

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

MEMORANDUM OF UNDERSTANDING

With respect to the return of 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 note effective with the date of reversion of Okinawa to Japan.

2. During the five-year period to commence on the date administrative rights over Okinawa are returned to Japan, the value of traffic rights at Naha of the U. S. airline services described below shall not be taken into account when reviewing the overall balance of benefits under the Civil Air Transport Agreement, as amended.

(A) Northwest Airlines

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

(B) Flying Tiger Line

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

(C) Trans World Airlines

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

(D) Continental Airlines/Air Micronesia

From United States points in the Pacific, including Guam, via points in Micronesia to Naha.



3. Following the aforementioned five-year period, the overall balance of benefits under the Civil Air Transport Agreement will include the value of the U. S. traffic rights at Naha. The United States will, at the request of the Government of Japan, consult with Japan at the end of this five-year period to determine whether the overall balance of benefits, including the value of U. S. traffic rights at Naha, warrants modification of the schedule attached to the agreement.

Agreed Minute to the Memorandum of Understanding of the Question of Air Services for Okinawa.

With reference to paragraph 2 of the Memorandum of Understanding of _____ on the question of air services at Okinawa, it is agreed that the USG may replace Continental/Air Micronesia with an alternate airline authorized by the U. S. Aeronautical Authorities as a result of the Pacific Islands local service investigation. It is also agreed that, except for the foregoing substitution, should the USG exercise its right to designate any carrier or carriers in addition to those referred to in paragraph 2 of the Memorandum for services to or through Naha, the value of the traffic rights of such carrier or carriers would be taken into account when reviewing the overall balance of benefits under the Civil Air Transport Agreement, as amended.

Introduction to Exchange of Notes.

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

Excellency:

I have the honor to refer to the recent discussions concerning air transport services with respect to the return of administrative rights over Okinawa to Japan. The representatives of the two Governments agreed to recommend to their respective Governments 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.

(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.

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.

(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.

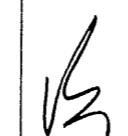
Passengers, cargo, and mail destined for or originating at points beyond the United States may not make a stopover or be picked up or discharged at United States points on these routes.

秘密表示(朱印)
極 秘
 無 期 限
 部の内
 号

部 数 指 示	発 信 用	執 務 用	備 考
主 信	2	2	0
付 属			
別 紙	328、添紙		

発 送 日 昭和46年5月25日
 処 理 日
 発 信 時間 17:15 校 査

文書課長 公 信 案 (分類)

公 信 番 号	米比/合 2100 号	公 信 日 付	昭和 46年 5月 25日
大 局	主 官	起 案 日	昭和46年5月22日
政 務 次 官	アメリカ局長	 起案者 田中 電話番号 467	
事 務 次 官	参 事 官		
外務審議官	北米才一課長		
外務審議官			
官 房 長			
協 議 先			
条約課長		国際経済課長	
国際協定課長		中野調査官	
送 着 者	在米 牛場大使	送 信 者	外務大臣
	在沖縄 高瀬大使		
送 着 付 宛		(希望送日)	8903X (米) 5月24日
件 名			
沖縄返還問題(航空関係)			
GA-2		外務省 回覧番号 25 2	

米比合第2100号
 昭和46年5月25日

外 務 大 臣

(件名)	
沖縄返還問題(航空関係)	
引用公・電信 日付・番号	5月19日付桂信(米比/合)2006号
冒頭送信日時の各文書に対し米側再修正 提案を5月22日在京米大使館(ソビエト参事官)より 送付され、これに別添のとおり一部送付済み。 故に右修正提案に際し会談記録は送致 され、本信送付先 米、沖縄等、	
<input checked="" type="checkbox"/> 付属添付 <input type="checkbox"/> 付属空便(行) <input type="checkbox"/> 付属空便(DP) <input type="checkbox"/> 付属船便(貨) <input type="checkbox"/> 付属船便(郵)	
GA-2-1	外務省

(※印は文書課記入)

u.s. draft.
46.5.22

CONFIDENTIAL

MEMORANDUM OF UNDERSTANDING

With respect to the return of 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. During the five-year period to commence on the date administrative rights over Okinawa are returned to Japan, the value of traffic rights at Naha of the U. S. airline services described below shall not be taken into account when reviewing the overall balance of benefits under the Civil Air Transport Agreement, as amended.

