

琉球大学学術リポジトリ

沖縄の航空権益（日米航空交渉関連）（3）

| | |
|-------|---|
| メタデータ | 言語: 出版者: 公開日: 2019-02-01 キーワード (Ja): ノースウエスト, フライングタイガー, トランスワールド, コンチネンタル・ミクロネシア, 了解覚書, 合意議事録, 吉野局長・スナイダー公使 キーワード (En): 作成者: - メールアドレス: 所属: |
| URL | http://hdl.handle.net/20.500.12000/43486 |

46
5
14

米。測。

修正提案

(5/16 合)

(5/15 会談用)

MEMORANDUM
from
Office of the Economic Counselor
American Embassy Tokyo

May 14, 1971

TO : Mr. Ken Hogen
First North America Division
Gaimusho

FROM: Peter W. Lande



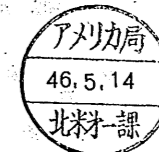
MEMORANDUM OF UNDERSTANDING

With respect to the return of the administrative rights over Okinawa to Japan, the representatives of the Government of Japan and the Government of the United States of America have reached the following understandings on the question of air services to and through Okinawa, in both directions, by the United States airlines and of the amendment to the schedule attached to the Civil Air Transport Agreement between Japan and the United States of America of August 11, 1952, as amended.

1. The schedule attached to the US-Japan Civil Air Transport Agreement, as amended, will be amended in accordance with the diplomatic notes attached effective with the date of reversion of Okinawa to Japan.

This amendment shall not be affected by the existence or termination of the five year period mentioned in paragraph 3 below.

2. In accordance with the understandings described in paragraph 1 above and in the attached diplomatic notes, it is the intention of the Government of the United States, when Okinawa reverts to Japan, without prejudice to the right of multiple designation conferred by Article 4 of the Civil Air Transport Agreement, to designate Trans World Airlines and Continental/Air Micronesia Airlines (or an alternate United States airline authorized by U.S. aeronautical authorities) on revised Route 2, for services to and through Naha and to redesignate Northwest Airlines on revised Routes 1 and 2, as well as Flying Tiger Lines on Route 1.



3. During a five-year period to commence on the date administrative rights over Okinawa are returned to Japan, the value of Okinawa traffic rights of the United States airlines referred to in paragraph 2 above shall not be taken into account when reviewing the overall balance of benefits under the Civil Air Transport Agreement, as amended. Following this five-year period, the overall balance of benefits will include the value of Okinawa traffic rights. The United States will, at the request of the Government of Japan, consult with Japan at the end of the five-year period to determine whether the overall balance of benefits, including the value of Okinawa traffic rights, warrants modification of the route schedule of the agreement.

Translation

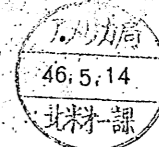
(Japanese Note)

Excellency:

I have the honor to refer to the recent discussions concerning air transport services with respect to the return of the administrative rights over Okinawa to Japan. The representatives of the two Governments agreed to recommend to their respective Government the deletion of the Schedule attached to the Civil Air Transport Agreement between Japan and the United States of America which was signed at Tokyo on August 11, 1952, as amended, and the insertion of a new Schedule to that Agreement, which is enclosed with this Note.

I have further the honor to inform Your Excellency that the Government of Japan accepts the new Schedule and to propose that this Note and your reply thereto, indicating the acceptance of the new Schedule by the Government of the United States of America, will constitute an agreement between the two Governments further amending the Civil Air Transport Agreement, as amended, which will enter into force on the date administrative rights over Okinawa are returned to Japan.

I avail myself of this opportunity to renew to Your Excellency the assurances of my highest consideration.



(Japanese Draft -- May 8, 1971)

SCHEDULE

(A) An airline or airlines designated by the Government of Japan shall be entitled to operate air services on each of the air routes specified, in both directions, and to make scheduled landings in the United States of America at the points specified in this paragraph:

- (1) From Japan to Honolulu, San Francisco, and:
 - (a) New York and beyond New York to Europe (including the United Kingdom) and beyond.*
 - (b) beyond to Mexico and Central America.**
- (2) From Japan to Honolulu and Los Angeles and beyond to South America.**
- (3) From Japan via Anchorage to New York.
- (4) From Japan via Saipan to Guam.

