

Commission on the Promotion of Business Jets  
Interim Report

June 2011

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## Introduction

The Growth Strategy of the Ministry of Land, Infrastructure, Transport and Tourism (MLIT) was summarized on May 17, 2011. 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. By May 2011 the Commission had met three times and discussed acceptance reform measures in order to promote business jets.

The Commission has herein compiled an interim report which focuses on constructing an acceptance system at Narita International Airport to improve current issues which have been pointed out by The Council of the Growth Strategy of MLIT.

## 1. Current Business Jet Situation

### 1.1 Positioning of Business Jets

Business jets are used in air transportation by corporations, organizations or individuals for business purposes, and there are two types of flight, 1) private flights such as corporate aviation or privately owned aircrafts, and 2) own-use charter flights by commercial aircraft of airline companies, etc.

### 1.2 The Need for Business Jets

Business jets have a wide appeal as an essential business tool for global business activities due to the ability to set departure and arrival times according to the user's schedule, the ability to travel to places where there are no scheduled flights or to places where there are some scheduled flights but they are not available when needed, the ability to use time effectively by using travel time for business, and the ease of ensuring privacy, etc.

Furthermore, 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.

### 1.3 Business Jet Use

Comparing ownership of business jets by country it is apparent that Japan has only registered 55 jets whilst the USA, the country with the most number of jets, has registered approximately 18,000 jets.

Ownership of Business Jets

Country	Number of Jets Owned by Each Country (December 2009)
USA	17,905
Canada	1,068
Brazil	1,010
Mexico	960
Germany	644
UK	611
Venezuela	560
Australia	418
France	398
Switzerland	313
Austria	267
Colombia	228
India	201
Saudi Arabia	147
China	122
Japan	55

Source: created by Bart International

(Data on number of jets owned by Japan obtained from Japan Business Aviation Association)

Moreover, if we compare the number of General Aviation Aircrafts handled (including business jets) in major urban areas worldwide, whilst approximately 2,000 jets are handled at each airport each year at Tokyo International and Narita International Airports in Japan, and whilst this figure is no different to the number of jets handled at major airports in urban areas in other countries, there is on the other hand an approximately ten fold difference in the number of jets handled at airports which can be exclusively or preferentially used by business jets.

Number of General Aviation Aircrafts Handled Including Business Jets

Urban Area	Airport	Number of GA Aircrafts Handled (GA Aircraft / All Aircrafts Handled)
Tokyo	Haneda Airport	2,266 (1.3%)
	Narita Airport	2,126 (2.2%)
New York	J.F. Kennedy Airport	4,311 (2.0%)
	Newark Airport	6,368 (2.9%)
	LaGuardia Airport	5,433 (2.9%)
	Teterboro Airport	86,669 (99.8%)
	Morristown Airport	43,921 (62.6%)
	Westchester Airport	77,116 (85.6%)
London	Heathrow Airport	2,690 (1.1%)
	Gatwick Airport	3,674 (2.8%)
	Stansted Airport	8,082 (8.4%)
	Luton Airport	15,628 (26.5%)
	Biggin Hill Airport	6,278 (100%)
	Farnborough Airport	10,768 (100%)
Paris	Charles de Gaulle Airport	4,321 (1.7%)
	Orly Airport	1,925 (1.7%)
	Le Bourget Airport	26,791 (100%)
Hong Kong	Hong Kong International Airport	7,013 (5.6%)

\*1 Data for Tokyo International Airport and Narita International Airport obtained from airport management records

\*2 Data for New York, London, Paris and Hong Kong investigated by ACI (Airports Council International)

\*3 Data for Teterboro, Morristown, Westchester, Biggin Hill, Farnborough, and Le Bourget investigated by airport authorities in each country

\*4 GA (general aviation) aircrafts include Aerial Work Planes (press, photography) etc, as well as business jets

\*5 All figures represent data for 2008

#### 1.4 Business Jet Acceptance System in Various Overseas Countries

When accepting business jets, various overseas countries offer convenience to business jet users by maintaining exclusive airports or exclusive facilities, or establishing exclusive traffic flows.

For example, Farnborough airport near London is maintained as an airport exclusively for business jets, and functions as a business jet hub airport in Europe.