(A) Northwest Airlines

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

(B) Flying Tiger Line

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

(C) Trans World Airlines

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

(D) Continental Airlines/Air Micronesia

From United States points in the Pacific, including Guam, via points in Micronesia to Naha.

2

3. Following the aforementioned five-year period, the overall balance of benefits under the Civil Air Transport Agreement will include the value of the U. S. traffic rights at Naha. The United States will, at the request of the Government of Japan, consult with Japan at the end of this five-year period to determine whether the overall balance of benefits, including the value of U. S. traffic rights at Naha, warrants modification of the schedule attached to the agreement.

Agreed Minute to the Memorandum of Understanding of the Question of Air Services for Okinawa.

With reference to paragraph 2 of the Memorandum of Understanding of _____ on the question of air services at Okinawa, it is agreed that the USG may replace Continental/Air Micronesia with an alternate airline authorized by the U. S. Aeronautical Authorities as a result of the Pacific Islands local service investigation. It is also agreed that, except for the foregoing substitution, should the USG exercise its right to designate any carrier or carriers in addition to those referred to in paragraph 2 of the Memorandum for services to or through Naha, the value of the traffic rights of such carrier or carriers would be taken into account when reviewing the overall balance of benefits under the Civil Air Transport Agreement, as amended.

Introduction to Exchange of Notes.

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

Excellency:

I have the honor to refer to the recent discussions concerning air transport services with respect to the return of administrative rights over Okinawa to Japan. The representatives of the two Governments agreed to recommend to their respective Governments 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.

(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.

CONFIDENTIAL

46,522 U.S. draft

Japanese Draft ---Agreed (ad referendum)
May 17, 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 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.

MEMORANDUM OF UNDERSTANDING

OK. With respect to the return of 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.

OK. 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 note, effective with the date of reversion of Okinawa to Japan.

削除 1203.

新之項へ

(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 Governments.

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.

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.

2. During the five-year period to commence on the date administrative rights over Okinawa are returned to Japan, the value of traffic rights at Naha of the U. S. airline services described below shall not be taken into account when reviewing the overall balance of benefits under the Civil Air Transport Agreement, as amended.

(A) Northwest Airlines

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

(B) Flying Tiger Line

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

(C) Trans World Airlines

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

(D) Continental Airlines/Air Micronesia

From United States points in the Pacific, including Guam, via points in Micronesia to Naha.

3. Following the aforementioned five-year period, the overall balance of benefits under the Civil Air Transport Agreement will include the value of the U.S. traffic rights at Naha. The United States will, at the request of the Government of Japan, consult with Japan at the end of this five-year period to determine whether the overall balance of benefits, including the value of U.S. traffic rights at Naha, warrants modification of the schedule attached to the agreement.

Japanese Draft--revised -- Agreed (ad referendum)
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 right 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.

Agreed Minute to the Memorandum of Understanding of the Question of Air Services for Okinawa.

With reference to paragraph 2 of the Memorandum of Understanding of _____ on the question of air services at Okinawa, it is agreed that the USG may replace Continental/Air Micronesia with an alternate airline authorized by the U S. Aeronautical Authorities as a result of the Pacific Islands local service investigation. It is also agreed that, except for the foregoing substitution, should the USG exercise its right to designate any carrier or carriers in addition to those referred to in paragraph 2 of the Memorandum for services to or through Naha, the value of the traffic rights of such carrier or carriers would be taken into account when reviewing the overall balance of benefits under the Civil Air Transport Agreement, as amended.

Japanese draft --- Agreed (ad referendum)
May 17, 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 Governments 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.

Introduction to Exchange of Notes.

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

Excellency:

I have the honor to refer to the recent discussions concerning air transport services with respect to the return of administrative rights over Okinawa to Japan. The representatives of the two Governments agreed to recommend to their respective Governments 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.

要途即(冊紙上の問題)

Agreed -(ad referendum)

(Japanese Draft -- May 17, 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.

6K. (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.

*** 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.

* 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.

