



Title	沖縄の航空権益（日米航空交渉関連）（3）（46・5・17 修正案（一部） 外務省外交史料館レファレンス番号： H221730）
Author(s)	-
Citation	平成22年度外交記録公開(3)No.3 公開日：平成22年12月 22日 外務省外交史料館管理番号：B'5.1.0.J/U24 CD・ DVD番号：H22-011
Issue Date	
URL	http://hdl.handle.net/20.500.12000/43486
Rights	外務省外交史料館所蔵資料

46
5
17
修正案 (一部)

CONFIDENTIAL

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.

CONFIDENTIAL

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.

CONFIDENTIAL

AGREED MINUTE

However, if, as a resolution of the pending Pacific Island Local Service Investigation, the Government of the United States of America were to designate a United States carrier as an alternate to Continental/Air Micronesia to Naha; the traffic rights of this carrier would not be taken into account when reviewing the overall balance of benefits under the Civil Air Transport Agreement, as amended.