

TMG's Policy for Strengthening of the Business Aviation Receiving System in Tokyo

November 2010

Tokyo Metropolitan Government

Preface

The opening of a new runway and the international flight terminal at Haneda Airport in October 2010, serving a large number of world airlines, began a new chapter in air access to and from Japan.

The Tokyo Metropolitan Government (TMG) saw the further expansion of Haneda Airport and its use for international flights as important measures for developing the airport functions in Tokyo. The vision was written up in FY 2000 in the TMG's Basic Aviation Policy, leading to the advancement of this project.

Now that a major step has been taken toward upgrading the airport functions in Tokyo, we need to continue working to meet diverse aviation needs in order to stimulate the economy of this area and eventually Japan as a whole, and to boost international competitiveness.

Business aviation, which enables users to travel quickly and freely to a destination for business purposes, is an essential tool for global corporate activities, in wide use in the U.S. and Europe. Needs for it in recent years have grown rapidly also in Asia and the Middle East. In the world's major metropolises, airport facilities are being upgraded to accommodate this demand.

In Japan, however, despite the strong demands to accommodate private business flights in Tokyo, especially those from overseas, Haneda and Narita Airports, the two main airports serving this area, have been slow to respond. As a result, business aviation use is extremely limited. The Government of Japan (GOJ) has drawn up policy measures on business aviation as part of its new growth strategies, but these still fall short considering the potential for future demand growth.

If this situation continues, Japan stands to lose out on numerous business opportunities and risks a drop in status in international business in the future.

To avoid so-called "Japan Passing" in international business, and to encourage overseas companies to establish their Asian headquarters functions in Japan and make new investments here, revitalizing the economy of Tokyo, and eventually the country as a whole, it is necessary to strengthen the business aviation receiving system in Tokyo.

This policy statement is intended as a part of the TMG's Basic Aviation Policy, supplementing it with regard to business aviation and indicating the TMG's vision on how to boost the ability to accommodate business aviation in this area. The TMG will continue working closely with the GOJ and relevant organizations on specific ways of implementing these proposals.

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■Part One : Business Aviation Realities and Issues

1. Advantages of Business Aviation

(1) What Is Business Aviation?

Business aviation means the use of aviation by companies, organizations, or individuals for business purposes, making use either of private aircraft (owned by a company or individual, etc.) or of own-use charter aircraft.

Figure 1. Examples of Business Aircraft



Figure 2. Aviation Types and Aircraft Use

	General aviation (other than military and commercial)			Commercial aviation (use of aircraft by airline companies, etc., for carrying cargo and passengers)		Military aviation (use of aircraft by military)	
Business type	Public	Aerial work services	Private	Air transport services	Scheduled air transport services	Defense	
Purpose	Gov't, other public uses	Contracted for other than cargo and passenger transport	Leisure, tourism, etc.	Business Aviation Business purposes	Other than business purposes	Defense use, etc.	
Examples	<ul style="list-style-type: none"> • Coast Guard • Police • Fire Dept. • Flight inspections 	<ul style="list-style-type: none"> • News helicopter (contracted) • Crop Spraying • Aerial survey • Aerial photography 	<ul style="list-style-type: none"> • Hobby • News photography • Flight training 	<ul style="list-style-type: none"> • Private jet • Corporate jet for carrying executives and staff 	<ul style="list-style-type: none"> • Own-use charter. • Medical helicopter • Rescue • Sightseeing • Tourism 	<ul style="list-style-type: none"> • Scheduled flights (cargo, passengers) • Irregular flights • Charter service • Ferry service 	<ul style="list-style-type: none"> • JSDF jets • USAF jets

Source: Based on materials from Japan Ministry of Land, Infrastructure, Transport and Tourism

Today approximately 30,000 business jets are in use world wide, around 1.5 times the number of scheduled passenger aircraft.*¹

Business aviation use is by no means limited to top executives in an elite club of major corporations. As a highly useful business tool, it is widely used by businesspersons at all levels in a variety of companies.

A 2004 report by the US National Business Aviation Association found that 14% of business jet users were top management, 19% were senior managers, 49% were middle managers, and 19% were professional staff. Moreover, 85% of US business jet use is by small and medium-size companies.

(2) Benefits to Users

Users of business aviation can expect advantages such as the following over flying regular commercial airlines.