(B) An airline or airlines designated by the Government of the United States of America shall be entitled to operate air services on each of the routes specified, in both directions, and to make scheduled landings in Japan at the points specified in this paragraph:

- (1) From the United States via the North Pacific to Tokyo, Osaka and Naha and beyond.
- (2) From the United States via the Central Pacific to Tokyo, Osaka and Naha and beyond.

(C) Except as otherwise indicated, points on any of the specified routes may at the option of the designated airline be omitted on any or all flights.

* Any flight operating eastbound from Japan which makes a scheduled landing at New York, and any flight operating westbound to Japan which makes a scheduled departure from New York, must make a scheduled stop at San Francisco.

** Passengers, cargo, and mail destined for or originating at points beyond the United States may not make a stopover or be picked up or discharged at United States points on these routes.

5月8日付 日本側了解覚書案の附表案に対する
5月14日付 米側対案との対照表

| | 日本案 | 米側案 (5/14) | |
|-------------|--|----------------------|--|
| | (案5.5月8日付) | 左の日本案に対する 意見を | 再提案 |
| 了解覚書 本文 | (既々同意) | (同意) | |
| ※1項 | 米公社、5年計画、カボタ と除き、現行路線の形で 継続と認めらる。 | | (5月8日の米案どおり) 新設路線の 建設 は 日本側が 負担 する ことと交換公文 により決定する。 この場合は、下記の通り 5年計画の存在が ない 場合に 影響を及ぼす。 |
| | 上記の代替は認めない。 (輸送力制限は別除) | | |
| ※2項 | 上記措置 の 現行路線 3. (沖縄路線)の 削除 の 返還日 を 発効する。航空 協定の承認とす。 | | ※1項の了解 と 交換公文(別表)の に 従 い、米側は、 返還日 に 従 い、 輸送力 の 削減 措置の 承認を要すること。 路線2. へ TWA, COA (代替) 路線1. へ NWA 路線1. へ FTL と 指 定を再指定す。 |
| ※3項 | | | 5年計画、沖縄の運輸権の行使 は通常の利益の検討には算入しない。 5年後は、これを算入する。 米側は、日本側の要請があるが、 5年の満期に 路線 の 停止 を 要する か否か の協議を行う。 |
| 附表 交換公文 | (提案の形式と同一) | 同意 | |
| 米側路線 の注記 | 米路線(B)(1),(2)へ 八 追加 注3. へ 特 格 的 性格を示す。 | 注3. へ 削 除 | 「 別 表」の 米 側 に を 無 制限 で 認 めること。 |

姓名 了解覚書(表) 附表(表) → 米俣 宗

日時 46.5.14 送付

| 配布先 | | | |
|-----|-------------------|-------|--|
| | アメリカ局長 | | |
| | 橋 参事官 | ✓ | |
| | 千葉 課長 | ✓ | |
| | 佐藤 参事官 | ✓ | |
| | 法眼 " | 5/22 | |
| | 加藤 " | ✓ | |
| | 田中 " | ✓ | |
| | 山田 参事官 | 22/10 | |
| | 柳井 参事官(参事) | | |
| | 中野 調査官(参事) | | |
| | Master file 用(米俣) | 22/10 | |
| | JCAB | ✓ | |
| | | | |
| | | | |
| | | | |

1

沖繩返還に伴う航空問題の処理に附する
条約百廿御意見

(西六・五・一五)
条協長 山田

附

「本側が主張する那覇着入権を航空協定附表上に恒久化する
こと及び、総対に及ぶこと」(五年経過の着入権は、それが航空
許に付借の得、よき同時に附表上管領するに在りては五年以上は存するに
一を加つて、附表上の那覇着入権は、法的に五年以上の存するものと
明記するに必要條件がある。

外務省

「五年の期間中の航空協定の着入権は、実質的に十年以上
の存するに在りては五年以上の存するものと、本航空協定処理のわが本側

別添附表上の着入権は、附表上の着入権に
(附表上の着入権は、附表上の着入権に)

外務省

MEMORANDUM OF UNDERSTANDING

With respect to the return of the administrative rights over Okinawa to Japan, the representatives of the Government of Japan and the Government of the United States of America have reached the following understandings on the question of air services to and through Okinawa, in both directions, by the United States airlines and of the amendment to the schedule attached to the Civil Air Transport Agreement between Japan and the United States of America of August 11, 1952, as amended.

