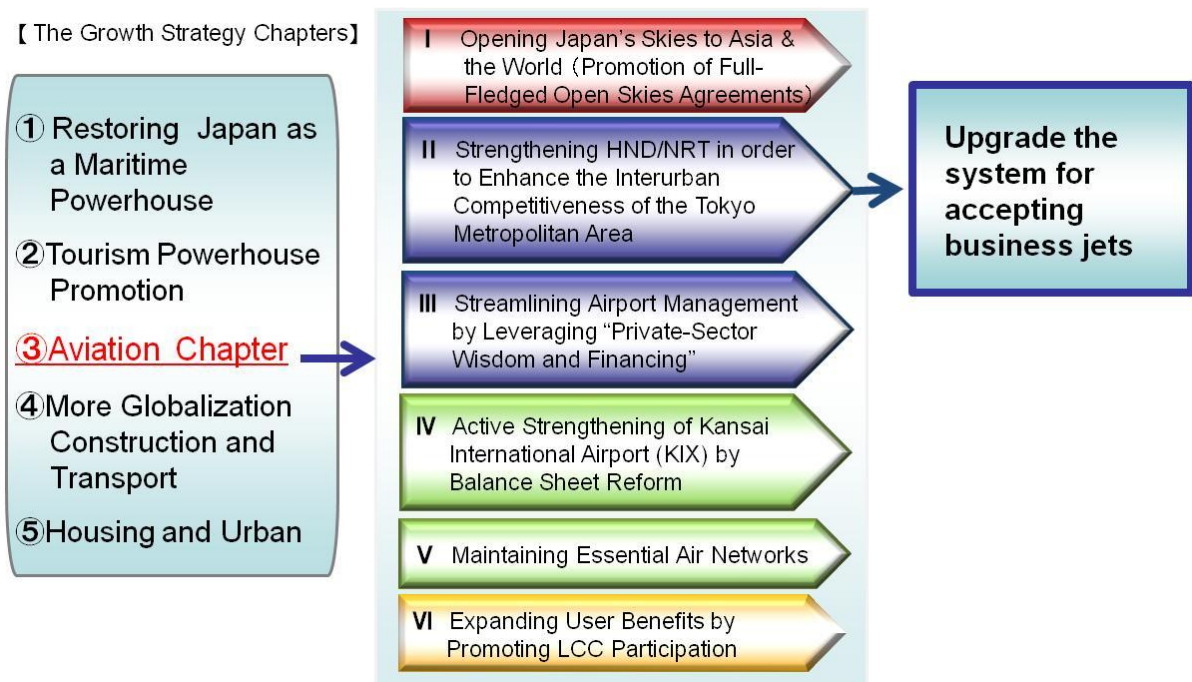


1. Trends on Business Jets in JAPAN

Japan has entered a phase in its historical development characterized by the shift to a decline in the nation's population and the rapid advancement toward the status of an aging society with a declining birthrate. Against this severe backdrop emerging as a pressing theme in the quest to achieve sustainable national development into the future as well is the effective mobilization of the people, technology, tourist attractions and other outstanding resources of Japan to devise growth strategies capable of further raising the nation's international competitiveness. "The Council of the Growth Strategy of MLIT" a panel comprised of experts in a wide range of fields was called in with the purpose of addressing this critical need. In the end, the Council worked to define the "The Growth Strategy of MLIT" which was announced on May 17 2010.

Included in the Strengthening HND/NRT in Order to Enhance the Interurban Competitiveness of the Tokyo Metropolitan Area in the aviation sector is the need for drastic function strengthening, such as responding to needs which have not been properly met up until now, such as business jets, etc., in order to fully realize the role of the Tokyo Metropolitan Area airports as Japan's growth engine in the future.

To this end, the Civil Aviation Bureau (JCAB), Ministry of Land, Infrastructure, Transport and Tourism inaugurated a Commission on the Promotion of Business Jets on December 22, 2010, and commenced discussions aiming to create a system for accepting business jets in Japan.