- Shorter traveling time (reduced waiting time, direct flight to destination)
- Wider range of movement (possible to travel to locations and during hours not served by regular flights)
- More effective use of travel time (use plane as mobile office with telephone and email, or for meetings, business talk, and product showings)
- Privacy protection (avoid mixing with the general public)

(3) Benefits to Tokyo and Japan

The difficulty of using business aviation in Japan for international business threatens to become one cause of so-called “Japan Passing”, with companies choosing not to use this country as an activities base, whether it comes to locating their headquarters functions or selecting business partners.

Providing the functions for accommodating business aviation, on the other hand, would make Japan more attractive as a base for international corporate activities in Asia and for new investment, boosting the international competitiveness of Tokyo and eventually Japan, and helping to breathe new life into the Japanese economy.

(4) Benefits to Surrounding Area

The existence of an airport can contribute to development of the local economy, such as expansion of business interchanges and promotion of industrial agglomeration in the surrounding area.

An example is San Jose Airport in California, where 50 to 100 business aviation flights are operated daily by IT companies in the nearby Silicon Valley with using company-owned aircraft. Another is Farnborough Airport near London, used exclusively for business aviation.

*¹ According to the Worldwide Market Forecast for Commercial Air Transport 2009-2028 (Japan Aircraft Development Corporation), 21,100 scheduled passenger aircrafts (17,200 jets and 3,900 turboprops) were operated in the world in 2009.

Related industries have located in the vicinity, from aircraft manufacturers to hotels, catering services,*² and taxi firms, creating jobs for approximately 8,000 people.*³

Such airports can offer major benefits for regional development in other ways as well, including the development of roads and other airport access infrastructure and promoting urban development in the nearby communities.

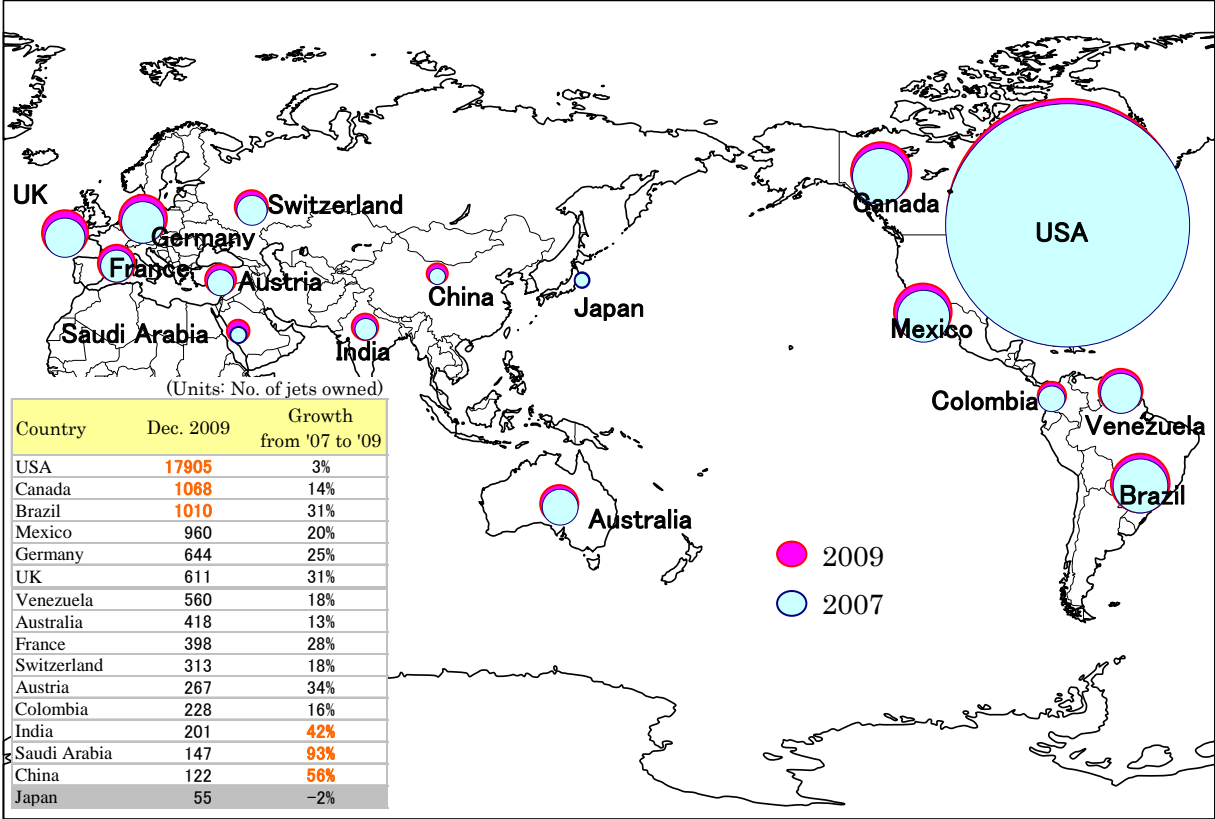
2. Current Situation of Business Aviation

