

DEDICATED TO HELPING BUSINESS ACHIEVE ITS HIGHEST GOALS.



NBAA2011 – NBAA 64TH ANNUAL
MEETING & CONVENTION

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The Promotion of Business Jets Accommodation in JAPAN

Civil Aviation Bureau, MLIT

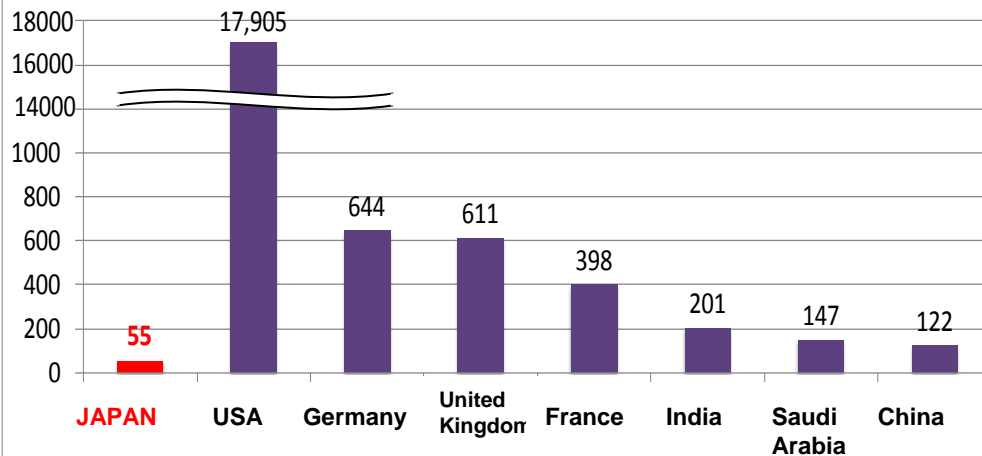
Summary

As a part of the Growth Strategy of MLIT, the policy of environmental maintenance for business jets accommodation was declared. Furthermore, Metropolitan Area Airport's capacity will expand (NRT 300,000 takeoff and landing slots(FY2014), HND 447,000 takeoff and landing slots(FY2013)). In this situation, to work on further business jets accommodation in conjunction with a wide range of participants, "Commission on the Promotion of Business Jets" was launched.

Current Situation of Business Jets Accommodation

Despite of the demand of flying to the metropolitan area airports from foreign countries, business jets accommodation is not enough yet, because there is the restriction such as the capacity of takeoff and landing slots at HND the receipt facilities in NRT. If this situation continues, a lot of business opportunities will be lost, and it is feared to lead to our position decrease in an international business in the future.

Ownership of Business Jets(2009)



Source: Produced by Bart International
(Data on number of jets owned by Japan obtained from Japan Business Aviation Association)

Specific agenda

- There is a lack of takeoff and landing slots which can be used by business jets at Tokyo Metropolitan Area airports.
- Exclusive facilities has not been secured.
- There is little spots for business jets ,parking days is short
- Need to simplify procedures CIQ related.
- Service or support system offered to business jet users are inadequate.

【Commission on the Promotion of Business Jets】

- Members : Airport Corporation, financial circles ,CIQ, Civil Aviation Bureau etc
【from December, 2010】

Narita International Airport (NRT)

○ Taking the Opportunity of Expansion of Airport Capacity , Implemented Following Measures

Details	Situation Before Revision	⇒	Situation Before Revision	Timing of Revision
Aircraft weight restrictions	Landing and takeoff restrictions on aircraft weighing less than 5.7t	⇒	Abolish	July~Dec, 2010
Parking Spot restrictions	10 spots	⇒	15 spots	
Permissible number of parking days	7 days	⇒	14 days	



○ For Further Promotion of Business Jets Accommodation, Implement Following Measures

- By maintaining an exclusive terminal and exclusive traffic flows, shorten the procedure of the departure
- Increase times values (number of departures and landing possible per hour) through the introduction of simultaneous parallel departure/ approach procedures etc.

Tokyo International Airport (HND)

○ According to the Re-globalization of HND (Oct. 31, 2010) , Implemented Following Measures

Details	Situation Before Revision	⇒	Situation Before Revision	Timing of Revision
Daytime landing and takeoff	Only domestic flights permitted	⇒	International business jets also permitted	October 31, 2010 (When Tokyo International Airport was expanded)
Restrictions on number of daytime landing and takeoff	4 times per day	⇒	8 times per day	
Permissible number of parking days	5 days	⇒	7 days	
International business jet Takeoff and Landing Slot application deadline	7 days in advance	⇒	Applications can be made on day of takeoff or landing	

○ Available Late at Night and Early in the Morning

Kansai International Airport CHUBU CENTRAIR International Airport

○ In addition to HND, there are airports available for 24 hours, like Kansai International Airport and CHUBU CENTRAIR International Airport

○ Particularly, at CHUBU CENTRAIR International Airport, it is possible to use the facility which enables direct boarding from cars late at night and early in the morning, when there are few scheduled international flights

To maintain the environment accessible for business jets, we will consider the deregulation and the review of the system

Welcome to JAPAN
by Business jets.