Moreover, the Business Aviation Centre at Hong Kong International Airport maintains a terminal exclusively for business jets, loading is possible at the Loading Spot at the front of the building and a system has been set in place which enables various procedures such as embarking and disembarking to be undertaken promptly.

Even when there are no such exclusive facilities, exclusive passenger traffic flows, separate from the flow of general passengers, are maintained and consideration is given to providing advantages for using business jets at airports as is the case at Gimpo International Airport.

#### 1.5 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.

Recent Regulation Relaxing Trends Relating to Business Jets

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	



## 2. Specific Initiatives to Promote Business Jets

As has also been indicated by The Growth Strategy of MLIT, making improvements to the system for accepting business jets at Tokyo Metropolitan Area airports is a pressing issue.

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 (including the maintaining of exclusive traffic flows)
2. Expand loading spots for business jet and relax parking days restrictions
3. Abolish backup slots and proactively use unused slots (including disclosure of information on the web)
4. Expand time values through the introduction of SIMULTANEOUS PARALLEL DEPARTURE / APPROACH PROCEDURES
5. Improve access to city center

Furthermore, the following initiative for promoting business jets in Japan should be implemented as soon as possible.

6. Proactively distribute information in Japan and overseas

1) Maintain an Exclusive Terminal (including the maintaining of exclusive traffic flows)

Given that no business jet exclusive facilities or traffic flows are being maintained at Narita International Airport, in the future, immediately commence the development of an exclusive business jet terminal and have it complete as quickly as possible in FY 2011, and commence use of exclusive business jet facilities and traffic flows.

Specifically, use the first floor south operations center area which was returned by Japan Airlines as part of JAL's reconstruction plan and maintain exclusive business jet facilities equipped with CIQ (Customs, Immigration and Quarantine) functions.

Such facilities are thought to be an extremely appropriate location as an exclusive business jet terminal development area given that the location on the boundary of restricted areas and general areas, connections to the Passenger Terminal 2 building and excellent access to expressways.

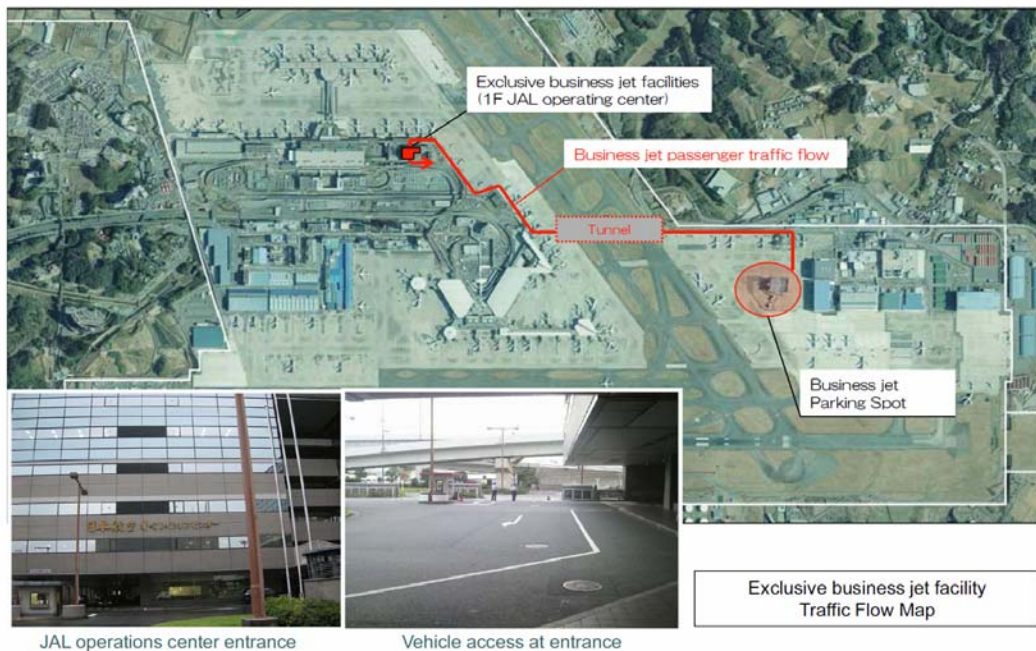


Chart: Exclusive Business Jet Facilities at Narita International Airport

## 2) Expand Loading Spots for Business Jet and Relax Parking Days Restriction

In December 2010 the number of loading spots for business jet was increased from 10 to 15 and the permissible number of parking days was extended from seven up to a maximum of 14 days.