(1) How Japan Is Left Behind the Worldwide Trends

The number of business jets in the world as of 2009 was approximately 30,000, out of which 20,000 were in North America, where use of private aircraft is the most common. Another 4,000 were in the UK, France and other parts of Europe. The numbers in North America and Europe have grown rapidly in recent years. In the two years from 2007 to 2009, despite the global economic downturn, there have been dramatic rises in business jet ownership also in countries like Brazil (30%), China (60%), India (40%), and Saudi Arabia (90%).

Japan, on the other hand, not only has mere 55 business jets but was the only country among major nations where the number actually declined in the two years since 2007, as the rest of the world is fast leaving Japan behind when it comes to business aviation.

Figure 3. Business Jet Ownership by Country

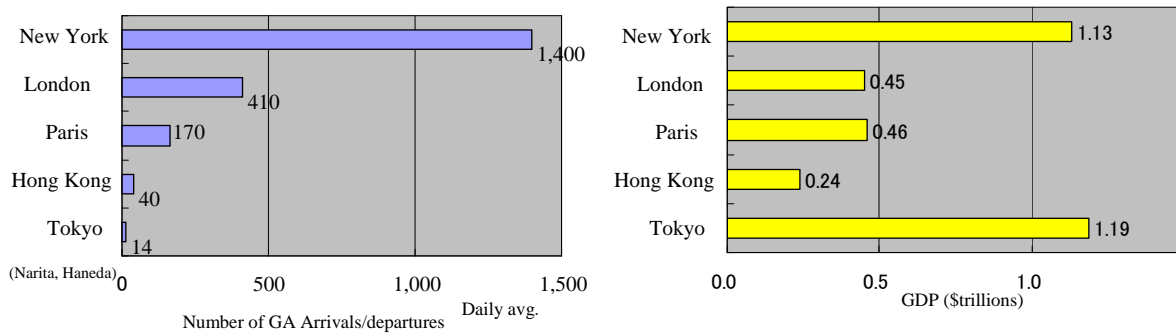


Source: Based on data from BART International
 The data on owned jets in Japan was obtained from the Japan Business Aviation Association.

*² Catering here means the service of supplying in-flight meals to airlines.
 *³ Data from the Economic Impact of Business Aviation at Farnborough Airport, a report by the local municipality where the Farnborough Airport is located.

Looking at air traffic by general aviation including business jets in the world's major cities, the number for Tokyo is exceedingly small in relation to the city's economic scale. New York City has 100 times as much business jet traffic as that of Tokyo even though the economic scales of the two cities are comparable. Tokyo has five times as much economic scale as that of Hong Kong, but only a third as much business jet traffic.

Figure 4. Business Jet Traffic and Economic Scale of Major Cities



Source: Based on data in the Research on Promotion of business jet use,(MLIT)

Up to now, however, Japan has tended to view business jets as exclusive luxuries of the privileged class, failing to appreciate the large latent demand for their accommodation. Moreover, the lack of a proper environment for business aviation use is said to form among international businesspeople overseas the impression of Japan as an inconvenient place with poor access. In fact, examples of “Japan Passing”, avoiding Japan in favor of other destinations, are not hard to find.

