

琉球大学学術リポジトリ

沖縄関係 沖縄の航空権益第二巻

メタデータ	言語: 出版者: 公開日: 2019-02-01 キーワード (Ja): キーワード (En): 作成者: - メールアドレス: 所属:
URL	http://hdl.handle.net/20.500.12000/43485

花米大
うりの
箱
き

February 9, 1971

Handwritten notes in a box: "43" and "44" with a checkmark.

MEMORANDUM

Re: Northwest Airlines--Okinawa Service

Northwest Airlines (NWA) has been an aggressive participant in all recent proceedings before the Civil Aeronautics Board which offer a potential of extending and expanding its route structure outside the continental United States. It is pursuing a policy objective which, if successful, would make NWA an around-the-world carrier in competition with Pan Am and TWA.

In the Transpacific Route Investigation proceeding before the Civil Aeronautics Board (Docket 16242), NWA sought authority (which it did not receive) to provide single-plane service between major U. S. mainland cities and Hawaii and principal Orient points, including new service to Guam, Vietnam, Malaysia and Indonesia.

More recently, in Docket 17353 now pending before the Civil Aeronautics Board (Pacific Islands Local Service Investigation), NWA seeks route authority to provide Okinawa-Saipan-Guam service. It proposes three weekly round-trips between the Trust Territory and the Orient over the Okinawa segment. In support of its request NWA has argued to the CAB:

"The Board, in the course of its participation in bilateral air transport negotiations, as well as other functions (such as the periodic filing of schedules with foreign Governments) is well aware of the difficulties which have been experienced between the United States and Japan. The Japanese

have, for example, effectively limited the number of frequencies operated by scheduled U. S.-flag carriers, and have placed similar limitations on Supplemental Carriers.

"The United States will soon face a difficult series of negotiations with Japan, concerning the rights of United States' carriers serving Okinawa upon the reversion of the Ryukyu Islands to Japanese sovereignty. It takes little perception or insight to realize that these negotiations would be further complicated if a United States flag carrier not now serving Okinawa on a certified basis is given certificate authority. This is a complication which can be eliminated by the award of the Okinawa segment to Northwest--a carrier which presently serves both Okinawa and 'mainland' Japan."

NWA now provides the following Tokyo-Okinawa service:

	Mon.	Tues.	Wed.	Thurs.	Fri.	Sat.	Sun.
To Okinawa	2	3	2	3	2	3	3
To Tokyo	3	3	2	3	3	3	2

A primary motivation of NWA in resisting any reduction, or cutback in its present Tokyo-Okinawa service incident to Okinawa reversion is the effect such an action would have on its competitive relationship with Pan Am and TWA. NWA undoubtedly feels it should continue to expand its route structure and that restrictions on its present Tokyo-Okinawa service would be to its substantial prejudice.

For these reasons NWA can be expected to enlist all possible Congressional and White House support for its position in current negotiations incident to Okinawa reversion terms. While NWA has no particular strength at the White House it does have and can be

expected to enlist its support in the Senate. NWA is represented in route proceedings by the firm of Verner, Lipfert, Bernhard and McPherson; one of the partners in that firm active in NWA matters is Harry C. McPherson, Esq., formerly Counsel to the President at the White House in the Administration of Lyndon B. Johnson. Mr. McPherson has good contacts with the principal Democratic members of the Senate. NWA is based in Minneapolis and is an important element of the economy of Minneapolis/St. Paul. As a consequence it will have the support of Senators Mondale and Humphrey of Minnesota. It has substantial operational facilities in the Seattle area and the support of Senators Magnuson and Jackson of Washington. As a principal domestic carrier serving Alaska, it also can enlist the sympathetic support of Senators Stevens (R) and Gravel (D) of that state. NWA has no particular support on the Foreign Relations Committee of the Senate, but Senator Jackson (D. Wash.) is a member of the Senate Armed Services Committee and his influence with other majority party members of the Senate is substantial.

McPHERSON, Harry Cummins, Jr. Buyer: b. Tyler, Tex., Aug. 22, 1929; s. Harry Cummins and Nan (Held) McP.; B.A., U. South, 1949; D.C.L. (hon.), 1955; student Columbia, 1949-50; LL.B., U. Tex., 1956; m. Clayton Read, Aug. 30, 1952; children—Courtney, Peter B. Admitted to Tex. bar, 1955; asst. gen. counsel Democratic pol'y com., U.S. Senate, 1956-59, asso. counsel, 1959-61; gen. counsel, 1961-63; dep. under sec. internat. af-fairs Dept. Army, 1963-64; asst. sec. state edn. and cultural affairs, 1961-65; sp. asst. and counsel to Pres. Johnson, 1965-66; special counsel to Pres. Johnson, 1966-69, prt. practice law, Wash- ington, 1969—Served to 2d Lt. USAF, 1950-53. Recipient Distinguished Citizen Service award Dept. Army, 1964; Arthur S. Flemming award as one of the ten outstanding young men in government in 1963. Mem. Tex. Bar Association, Blue Key, Sigma Alpha Epsilon, Phi Alpha Delta, Democrat, Episcopalian (past mem. vestry, vic. warden). Home: 30 W. Irving St., Chevy Chase, Md. 20015. Office: 1660 L St. N.W., Washington.