

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）

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URL	http://hdl.handle.net/20.500.12000/43486

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CONFIDENTIAL

Japanese Draft
May 15, 1971

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 U.S.-Japan Civil Air Transport Agreement, as amended, will be amended in accordance with an exchange of diplomatic notes effective with the date of reversion of Okinawa to Japan.

2. The four United States airlines may continue, for the period of five years from the date of reversion of Okinawa to Japan, to operate their existing air services to and/or through Naha, Okinawa, in both directions, except cabotage between Japan proper and Naha, as follows;

(1) Northwest Airlines, Inc.

From the United States via the North Pacific or the Central Pacific to Tokyo, Osaka and Naha and beyond.

(2) The Flying Tiger Line, Inc.

From the United States via the North Pacific to Tokyo, Osaka and Naha and beyond.

(3)

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(3) Trans World Airlines, Inc.

From the United States via the Central Pacific to Naha and beyond Naha to Taipei and Hong Kong and beyond.

(4) Continental/Air Micronesia.

From Guam via Saipan to Naha.

3. During the five-year period referred to in paragraph 2 above, the value of Okinawa traffic rights of the United States airlines referred to therein shall not be taken into account when reviewing the overall balance of benefits under the Civil Air Transport Agreement, as amended. However, if the United States Government were to designate an additional air carrier on either route, its traffic rights would be taken into account in determining the overall balance of benefits under the Agreement.

4. Following the above five-year period, the overall balance of benefits will include the value of Okinawa traffic rights. The two Governments will hold consultations on the question of continuation of the air services to and/or through Naha after the said period by the United States airlines.

Tokyo, _____, 1971.

Japanese Draft
May 15, 1971

In accordance with the Memorandum of Understanding dated _____, 1971 signed _____, the two representatives have agreed to exchange the attached diplomatic notes effective with the date of reversion of Okinawa to Japan.

Tokyo, _____, 1971.

Japanese draft
May 15, 1971

ATTACHMENT

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 15, 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.

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* 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.

*** Continuation of traffic rights at Naha after the five-year period from the date of reversion of Okinawa to Japan shall be subject to agreement between the two Governments.

Japanese Draft-revised
May 17, 1971

MEMORANDUM OF UNDERSTANDING

2. The four United States airlines may continue to operate their existing air services to and/or through Naha, Okinawa, in both directions, except cabotage between Japan proper and Naha, as follows;

(1) Northwest Airlines, Inc.

From the United States via the North Pacific or the Central Pacific to Tokyo, Osaka and Naha and beyond.

(2) The Flying Tiger Line, Inc.

From the United States via the North Pacific to Tokyo, Osaka and Naha and beyond.

(3) Trans World Airlines, Inc.

From the United States via the Central Pacific to Naha and beyond Naha to Taipei and Hong Kong and beyond.

(4) Continental/Air Micronesia

From Guam via Saipan to Naha.

Continuation of traffic rights at Naha after five years from the date of reversion of Okinawa to Japan shall be subject to agreement between the two Government.

Japanese Draft--revised
May 17, 1971

AGREED MINUTE TO THE MEMORANDUM OF
UNDERSTANDING ON THE QUESTION OF
AIR SERVICES FOR OKINAWA

With reference to paragraphs 2 and 3 of the Memorandum of Understanding of _____, 1971 on the question of air services for Okinawa, it is agreed that, if the Government of the United States of America were to exercise its rights to designate an additional carrier to the routes described in paragraph 2 other than the carriers already operating on such routes, the traffic rights of such carrier would be taken into account when reviewing the overall balance of benefits under the Civil Air Transport Agreement, as amended.