Japan Passing Examples

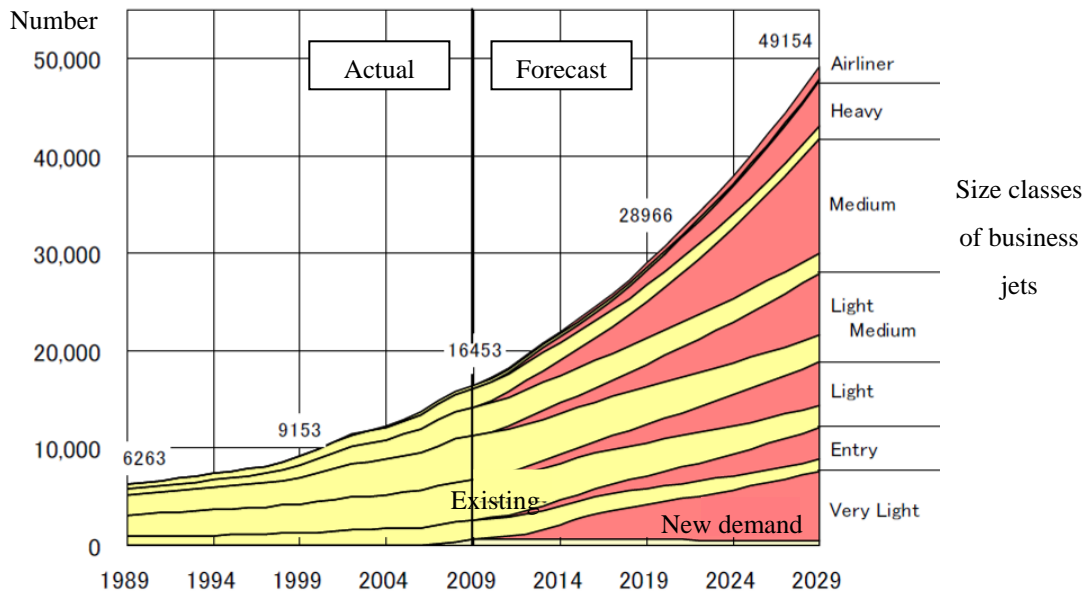
- According to a *Mainichi Shimbun* article of July 13, 2000, “IBM changed a venue for an international conference from Tokyo to Hong Kong as being unable to obtain enough departure and arrival slots for five or six business jets in Tokyo.”
- “Around 2000, when the National Business Aviation Association petitioned the U.S. Department of Transportation to obtain use of business jet slots at Narita and Haneda Airports, the DOT Secretary at the time met in person with Japan's Transport Minister to convey the request. After a long period of no measurable progress on the Japanese side, the interest of the U.S. and Europe shifted to China and Russia.” (Japan Business Aviation Association bulletin of March 2009)

(2) Business Aviation Demand Trends

As a worldwide trend, business aviation demand is on an upward curve as business jets become more common and traffic grows, which is likely to continue.

According to forecasts by the Japan Aircraft Development Corporation, the number of business jets in service around the world will continue to rise, approximately tripling from 2009 to 2029, as the outlook for long-term demand remains strong.

Figure 5. Forecast of Business Jets in Service



Source: FY2009 Civil Aircraft Data Book (Japan Aircraft Development Corporation)

In Tokyo, due to the major limitations up to now on use of Haneda and Narita Airports for business aviation, business jet traffic has been extremely small. Judging, however, from the actual use in other major cities overseas and the scale of vigorous economic activity in Tokyo, the latent demand must be incomparably larger than the reality would suggest. Worldwide trends, moreover, make it likely that this potential demand will continue growing in the future.

The Japan Business Aviation Association did a demand forecast for business aviation in Tokyo ("Analysis and Observations Concerning Airports for Business Aircraft in Tokyo," November 2008). Calculating based on demand in London and the economic scale of Tokyo, the latent demand for business aviation in Tokyo was estimated at around 150,000 flights (arrivals and departures) in 2007 compared to the actual traffic of around 25,000 flights, with a further increase in latent demand to around 220,000 flights seen by 2017.

3. Airport Issues in Tokyo

(1) Limitations on Departure and Arrival Slots

Haneda and Narita, the main airports serving Tokyo, have to handle a great amount of passenger and cargo traffic. The number of annual arrivals and departures in FY2009 for the two airports was 524,000, with approximately 60 million domestic and 30 million international passengers served a year, for a total demand of 90 million passengers to be dealt with.

Both airports have been all the time filled to capacity up to now, chiefly for scheduled flights, leaving little room for accommodating business aviation or other kinds of traffic.

With the completion of a new runway and the international flight terminal at Haneda Airport in October 2010, the annual airport capacity of Tokyo was expanded to 591,000 movements. Moreover, the capacity of Haneda and Narita Airports will be further increased in phases, reaching an annual 747,000 movements in FY 2014.

Air travel demand in Tokyo, however, is rising even faster than these increases will be able to handle, leading to an expected shortage of airport capacity in the near future.