In the future Loading Spots will be increased further, and in addition to creating 18 spots from November 2011, the relaxing of parking days restrictions will continue in line with demand trends, etc. and considering the possibility of abolition in the future.

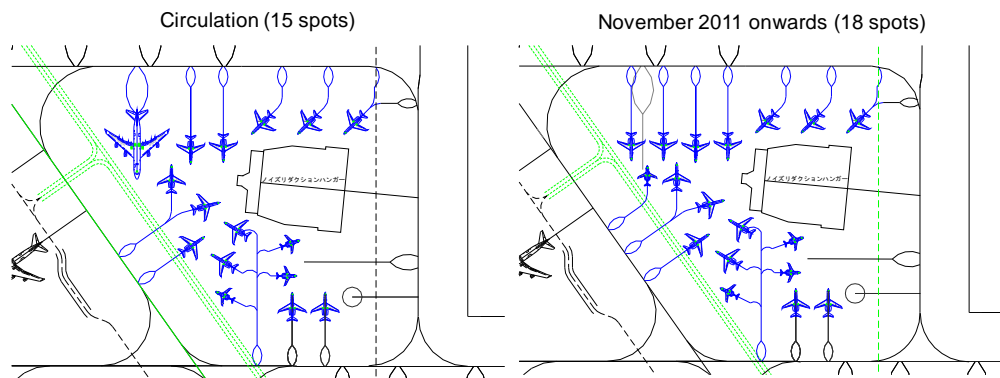


Chart: Increase in Business Jet Spots at Narita International Airport

Furthermore, at present, when there are vacant Parking Spots adjacent to the customer terminal, such spots are used as business jet exclusive loading and temporary Parking Spots but, in order to expand airport capacity, in the future, new spots in the Yokobori area will be managed in the same way and the expansion of business jet exclusive loading and temporary Parking Spots will be planned.

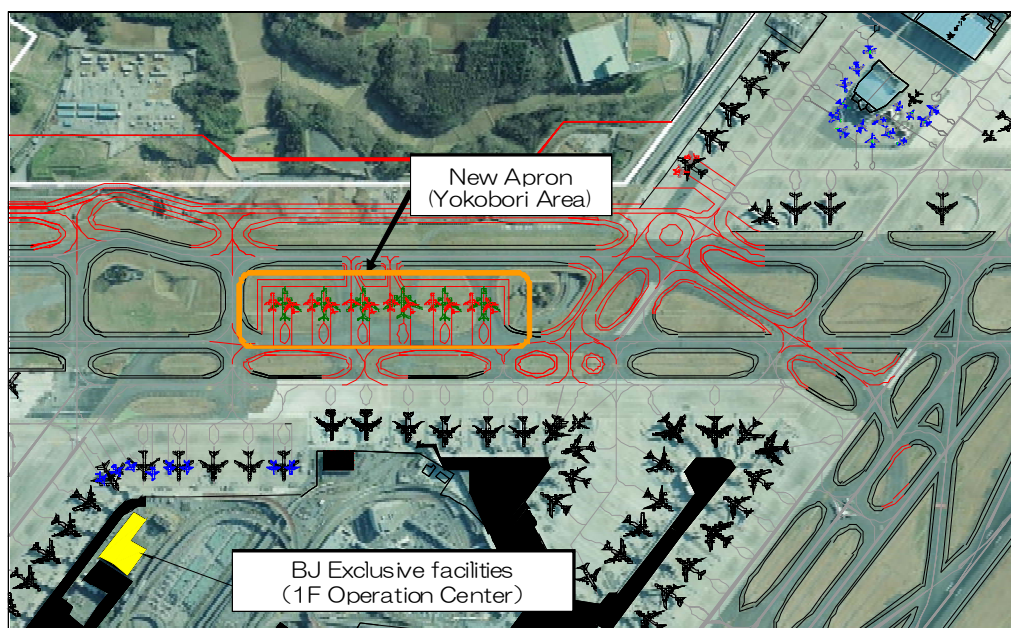


Chart: Loading Spots Adjacent to Exclusive Business Jet Facilities

3) Abolish Backup Slots and Proactively Use Unused Slots (including disclosure of information on the web)

