

# 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>

署名本書(子)

MEMORANDUM OF UNDERSTANDING

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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 questions 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 which enter into force upon 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)

- 2 -

(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 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 five-year period described in paragraph 3, 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, June 17, 1971.

Bunroku Yoshino  
Director-General,  
American Affairs Bureau,  
Ministry of Foreign Affairs.

Richard L. Sneider  
Minister,  
Embassy of the United  
States of America.

1/26/71

MEMORANDUM OF UNDERSTANDING

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Tokyo, June 17, 1971.

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Director-General,  
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States of America.

沖繩の施政権の日本国への返還後の日米民間航空運送業務に  
 関する了解覚書  
 187あり  
 〇〇〇了解覚書

3. 日本国政府の代表者及びアメリカ合衆国政府の代表者は、沖繩の  
 施政権の日本国への返還に関連し、合衆国の航空企業が沖繩に向け  
 て及び沖繩を通過して両方向に行なり航空業務並びに千九百五十二  
 年八月十一日の日本国とアメリカ合衆国との間の民間航空運送協定  
 の附表（修正を含む。）の修正の問題につき次の了解に到達した。

- 1 同協定の附表（修正を含む。）は、沖繩の日本国への復帰の日  
 に効力を生ずる外交上の交換公文に従つて修正する。
- 2 合衆国の航空企業は、沖繩の日本国への復帰の日の後は、日本  
 本土と那覇との間の国内航空運送を行なり権利を有しない。

3 次に掲げる合衆国の航空企業の業務に係る那覇についての運輸  
 権の価値は、沖繩の施政権の日本国への返還の日から五年の期間  
 中、同協定（修正を含む。）に基づき利益の総合的均衡について  
 再検討するにあたり考慮に入れない。

- (A) ノースウエスト航空  
 合衆国から北太平洋及び中部太平洋を経て東京、大阪及び  
 那覇へ、並びに以遠
- (B) フライイング・タイガー航空  
 合衆国から北太平洋を経て東京、大阪及び那覇へ、並びに  
 以遠
- (C) トランス・ワールド航空  
 合衆国から中部太平洋を経て那覇へ、並びに以遠台北及び  
 香港へ、並びに以遠
- (D) コンティネンタル航空 || ミクロネシア航空

1872

○千九百七十一年六月十七日に東京で

中部太平洋における合衆国の地点（グアム島を含む。）から  
 ミクロネシア内の地点を経て那覇へ（ハワイ内の地点から  
 那覇への無着陸航空業務を除く。）  
 同協定（修正を含む。）に基づく利益の総合的均衡には、3に  
 いう五年の期間の満了後は那覇についての合衆国の運輸権の価値  
 を含むものとする。両国政府は、同協定の附表（修正を含む。）  
 の必要な修正で、その五年の期間の満了の時ににおける利益の総合  
 的均衡（那覇についての合衆国の運輸権の価値を含む。）によつ  
 て正当化される追加の運輸権を日本国政府に許与するものを決定  
 するため、その五年の期間の満了前に協議する。

1884

○日本国駐在アメリカ合衆国公使

○外務省アメリカ司長

↑ 沖繩の施政権の日本国への返還後の日米民間航空運送業務に  
関する了解覚書 ↓

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了解覚書

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て及び沖繩を通過して両方向に行なり航空業務並びに千九百五十二  
年八月十一日の日本国とアメリカ合衆国との間の民間航空運送協定  
の附表（修正を含む。）の修正の問題につき次の了解に到達した。  
1. 同協定の附表（修正を含む。）は、沖繩の日本国への復帰の日  
に効力を生ずる外交上の交換公文に従つて修正する。  
2. 合衆国の航空企業は、沖繩の日本国への復帰の日の後は、日本  
国本土と那覇との間の国内航空運送を行なり権利を有しない。

3. 次に掲げる合衆国の航空企業の業務に係る那覇についての運輸  
権の価値は、沖繩の施政権の日本国への返還の日から五年の期間  
中、同協定（修正を含む。）に基づく利益の総合的均衡について  
再検討するにあたり考慮に入れない。

