



April 22, 2016  
Civil Aviation Bureau

### Expanding of business jets acceptance at Haneda Airport

~Double the arrival and departure slots for business jets~

MLIT will increase the arrival and departure slots for business jets to two folds and for incoming ones up to approximately 4 folds as well as give the two stage increased priority for business jets under schedule coordination from April 25.

Also, the number of aircrafts for available park spots will be increased.

There is a strong need for business jets operation at Haneda Airport and accordingly the operational frequency has been increasing every year. Specifically, in 2015, international flights were substantially increased by 30 % year-to-year basis and about 20 % of landing requests were not accepted eventually in a form of operation failure due to limited number of slots and parking spots.

In order to improve the situation, acceptance conditions for business jets will be reviewed.

In addition, as business jets are operated within a range of the arrival and departure slots for governmental aviation (hereinafter called “governmental aviation slots”) which are different from the slots for scheduled flights, there will be no inconvenience for scheduled flight operation caused by measures taken this time.

#### ○ Alleviation of restriction on the arrival and departure

- Double the present arrival and departure slots for business jets (from 8 to 16 slots per day). Also, the ceiling of arrival, 4 slots per day, will be lifted (about four folds from 4 slots to 15 slots maximum).
- In case of confliction with other aircrafts during schedule coordination within the governmental aviation slots, the priority for business jets will be increased (2 stage increase from rank 6 to rank 4).
- Number of the slots allocated for business jets is limited to 1 to 3 per hour. However, in case of a vacancy in the slots for scheduled flights, arrival and departure slots exceeding the limit for business jets will be allowed subject to the total slots for business jets (16 slots per day).

#### ○ Parking spots available for increased number of aircrafts

- Parking period for business jets will be reduced from 10 days maximum to 5 days. Consequently, it will be possible to park more business jets through raising operation rates of a parking spot for an aircraft.
- It will be possible to park plural number of aircrafts by splitting the large parking spots for large business aircrafts.

※For more details, please refer to the Exhibits.

#### 【Contact information】

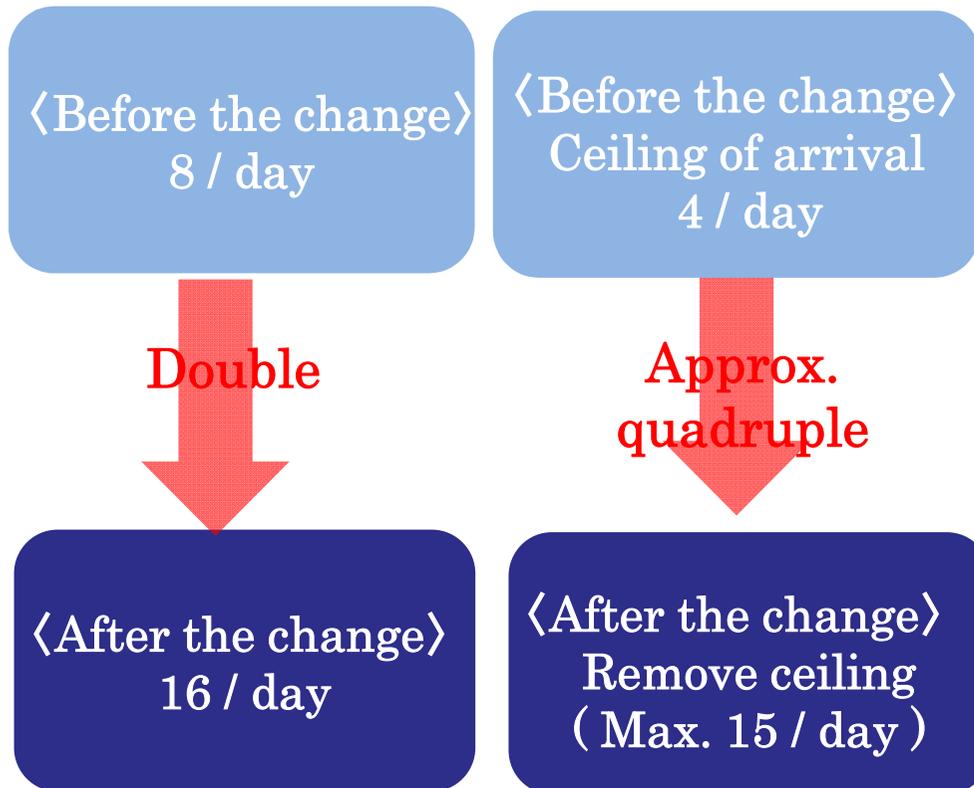
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# Alleviation of restriction on the arrival and departure

General aviation such as business jets is under operation using the arrival and departure slots for governmental aviation (hereinafter called “governmental aviation slots”) different from the ones for scheduled flights. We are undertaking the following concerning governmental aviation slots.

