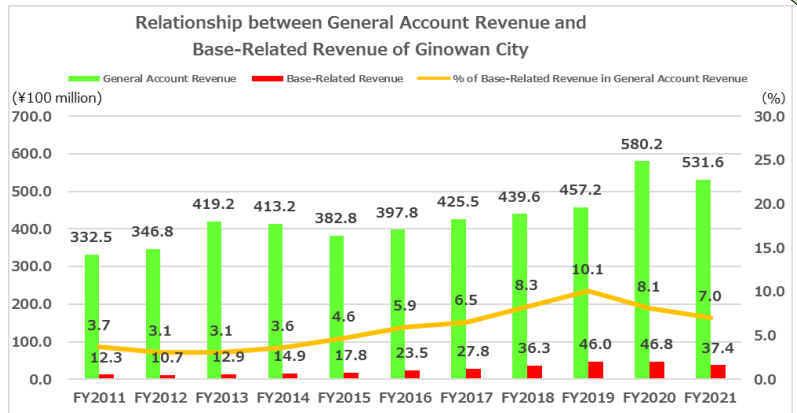
Military Base and City Finance

Base-related revenue ratio
in general account revenue

7.0%

* Base-related revenue

Base-related revenue refers to grants and subsidies given by the national government for miscellaneous expenses accrued from hosting the military bases and readjustment costs for returned land.



Although base-related revenue has been increasing because of the rise in costs for development projects for the West Futenma Housing Area (returned in March 2015) and East Futenma Air Station area (returned in July 2017), having a military base in the middle of the city negatively affects city planning and improvement of infrastructure such as roads and water supply systems, hindering economic development.

Problems Caused by the Bases



◆ Noise Pollution

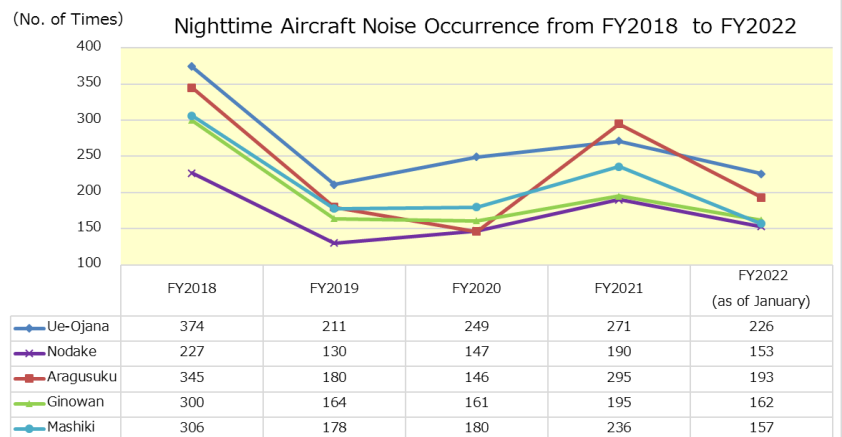
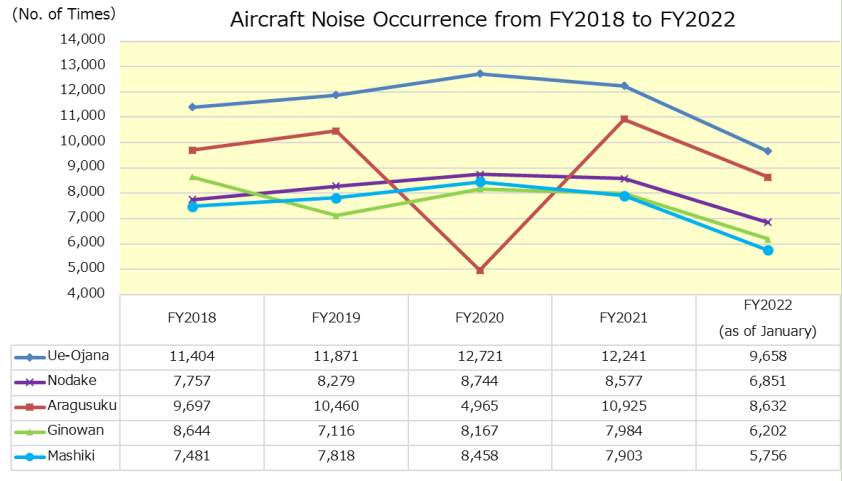
Ginowan City and Okinawa Prefecture installed **eight noise measuring devices in the city.**

Items measured

- Noise that exceeds background (environmental) noise by 10dB or more
- Noise that lasts 5 seconds or longer
- Transponder response signals from aircraft

Noise is especially severe in the area beyond the runway end due to takeoff and landing. Aircraft noise was recorded **12,241 times** in Ue-Ojana in FY2021.

Noise from the U.S. military aircraft is often detected even at night between 22:00 and 6:00, the time frame for which the city has requested flight restrictions. Many residents have filed noise complaints against nighttime noise. In FY2022, **nighttime noise was recorded 226 times** in the Ue-Ojana area (as of the end of January).

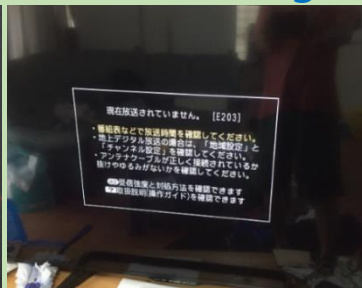


*The period of measurement at the Aragusuku station in FY2020 was April to August.