- (A) ノースウエスト航空
- ○ ○ 合衆国から北太平洋及び中部太平洋を経て東京、大阪及び  
那覇へ、並びに以遠
- (B) フライイング・タイガー航空  
合衆国から北太平洋を経て東京、大阪及び那覇へ、並びに  
以遠
- (C) トランス・ワールド航空  
合衆国から中部太平洋を経て那覇へ、並びに以遠台北及び  
香港へ、並びに以遠
- (D) コンティネンタル航空 II ミクロネシア航空

中部太平洋における合衆国の地点（グアム島を含む。）からミクロネシア内の地点を経て那覇へ（ハワイ内の地点から那覇への無着陸航空業務を除く。）

4 同協定（修正を含む。）に基づく利益の総合的均衡には、3にいう五年の期間の満了後は那覇についての合衆国の運輸権の価値を含むものとする。両国政府は、同協定の附表（修正を含む。）の必要な修正で、その五年の期間の満了の時における利益の総合的均衡（那覇についての合衆国の運輸権の価値を含む。）によって正当化される追加の運輸権を日本国政府に許与するものを決定するため、その五年の期間の満了前に協議する。

千九百七十一年六月十七日に東京で



58724

○ 日本国駐在アメリカ合衆国公使

○ 外務省アメリカ局長

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第 2 号 (D)

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 June 17, 1971 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.

Tokyo, June 17, 1971

Bunroku Yoshino  
Director-General  
American Affairs Bureau  
Ministry of Foreign Affairs

Richard L. Snieder  
Minister  
Embassy of the United  
States of America

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Proposed Exchange of Notes

In accordance with the Memorandum of Understanding dated June 17, 1971, signed by Mr. Bunroku Yoshino, Director-General, American Affairs Bureau, Ministry of Foreign Affairs and Mr. Richard L. Snieder, Minister, Embassy of the United States of America, the representatives of the Government of Japan and of the Government of the United States of America have agreed to exchange the attached diplomatic notes which enter into force upon the date of reversion of Okinawa to Japan.

June 17, 1971

Bunroku Yoshino  
Director-General  
American Affairs Bureau  
Ministry of Foreign Affairs

Richard L. Snieder  
Minister  
Embassy of the United  
States of America

~~Introduction to Exchange of Notes~~ 210

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.

(Draft)  
(Japanese Note) → Translation


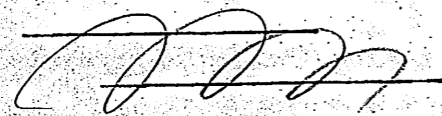
Excellency:

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

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 211 SGE

(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.

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ANNEX TO SCHEDULE

(附録)

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.

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(Draft)

(United States Note) →

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

Excellency,

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

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" (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.

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Bunroku Yoshino  
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Ministry of Foreign Affairs.

Richard L. Sneider  
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了解覚書

日本国政府の代表者及びアメリカ合衆国政府の代表者は、沖縄の施政権の日本国への返還に關連し、合衆国の航空企業が沖縄に向け及び沖縄を通過して両方向に行なり航空業務並びに千九百五十二年八月十一日の日本国とアメリカ合衆国との間の民間航空運送協定の附表（修正を含む。）の修正の問題につき次の了解に到達した。

- 1 同協定の附表（修正を含む。）は、沖縄の日本国への復帰の日に効力を生ずる外交上の交換公文に従つて修正する。
- 2 合衆国の航空企業は、沖縄の日本国への復帰の日の後は、日本国本土と那覇との間の国内航空運送を行なり権利を有しなす。

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- (B) フライイング・タイガー航空  
合衆国から北太平洋を経て東京、大阪及び那覇へ、並びに以遠
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千九百七十一年六月十七日に東京で

外務省アメリカ局長

日本國駐在アメリカ合衆國公使

Proposed Exchange of Notes

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June 17, 1971

(Draft)

(Japanese Note)

Translation

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(Draft)

(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 June 17, 1971 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.

Tokyo, June 17, 1971

Bunroku Yoshino  
Director-General  
American Affairs Bureau  
Ministry of Foreign Affairs

Richard L. Snider  
Minister  
Embassy of the United  
States of America

MEMORANDUM OF UNDERSTANDING

With respect to the return of administrative rights over Okinawa to Japan, the representatives of the Government of the United States of America and the Government of Japan have reached the following understandings on the questions 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 the United States of America and Japan 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 which enter into force upon 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)

- 2 -

(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 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 five-year period described in paragraph 3, 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, June 17, 1971.

