

An Update of Japan Business Aviation Initiatives

-Present & Future. Business Aviation in JAPAN-

Moderated by

Masaki Nakatani Secretary General JBAA

Presented by

Hiroshi Higashiyama President ,Sky Support Japan co

Takaaki Kato Director ,Aichi Prefecture Government.

Misao Nagae General Manager,Nakanihon Air Services co.

Reiko Osawa Assistant Manager ,Kansai Airport co.

Aug.11 ABACE

Japan Business Aviation Association

Present Status

- **Business Aviation is not popular in Japan for the size of It's economy and the global reach of its corporations.**
 - **Limited number of flights**

Number of Landings of Business Aircrafts in Japan

Exclude :single engine airplane & helicopter

Exclude:airplane over 300000lbs MTGW

	Narita	Haneda	Kansai	Nagoya	others	Total
2000	283	291	242	1128	10838	12782
2001	322	392	221	1041	12496	14472
2002	488	401	251	1072	11648	13860
2003	470	536	276	946	12056	14284
2004	543	613	246	1040	12671	15113

- **Limited number of JA registered typical business aircrafts (less than 50)**

REASONS for limited number of flights

- Business activities are concentrated into Osaka, Nagoya, especially Tokyo
 - Lack of suitable airport in the area
 - Difficulty with Haneda & Narita to obtain slots for Landing ,spots for parking, and prior permissions
- Lack of FBO
 - Causes time consuming CIQ procedure (commingled with airline passengers)
 - Relaxed tight security ,inherent nature of business aviation.
- Expensive fee for Landing & Navigation and charge for ground handling including maintenance
- Lack of understanding for effectiveness & productivity of business aviation.

REASONS for limited number of JA-registered B.A aircrafts

- **Over regulation-Maintenance**
 - Certified mechanics has to be certified by type
 - Inspection by government required for modification and major repair
 - Certificate of airworthiness has to be renewed annually accompanied with annual heavy check.
 - Spare parts need certified tag by government in principle
- **Over regulation-Operations**
 - Japanese operational requirement equivalent to FAR Part 121 is applied to business charter aircraft operations (no regulation equivalent to equivalent FAR Part 135)
 - For example twin engine aircraft can not fly oversea because of ETOPS compliance required.

FUTURE development of business Aviation in Japan

- DOMESTIC

Japan is unlikely to develop the kind of domestic business aviation like in US. ,because of well-developed public transportations system in small geometrical sized island

- INTERNATIONAL

Development of international business aviations is indispensable in consideration of;

- the size of Japanese economy
- global reach of Japanese corporations
- relation between Asian countries
- What will be countermeasure?

Countermeasure for Airport problem

- Nagoya Airport(2005) no restrictions to slots & slots. convenient one stop CIQ inspection.
- Kansai Airport(2007) mid 2007 2nd run way shall be opened for 24hours operations . no restrictions to slots & slots. convenient one stop CIQ inspection.
- Haneda Airport

Business aircraft access to Haneda on 24-hour basis is expected when new “D” runway becomes operational in 2009.

That will provide Haneda with more than 40% increased capacity enough to handle current and anticipated levels of business aviation traffic in the Tokyo region

However pressure by business aviation industry has to be exerted on the airport(government) in order to have enough slots and spots allocated for business aviation aircraft.

Countermeasure—other than Airport

- Apr. 28 2005 JBAA formally submitted Japan Civil Aviation Bureau with 37 items of specific request for deregulations to remove every barriers mentioned hereto .
- The request involves significant change in regulations and even government systems.
- Step by step effort will improve the situation

Role of JBAA

- Promote Safety Management of ISBAO (an International Standard for Business Aircraft Operations)
“Safety” is paramount in improving business aviation in Japan
- Promote Understanding for effectiveness & productivity of business aviation.
- Make sure ample room to be allocated for B.A at Haneda Airport after its expansion in 2009.
- Drive request for deregulations to be realized.