

Chapter II The Military Topography of the Southwestern Region

(See Attached Illustrations No. 1, No. 2 and No. 3) [Omitted]

Before the opening of hostilities, both the Army and the Navy tried hard to gather military information about the southwestern region [southeast Asia], but except for the Philippines the information collected was utterly insufficient. As a result, the reality was that except for the Philippines [both] knew almost nothing about the details of the military topography [of the region] required for actual operations, and that they pushed forward with the operations while proceeding with the research.⁽¹¹⁾

It is said that volumes one and two of [a compiled set of] military data kept at the Navy General Staff Office before the opening of hostilities partly contained rather detailed data. However, as they are no longer extant and other materials referred to at that time,^(12, 13) such as, "Aviation handbook of the southern countries," "Military sketches," "Airport chart(s) of the Dutch East Indies," "Air base plans of the southern countries," "Meteorological charts of the southern countries," and "Wind volumes and directions chart," are virtually no longer extant either, the details [of what was known or not] are unclear.

The following is an outline of the military topography of the southwestern region obtained by the Navy by the end of 1941.

1. General Topography

The Philippines⁽¹⁴⁾

The Philippines is a U.S.-ruled territory south of Taiwan. It consists of about 7,100 large and small islands that stretch for about 1,700 kilometers from south to north between latitude 5° to 21° north and for about 1,100 kilometers from east to west, of which Luzon is located in the north, the Visayan Islands in the center, Mindanao in the south, and Palawan Island and the Sulu Archipelago to the west of Mindanao. It was a strategic area that [Japan] had to secure at any cost for the advance on Java.

Air transportation in the Philippines is relatively developed. As for ground transportation, railroads are only available on Luzon, Panay, and Cebu, but they are in poor condition. However, on the flat country of the main islands motorways are well developed, and there are also many cars. Major ports are those of Manila and Cebu, and other ports such as those of Iloilo, Davao, and Legaspi serve for exporting local specialties.

Thailand⁽¹⁵⁾

Thailand lies in the middle of the Indochina Peninsula; it shares its eastern border with French Indochina and its western border with Burma. In the south it faces the Gulf of Thai-

land. With its capital in Bangkok, it is the only independent nation in the Indochina Peninsula. Southern Thailand is also called Thai Malaya and borders on British Malaya. At that time, it was totally under the influence of Britain.

Burma⁽¹⁵⁾

In Burma, the Arakan mountain range lies in the northwest, where the country borders on India, and in the east the Shan Plateau extends to where it shares borders with Yunnan and Thailand. The Irrawaddy River flows more or less southward through the central lowlands into the Bay of Bengal. Along with the seaport of Rangoon, this country came to attract the attention of the world as the so-called supply route to the Chiang Kai-shek regime.

British Malaya⁽¹⁵⁾

British Malaya is a peninsula that further juts out from the Indochina Peninsula and faces the South China Sea in the east and the Bay of Bengal in the west. At the tip of the peninsula lies the island of Singapore, which serves as Britain's political, economic and military center in Asia. In British Malaya, rubber is commercially produced on an extensive scale, and mineral products are also abundant. The export hub [of these products] is Singapore. British Malaya produced respectively 40% and 30% of the total world production of rubber and tin respectively (in 1938).

British Borneo⁽¹⁵⁾

British Borneo consists of the Principality of Sarawak and British Northern Borneo and borders on Dutch Borneo in the south. It faces the South China Sea in the north and also borders on the Philippines across the Balabac Strait. Oil is produced near Miri. Kuching, the capital of the Principality of Sarawak, has an airfield, which is located about 420 nautical miles from Singapore, about 420 nautical miles from Palembang, and about 510 nautical miles from Batavia; it is very important as an air base for the air campaign in the Java invasion operation.