◆ Terrestrial Digital Broadcasting Reception Failure



Distorted screen



Signal loss

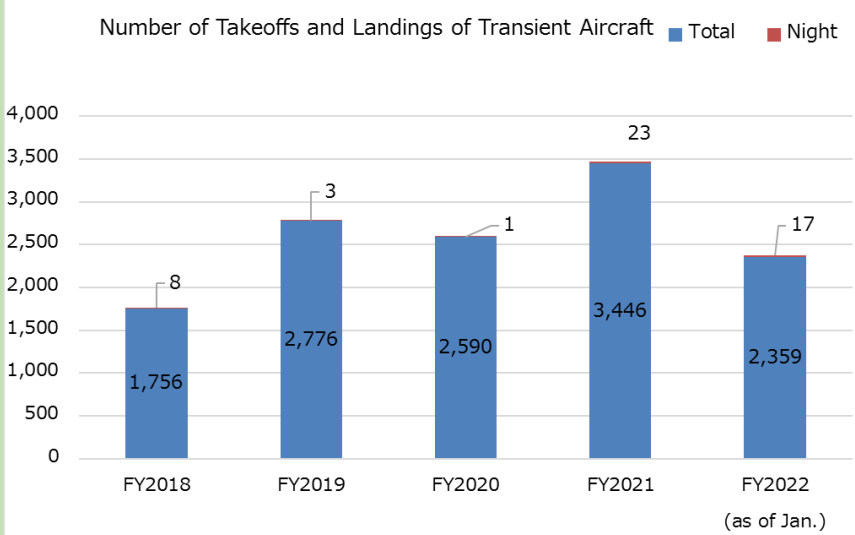


Home inspection FY2020 and FY2021

Residents filed many complaints over the temporarily loss of television signals when U.S. aircraft would fly over residential areas. Using a supplemental budget from the Defense Ministry, the city took measures against the problem in the Nodake, Futenma and Aragusuku districts, where reception failure was acknowledged in FY2011. Nonetheless, we continue to receive the same complaints from other areas of the city. We began conducting house inspections in FY2020 and carried out T.V. cable installation in FY2021. We will continue to work on solving the issue of terrestrial digital broadcasting reception failures caused by the U.S. military aircraft.

◆ Flight of Transient Aircraft

(Transient aircraft: an aircraft that is not base at MCAS Futenma)



Transient aircraft perform touch-and-go landings and create noise measuring over 100dB. The city's multiple requests for the ban of transient aircraft have so far been disregarded and these aircraft continue to fly into MCAS Futenma, aggravating the existing noise problem and impacting our residents' quality of life.

Number of Flights by Major Transient Aircraft (April-December 2022)

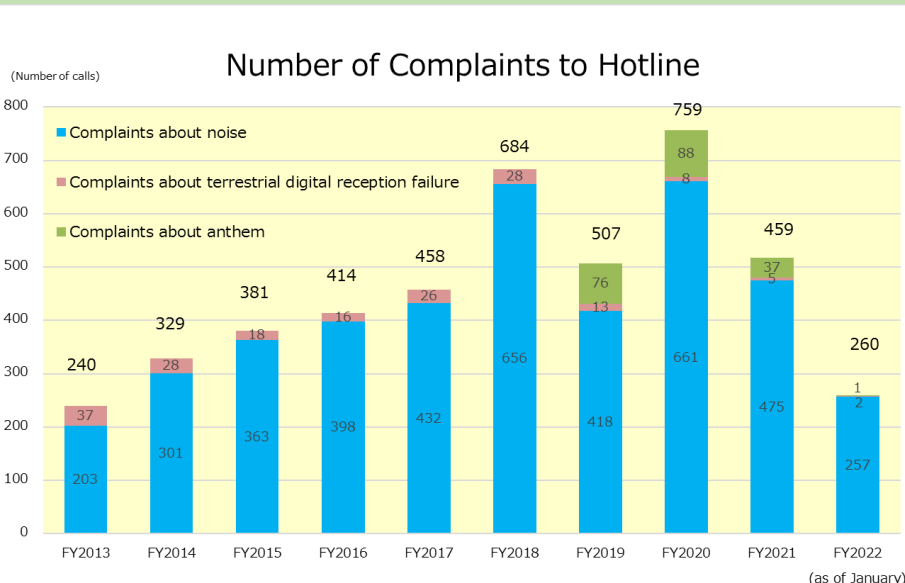
Fix Wing & Rotary Wing Aircraft			
UC-12	862	MV-22	176
UC-35	291	KC-130	118
CMV-22	219	MC-130	93
P-8	213	Cessna	67

Fighter Jet	
FA-18	32
F-35	17
F-15	4
F-22	4



Complaint Hotline

The city set up a hotline operating 24/7 to accept complaints against base-related noise and more. Starting in FY2021, complaints can also be filed by e-mail or using an electronic form on the city's website. The mayor reads all the complaints before sending them to the Okinawa Defense Bureau and the U.S. Forces requesting that they give more consideration to local residents. The complaints gathered are also referenced in protests and petitions led by the mayor.



