

JBAA Activity Report Jun-Nov 2005

On Aug 11th JBAA moderated a panel discussion at ABACE 2005 held in Shanghai under the subject “An Update of Japan Business Aviation Initiatives -Present & Future. Business Aviation in JAPAN-“

The discussion covered following items;

Item1 Statistics of business aviation in Japan for past 5 years

Following statistics are compiled from data for landings made at Japanese airports from Jan.2000 through Dec.2004 provided by Japanese Civil Aviation Bureau.

The number of landings is very limited, although steadily increasing each year,

Number of landings at airports in Japan (Jan .2000 through Dec. 2004)								
Year		2000	2001	2002	2003	2004	2004/2000 Ratio	
Number of landings at airports in Japan made by business airplanes	made by foreign airplanes	1059	1064	1208	1109	1262	1.19	
	made by Japanese airplanes	on-demand charter airplanes	694	689	763	836	1004	1.45
		owner operated airplanes	2694	2846	3166	3369	3559	1.32
	(total)	3388	3535	3929	4205	4563	1.35	

exclude helicopter ,single engine airplane, and airplanes operated by airlines and public charterer .
airplanes registration number of other than JAxxxx..

confined 43 airplanes out of all Japanese registered airplanes as being strictly for business use.(owner operated business use and on-demand charter)

specified 6 airplanes out of the 43 airplanes as being on-demand charter use

43-6=37 airplanes

Item2 Reasons for limited number of flights are ;

- Although Japanese business activities are concentrated into Osaka, Nagoya, especially Tokyo, There are only a few suitable airports in the area, and number of slots for landing, and spots for parking at Haneda and Narita are limited.

- Because of lack of FBO, passenger convenience is not enough to be expected for business aviation, especially in time consuming CIQ inspection procedures.
- Landing & Navigation fee and charge for ground handling including maintenance are expensive for small airplane.
- Lack of understanding for effectiveness & productivity of business aviation is not well understood among both business communities and government.

Item3 Reasons for limited number of JA-registered business aviation aircrafts

- Over regulations for aircraft maintenance cause expensive DOC such as;
 - 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 except manufactured new need certified tag by Japanese government in principle.
- Over regulation for flight operations such that Japanese operational requirement equivalent to FAR Part 121 is applied to business charter aircraft operations (no regulation equivalent to FAR Part 135) cause expensive DOC and limited flexibility of operations in such as extended over water flight with twin engine aircraft.

Item4 Resolving airport problems

- Feb. 2005 Nagoya Airport started new service for business aviation. There are no restrictions for slots & spots. Passenger handling is very smooth and required total flow time for arrival procedure is less than 20 minutes.
- Mid 2007 Kansai Airport is to add second run way to be operational for full 24hours. They committed no restrictions for slots & spots, and convenient one stop CIQ inspection same as Nagoya Airport.
- Business aircraft access to Haneda Airport on 24-hour basis is expected when new “D” runway becomes operational in 2009. It will provide Haneda Airport 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 aircrafts.

Item5 Resolving problems other than airport

- Apr. 28 2005 JBAA formally submitted Japan Civil Aviation Bureau with 37 items of specific request for deregulations to remove all problems associated with acts, regulations, rules, and government systems.
- Step by step effort will improve the situation

Item6 Future 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, and
increasing relation between Asian countries

Item7 Role of JBAA

- Promote Understanding for effectiveness & productivity of business aviation.
- Drive request for deregulations to be realized.
- Make sure ample room to be allocated for business aviation airplanes at Haneda Airport after its
expansion in 2009.
- Promote ISBAO for improved safety management

Similar panel discussion “Present & Future. Business Aviation in Japan“ will be moderated by JBAA
at NBAA 2005 on Nov. 11th 2005