The East Indian Islands^(16, 17, 18)

The Dutch East Indies consist of numerous islands situated close to each other in an area stretching from latitude 6° north to 11° south and from longitude 95° to 141° east with the equator more or less in the middle. The area can roughly be divided into the Sunda Islands, Borneo, Celebes, the Moluccas and New Guinea. The total area is 1.90 million square kilometers and the total population is over 60 million.

The Sunda Islands consist of the Greater Sunda Islands (with Sumatra and Java as the main components) and the Lesser Sunda Islands (with Bali, Lombok, Sumbawa, Sumba, Flores and Timor as the main components). The Moluccas consist of Halmahera, Buru, Ceram, and other islands, and are also known as the Spice Islands. The major waters between these archipelagos are the Celebes Sea, the Molucca Sea, the Banda Sea, the Flores Sea and the Java Sea, etc.; the Indian Ocean, the Timor Sea and the Arafura Sea are on the periphery of the southern region.

The Dutch East Indies is situated in a location that more or less forms a bridge connecting the Asian continent and Australia; furthermore its southern part faces the Indian Ocean. It forms the outermost part of the area [Japan] plans to occupy. Of this area, Sumatra and Java are the most important.

Sumatra and Java: Sumatra, from where the Malay Peninsula can be seen across the Malacca Strait, has oil fields near Palembang, Medan, etc. Those in the sector of Palembang and vicinity (with an annual oil production of three million tons) and those of northern Aceh (one million tons) were eagerly coveted by Japan.

Java is the most developed island in the East Indies. Batavia in the west, the seat of the government-general of the Dutch East Indies, has a population of about 600,000, and Surabaya in the east about 400,000. In Java, the mountain areas are [also] well developed, and so is the transportation system. Along with Cilacap on the south coast, Batavia and Surabaya constitute important ports not only as commercial but also as military (strategic) ports.

Celebes: Celebes is located midway between New Guinea and Borneo. Makassar at the southern tip of the island, located at a distance of about 430 nautical miles from Surabaya and about 400 nautical miles from Kupang, was very important as a base for the air campaign during the attack on eastern Java. With an area of about 190,000 km², Celebes has many mountain ranges and gorges. The island produces nickel, which was also exported to Japan, and it is further said to have large iron ore reserves.

Borneo: Borneo is the third largest island in the world with an area of 750,000 km², of which about 540,000 km² is Dutch-ruled; however, the population is remarkably sparse. Balikpapan and Banjarmasin on the southern coast, respectively located at a distance of about 450 nautical miles and 260 nautical miles from Surabaya, were important as air bases for the campaign to destroy the enemy air power in eastern Java. The annual oil production of the Sanga Sanga sector in Borneo (with a refinery [in Balikpapan]) was one million tons, and that of the Tarakan sector 700,000 tons. The Japanese Navy had been importing heavy oil from Tarakan for many years.

New Guinea: New Guinea is the world second largest island with an area of a little over 800,000 km², of which the Dutch-ruled territory stretches westward from longitude 141° east, occupying an area of a little over 390,000 km². As situated in between the United States and Australia, this island holds an extremely important position for Japan to conduct operations to cut off communications between the United States and the Australia. A central mountain range like a spinal column links a series of mountains of 4,000 meters or higher and is covered with snow through all seasons. The island has many areas untrodden by man, and as situated in the tropics, it consists of many vast wetlands and dense jungles.

Timor Island: Situated between Java and Australia, the island of Timor serves as a key location for supporting Java from Australia. While the western part of the island is Dutch-ruled, the eastern part is ruled by Portugal, a neutral country. Dutch Timor is about the same size

as Kyūshū, while Portuguese Timor is about the same size as Shikoku.* The latter has a colonial government and is administered by a civilian governor general. The city of Dili is administered separately. Although no demographic statistics are available, the population on the basis of tax collection is 477,000. Since the end of October 1941, a permission of the governor general is required to go outside the Dili city district.

2. Summary of Meteorological Conditions⁽¹⁹⁾

The seasonal and trade winds together form a unique wind system over the whole southwestern region. As the wind direction reverses about every half year, it is generally called the monsoon wind.