Amidst so called “Japan Passing” concerns in international business, the widespread use of business jets:

(1) Will link to selecting Japan as an operation base or new investment site in Asia for international business activities

(2) Can expect to attract international meetings, etc., and there is also potential for inbound effects

(3) Will enable business style innovations such as improving the speed with which corporations work

(4) Will link to the development of business jet related industries such as business jet flight support, etc.,

and by extension, it is conceivable that this will contribute to enhancing Japan’s competitiveness and economic growth.

Given the above, there is an urgent need to tackle the popularization of business jets in Japan.

2. Acceptance of Business Jets at Major Airports in Japan

At airports in Japan where demand is high, an environment which makes business jets easy to use has not been adequately provided, for example, facilities and traffic flows exclusive to business jets are not maintained and there is little leeway for spots and Takeoff and Landing Slots to be used freely due to airports focusing on handling general passengers who travel on scheduled flights.

However, such issues were improved with the Narita International Airport and Tokyo International Airport capacity expansion, and promotion of the acceptance of business jets is hoped for.

Amidst such a situation, a relaxing of regulations has been planned such as permitting travel on domestic business jets less than 5.7t from July 2010 at Narita International Airport, and permitting international business jet flights from October 2010 at Tokyo International Airport.

Details	Situation Before Revision	Situation After Revision	Timing of Revision
Narita International Airport			
Aircraft weight restrictions	Landing and takeoff restrictions on aircraft weighing less than 5.7t	⇒ Abolish	July 5, 2010
Parking Spot restrictions	10 spots	⇒ 15 spots	December 16, 2010
Permissible number of parking days	7 days	⇒ 14 days	December 16, 2010
Tokyo International Airport			
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	
Loading Spots	Load in non-international flight zone spot	⇒ Secure Loading Spot in international flight zone	

3. Specific Initiatives to Promote Business Jets

(1) Narita International Airport

A fourth runway is in use at Tokyo International Airport but takeoff and landing capacity restrictions are stringent and thus the current situation is one in which it is difficult to immediately provide sufficient response to business jet demand. On the other hand, at Narita International Airport it is conceivable in the future that it will be possible to quickly enhance response as a business jet accepting airport given that

it will be comparatively easy to respond to business jet needs following the expansion to 300,000 Takeoff and Landing Slots.

Measures for the promotion of business jets have been summarized in detail from the following five perspectives as initiatives to be taken immediately at Narita International Airport.

1. Maintain an exclusive terminal

2. Expand loading spots for business jet and relax parking days restrictions

3. Proactively use unused slots (including disclosure of information on the web)

4. Expand time values through the introduction of SIMULTANEOUS PARALLEL

5. Improve access to city center

(2) Proactively Distribute Information in Japan and Overseas

There is a lack of understanding of business jets in Japan and there is a strong image of business jets being a luxury only for certain people. That the reality of the business jet usage in the world and the associated convenience has not penetrated into Japan, and that Japan has established a reputation throughout the world as being closed to business jets and an extremely inconvenient country to fly into is a major barrier to the spread of business jets in Japan.

As a result, there is a need to proactively distribute information in Japan and overseas regarding business jet promotion initiatives being taken by Japan.

In particular, in addition to Narita International Airport which has compiled these initiatives, Tokyo International Airport is able to accept late night and early morning flights, and looking at Japan as a whole, including Kansai International Airport and CHUBU CENTRAIR International Airport, there is a need to send out strong signals that flights can be accepted 24 hours a day.


Specifically, there is a need to engage in private and public sector initiatives such as transmitting information to major companies in Japan and overseas, and transmitting information via embassies and chamber of commerce.

Furthermore, there is a need to strategically consider targets and engage in marketing in order to improve the image of business jets in Japan.

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

4. Working Towards Further Business Jets Promotion

Recently a decision has been made to steadily implement specific promotion measures to accept business jets at Narita International Airport. Whilst this is extremely important as a first step towards to the promotion of business jets, there is still a need to investigate a variety of measures in the future.

Starting with the relaxing of regulations and system reviews, we would like to continue with investigations with the cooperation of relevant ministries and agencies, and other parties concerned to accelerate the promotion of business jets.