



Title	沖縄の航空権益（日米航空交渉関連）（3）（米側附表（案）（便送）46・4・22   外務省外交史料館レファレンス番号：H221720）
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	<a href="http://hdl.handle.net/20.500.12000/43486">http://hdl.handle.net/20.500.12000/43486</a>
Rights	外務省外交史料館所蔵資料

米  
測  
附  
表  
(  
米  
)

JCAB

2  
部

2  
ミ

4  
22

46  
、  
4  
、  
22

送  
送

MEMORANDUM  
from  
Office of the Economic Counselor  
American Embassy Tokyo

April 22, 1971

TO : Mr. Kensaku Hogen  
First North America Division  
American Affairs Bureau  
Room 710  
Gaimusho

FROM: Peter W. Lande

→  
Tel 311  
(2. 0. 6. 6. 2)



U.S. Draft  
April 22, 1971

JAPANESE NOTE

Excellency:

I have the honor to refer to the recent discussions concerning Okinawan reversion and, more specifically, to the segment of those discussions relating to air transport services. The two representatives agreed to recommend to their respective Government the deletion of the Schedule attached to the Civil Air Transport Agreement between Japan and the United States of America which was signed 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 of entry into force of the Agreement Concerning the Ryukyu and Daito Islands.

Accept, Excellency, the renewed 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.\*\*

U.S. Draft  
April 22, 1971

- (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) With regard to paragraph A above, designated Japanese airlines shall not have the right to use points in Okinawa as an intermediate stop on any through, single plane service between points west of Okinawa and the United States.

(D) 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.

\*\*\*United States Government funded passengers, cargo, and mail destined for or originating at Tokyo or Osaka may be picked up or discharged at Naha on these routes until

非 ( \* 2 条 ) 4/22 日

CONFIDENTIAL

U.S. Draft  
April 22, 1971

JAPANESE NOTE

Excellency:

I have the honor to refer to the recent discussions concerning Okinawan reversion and, more specifically, to the segment of those discussions relating to air transport services. The two representatives agreed to recommend to their respective Government the deletion of the Schedule attached to the Civil Air Transport Agreement between Japan and the United States of America which was signed 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 of entry into force of the Agreement Concerning the Ryukyu and Daito Islands.

Accept, Excellency, the renewed 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.\*\*

U.S. Draft

April 22, 1971

(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) With regard to paragraph A above, designated Japanese airlines shall not have the right to use points in Okinawa as an intermediate stop on any through, single plane service between points west of Okinawa and the United States.

(D) 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.

\*\*\*United States Government funded passengers, cargo, and mail destined for or originating at Tokyo or Osaka may be picked up or discharged at Naha on these routes until

CONFIDENTIAL

和 / 系 4/25  
(読) a (B)

SECTION VIII

JAPANESE NOTE

Excellency:

I have the honor to refer to the Okinawan reversion negotiations which took place in Tokyo from [redacted] to [redacted] and, more specifically, to the segment of those negotiations relating to air transport services conducted from [redacted] to [redacted]. The two Delegations 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 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 Okinawa is returned to Japanese control.

Accept, Excellency, the renewed 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) With regard to paragraph A above, designated Japanese airlines shall not have the right to use points in Okinawa as an intermediate stop on any through, single plane service between points west of Okinawa and the United States.

(D) 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.

\*\*\*Passengers, cargo, and mail destined for or originating at Tokyo or Osaka may be picked up or discharged at Naha on these routes until (terminal date of no-charge period).