As the northeastern wind is dominant around January from the Philippines to northern Borneo, French Indochina, Thailand and the Malay Peninsula, it causes [much] rainfall on the eastern side of the [southwestern] region, while resulting in very little rainfall on the western side of the region.

In the south from the Sunda Islands to the Moluccas, the dry northwestern wind creates a dry season in January, while the wet southeastern wind creates a rainy season in July. Although the seasonal wind [generally] dictates the climate in this area, different [local] winds blow along the coastal and mountain areas, which bring about some variation in the climate.

Typhoons often cross the Philippines, its northern part in particular, the east coast of French Indochina, the South China Sea, the waters east of the Philippines, the northeastern and northwestern coasts of Australia, etc., and sometimes cause serious damage. Typhoons are mostly formed in the area between latitude 3° to 12° north and longitude 130° to 135° east; two thirds of the typhoons appear between July and October.

3. Summary of Air Bases

The Philippines

For inter-island transportation, the Philippines is very much dependent on air transport. Although it has as many as one hundred or more airports, they are generally small and many of them are quite inadequate as air bases for operations. The main bases in the southern Philippines used by its air force as operational bases are as follows:⁽²⁰⁾

Mindanao:	Davao, Zamboanga, Delmonte, Cagayan, Cotabato, etc.
Other [islands]:	Jolo, Iloilo, Cebu, etc.

Malaya Area

Air transportation in Malaya is relatively well developed. There are more airfields on the west coast, and military air bases are located in the Kota Bharu sector, Kuantan, Singapore (Seletar, Sembawang, Tengah, Kallang are for civilian use and also available for seaplanes), Alor Setar, Sungai Petani, Penang, etc.

* Actually, the whole of Timor island is slightly smaller than Kyūshū.

British Borneo

British Borneo has only two airfields, Kuching and Miri. It is presumed that in case of a Japanese attack, Miri will be destroyed and that Kuching and Jesselton (the latter is located on the west coast close to the northern tip of the island; its airfield of 600 meters by 800 meters with a diagonally running 1,500 meter [runway] is still under construction by converting and expanding a racetrack) will be made ready for use.

The Kuching airfield is situated about 13 kilometers from [the city of] Kuching. It is an L-shaped airfield with runways of 800 meters by 300 meters and of 600 meters by 300 meters. The ground is solid, and it is [even] accessible in the rainy season. [Moreover,] as no hangars stand nearby, it is extensible. The Miri airfield is about 7 kilometers north of the city. It has a runway of 900 meters by 300 meters, and is extensible to the size of 1,200 meters by 300 meters.

The East Indian Islands

Regular air services are provided between Java, Sumatra, Borneo, Celebes, Timor and others. Particularly Java has many airfields. However, there are no aircraft building facilities in the Dutch East Indies, only aircraft repair facilities located in Bandung and Surabaya.^(12, 13)

The major airfields are as follows:

Sumatra: Sabang (700 [meters] by 200 [meters]), Medan (1,000 by 1000), Belawan (Seaplane Base), Pekanbaru (800 by 800), Jambi (700 by 200), Palembang (1,000 by 1,000), and Mentok (1,000 by 200)

Java: Batavia (west: 1,000 by 1,000; south: 1,200 by 1,200), Buitenzorg (for bombers), Bandung (1,200 by 1,000), and Surabaya (1,000 by 820)

Menado: Kakas (presumably 1,000 by 1,000), and Kakas (Seaplane Base)

Ambon: Army Base (1,200 by 400), Naval Base (unknown)

Borneo: Tarakan (900 by 800), Balikpapan (800 by 800), Bengkayang (700 by 150), and Pontianak (Seaplane Base)

Others: Bali (800 by 800), Kupang (800 by 800), Dili (800 by 500), Kendari (1,000 by 600), and Makassar (800 by 700)