Contact

Telephone
098-893-4400

Email
kichi02@city.ginowan.okinawa.jp

Online Form
<https://www.city.ginowan.lg.jp/soshiki/kichi/2/1/1/1/9642.html>

Access online form here ▶

◆ Risk of Accident

Number of accidents and precautionary landings involving aircraft based in Futenma Air Station since Okinawa's reversion to Japan (as of January 2023):

167 (3 incidents per year on average)



Recent major accidents involving aircraft based in Futenma Air Station (as of January 2023)

Date	Description
2017 Oct. 11	A CH-53E helicopter makes an emergency landing outside the Northern Training Area after a fire breaks out during flight. It bursts into flames after landing.
Dec. 7	An object thought to be from an CH-53E helicopter is found on the rooftop of a nursery school in Ginowan City.
Dec. 13	The window (1m ² /3ft ² , 7.7kg/17lbs) of a CH-53E helicopter falls onto the grounds of the Futenma Daini Elementary School.
2018 Feb. 8	An air inlet cowl from the right engine of an MV-22 Osprey washes ashore on Ikei Island, Uruma City, a day after its flight.
2019 Jun. 4	A part of a CH-53E helicopter's blade tape (rubber tape to protect the helicopter's leading wing edge) falls off.
Aug. 27	A CH-53E helicopter is found to be missing its rear cabin window after returning to Futenma Air Station.
Sept. 4	A UH-1 helicopter mistakenly lands on an old helipad inside the former Northern Training Area.
Oct. 21	A CH-53E lands on Tanegashima Airport for a scheduled refueling, but a maintenance issue was found later.
2020 Feb. 25	A CH-53E helicopter intentionally releases an object that it had been transporting and suspending from the craft into the waters approx. 1,300 meters west of Torii Station after it became unstable.
2021 Jul. 13	A Tri-Con container falls into sea from a CH-35E helicopter. The container had been suspended from the craft and was being transported from the Idesunajima firing range.
Aug. 12	An MV-22 Osprey loses its panel and propeller engine cover.
Nov. 23	A water bottle falls from an MV-22 Osprey and lands on a residential area in Ginowan City.

August 2004 ♦ U.S. Military Helicopter Crashes into Okinawa International University

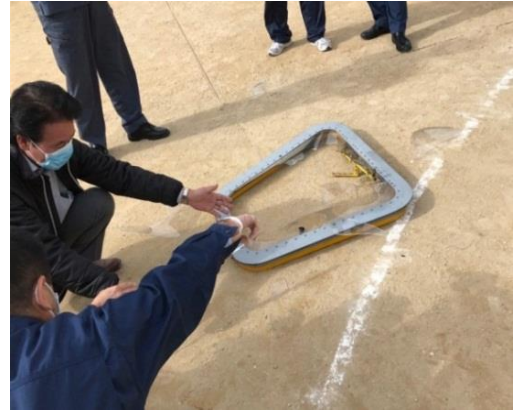


A U.S. marine's CH-53D helicopter that was being deployed to Futenma Air Station crashed into Okinawa International University at around 2:15 p.m. on Friday, August 13, 2004. The helicopter became uncontrollable after its tail rotor fell off above Ganeko. It then crashed into the main administration building of the university and burst into flames. Three U.S. officials on board were injured but no civilians were harmed. Twenty-nine houses and thirty-three vehicles were damaged in the incident.

December 2017 ♦ Helicopter Window Falls onto Futenma Daini Elementary School

A window (weighing 7.7kg/17lbs) of a CH-53E helicopter which belonged to Futenma Air Station fell onto the playground of Futenma Daini Elementary School at 10:25 a.m. on Wednesday, December 13, 2017. A physical education class was taking place only 10m (33ft) away from where the window landed. The U.S. responded to the city's protest by announcing that they would do their best to not fly aircraft over the school.

However, helicopter flights above the school were spotted again around a month after the incident. The school has installed security cameras and monitors as well as hired observers to keep watch. The school started to conduct evacuation drills under the scenario of a similar incident. In August 2018, an evacuation facility was constructed for students to evacuate to on their own.



April 2020 ♦ Firefighting Foam Leaks from the Base



Approximately 60,000 gallons (227,000 liters) of firefighting foam containing PFOS spilled from one of the aircraft hangers on Futenma Air Station after a fire suppression system was triggered at around 4:00 p.m. on Friday, April 10, 2020. Roughly 38,000 gallons (144,000 liters) of foam leaked into the streets and residential areas surrounding the base, which severely impacted the lives of local residents.

On Saturday, April 11, Ginowan City firefighters responded to the downstream area of Uchidomari River, where the accumulation of foam was the most severe.

Issues surrounding the return of Futenma Air Station

◆ 27 years since the SACO agreement... little progress is made toward the return of Futenma

1996	Dec	In the SACO Final Report, Japan and the U.S. government agree to "return Futenma Air Station within the next five to seven years, after adequate replacement facilities are completed and operational."
2004	Aug	A helicopter crashes into Okinawa International University.
2006	May	The Japan and U.S. government agree on the goal to complete construction of the Futenma Replacement Facility (FRF) by 2014 in the United States-Japan Roadmap for Realignment Implementation.
2011	Jun.	Ministers acknowledge that completion of the FRF and the Marine relocation will not meet the previously targeted date of 2014 and expressed their commitment to complete the above projects at the earliest possible date at the Japan-U.S. Security Consultative Committee (2+2).
2012	Oct.	MV-22 Osprey deployment commences (completed in September 2013).
2013	Apr.	Japan and the U.S. announces that the relocation of Futenma Air Station will be completed "FY2022 or later" in the Consolidation Plan for Facilities and Areas in Okinawa.
2014	Feb.	The Governor of Okinawa and Mayor of Ginowan City request that the Government of Japan terminate use of Futenma Air Station within five years and to return the land promptly.
	Feb.	The 1st Conference for the Resolution of Futenma Air Station Issues takes place.
	Mar.	The 1st Working Group of the Conference for the Resolution of Futenma Air Station Issues takes place.
	Aug.	Relocation of all fifteen KC-130 tankers to Iwakuni Air Base is completed.
2017	Jul.	The U.S. returns approx. 4ha/10 acres of land on the east side of Futenma Air Station.
	Dec.	An object thought to be from a CH-53E helicopter is found on the rooftop of a nursery school.
	Dec.	A window from a U.S. military helicopter falls onto the ground of the Futenma Daini Elementary School.
2019	Jun.	A part of a helicopter's blade tape falls onto a junior high school in Urasoe City.
2020	Apr.	Firefighting foam containing PFOS leaks off base.
	Dec.	The U.S. returns a part of Futenma Air Station (in the Samashita area: approx. 990m ² /0.25acres).
2021	Nov.	A water bottle falls from a MV-22 Osprey into a residential area in the city.