秘密表示(朱印)
~~秘密~~

極 秘
無 期 限
部 の 内 号

部 数 指 示	発 信 用	執 務 用	備 考
主 信	2	3	4
付 信	そのまゝ添付		

発 送 日 昭和46年5月18日
処 理 日
発 信 田中

文 書 認 具 (分類) 公 信 案

公 信 番 号 米北合第 1982 号 公 信 日 付 昭和 46 年 5 月 18 日

大 臣 政 務 次 官 事 務 次 官 外 務 審 議 官 外 務 審 議 官 官 房 長	主 管 アメリカ局長 参 事 官 北米才一課	起 案 昭 和 46 年 5 月 17 日 田中 電話番号 2467
協 議 先		
受 信 者 在 米 牛場大使 在 沖 繩 高瀬大使	送 信 者 外 務 大 臣	
受 送 付 先	(希望配達日) 5 月 17 日	
件 名 沖 繩 返 還 問 題 (航 空 戻 係)		

GA-2 外 務 省 18 1 回 覧 番 号

米北合第1982号
昭和46年5月18日

外 務 大 臣

(件名)
沖 繩 返 還 問 題 (航 空 戻 係)

引 用 公 ・ 電 信 日 付 ・ 番 号 5 月 12 日 付 往 信 米 北 合 第 1883 号

1. 冒 頭 往 信 別 添 2. 同 3. K 対 して 5 月 14 日
米 側 より 修 正 了 解 覚 書 案 2. 0. 附 表 修 正 交 換 公 文
案 (別 添) を 送 付 致 した の で 同 1 部 別 添
の と 同 じ 送 付 する。
右 修 正 案 の 大 筋 は 冒 頭 往 信 別 添 1. の 米 側 案 と

※ 付 属 郵 便 (行) 付 属 空 便 (DP) 付 属 船 便 (貨) 付 属 船 便 (郵)

GA-2-1 外 務 省

要す。了解書案の第3項に、5年後に日本側
 への要請より協議する旨の追加並に、^{（別添に添付す）} 附表中
 米側路線(B)(1)及び(2)の日本側注記3の案
 を全く削除した交換書案(附表を含む)案を
 提案したものである。

2. 上記1.の米側修正案及び冒頭送信別添の
 日本側案とをめぐり、5月15日の橋本新蔵・ソビ
 ヤク会談の概要は、別途電報を参照され
 たい。同会談の結果、^{日米双方で案文} ~~修正案~~ を整
 理の上、5月17日再び打合せをとりおこなった。
 上記会談の結果として、わが方で整理した
 修正案を別添2のとおり送付する。

(なお、5月17日の打合せの結果については、追報
 する。)

本信送付先：米、池田

訂正
打直 (5/17/71)

(3) Trans World Airlines, Inc.

From the United States via the Central Pacific to Naha and beyond Naha to Taipei and Hong Kong and beyond.

(4) Continental/Air Micronesia

From Guam via Saipan to Naha.

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. If the United States Government were to designate an additional air carrier on either route, its traffic rights would be taken into account in determining the overall balance of benefits under the Agreement.

4. Following the above five-year period, the overall balance of benefits will include the value of Okinawa traffic rights. The two Governments will hold consultations on the question of continuation of the air services to and/or through Naha after the said period by the United States airlines.

Tokyo, _____, 1971.

Japanese Draft
May 15, 1971

Agreed Minutes

With reference to paragraphs 2 (4) and 3 of the Memorandum of Understanding dated _____, 1971 signed by _____, it is agreed that the Government of the United States of America may replace Continental/Air Micronesia by Pan American World Airways, Inc. as an alternate airline authorized by the United States aeronautical authorities as a result of the pending case.

Tokyo, _____, 1971.

③ Para 2. 5年 5/17 11:00~2:30

basic

ok ok.

5年内 → 删除 = 问题.

附表 ... 况3. 日. 素

Para 3. { 表現上 a 问题.
4. }

Form / feasible cross minimize
ok ok

designate rights 於307.
tim.

5/14 了解覚書 主. 2014年

日	米
ok	ok.
检讨	ok. 附表况3. 日. 素 ok. 附表况3. 日. 素 ok. 附表况3. 日. 素
ok	ok.
	ok.
	ok.

航空運送

1条: 米 ... 2, 3
R ... 2, 3, 4
308号条文。

2条:

(II) if the U.S.F.)

inere to exercising its rights
to designate an additional
carrier to the route described
in paragraph 2

(實際上の) 運送の権利

(2) 運送の権利
は、この条に規定する限り、