4. Summary of Major Ports, Waterways, etc.

The Waters of the Philippines⁽²²⁾

Numerous large and small islands lie scattered around and the waters enclosed by these islands make up many good harbors that give shelter against the northeastern monsoon. However, few ports meet both conditions of port facilities and anchorage, except for Manila. Davao Gulf is the largest bay in the southern Philippines; however, it is unsuitable for anchoring because its mouth is wide open to the south and it is too deep. However, the port of Davao, located furthest in the bay, is equipped with some port facilities, and good areas very much suitable for anchoring are located in its neighborhood and in Malalag Bay, which will make the port a possible operational base next to Manila Bay.

In the Sulu Archipelago (which consists of more than 300 islands between Mindanao and Borneo), there are good anchorages near Tawi-Tawi and Jolo.

South China Sea⁽²³⁾

The South China Sea is a vast oblong sea enclosed by Taiwan and continental China in the north, the Philippines in the east, Indochina and the Malay Peninsula in the west, and Borneo in the south; it stretches for about 1,800 nautical miles from north to south with a width of about 500 nautical miles from east to west. The islets and cays of the Paracel Islands, the Spratly Islands and others stud the waters; the islands belonging to the Natuna Islands, the Anambas Islands and others are located in the southern part. There are no good ports or bays on the western side of this sea (i.e. Malaya and Indochina), except for Cam Ranh Bay in French Indochina; repair and replenishment facilities are available only at [the ports of] Saigon and Bangkok, and [not] in Malaya or Borneo where there are no suitable ports.

In northern Borneo, only Brunei Bay is suitable for anchoring and replenishing. Kuching, the center of the Sarawak district, and Miri, the port [to ship] the oil produced [nearby], have port facilities built on the banks at the mouth of the rivers.

On [the side of] the Malay Peninsula [which faces the South China Sea], only the port of Singora in southern Thailand is [considered available], but the port is small and its facilities are poor.

The Malaya Waters^(24, 25)

The Malaya waters are the ocean area [enclosed by] Malaya and northern and central Sumatra with the Malacca Strait in the center. The major ports [in these waters] include Singapore, Malacca, Penang, and Sabang. Singapore is a small island situated at the south end of the Malay Peninsula and a strategic location for maritime traffic connecting the Pacific Ocean and the Indian Ocean, which made the city Britain's largest military foothold in the East. Malacca is another key location for [maritime] traffic on the west coast of the Malay Peninsula in the southern part of the Malacca Strait. Although it has port facilities built on both banks of the mouth of the river, it cannot be used for large naval vessels. Penang is an island adjacent to the west coast of the Malay Peninsula in the northern part of Malacca Strait. It has port facilities on the side facing the west coast of the peninsula as well as an anchorage, which not only provides shelter against the northern wind but also enables repair works.

The Malacca Strait is the only strait which connects the Indian Ocean to the South China Sea and Java. On the whole it is deep and easy to sail; even at the narrowest part it has a depth of eighteen meters or more and a width of three nautical miles.

On the west coast of Sumatra, high mountains come close down to the coast. Flat lands are scarce and neither are there good ports along the coast. One of them is the port of Padang, but the port can only be used for some replenishing and loading and unloading. Sabang is an island adjacent to the north end of Sumatra with a good bay. The port is relatively well equipped with facilities, including those for replenishing and repair. It is a strategic point on the [sea] route from Singapore to the Indian Ocean.

The Waters of the Dutch East Indies⁽²⁶⁾

The ocean areas [meant here] are the waters of the Dutch East Indies (including Portuguese Timor) except for northern Sumatra. These areas border on the Indian Ocean and the Arafura Sea in the south with Sumatra and the [other] Sunda Islands in between, and face the Philippines in the north and New Guinea in the east. Numerous large and small islands, including

Borneo, Celebes and Java, lie scattered in the vast waters of an area of about 2,000 nautical miles from east to west and about 600 nautical miles from south to north, which includes the Java Sea, the Banda Sea, the Molucca Sea, the Makassar Strait and others.