◆ Japan-U.S. Agreement on Futenma Air Station

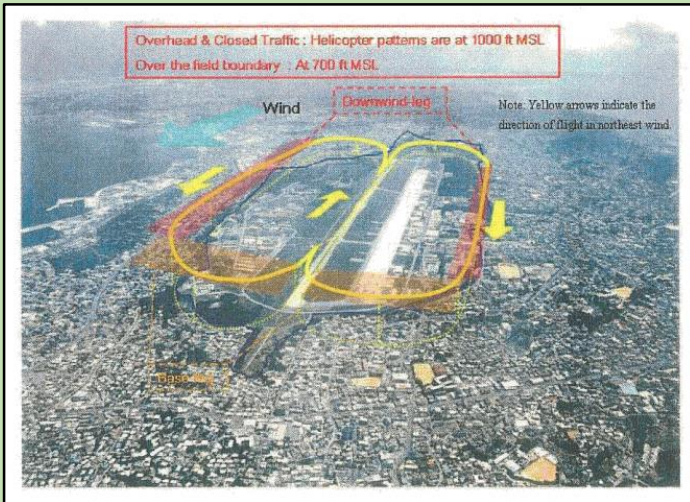
March 1996 ◆ Agreement on Aircraft Noise Abatement Countermeasures

Excerpt from Agreements on Aircraft Noise Abatement Countermeasures at Futenma Air Station

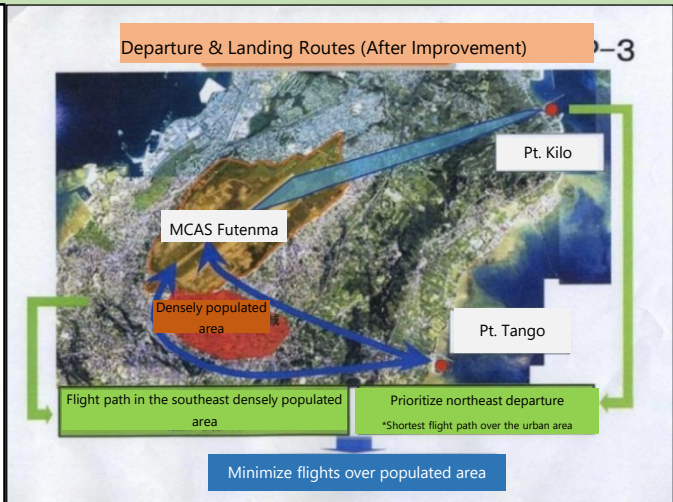
- 3.a Airfield traffic pattern configuration, including entry and exit routes, should be designed to avoid over flight of densely populated areas, including schools and hospitals, as much as possible.
- 3.g Both flight and ground operations between the hours of 2200 and 0600 are limited to those considered necessary for US operational requirements. Night training flights are limited to the minimum required to fulfill assigned US Forces Japan missions and maintain aircrew proficiency. Unit Commanders will exert every effort to complete night flying operations as early as practical.

August 2007

- ◆ Agreement on the "Report on the Review of the Traffic Patterns and the Study of Possible Safety Measures Concerning Futenma Air Station"
- ◆ Announcement of efforts to remove the dangers of Futenma Air Station



Reconsideration of flight pattern



Departure and landing route

September 2015 ◆ Agreement to Supplement the Japan-U.S. Status Forces Agreement (SOFA) on Environmental Stewardship

For the first time since SOFA came into effect, Japan and the U.S signed an agreement on environment matters that supplements the existing Japan-U.S. Status of Forces Agreement. The agreement enables Japanese authorities to conduct site surveys on base 150 working days prior to the date of land return or when environmental incidents occur, which was previously unstipulated. Access to the bases located south of Kadena earlier than 150 working days has also been made possible under the condition that the entry must be bilaterally decided.

However, because the decision to accept or decline requests to conduct site rests on the discretion of the U.S. military, many concerns still remain in the agreement. The city will continue to request for an appropriate operation of the agreement.

An example of a site survey conducted under the agreement

After firefighting foam containing PFOS leaked from the Futenma Air Station in April 2020, the national and prefectural government conducted a site survey to measure water quality inside the base.

◆ Organic Fluorine Compound

A fact-finding survey conducted by the prefectural government in the summer of 2022 to investigate the residue of organic fluorine pollutants in the environment revealed that PFOS and PFOA levels exceeded the Environmental Ministry's provisional limit of 50ng/L in 11 out of 20 springs and groundwater sources around Futenma Air Station. Since 2019, the city has put signs at many natural springs warning people not to drink the water.

Organic Fluorine Pollutants in the Environment around MCAS Futenma in Summer 2022 (Excerpt) (Unit: ng/L)

Locations	PFOS	PFOA	Sum of PFOS/PFOA	PFH ₂ S	6:2FTS
Chunnā-Gā	1,000	130	1,100	400	97
Mendakari-Higā	400	30	430	93	46
Isa-Ufugā	330	41	380	100	12
Shichanu-Kā	240	100	340	82	300
Aranaki-Gā	1,100	320	1,400	380	280

A warning sign at Mendakari-Higā



The U.S. Department of Defense informed the city that since 2016, firefighting foam containing PFOS is no longer being used at the Futenma Air Station and that all existing firefighting foam stored inside the base has either been replaced or removed.