Richard L. Sneider  
Minister,  
Embassy of the United  
States of America.

Bunroku Yoshino  
Director-General,  
American Affairs Bureau,  
Ministry of Foreign Affairs.

了解覚書

アメリカ合衆国政府の代表者及び日本国政府の代表者は、沖縄の施政権の日本国への返還に關連し、合衆国の航空企業が沖縄に向け及び沖縄を通過して両方向に行なり航空業務並びに千九百五十二年八月十一日のアメリカ合衆国と日本国との間の民間航空運送協定の附表（修正を含む。）の修正の問題につき次の了解に到達した。

1 同協定の附表（修正を含む。）は、沖縄の日本国への復帰の日

に効力を生ずる外交上の交換公文に従つて修正する。  
2 合衆国の航空企業は、沖縄の日本国への復帰の日の後は、日本

国本土と那覇との間の国内航空運送を行なり権利を有しない。

3 次に掲げる合衆国の航空企業の業務に係る那覇についての運輸権の価値は、沖縄の施政権の日本国への返還の日から五年の期間中、同協定（修正を含む。）に基づく利益の総合的均衡について再検討するにあたり考慮に入れない。

(A) ノースウエスト航空

合衆国から北太平洋及び中部太平洋を経て東京、大阪及び那覇へ、並びに以遠

(B) フライイング・タイガー航空

合衆国から北太平洋を経て東京、大阪及び那覇へ、並びに以遠

(C) トランス・ワールド航空

合衆国から中部太平洋を経て那覇へ、並びに以遠台北及び香港へ、並びに以遠

(D) コンティネンタル航空、ミクロネシア航空

中部太平洋における合衆国の地点（グアム島を含む。）から  
ミクロネシア内の地点を経て那覇へ（ハワイ内の地点から  
那覇への無着陸航空業務を除く。）

同協定（修正を含む。）に基づく利益の総合的均衡には、  
いづれ五年の期間の満了後は那覇についての合衆国の運輸権の価値  
を含むものとする。兩國政府は、同協定の附表（修正を含む。）  
の必要な修正で、その五年の期間の満了の時における利益の総合  
的均衡（那覇についての合衆国の運輸権の価値を含む。）によつ  
て正当化される追加の運輸権を日本國政府に許与するものを決定  
するため、その五年の期間の満了前に協議する。

千九百七十一年六月十七日に東京で

日本國駐在アメリカ合衆國公使

外務省アメリカ局長

Proposed Exchange of Notes

In accordance with the Memorandum of Understanding dated June 17, 1971, signed by Mr. Richard L. Sneider, Minister, Embassy of the United States of America and Mr. Bunroku Yoshino, Director-General, American Affairs Bureau, Ministry of Foreign Affairs, the representatives of the Government of the United States of America and of the Government of Japan have agreed to exchange the attached diplomatic notes which enter into force upon the date of reversion of Okinawa to Japan.

June 17, 1971

(Draft)

(Japanese Note)

Translation

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

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.

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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.

ANNEX TO SCHEDULE

Both Governments will consult prior to the five-year period to commence on the date of revision of the Schedule attached to the Civil Air Transport Agreement, as amended, through the granting of such additional 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 in the field.

(Draft)

(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:

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Tokyo, June 17, 1971

Richard L. Snider  
Minister  
Embassy of the United  
States of America

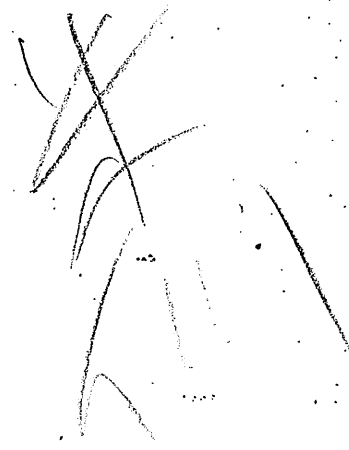
Bunroku Yoshino  
Director-General  
American Affairs Bureau  
Ministry of Foreign Affairs



Proposed Exchange of Notes

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June 17, 1971



(Draft)

(Japanese Note)

Translation

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

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  - (b) beyond to Mexico and Central America.\*\*
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- (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.
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\*\* 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 revision of the Schedule attached to the Civil Air Transport Act, 1940, as amended, through the granting of such additional 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.

(Draft)

(United States Note)

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

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