

# 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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46.6 / 道書、附表  
〔腹菜〕

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.

3/2 米案 前文

カボタジ除外  
追加

1. The Schedule attached to the Japan-U.S. 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.

3/2 米案  
追加

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.

3/2 米案  
追加

(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.

*(Other than no stop service to Honolulu)*

3/2 米案 追加

3. Following the aforementioned five-year period, the overall balance of benefits under the Civil Air Transport Agreement, as amended, 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 Civil Air Transport Agreement, as amended.

3/2 修正案  
(A案)

(3. Following the aforementioned five-year period, the overall balance of benefits under the Civil Air Transport Agreement, as amended, 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.)

3/2 修正案  
(B案)

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 Government of the United States of America 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.

5/2 米家  
2/1 2/2  
(22文 勘味)

Japanese Draft  
June 1, 1971.

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.

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

SCHEDULE

5/2 米案  
5/17 日案  
(3項の附表の  
沖繩と南米との  
削除決定)

(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.

5/2 米案  
7/22 日案  
(3項の附表の  
(1) (a) (b) の  
沖繩と南米との  
削除決定)

(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.

7/22 日案

\* 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.

7/22 日案

\*\* 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.

\*\*\*

5/1 日案 (遠効)

(A案)

\*\*\* If the United States wishes to retain the traffic rights at Naha after five years from the date of reversion of Okinawa to Japan, the both Governments shall consult on the benefits corresponding to such traffic rights.

(B案)

\*\*\* If the United States wishes to retain the traffic rights at Naha after five years from the date of reversion of Okinawa to Japan, the both Governments shall consult on the question of the overall balance of benefits.

(C案)

\*\*\* If the United States wishes to retain the traffic rights at Naha after five years from the date of reversion of Okinawa to Japan, the two Governments shall consult on Naha prior to the end of five years after the date of reversion of Okinawa to Japan.

(D案)

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

\* PRU & T/T & FH

J. Draft  
June 3, 1971.

5:30 PM.

final CONFIDENTIAL  
~~ad referendum~~  
ad referendum agreed

MEMORANDUM OF UNDERSTANDING

6/3

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 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 United States airlines shall not have the right to carry cabotage traffic between Japan proper and Naha after the date of reversion of Okinawa to Japan.
3. 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 United States 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.

J. Draft  
June 3, 1971.

(D) Continental Airlines/Air Micronesia

From United States points in the Central Pacific, including Guam, via points in Micronesia to Naha. (other than non-stop services between the points in Hawaii and Naha.)

4. Following the aforementioned five-year period, the overall balance of benefits under the Civil Air Transport Agreement, as amended, will include the value of the United States traffic rights at Naha. ~~The~~ Both Governments will ~~hold consultations~~ prior to the end of this five-year period to determine any necessary modification of the Schedule attached to the Civil Air Transport Agreement, as amended, through granting additional ~~route~~ rights to the airlines designated by the Government of Japan.

traffic

J. Draft  
June 3, 1971.

- 2 -

(D) Continental Airlines/Air Micronesia

From United States points in the Central Pacific, including Guam, via points in Micronesia to Naha, (other than non-stop services between the points in Hawaii and Naha.)

4. Following the aforementioned five-year period, the overall balance of benefits under the Civil Air Transport Agreement, as amended, will include the value of the United States traffic rights at Naha. ~~The~~ Both Governments will ~~hold consultations~~ prior to the end of this five-year period to determine any necessary modification of the Schedule attached to the Civil Air Transport Agreement, as amended, through granting ~~traffic rights on an additional point~~ to the airlines designated by the Government of Japan.

CONFIDENTIAL

Introduction to Exchange of Notes

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Excellency:

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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.

\*\*\*

J. Draft  
June 3, 1971

→ After ~~the~~ <sup>the</sup> five-year period to commence on the date of reversion of Okinawa to Japan, the overall balance of benefits under this Agreement, ~~as amended~~ will include the value of the U.S. traffic rights at Naha. Δ

\*\*\* The Both Governments will hold consultations prior to the end of the five-year period ~~to commence on the date of reversion of Okinawa to Japan~~ to determine any necessary modification of the Schedule attached to the Civil Air Transport Agreement, ~~as amended~~ through granting additional <sup>traffic</sup> route rights to the airlines designated by the Government of Japan.

Final