

Activity Report Oct 2004

Foreword

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

Our continued effort including negotiation with Japanese Civil Aviation Bureau gradually improved the situation. Tokyo Narita Airport, the main gate of Japan allocated minimum of five slots per day for business aviation, and so far there are no major problems we have heard of.

For the next step, we addressed ourselves to have Tokyo International Airport, Haneda to be opened for business aviation. At this time the airport is opened for nighttime only for non-scheduled international operation including business aviation, and during day time it is allowed to land after once having landed at other airport than Hanaeda and, then move to Haneda.

The airport will be expanded in 2009 adding fourth runway, increasing its capacity by 40%, and it is committed by JCAB to be opened for business aviation to some extent. However it is also unofficially expressed by JCAB that regardless of scheduled or non-scheduled operation an international flight will be limited to stage length of less than 1900Km, which is very inconvenient to international business aviation. We will explore all possible ways to have this 1900Km limitation, removed from now on .

As for airport, parking spots, fueling facilities, and CIQ services have always been a long standing problems in Japan that need to be improved.

Other problem than airport is that according to Japanese civil aviation regulation, there is no operating certificate equivalent to FAR part 135, and certified operators have to comply with the regulation equivalent to FAR part 121 which is a burden to small non-scheduled operators of small aircraft.

In order to have those problems improved, we are now preparing detail request consisting of more than 50 items, which will be submitted to our government very soon.

Airport Situation

- (1) Tokyo Narita Airport : April 2004 airport management was privatized and improvement of overall service became noticeable, except inconvenience arisen from tightened immigration procedure and security check. Because of not having appropriate facility for business aviation, business aircraft passengers must be in same line with airline passengers including its VIPs.
- (2) Tokyo International Airport, Haneda : The government decided with budgetary action construction of fourth runway that is about to be started.
- (3) Central Japan International Airport : The airport is on schedule to be duly opened Feb. 2005. After that both domestic and international regardless of scheduled, and non-scheduled operations shall be handled in this airport. There will no restriction imposed to business aviation. At the same time in the vicinity of Nagoya-city a world

exposition "EXPO 2005 AICHI, JAPAN " will be kicked off from Mar. expecting 15 million visitors until Sep.2005.

(4) Nagoya Airport : After the opening of Central Japan International Airport existing Nagoya airport is to be operated by Aichi prefecture expecting commuter, charter, business aviation operations including international operation.

According to Aichi prefecture preparations for facilities including FBO, and services for CIQ are about to be done.

This may be good news for business aviation.

(5) Kobe Airport : Under construction to be duly opened mar. 2006. Although main purpose is to serve for scheduled domestic airlines, at the same time, it is planned to be open for business aviation.

(6) New Kita Kyushu Airport : Under construction to be duly opened mar. 2006.

It is welcome to be utilized by business aviation.

(7) Shizuoka Airport : Under preparation to be opened mar. 2008.

It is undertaken to be utilized by business aviation

As stated above, from 2005 number of airport is to be increased thus reinforcing network for business aviation. Improvement of service at airport in megalopolis is key factor to strengthen overall network to the desired level for business aviation in Japan.

Events and Activities

(1) Since last year participated ;

A . N B A A Convention & Meeting (Oct7-9, 2003, Orlando)

B . I B A C 38th Governing Board (Oct.10, 2003, Orlando)

C . Business Aviation Conference-NAGOYA 2004 (Mar.1, 2004 , Nagoya)

D . A B A C E - 2 0 0 4 (Jul. 14-15, 2004, Hong Kong)

(2) Participate the seminar for business jet aircraft being hold by Society of Japanese Aerospace Companies on Oct. 6 through 10, 2004,

(3) For development of business aviation in Japan, we are in process to identify items, what is needed mainly in area of deregulation, why it is needed, how it is treated in other country and, so on. The study involving more than 50 items almost came to the end and the result will be submitted to the government within this year soliciting appropriate actions.

(4) About IS-BAO

A . Sep. 2003 our Mr. Nakatani vice chairman JBAA, participated auditor IBAC workshop held in Morristown, NJ and approved as accredited auditor.

B . Nov. 06 2003 a meeting was held with JCAB explaining the objective of IS-BAO to facilitate their understanding and cooperation.

C . A seminar was held within JBAA for IS-BAO summary in order to motivate our member to understand the importance of IS-BAO.

Also one full day lecture and discussions is to be held on Oct 28.

D . Revised Japanese version timely following up revision of English version.

Management organization of JBAA

(1) JBAA was approved by Tokyo Megalopolis as non -profit organization on May, 08 2003. This means that more contributions to the public are expected than

ever as a NPO.

- (2) Our Mr.Masaki Nakatani was nominated as vice chairman and secretary general, and Mr. Kazuyuki Tamura was additionally nominated as vice chairman and director general.
- (3) We organized communication network via internet to facilitate efficient and rapid communication not only within the association but also with the public reinforcing management of JBAA and it's contribution .