Although the seasonal wind blows from the northwest in winter and from the southeast in summer in these waters, the impact of the wind is weaker than in the South China Sea. It is warm but rainy all through the year; particularly the rainfall is heavier in spring and autumn when the seasonal wind changes [direction]. Although in these waters many locations constitute good harbors, most of them are still undeveloped.

The Java Sea is enclosed by southern Sumatra, southern Borneo, southern Celebes, Java and the Lesser Sunda Islands; submerged rocks and islets lie scattered around while the sea is shallow with a depth of no more than seventy meters at the deepest, which allows ordinary ships to drop anchor anywhere. [The port of] Surabaya is the best port in the area; as the base of the Dutch East Indies Navy it is fully equipped with an arsenal and replenishing facilities, and it also has a dock with a capacity of accommodating heavy-cruiser-class ships.

Batavia (i.e. its outer port Tanjung Priok), which is enclosed by breakwaters, is fully equipped with replenishing and repair facilities. The port has a dock with a capacity of accommodating light-cruiser-class ships, too.

Cilacap is the only port on the southern coast of Java and is equipped with facilities to supply coal and oil.

Makassar is located at the southwestern tip of Celebes and dominates the entrance of the Makassar Strait. It has a small bay open to the high seas and is equipped with facilities for replenishing and minor repairs.

Palembang, the center of the oil production region on the east coast of southern Sumatra, is situated on the banks of a river about fifty nautical miles upriver from the sea; ships with a draft of less than six or seven meters can easily sail the river. [The port of] Palembang is fully equipped with replenishing facilities. The Celebes Sea faces the east coast of Borneo and the northwestern coast of Celebes. The Makassar Strait, the strait between Borneo and Celebes, is an important route to reach Java from the Philippines. The strait is shallow in the western half and many islets lie scattered around its southern exit. The strait has much rainfall in winter. The wind there is weaker than in the Java Sea, and the tide and ocean currents are also weak on the whole. Whereas the terrain is gently sloped and [several] ports and anchorages are found on the coast of Borneo, on the Celebes side, mountains come right down to the coast and no suitable ports or anchorages are found.

Tarakan is a small island adjacent to the east coast of northern Borneo, which produces oil. As for its port facilities, it has all the facilities necessary for replenishing oil, but its capacity to replenish other materials is poor.

Samarinda is located about twenty kilometers upstream of the Kutei River [from] the east coast of central Borneo, which faces the Makassar Strait; it has a copious production of oil and coal. It has substantial port facilities with replenishing facilities.

Balikpapan is situated south of Samarinda; it has port facilities and an oil refinery at the mouth of its river.

Menado and the Bangka anchorage are located at the northeastern tip of Celebes. As the port of Menado is exposed to the high sea and is only equipped with a few mooring facilities, it cannot be called a good port. The Bangka anchorage to the east of this port is suitable for anchoring fleets and convoys.

The area of the Banda Sea, with the Banda Sea as the center and [adjacent to] the Flores Sea, the Ceram Sea, etc, faces the Banda Islands, the eastern side of Celebes, and the eastern part of the [Lesser] Sunda Islands. This area in general has much rainfall and is hot and humid throughout the year.

Ambon is situated at the center of this ocean area and is a traffic hub. The harbor in an inward curving bay is deep and few locations are suitable for anchoring. With poor port facilities, it has little capacity for replenishing.