- The upper limit of slots for general aviation will be changed within a range of 30 slots (15 for departure, 15 for arrival) in a daytime (from 6 a.m. to 10 p.m.) .
- In case of a vacancy of slots for scheduled flights, it will be allowed to increase the slot ceiling of each time zone.
- When a request for slot conflicts with other aircrafts during schedule coordination within a range of governmental aviation slots, general aviation will be given increased priority.

## Expansion of slots for general aviation



## Increase flexibility of slot limit of each time zone

Time zone	Departure	Arrival
6 a.m.	—	—
7 a.m.	—	—
8 a.m.	—	1
9 a.m.	—	—
10 a.m.	1	1
11 a.m.	2	—
12 p.m.	2	1
1 p.m.	3	—
2 p.m.	2	1
3 p.m.	2	3
4 p.m.	1	2
5 p.m.	1	1
6 p.m.	—	1
7 p.m.	1	—
8 p.m.	—	2
9 p.m.	—	1
10 p.m.	—	1
計	15	15

Arrival and departure will be allowed exceeding the slot limit of each time zone

# Alleviation of restriction on the arrival and departure

## Increase priority in schedule coordination within governmental aviation slots

### Before the change

- ① Flights of the following aircrafts other than training flights
  - a. Flights of flight inspection aircrafts and Japan coast guard aircrafts
  - b. Flights of aircrafts chartered by the Japanese government (including flights without passengers)
  - c. Official purpose flights requested by government agencies (including flights without passengers)
- ② Flights of press aircrafts (only for Haneda residents) excluding training flights
- ③ Airworthiness inspection and investigation flights by Civil Aviation Bureau
- ④ Flights of the following aircrafts conducting a training flight
  - a. Flights of flight inspection aircrafts and Japan coast guard aircrafts
  - b. Flights of aircrafts chartered by the Japanese government
  - c. Official purpose flights requested by government agencies
  - d. Flights of press aircrafts (only for Haneda residents)
- ⑤ Special flights, flights without passengers, passenger charter flights (excluding inclusive tour charter flights) and domestic cargo charter flights for its own use
- ⑥ **General aviation**
- ⑦ Seasonally increased flights and inclusive tour charter flights
- ⑧ Cargo charter flights (excluding domestic ones for its own use)

### After the change

- ① Flights of the following aircrafts other than training flights
  - a. Flights of flight inspection aircrafts and Japan coast guard aircrafts
  - b. Flights of aircrafts chartered by the Japanese government (including flights without passengers)
  - c. Official purpose flights requested by government agencies (including flights without passengers)
- ② Flights of press aircrafts (only for Haneda residents) excluding training flights
- ③ Airworthiness inspection and investigation flights by Civil Aviation Bureau
- ④ Flights of the following aircrafts for passengers
  - a. **General aviation**
  - b. Special flights, passenger charter flights (excluding inclusive tour charter flights)
- ⑤ Flights of the following aircrafts conducting a training flight
  - a. Flights of flight inspection aircrafts and Japan coast guard aircrafts
  - b. Flights of aircrafts chartered by the Japanese government
  - c. Official purpose flights requested by government agencies
  - d. Flights of press aircrafts (only for Haneda residents)
  - e. Flights without passengers and domestic cargo charter flights for its own use
- ⑥ Seasonally increased flights and inclusive tour charter flights
- ⑦ Cargo charter flights (excluding domestic ones for its own use)

## Parking spots available for increased number of aircrafts

Business jets are now parked at N area. We are conducting the following so as to increase the number of aircrafts to park.

- In order to raise operation rates of parking spots, parking period for business jets will be reduced from 10 days maximum to 5 days.
- It will be possible to park plural number of aircrafts in the parking spots for large business jets.
- In the event that parking spots for business jets are unavailable due to emergencies, reserved parking spots will be used.