Up until now at Narita International Airport 21 slots a week have been secured, in addition to general Takeoff and Landing Slots allocated to scheduled flights, as Takeoff and Landing Slots which can be used by business jets. In recent years, a certain amount of leeway has appeared in general Takeoff and Landing Slots following an increase in slots at Narita International Airport, and management which enables the use for business jets over and above the 21 slots a week when Takeoff and Landing Slots are vacant is being undertaken, but as far as users are concerned, this is taken to be a restriction on Takeoff and Landing Slots. For this reason, a system which separately establishes Takeoff and Landing Slots for business jets will be abolished.

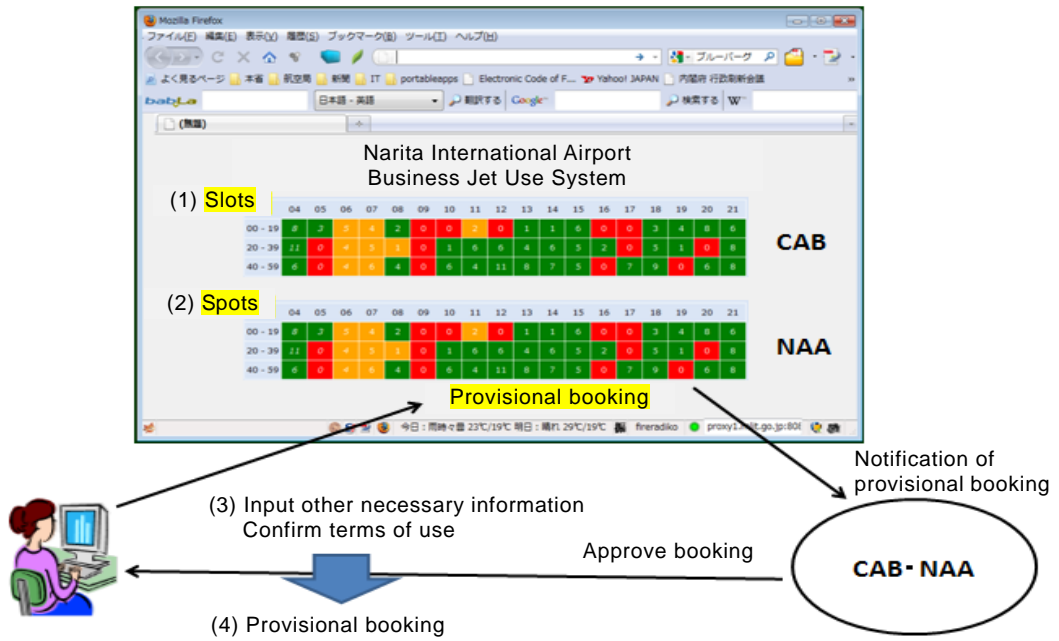
Moreover, measures will be taken which proactively use unused general Takeoff and Landing Slots.

Specifically, from autumn 2011, information relating to the vacant Takeoff and Landing Slots and spots will be provided on the web in order to improve the level of service offered to business jet users.

From October 2011, the number of takeoff and landing slots at Narita International Airport shall increase even further from 220,000 slots to 235,000 slots per year, and as stated on the next page, following the introduction of new simultaneous parallel departure / approach procedures, the number of aircraft that can takeoff and land in one hour shall greatly increase. Given this situation, it is hoped that, by providing information on the web, the fact that there are adequate business jet access opportunities at Narita International Airport will be clear.

Thereinafter the aim will be to enable applications to use Takeoff and Landing Slots and spots to be made via the web.