5. The Military Situation in the Southwestern Region^(13, 27)

From the “Notes of Lt. Cdr. Matsumoto Makoto” and the “Documents kept by Lt. Cdr. Yonehara Tsunaki,” the military information and the assessment of the military situation regarding the southwestern region which the Japanese Navy had obtained until right before the war can by and large be summarized as follows:^(13, 27)

Oil Production of 1940⁽¹³⁾

Place		Annual Production
Java	Central Area	800,000t
	Eastern Area	160,000t
Sumatra	Palembang	2,800,000t
	Jambi	900,000t
	Northern Area	820,000t
Borneo	Tarakan	720,000t
	Sanga Sanga (Balikpapan)	1,000,000t
	Ceram	80,000t
Greater East		
Miri (British [Borneo])		900,000t
Yenangyaung (Burma)		1,000,000t
Total		9,180,000t

Note: Production varies from year to year.⁽¹³⁾

Distribution of Forces

1. The Philippines

Navy		Army		Air Force	
Heavy Cruisers	1	U.S. Garrison	18,500	Bombers	15
Light Cruisers	3	(Caucasians 6,500)		Recon. Planes	15
Destroyers	14	The Philippines Army	4,500	Fighter Planes	100
Submarines	17	Other than the above		Flying Boats	36
Flying Boat Tenders	4	Reserve	125,000		
Torpedo Boats	8				
Total	47	Total	148,000	Total	166

1. The strength of the Army Air Force

Most of [the army air force, consisting of] five squadrons of attack planes, one squadron each of bombers and reconnaissance planes, seven squadrons in total, are stationed in Luzon and are mainly deployed at Nichols Field, Clark Field, and Camp Murphy.

2. Navy

Two squadrons of flying boats are conducting training patrols from the bases Cavite, Olongapo and Tawi-Tawi, etc. They patrol areas [with a radius] of about 300–400 nautical miles with their bases as the center and usually start patrolling around 0900, but sometimes they conduct dawn and night patrols.

2. British Malaya

Navy		Army		Air Force	
Light Cruisers	4-5	Regular Army		Bombers	90
		around Singapore	12,000		
Destroyers	6-8	NE Malaya	18,000	Torpedo Bombers	32
Submarines	1	E Coast of Malaya	8,000	LB Recon. planes	120
River Gunboats	8	NW Malaya	20,000	Fighter planes	64
Torpedo Boats	50	W Coast of Malaya	10,000	Flying boats	11
Spec. Dispatched	1-2	Volunteer Army	20,000	Total	317
			(6,000)		
Total	70-74	Police Force	15,000	About 550 planes in	
			(1,500)	total incl. reserve and	
				training planes	

In order to secure the shipping lanes, Britain's policy is to defend Malaya, the Dutch East Indies and Australia mainly with its air force and army.

1. Distribution of the air force

Singapore: Torpedo bombers, fighter planes, reconnaissance planes [to keep guard over] the east coast, and flying boats

Calcutta, Ceylon, and Penang: Land-based reconnaissance planes

Andaman: Flying boats

British Borneo: Bombers and reconnaissance planes

Although it boasts that it shall increase the number of aircraft to 800–1,000, the number of aircraft as of the end of 1941 is 338. Reinforcement will be sent from Australia, the United States (fighter planes and flying boats), the Near East, India and the [British] mainland. Although the number of air bases, which used to be seventeen, was increased to twenty-two, only four bases are equipped with direction finders. Crew members are also brought from New Zealand and Australia. Although trainings are usually conducted in a formation of two or three aircraft, a formation consisting of twelve aircraft has been observed once. Aircraft are gathering in Kota Bharu.

2. Outline of the patrols in British Malaya

(1) Interdiction of vessels entering or leaving territorial waters at night.

(2) Patrolling of the east coast by cruisers or auxiliary vessels.

(3) Conducting air patrols over the east and the south.

3. British Borneo

- (1) Army: About 10,000 regular army men; further reinforcement is expected.
- (2) Police Force: About 24,000 men.

4. Burma

- (1) Navy: Two patrol boats and fifteen other small vessels
- (2) Army: About 35,000 men (of which about 13,000 men are stationed in the Tennasserim area.)
- (3) Air Force: Twenty bombers, ten reconnaissance planes, some fighter planes, and twenty amphibians, about sixty planes in total.