Working Toward the Return of Land and the Reduction of the Burden of Hosting the Bases

◆ Petition & Request

The city directly protests and submit written requests to the Okinawa Defense Bureau and the commanding officer of the 3rd Marine Expeditionary Force when aircraft accidents, night flights, or transient aircraft noise-related issues occur. When necessary, the mayor will make a direct protest to the prime minister and cabinet members.



Mayor Matsugawa handing a petition/letter of request to ODB Director General Isao Ono



Mayor Matsugawa meeting with PM Fumio Kishida

◆ Promotion Conference and Working Group of Reduce Burden of Futenma Air Station



5th Conference for the Resolution of Futenma Air Station Issues



13th Working Group of the Conference for the Resolution of Futenma Air Station Issues

The national, prefectural and municipal government regularly holds the Conference for the Resolution of Futenma Air Station to work towards the early closure and return of Futenma Air Station and to eliminate the danger and the burden of hosting it until its return. One achievement of this conference and working group was the relocation of fifteen KC-130 tankers to Iwakuni Air Station in 2014. Osprey and other aircraft drills have been relocated 18 times to other prefectures and countries since 2016. We will continue to push for more measures like these to reduce the base's negative impact on the local community.

◆ Futenma Air Station Observation Tour



Prime Minister Fumio Kishida



Chief Cabinet Secretary Hirokazu Matsuno

We give tours to the rooftop of the Ginowan City Office or Kakazu Observation Deck to government officials and representatives from relevant agencies. The tour touches on the issue of the Futenma Air Station's dangerous position relative to the city (i.e. its proximity to densely populated areas) and the history of past base-related accidents to highlight the importance of the base's prompt closure and return. The mayor also uses this opportunity to call for the base's immediate cease of operation and the reduction of the burden of hosting it until its return.

◆ Visits to the United States



2019 Marc Knapper
Deputy Assistant Secretary of the Department of State

The mayor regularly travels to the United States to make an appeal to U.S. officials to (1) raise awareness about the excessive burden of hosting the Futenma base, (2) convey our residents' opposition to the continuous operation of the base in its current location, (3) call for the base's earliest possible closure and return, and (4) request that all hazards be removed to minimize the impact on the local community. During his recent visit, he exchanged opinions with representative from think tanks, U.S. Congress members and officials from the Department of Defense and the Department of State.

◆ Quarterly Meeting

The quarterly meeting is where the mayor and commanding officers of MCAS Futenma, Camp Foster and the Naval Hospital gather to discuss issues that can be solved at the local level. One achievement of the meeting was the agreement to allow Ginowan citizens to access the roads on base for evacuation during a tsunami.



Disaster evacuation route (in red)

◆ Roundtable (Futenma Meeting)



The mayor and the commanding officer of MCAS Futenma meet to discuss aircraft noise pollution and other base-related issues that can be solved at the local level. Regarding the issue of aircraft noise pollution after 22:00, the mayor has requested that the Aircraft Noise Abatement Countermeasure be strictly adhered to and that more consideration be given to minimize disruption to the surrounding community.

◆ Return of land on the eastern side of MCAS Futenma

Approximately 4 hectares of land on the east side of Futenma Air Station was returned in 2017. To improve the road network and alleviate traffic congestion on National Route 330, the city used this land to build Municipal Route 11. The part of the road located in the Samashita area was opened in December 2020. The portion that stretches from Uehara to Ginowan (approx. 2km) was completed at the end of February and opened to the public on March 28, 2021.



◆ Improvement Projects Around Defense Facilities

The city is using a subsidy from the Ministry of Defense to fund construction and remodeling projects for schools, learning centers and other public facilities.

In-progress

Construction of the Nakahara District Learning Center



Completed

Remodeling of Futenma Elementary School



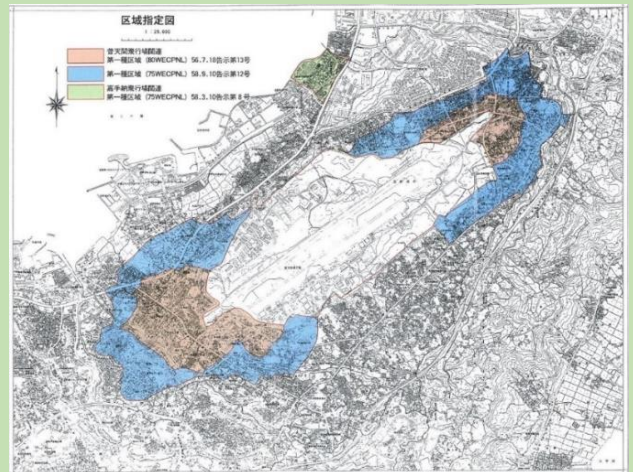
* Images are composites and may differ from the actual building.

◆ Subsidy for Soundproofing Work on Homes

Under the Act on Improvement of Living Environment of Areas around Defense Facilities, the Government of Japan subsidizes soundproofing work on residential homes to mitigate noise pollution caused by the operation of U.S. military airfield. Application forms are available at the Military Base Affairs Division.

*Conditions such as location and the age of the building apply. Please contact Okinawa Defense Bureau for more details.

Contact: Residential Soundproofing Works Division
Okinawa Defense Bureau
☎(098) 921-8150



Areas eligible for the subsidy (map created by Ginowan City)

Exchange at the local level

Ginowan citizens and U.S. forces personnel actively participate in events held in the city and on base to deepen cultural understanding.