1. The schedule attached to the US-Japan Civil Air Transport Agreement, as amended, will be amended in accordance with the diplomatic notes attached effective with the date of reversion of Okinawa to Japan.

This amendment shall not be affected by the existence or termination of the five year period mentioned in paragraph 3 below.

2. In accordance with the understandings described in paragraph 1 above and in the attached diplomatic notes, it is the intention of the Government of the United States, when Okinawa reverts to Japan, without prejudice to the right of multiple designation conferred by Article 4 of the Civil Air Transport Agreement, to designate Trans World Airlines and Continental/Air Micronesia Airlines (or an alternate United States airline authorized by U.S. aeronautical authorities) on revised Route 2, for services to and through Naha and to redesignate Northwest Airlines on revised Routes 1 and 2. as well as Flying Tiger Lines on Route 1.

3. During a five-year period to commence on the date administrative rights over Okinawa are returned to Japan, the value of Okinawa traffic rights of the United States airlines referred to in paragraph 2 above shall not be taken into account when reviewing the overall balance of benefits under the Civil Air Transport Agreement, as amended. Following this five-year period, the overall balance of benefits will include the value of Okinawa traffic rights. The United States will, at the request of the Government of Japan, consult with Japan at the end of the five-year period to determine whether the overall balance of benefits, including the value of Okinawa traffic rights, warrants modification of the route schedule of the agreement.

CONFIDENTIAL

Translation

(Japanese Note)

DRAFT 46.5.14

Excellency:

I have the honor to refer to the recent discussions concerning air transport services with respect to the return of the administrative rights over Okinawa to Japan.

The representatives of the two Governments agreed to recommend to their respective Government the deletion of the Schedule attached to the Civil Air Transport Agreement between Japan and the United States of America which was signed at Tokyo on August 11, 1952, as amended, and the insertion of a new Schedule to that Agreement, which is enclosed with this Note.

I have further the honor to inform Your Excellency that the Government of Japan accepts the new Schedule and to propose that this Note and your reply thereto, indicating the acceptance of the new Schedule by the Government of the United States of America, will constitute an agreement between the two Governments further amending the Civil Air Transport Agreement, as amended, which will enter into force on the date administrative rights over Okinawa are returned to Japan.

I avail myself of this opportunity to renew to Your Excellency the assurances of my highest consideration.

SCHEDULE

(A) An airline or airlines designated by the Government of Japan shall be entitled to operate air services on each of the air routes specified, in both directions, and to make scheduled landings in the United States of America at the points specified in this paragraph:

- (1) From Japan to Honolulu, San Francisco, and:
 - (a) New York and beyond New York to Europe (including the United Kingdom) and beyond.*
 - (b) beyond to Mexico and Central America.**
- (2) From Japan to Honolulu and Los Angeles and beyond to South America.**
- (3) From Japan via Anchorage to New York.
- (4) From Japan via Saipan to Guam.

(B) An airline or airlines designated by the Government of the United States of America shall be entitled to operate air services on each of the routes specified, in both directions, and to make scheduled landings in Japan at the points specified in this paragraph:

- (1) From the United States via the North Pacific to Tokyo, Osaka and Naha and beyond.
- (2) From the United States via the Central Pacific to Tokyo, Osaka and Naha and beyond.
- (C) Except as otherwise indicated, points on any of the specified routes may at the option of the designated airline be omitted on any or all flights.

* Any flight operating eastbound from Japan which makes a scheduled landing at New York, and any flight operating westbound to Japan which makes a scheduled departure from New York, must make a scheduled stop at San Francisco.

** Passengers, cargo, and mail destined for or originating at points beyond the United States may not make a stopover or be picked up or discharged at United States points on these routes.

○

○

○

○