

# 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	<a href="http://hdl.handle.net/20.500.12000/43486">http://hdl.handle.net/20.500.12000/43486</a>

合卷

(46

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)

Change "as will be warranted" to "as are warranted"  
or "as warranted".

Agreed Minute  
Change ~~XXXXX~~ language to read as follows: "With  
reference to the Memorandum of Understanding of \_\_\_\_\_  
on the question of air services at Okinawa, it is agreed  
that the USG may replace Continental Airlines/Air Micronesia  
in Paragraph 3(D) of the Memorandum of Understanding with a  
substitute airline to be named by the USG before the date of  
reversion".



(米側) <sup>227</sup>の提示) 一表とin. 46.6.9.

CONFIDENTIAL

( Draft )

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

With reference to ~~(paragraph 3 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 Airlines/  
Air Micronesia <sup>in Paragraph 3(D)</sup> with a substitute airline to be named by the  
United States <sup>Government</sup> ~~(Aeronautical Authorities)~~ before the date of  
reversion [as a result of the Pacific Islands local service  
investigation.]

6/10 米側一行修正希望。(普通文の6より、[ ]は削除。)

- (協理課長の意見: ① 本来おこなう要請のため、  
PI の... 227... 42... の... 修正...  
を... したい。かつ、  
② 米側がこの案が不可なら、日米条約  
... 最後...  
as a result... investigation...  
... 入... したい。  
③ 本来 30 日の... 変更は... したい。

J. Draft -- agreed, ad referendum  
June 3, 1971.

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 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.

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(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. Both Governments will consult 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 the granting of such additional traffic rights to the Government of Japan as are warranted by the overall balance of benefits at the end of the five-year period including the value of the United States traffic rights at Naha.

Tokyo, \_\_\_\_\_, 1971.

J. Draft -- agreed, ad referendum  
June 3, 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.

(Japanese Note)

Translation

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

(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.

\*\*\*

ANNEX TO SCHEDULE

Both Governments will consult 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 the granting of such additional traffic rights to the Government of Japan as are warranted by the overall balance of benefits at the end of the five-year period including the value of the United States traffic rights at Naha.

(United States Note)

Tokyo, \_\_\_\_\_, \_\_\_\_\_

Excellency,

I have the honor to acknowledge receipt of Your Excellency's Note of \_\_\_\_\_ in which Your Excellency has informed me as follows:

" (Japanese Note) "

I have the honor to inform Your Excellency that the Government of the United States of America accepts the proposal contained in Your Excellency's Note which, with this reply, constitutes 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.

CONFIDENTIAL

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

With reference to paragraph 3 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 Airlines/Air Micronesia with a substitute airline to be named by the United States Aeronautical Authorities before the date of reversion as a result of the Pacific Islands local service investigation.