

Educational Session 7 – 19th May 2011

Business Aviation Across the World : Challenges & Opportunities



Recent Deregulation of Business Aviation in Japan

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Business Aviation in Japan

Business aviation in Japan has faced problems for many years.

- Very restrictive regulations.
- Limited number of airports and landing slots for business aviation in the Tokyo metropolitan area.
- Japanese Government reluctant to develop business aviation.



Change of attitude by Japanese Government toward business aviation

However, recently, the Japanese Government has been changing its attitude toward business aviation.

- In May 2010, the Council for Growth Strategy of MLIT (Ministry of Land, Transport and Tourism) of Japan announced that business aviation in Japan needed drastic changes in all areas.
- JCAB has launched a special committee to improve business aviation in Japan.
- Since last year, JCAB has been reexamining current regulations, improving facilities and increasing landing slots for business aviation.



What deregulation and improvements have been achieved?

The following are deregulation and improvements achieved last year for business aviation.

- Deregulation and improvements of Tokyo International Airport (Haneda - Main Domestic Operation Airport of Tokyo).
- Deregulation and improvements of Narita International Airport (Main International Operation Airport of Tokyo).
- Other deregulation and improvements.



Deregulation and Improvements of Haneda Airport

After Oct 31st, 2010

- Day time landing slots became available for international business aviation flights.
- Total of 8 slots available for international and domestic business aviation flights combined, from 6:00 to 23:00. No slot limitation during night time (23:00-6:00).
- Parking limitation extended from 5 days to 7 days.
- Deadline date for landing slot application was eliminated.
- Business aviation arrival/departure spots available next to the New International Terminal.

Deregulation and Improvements of Narita Airport

After Jul 5th, 2010

- Relaxation of restrictions on operation of small business jet (below MGTOW 5.7t).

After Dec 16th, 2010

- Number of parking spots for business aviation increased from 10 to 15.
- Parking limitation extended from 7 days to 14 days (3 spots only).

On Feb 10th, 2011

- Narita International Airport Authority announced that by the end of this year, they will build a new passenger terminal with CIQ dedicated to business aviation.

Providing much more landing slots for business aviation is now being considered.

New Business Jet Facility at Narita Airport

NAA
NARITA AIRPORT

New Business Jet Facility in Narita Airport

New Business Jet Passenger Terminal
(End of Passenger Terminal 2)

Passenger Movement

トンネル

Parking Spots
for Business Jets

Entrance of New Business Jet Passenger Terminal

Entrance of New Business Jet Passenger Terminal

Narita International Airport Terminal 2

Other Deregulation and Improvements

Foreign International Commercial Operator is required to apply for permission of operation.

However,

After Oct 31st, 2010

- The time limit for application is shortened from 3 days to 1 day (24 hours) prior to operation in case of an urgent need.

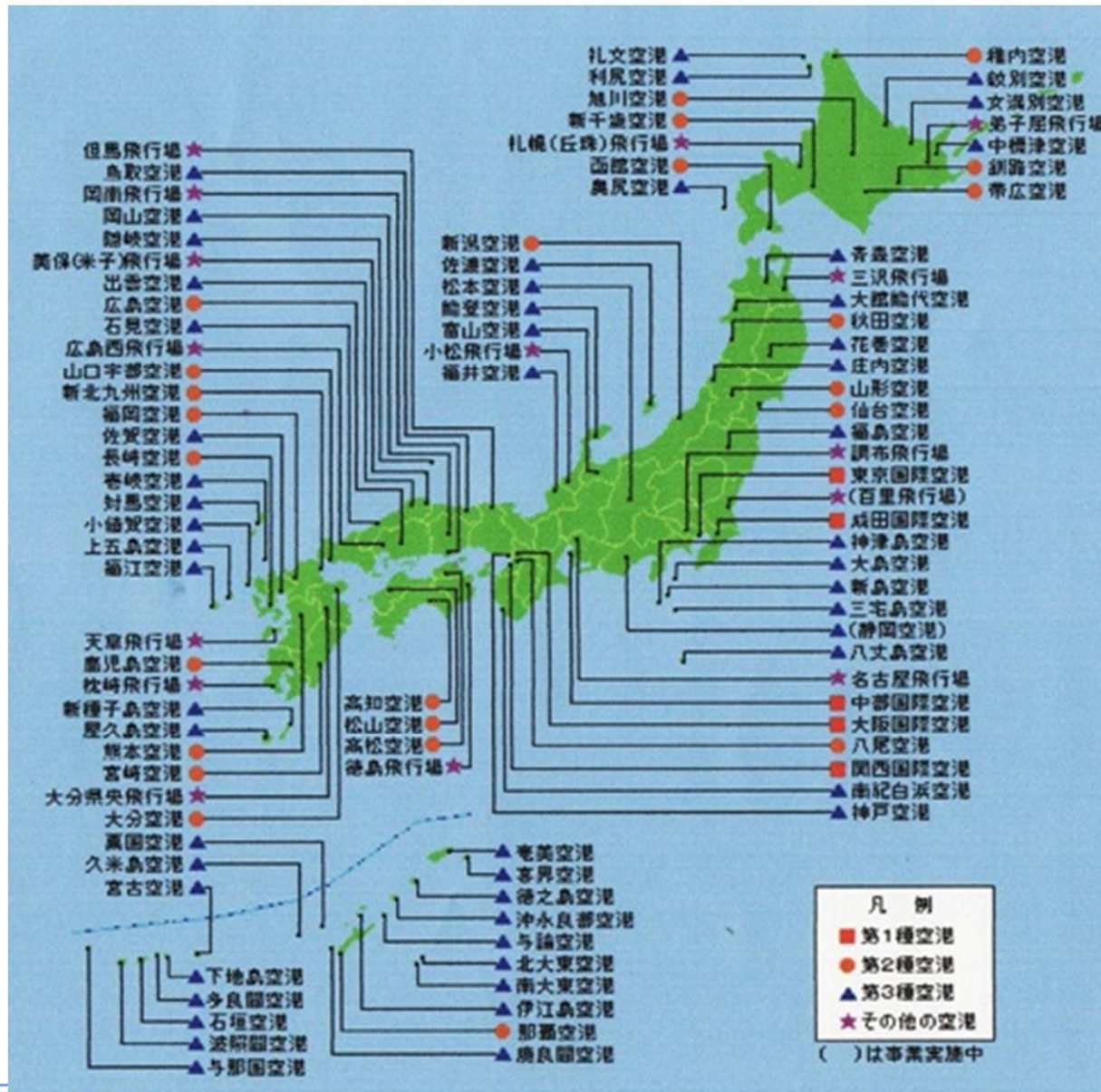


Other Airports (Outside of Tokyo Metropolitan area)

- There are 98 airports in Japan (See next slide).
- 25 of them are available for international operation without special permission (excluding commercial operation).
- Kansai (Osaka & Kobe) and Chubu (Nagoya) region airports have sufficient landing slots for business aviation.
- Local governments with airports are becoming very supportive to business aviation.
- Many airports are now trying to provide high quality service to business aircraft operators.



Other Airports (Outside of Tokyo Metropolitan area) – contd.



Airports in Japan



Message from JBAA



Japan is now on its way of changing for the better.



JBAA will continue to make efforts for further deregulation.



COME TO JAPAN !!