5. Dutch East Indies

(1) Navy

Five cruisers (including one assumed), eight destroyers, nineteen submarines (including four assumed), one coastal defense ship, two gunboats, six minelayers, eight minesweepers, ten high-speed torpedo boats, and thirty-two torpedo boats, aggregating to ninety-one.

(2) Army

- {1} Regular Army (80% consisting of indigenous people): 54,500 men in Java, 9,000 men in Sumatra, 6,500 men in Borneo and 6,200 men in the Greater East, aggregating to 76,200 men.
- {2} Volunteer Army: 15,000 men (mostly Caucasians), the indigenous units: 3,000 men, (95% consisting of indigenous people), the field police units: 7,000 men (90% consisting of indigenous people), aggregating to 25,000 men.
- {3} The total number to be mobilized: about 120,000 men.

(3) Air Force

{1} Navy Air Force

Forty flying boats, thirty-five seaplanes (including carrier-based planes), and twenty-five reconnaissance planes: one hundred planes in total.

{2} Army Air Force

One hundred bombers, one hundred fighter planes, twenty-five reconnaissance bombers, eighty reconnaissance planes: 305 planes in total.

(4) Outline of security precautions

- {1} They are patrolling with flying boats and patrol boats all over the Dutch East Indies waters. Particularly, they are on high alert at the Bali, Lombok, Alas and Sape straits, and the strait between Timor and Flores.
- {2} They are watching the Moluccas Strait with (a) destroyer(s) and (a) guard ship(s).
- {3} They are on high alert at the Makassar Strait employing ships as well as aircraft.

Strategic Assessment of Deployment Based on the Location of the Air Bases⁽²⁷⁾

1. Although there is no great difference in total strength between the enemy and us, [the strength of] the enemy is roughly divided into three, that is, the southern central part of Luzon for the Philippines, the British Strait Settlements for Malaya, and mainly Java for the Dutch East Indies. The distances between them are more than one thousand and several hundred nautical miles, which makes it relatively difficult for them to support each other.
2. The southern central part of Luzon is roughly within a range of 550 nautical miles from southern Taiwan, and the southern Philippines are roughly within a range of 600 nautical miles from Palau, which means they are within attacking range by Type-0 fighter planes and land-based attack planes.

British Malaya lies roughly within a range of 600 nautical miles from the bases in southern Indochina, which means northern Malaya is within attacking range by Type-0 fighter planes and southern Malaya by land-based attack planes.

It will be most advantageous for Japan to concentrate its strength against them and destroy them one by one.

3. As the enemy has many bases and is likely to disperse when escaping, it is necessary to conduct air raids on their permanent bases with as much strength as possible in the first strike, and catch and destroy them.
4. When the enemy aircraft disperses in escaping, it is necessary to advance Type-0 fighter planes to the bases in northern and southern Luzon and northern Malaya (such as Aparri, Vigan, Laoag, Legaspi, and Kota Bharu) and have the planes wipe out [the enemy aircraft].
5. It is necessary to seize as quickly as possible relay air bases (such as Legaspi, Davao, Jolo, Miri, Kuching, Kota Bharu), so that the enemy will not escape [across the seas] between the Philippines, Malaya, and the Dutch East Indies.
6. As enemy air strikes on [Japanese] convoys are expected, it is necessary to be on strict alert [for such strikes]. It is [also] necessary for the convoys to timely conduct evasive maneuvers and take measures to control damage.
7. Finally, it is necessary to prepare a plan to destroy the enemy air power gathering into Java with a combined force of fighter planes and bombers, by conducting concentrated attacks [on them, departing] from the [already] occupied bases both in the east and the west (such as Kendari, Makassar, Balikpapan, Banjarmasin, Kuching and Palembang).
8. In order to check reinforcements from Australia, it is necessary to conduct offensive air operations towards northern Australia (such as Port Darwin and Broome) from bases on the island of Timor (Kupang and Dili) to destroy [the enemy] air power.
9. The enemy's capacity to repair aircraft (repair depot and personnel) is quite poor.