削除2112。(基本の問題)

交渉メモ

5/22 午後 吉野・スナイダール 会談

引続き 橋本・ラング 会談
(問題点 ほととちい 交渉)

5/24 夜 吉野・橋本・スナイダール (増会)

5/25 高松 打ち合せ
橋本・寺井 (JCAE) 会談 (増会)
" 別紙 付

5/26 最終的案文 作り
橋本・寺井・高松 打ち合せ
(別紙)

MAY 22, '71 (日本側提案 - 米紙1)

法眼事務・橋本事務と打ち合せのメモ

CONFIDENTIAL

MEMORANDUM OF UNDERSTANDING

With respect to the return of 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, except cabotage between Japan proper and Naha, 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. (U.S. draft--paragraph 1. of May 22, '71)
2. (U.S. draft--paragraph 2. of May 22, '71)

3. Following the aforementioned five-year period, the overall balance of benefits under the Civil Air Transport Agreement will include the value of the U.S. traffic rights at Naha. The both Governments will hold consultations prior to the end of this five-year period to determine whether the overall balance of benefits, including the value of U.S. traffic rights at Naha, warrants modification of the Schedule attached to the Agreement.

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

(U.S. Draft of May 22, '71)

CONFIDENTIAL

(EXCHANGE OF NOTES)

Introduction to Exchange of Notes.--- (U.S. draft of May 22, '71)

Exchange Note (Japanese Note) ----- (U.S. draft of May 22, '71)

SCHEDULE

(A) (Japanese draft of May 17, '71 and U.S. draft of May 22, '71)

(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) (Japanese draft of May 17, '71 and U.S. draft of May 22, '71)

* (As the present Schedule)

** (As the present Schedule)

*** The two Governments shall consult on Naha prior to the end of five years after the date of reversion of Okinawa to Japan.

CONFIDENTIAL

46.5.27

橋本首相・森田参議官(JCAB)協議の結果、
に基づき、5/2米側案の修正案。(腹案)

(-印) 局長の承認

MEMORANDUM OF UNDERSTANDING

With respect to the return of 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, except cabotage between Japan proper and Naha, 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,

2,

3, Following the aforementioned five-year period, the overall balance of benefits under the Civil Air Transport Agreement will include the value of the U.S. traffic rights at Naha. The both Governments will hold consultations prior to the end of this five-year period to determine the value of U.S. traffic rights at Naha.

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

With reference to paragraph 2 of the Memorandum of Understanding of _____ on the question of air services at Okinawa, it is agreed that the USG may replace Continental/Air Micronesia with an alternate airline authorized by the U.S. Aeronautical Authorities as a result of the Pacific Islands local service investigation,
(Deleted the second sentence)

SCHEDULE

(A)

(B)

- (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)
(D)

*

**

*** The two Governments shall consult on Naha prior to the end of five years after the date of reversion of Okinawa to Japan.

U.S. draft,
6/5/22

CONFIDENTIAL

MEMORANDUM OF UNDERSTANDING

With respect to the return of 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 note, effective with the date of reversion of Okinawa to Japan.

2. During the five-year period to commence on the date administrative rights over Okinawa are returned to Japan, the value of traffic rights at Naha of the U. S. airline services described below shall not be taken into account when reviewing the overall balance of benefits under the Civil Air Transport Agreement, as amended.

(A) Northwest Airlines

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

(B) Flying Tiger Line

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

(C) Trans World Airlines

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

(D) Continental Airlines/Air Micronesia

From United States points in the Pacific, including Guam, via points in Micronesia to Naha.

3. Following the aforementioned five-year period, the overall balance of benefits under the Civil Air Transport Agreement will include the value of the U.S. traffic rights at Naha. The United States will, at the request of the Government of Japan, consult with Japan at the end of this five-year period to determine whether the overall balance of benefits, including the value of U.S. traffic rights at Naha, warrants modification of the schedule attached to the agreement.

Agreed Minute to the Memorandum of Understanding of the Question of Air Services for Okinawa.

With reference to paragraph 2 of the Memorandum of Understanding of _____ on the question of air services at Okinawa, it is agreed that the USG may replace Continental/Air Micronesia with an alternate airline authorized by the U.S. Aeronautical Authorities as a result of the Pacific Islands local service investigation. It is also agreed that, except for the foregoing substitution, should the USG exercise its right to designate any carrier or carriers in addition to those referred to in paragraph 2 of the Memorandum for services to or through Naha, the value of the traffic rights of such carrier or carriers would be taken into account when reviewing the overall balance of benefits under the Civil Air Transport Agreement, as amended.

Introduction to Exchange of Notes.

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

Excellency:

I have the honor to refer to the recent discussions concerning air transport services with respect to the return of administrative rights over Okinawa to Japan. The representatives of the two Governments agreed to recommend to their respective Governments 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 promise 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.

(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.