These trends would seem to indicate that slots for business jet will necessarily continue to be limited at Haneda and Narita Airports.

(2) Operating Limitations

Along with the start of international service at Haneda Airport in October 2010, the following measures started to be taken to promote business jet use and to increase convenience for users.

Figure 6. Measures for Improving Business Jet Convenience with the Start of International Service at Haneda Airport

(Ministry of Land, Infrastructure, Transport and Tourism announcement Sept. 10, 2010)

	Before international service started	After international service started
1. Daytime (6 am to 11 pm) use of international business jets	Domestic business jets only	International business jets also allowed
2. Daily daytime business jet arrivals and departures (domestic, international)	Max. 4 for domestic business jets only (up to two arrivals)*	Max. 8 for international and domestic combined (up to 4 arrivals) *
3. Maximum business jet aircraft parking period (domestic, international)	5 days*	7 days*
4. Deadline for international business jet slot allocation	Application at least 7 days in advance	Application deadline abolished, now it is possible to apply on day of landing
5. Reduction in time spent at airport by international business jet users	Boarding and embarking took place at an apron far from the terminal, and from there it was necessary to proceed to the CIQ facilities.	The new international terminal has boarding and embarking spots near the terminal available also for international business jet use, and it takes less time to get to the CIQ facilities.

*Maximum slots and parking times within the capacity available for public business jets, etc..

When it comes to actual accommodation of business aviation, however, both Haneda and Narita Airports still fall well short, with limitations such as those indicated below.

Figure 7. Business Aviation Accommodation at Haneda and Narita Airports

		Haneda Airport	Narita Airport
Available slots	Daytime (6 am to 11 pm)	8/day	3/day
	Nighttime (11 pm to 6 am)	16/hour	Not allowed
Aircraft parking period		7 days	7 days
Parking spots		10 spots	10 spots
Dedicate terminal		—	Studying provision of facilities for business aviation and LCC use

In addition, the legal framework on aircraft operation in Japan is geared mainly toward scheduled flights by large and medium-sized planes, with a lack of adequate regulations on business aviation similar to those in the U.S.. For example, Japan-registered business aircraft face a large burden in obtaining an airworthiness certificate.*⁴ Consolidation of laws system better suited to business aviation is essential, and deregulation is also needed.

*⁴ An airworthiness certificate shows that an airplane conforms to safety standards for strength, structure, and performance and has passed government inspection.

(3) Meeting User Needs

Business aviation users place a high value on time and demand a high level of convenience. In other countries, airports provide dedicated terminal facilities and services for business aviation. Users are able to take advantage of these facilities and go through CIQ procedures in an environment separate from that of other passengers, enjoying services with a high level of privacy and hospitality, and are able to leave the airport in a short time.

There are some cases at certain airports in Japan such as Nagoya Airport and Chubu Centrair International Airport in Aichi Prefecture where separate CIQ and other facilities are provided for business jet passengers. At Haneda and Narita Airports, however, passengers on international business jet flights have to use the same passenger terminals as those on scheduled flights, and must stand in the same lines as other passengers for customs and immigration procedures. Not only do CIQ procedures take time, but visitors from overseas frequently express concerns related to ensuring security and maintaining privacy.

American Chamber of Commerce in Japan (Nov. 2006)

(Main problems for international business jets using airports in Tokyo)

- Lack of dedicated airport facilities; “The government of Japan should support provision of separate terminal facilities for business aviation and aprons development. “
- High navigation facilities usage charge that Japan assesses on all aircraft that land in Japan or pass through Japanese airspace including business aircraft; “Navigation fees should be set in graduated steps, not in single price system.”

From *The New York Times* article of May 3, 2010

- "Unlike elsewhere in Asia, after landing at Narita or Haneda, you must queue up in line with everyone else who landed at the airport. That is hardly a VIP experience."
"It's not just about landing slots, it's the private jet terminal, the maintenance. You need to have all the infrastructure."
(Justin Firestone, Asia-Pacific president of aerospace manufacturing company Hawker Beechcraft)
- "Japan is extremely backward when it comes to corporate aviation. They simply don't understand the concept of private jets. The permits are very difficult to get, there is no flexibility and the charges are ridiculously high."
(Logan Ravishankar, CEO of Singapore-based MyJet Asia)