Ginowan Local Industries Festival in November 2022



Past events (Before COVID-19 outbreak)

Road relay in the city



Hagoromo Festival Kachāshī Competition



Land Use Planning

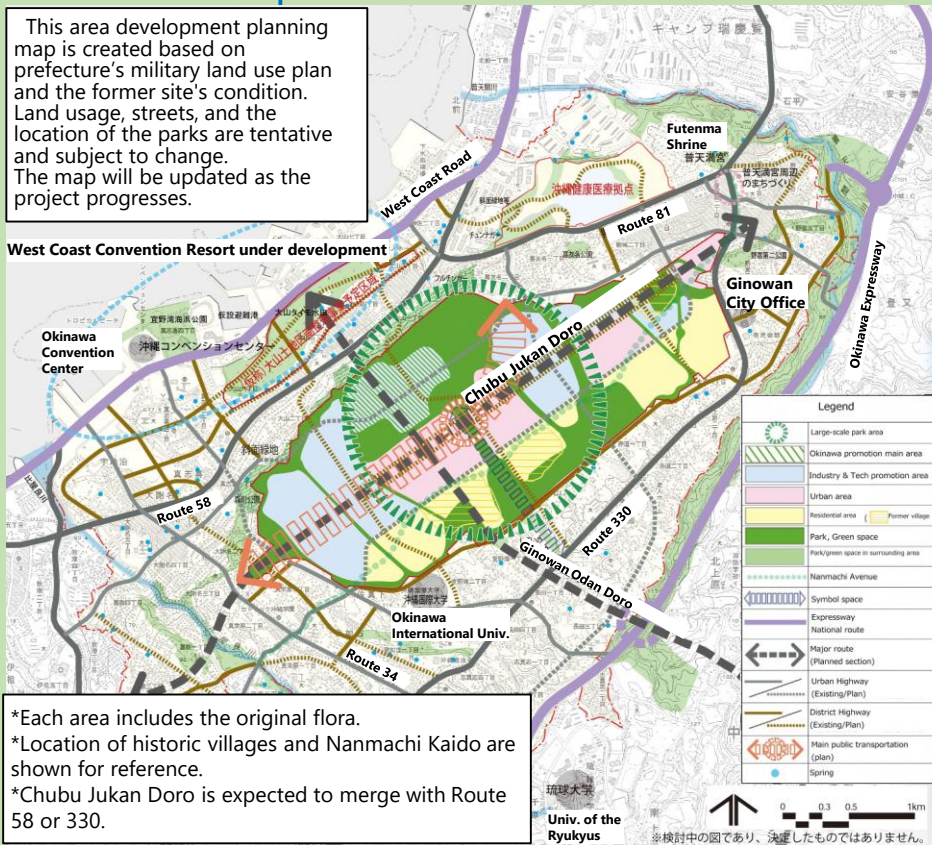
Land use plan for the Futenma Air Station after its return

This area development planning map is created based on prefecture's military land use plan and the former site's condition. Land usage, streets, and the location of the parks are tentative and subject to change. The map will be updated as the project progresses.

West Coast Convention Resort under development

Okinawa Convention Center

*Each area includes the original flora.
 *Location of historic villages and Nanmachi Kaido are shown for reference.
 *Chubu Jukan Doro is expected to merge with Route 58 or 330.



Industrial & Tech Hub
 Core of cutting edge research and business



Urban Area
 An lively town with a railway



Residential Area
 Living environment with lush greenery



The city released the Second Interim Report of the Master Plan in July 2022 to consolidate a land use plan for the Futenma site. We will continue to work to build momentum among landowners and citizens and improve our land-use plans that contribute to promoting Okinawa as a whole.

Economic Effect of Military Bases

◆ Direct economic effect: an effect where payment to individuals and businesses is generated through economic transactions such as spending and investing