Website Providing Information on Vacant Takeoff and Landing Slot and Spot for Business Jet at Narita International Airport (image)





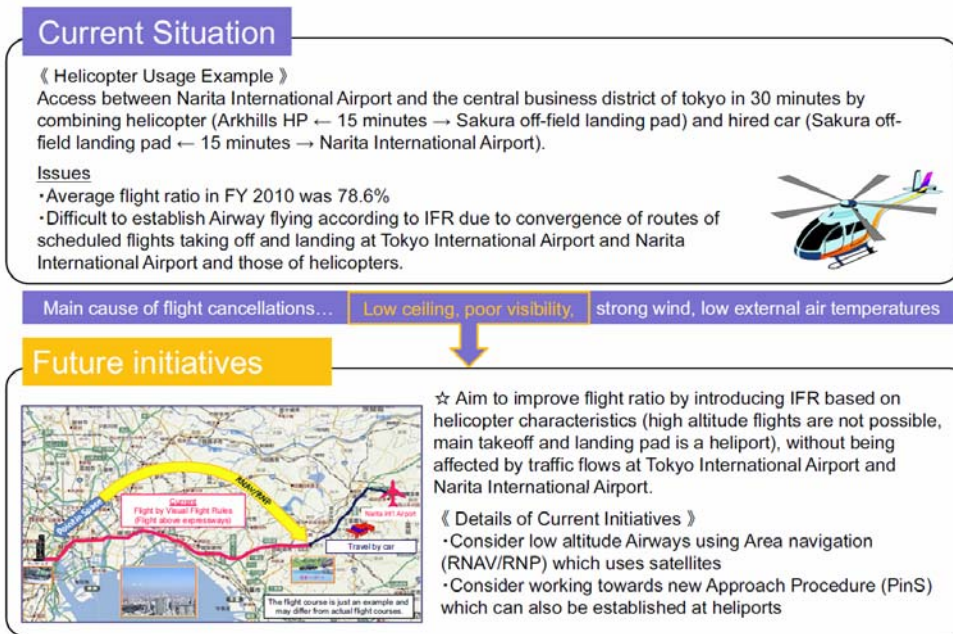


5) Improve Access to City Center

Flight by Visual Flight Rules (VFR) is adopted for helicopters used as a means for quick access between Narita International Airport and the city center of Tokyo, but if weather conditions are poor helicopters are unable to fly and the flight ratio remains approximately 80% (average of 78.6% in FY 2010).

Plan to improve the flight ratio by introducing Instrument Flight Rules (IFR) based on helicopter characteristics sometime during FY 2012.

Furthermore, when relocating helipads which is presently used in cases of rescue, disaster and others for capacity expansion of Narita International Airport, flying directly to the airport using private helicopters should be considered, on condition that it does not have any impact on scheduled flights, within a scope which does not affect communality and the best use of capacity of the airport.



※IFR : Instrument Flight Rules, PinS : point in space

6) 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 Central Japan 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.



### 3. Working Towards Further Business Jet 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.

For example, at Chubu Centrair International Airport, whilst the No. 2 CIQ facility which enables direct boarding from cars is used late at night and early in the morning when there are few scheduled international flights, use of such a facility for accepting business jets during the daytime is required in line with the actual situation, including actual business jet needs. Furthermore, the opinion has been voiced at certain airports that there is a need to simplify business jet acceptance procedures at regional airports. It has been pointed out that the need for smooth and prompt CIQ and other procedures when arriving in and departing from Japan is one of the key points when promoting business jets.

Moreover, in order to further improve business jet use convenience in the metropolitan area, which is said to be Japan's growth engine, there is a need to investigate whether it is possible to plan business jet use in line with the actual situation with regard to metropolitan airports including Narita International Airport and Tokyo International Airport. Use of such airports needs to take into consideration the impact on flights taking off and landing at Tokyo International Airport when conducting such an investigation.

There is also a need to investigate the relaxing of regulations and system reviews, etc. in order to plan the growth of domestic business jet operators for example, given that maintaining an environment in which it is easy for companies in Japan to use business jets is also an important issue.

Furthermore, business jets will have a major impact on related industries. For example, when operating a business jet, in addition to the need for flight support industries, aircraft manufacturing industries also play a vital role in order to handle the maintenance required for business jet demands and to ensure safe flights, etc., and thus business jet promotion will be of benefit to global corporate activities. Given this, it is conceivable that nurturing the business jet industry in Japan will greatly contribute to Japan's growth.

Based on the points stated above, etc. 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.