

Activity Report May 2005

Business aviation in Japan

It has been a general perception for long period of time, that Japan is one of the most problematic states for efficient business aviation, and it is true.

Although gradual improvement have been shown, pressure from outside of Japan become heavy, such as US government officially pointed out the problem to be foreign trade barrier in saying "Japan's over-regulated aviation system impedes the development of business aviation".

In other word room to be improved is vast i.e., many airport are under construction and gradual deregulations are on the track.

Striving for deregulation

As we reported last year we reviewed regulation related problems in whole span, and on Apr.27th we submitted JCAB with request for deregulations consisting of 37 items after negotiations with them for informal consent for submission.

The request broadly covers the issues as such as;

1. reorganize regulations for business aviation including fractional ownership program and etc.,
2. deregulate requirement to obtain prior permission for landing and take off into and out of Japan and moving within Japan for international business aircraft,
3. provide regulations similar to FAR PART135 for on-demand individual charter operations,
4. review over regulation as aircraft maintenance as such as;
 - to grant authority to certified mechanic /inspector determine airworthiness after major repair and alteration, (now being done by the government officer)
 - to repeal annual renewal of certification of airworthiness,
 - to delete requirement for type rating for certified mechanic/inspector, and
 - to relax stringent requirement for provisional parts certificate.
5. review and relax local rules imposed for business aircraft at congested airport such as Haneda and Narita,
6. provide space and facilities for FBO,
7. Review charges for operation such as landing fee and navigation fee for reasonable reduction, and

8. improve CIQ inspection for quick and convenient manner for business aircraft

Immediate resolution to these requests may not be anticipated, as many of these involve legislation, however it is meaningful to identify and share problems for improvement.

Airport

Feb.17th the Central Japan Airport (RJGG) was opened to accommodate airline demand for slots that was straining Nagoya Airport beyond capacity.

The Aichi prefecture, who had bought Nagoya Airport from central government newly, opened the airport on the same day to be dedicated to business aviation and commuter airlines providing space for immediate use by business aircraft and plenty of space for future expansion.

CIQ inspection became more convenient by putting them together in a small area and construction of facilities for more convenience for business aircraft as such as passenger accommodation to be completed by Aug. 2005.

As 3 days prior permission for international use of the airport is still required, we are making effort to ease the situation.

Kansai International Airport started to construct second runway to be available in 2007. After being opened the airport will be really 24 hours available airport for the first time in Japan. According to the airport official, they welcome business aircraft to utilize the airport, as there will be ample capacity for slots.

Kobe Airport and New Kita Kyushu Airport are on their track for opening in 2006.

Events and Activities

Our international participation will be ;

A . N B A A 58th annual meeting and convention

B . ABAC 2005

Our activity this year will be focused to follow up deregulation.

On Mar.10 American Embassy invited us to discuss how to promote business aviation in Japan where we shared problems for the first step. It was decided to hold such meeting on quarterly basis escalating discussion to obtain conclusion.

IS-BAO

Since last year we held several seminar to disseminate the concept of safety management for which strong concern now exist in Japan since there have been a lot of accident or potential accident of not only aviation but also railroad.

Management of JBAA

Our secretary office was relocated to 5-17,Minami Aoyama 2 chome, Minato-ku Tokyo for more space and improved accessibility.

Dated May 13 there were some changes in board member and auditor because of their term of service.