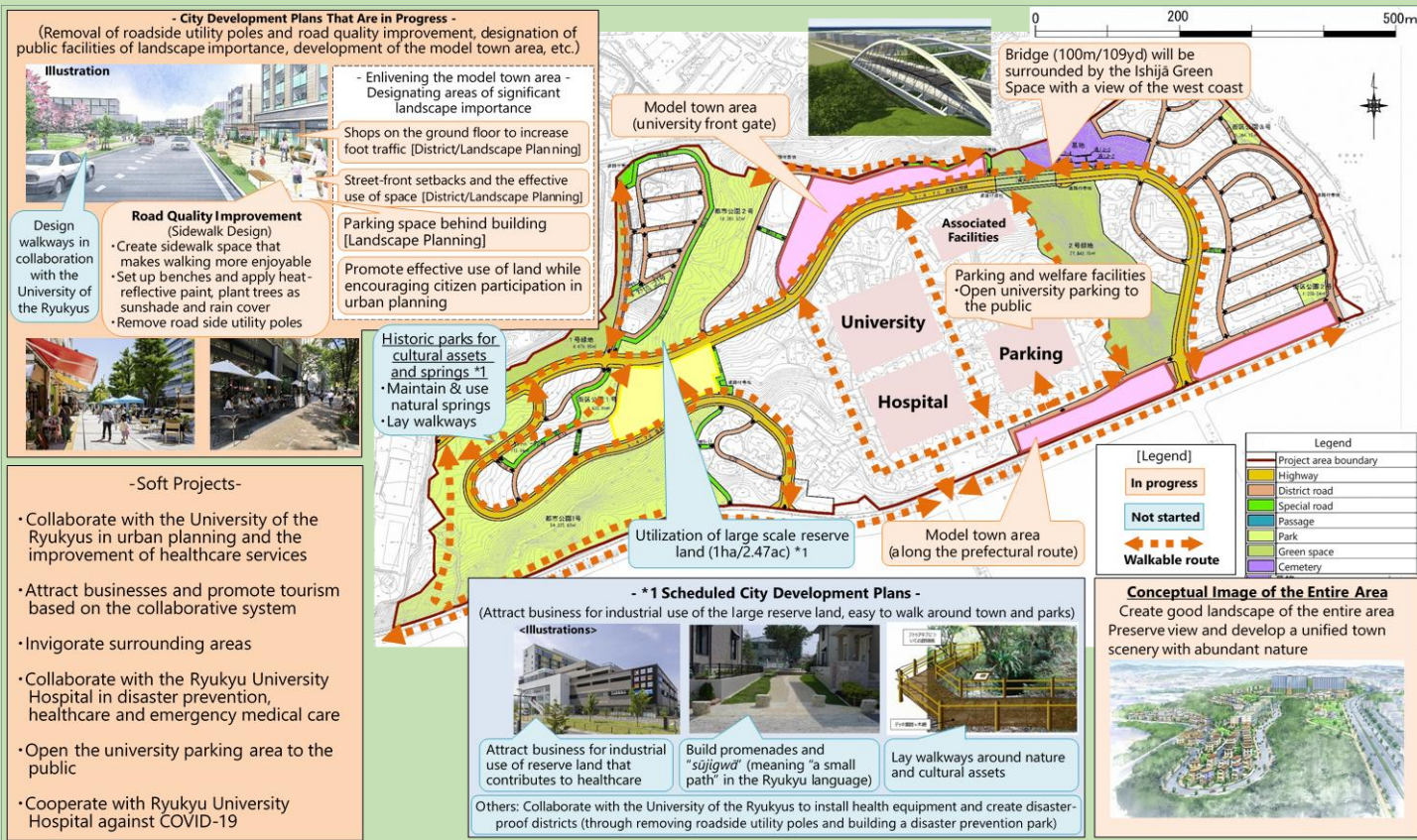
	Direct economic effect from development (¥100 million)	Direct economic effect from activities (¥100 million/year)		
		Before return	After return	Ratio (times)
Camp Lester	719	40	334	8
Camp Foster	1,938	109	1,061	10
Futenma Air Station	5,027	120	3,866	32
Makiminato Service Area	3,143	202	2,564	13
Naha Military Port	943	30	1,076	36
Total	11,770	501	8,900	18
Direct economic effect from development	Effect from the improvement (investment) of facilities and infrastructure after land return (including public and private sectors)			
Direct economic effect from activities	Before return: military land rent revenue, base employee income, goods and service provided to the U.S. military and its accompanying entities, base vicinity maintenance charge, military base subsidies After return: revenue from wholesale and retail industry, food and beverage industry, service industry, etc., real estate (land, residence, office, shop)			

* Direct economic effect from development and direct economic effect from activities are kept separate because the time it takes for the effect to appear and the unit of measurement are different.
 • Direct effect from development: an effect that appears only for a certain period of time after the return or handover of land
 • Direct effect from activities: an effect that appears gradually after infrastructure is developed and has matured to a certain degree

The Development of the Okinawa Health and Medical Care Base at the West Futenma Housing District

- A Leading Model of Returned Land Utilization

Major policy and projects for the creation of the Okinawa Health and Medical Care Base



Source: The 4th Ginowan City Comprehensive Plan Latter Preliminary Plan (formulated in 2020)

West Futenma Wellness Town



Approximately 51 hectares of land that was part of Camp Foster (the West Futenma Housing Area) was returned in March 2015. Streets, parks, public facilities and a housing site are under development. Taking the opportunity of the relocation of the university hospital and the faculty of medicine to Ginowan (which will form the Okinawa Health and Medical Care Base), we have begun working with the University of the Ryukyus to implement measures that improve the wellness and health of our citizens. We strive to make the area a leading model of U.S. military returned land redevelopment.



January 2023



November 2022

In Anticipation of the Return of Land South of the Industrial Corridor

Hub to drive economic development

① Urban function that contribute to economic development

Commercial Area

Both the public and private sector can make use of this land to encourage spending and fund the future development of the city.

② Linking urban functions

Transport Hub

Set up a transport hub to support alternative modes of transportation within the area.

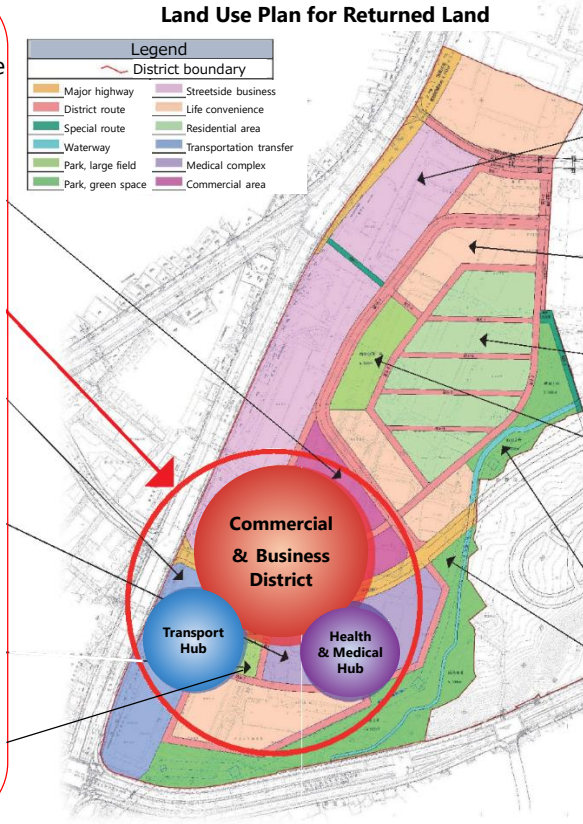
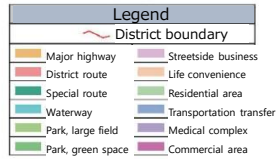
Health & Medical Hub

A health and medical complex will be constructed here as the core of the Okinawa Health and Medical Care Base.

Public Spaces (Parks, Fields)

Build new parks for visitors to relax in and to host events.

Land Use Plan for Returned Land



Commercial Street

Take advantage of this area's highly convenient location (i.e. along the national route) to create a commercial area along the street side. Land will be consolidated and converted into large urban areas to promote the effective use of land.

Urban Housing Area

To Support a Convenient Lifestyle
Commercial facilities will be built around mid-to-high-rise housing complexes. Housing Area

As an urban residential area, housing built in this area will mainly be mid-to-high-rise complexes. The remaining area will be developed according to the wishes of the landowners.

Public Space (Parks, Fields)

Parks will be built in this area to provide a relaxing place for residents that can also be used to host events.

Living with Nature

Public Spaces (Parks, Green Space)

Preserve existing greenery on the hillside and develop the green space while considering the scenery's continuity with the West Futenma Housing Area Historic Park (tentative name) that will be built nearby.

Waterway

Build an appropriate rainwater drainage facility based on the city's sewerage plan and consider using the rainwater collected as a resource.

Source: Basic Land Use Plan for Returned Land (formulated in 2021)

Since 2016, the city had been drafting a land use plan for area south of the Industrial Corridor (approx. 25ha) that is scheduled to be returned in 2024. The plan was solidified in 2021 around the concept of *koryū* (meaning "exchange") with the hope that the area will be a "gateway to new exchanges and vitality" that will drive the development of the city as a whole.

Futenma Future Fund

Purpose



A large amount of spending is necessary for development of the Futenma Air Station and Camp Foster after they are returned. In anticipation for the official return of land, the city set up the Futenma Future Fund to prepare for our future financial needs and to foster human resources who will play an active role in the future development of the base site.

← FY2022 language training for Ginowan junior high school students

How to contribute

<Types of donation>

- ① Furusato (Hometown) Tax
*When contributing to the Furusato tax, please specify your donation as "for the promotion of projects related to the development of military land."
- ② Futenma Future Fund (General Donation)







<How to donate>

- Furusato (Hometown) Tax
 - Online (PC, mobile)
 - At the Ginowan City Office (Policy Planning Div.)
- Corporate Donation
 - At the Ginowan City Office (Returned Military Land Redevelopment Div.)

Furusato Tax →



Actions Taken by Ginowan Against Futenma Air Station-Related Issues

Japan-U.S. Movement (Including Bilateral Agreements)	Actions Taken by Ginowan City (Excerpt)	Actions Taken by the Ginowan City Assembly
<p>◆Oct. 1-14, 2022 Rotorcrafts and tilt rotors stationed at Futenma relocated out of Okinawa for training for the 16th time</p> <p>◆Nov. 10-19, 2022 Rotorcrafts and tilt rotors stationed at Futenma relocated out of Okinawa for training for the 17th time</p> <p>◆Feb. 16-Mar. 12, 2023 Rotorcrafts and tiltrotors stationed at Futenma relocated out of Okinawa for training for the 18th time</p>	<p>◆Apr. 12, 2022 The mayor releases a statement for the 26th anniversary of the agreement on the complete return of MCAS Futenma</p> <p>◆Apr. 18-20, 2022 Requests for the “early closure, return and immediate suspension of operations of Futenma Air Station” and “the promotion of the development of former military base sites”</p> <p>◆May 15, 2022 PM Kishida visits Ginowan to observe the Futenma base</p> <p>◆Aug. 13, 2022 The mayor releases a statement about the helicopter crash at Okinawa International University 18 years ago</p> <p>◆Aug. 17, 2022 Requests a site survey on base to test for organic fluorine compound (PFOS and PFOA)</p> <p>◆Sept. 15, 2022 Minister of State for Okinawa and Northern Territories Affairs Naoki Okada visits Ginowan to observe the Futenma base</p> <p>◆Sept. 28, 2022 Minister of Defense Yasukazu Hamada visits Ginowan to observe the Futenma base</p> <p>◆Nov. 30-Dec. 1, 2022 Requests for the “early closure, return and immediate suspension of operations of Futenma Air Station” and “the promotion of the development of former military base sites” Requests for the "Implementation of Countermeasure Against Organic Fluorine Compounds"</p> <p>◆Dec. 4, 2022 Chief Cabinet Secretary Hirokazu Matsuno visits Ginowan to observe the Futenma base</p> <p>◆Feb. 15, 2023 The 13th Working Group of the Conference for the Resolution of Futenma Air Station Issues</p>      	<p>◆Sept. 27, 2019 Submits a written opinion to GOJ ministers requesting the relocation of the MCAS Futenma to Camp Schwab in Henokozaki to eliminate the dangers of MCAS Futenma</p> <p>◆Nov. 25, 2022 Submits a written opinion to GOJ ministers requesting for measures to be taken to tackle organic fluorine compound PFOS and PFOA pollution</p> <p>◆Dec. 23, 2022 Submits a written opinion to GOJ ministers requesting for an extension of the expiry date of the Act on Temporary Measures Concerning Ex-Workers of Armed Forces Stationed in Japan</p>



Military Base Affairs Division
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