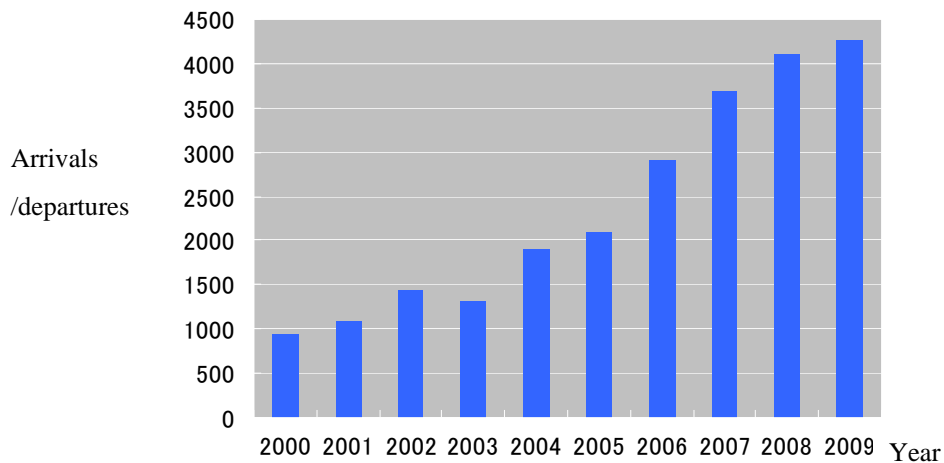
■Part Two: Making Tokyo More Friendly to Business Aviation

1. Directions of Future Measures

(1) Targets for the Number of Business Aviation Movements

The actual number of business jet movements at Haneda and Narita Airports in 2008 was approximately 2,700, an average of 7 per day. Meanwhile, at Hong Kong International Airport, one of the business aviation hubs in Asia, the number was approximately 4,200/year (2009). Moreover, this figure rose by an average annual rate of 17.6% from 2000 to 2009.

Figure 8. Business Aviation Movements at Hong Kong International Airport



(Source: Hong Kong International Airport pamphlet)

These trends indicate that business aviation movements at Hong Kong International Airport will continue to increase for some years. The present pace would take it near the 10,000 mark in a few years. For Tokyo to maintain and improve its position as a base for international business activities in Asia, it will be essential to accommodate business aviation and not be left behind other Asian urban centers.

To this end, it will be necessary in the coming years to provide business aviation receiving system commensurate with the scale of economic activity in Tokyo. While aiming eventually for usage on a par with the U.S. and Europe, for the time being we will work to achieve a target of handling 10,000 movements per year (28/day) in Tokyo, the top level in Asia.

(2) Meeting the Needs of Business Aviation Users

In seeking to boost accommodation of business aviation, besides increasing the number of departure and arrival slots it is important to meet user needs for quick service, safety, and privacy.

The GOJ has been taking steps to improve business aviation accommodation. With the recent opening of Haneda Airport to international flights, aprons available for international business jet use have been readied in the vicinity of the new international terminal, enabling passengers to go through all the necessary procedures in a shorter time.

We make sure that these measures will be ratcheted up another notch in order to make business aviation more convenient and meet user needs.

2. Division of Roles in Business Aviation among Airports in Tokyo

(1) Basic Approach

As noted earlier, there is the large latent demand for business aviation use in Tokyo. Moreover, this demand is expected to rise further given the worldwide growth in popularity and utilization of business aviation.

An essential part of meeting this demand is first of all to upgrade the business aviation accommodation ability of Haneda and Narita Airports, the two main airports serving Tokyo .

Both airports, however, as centers for international and domestic aviation, will face the continued need to handle large amounts of passenger and cargo traffic, chiefly on scheduled flights, and will be severely limited in their capacity to allocate more departure and arrival slots and aprons to business aviation. It will therefore be necessary to make use of other airports for obtaining airport functions for business aviation.

Major US and European cities typically have several airports dedicated to business aviation and similar needs, separate from the main airports used chiefly for ordinary passenger and cargo transport, dividing up the airport roles effectively.

With this in mind, besides going ahead with plans to upgrade the functions of Haneda and Narita Airports, we plan to meet the needs for business aviation in Tokyo by supplementing the necessary functions using a third airport.

(2) Comparison of Air Fields in Tokyo

Use of an existing airfield as the third airport will be necessary for quickly dealing with the urgent issue of business aviation demand.

Generally a runway length of at least 1,800 m is required for takeoff and landing of business jets capable of international flights. Also considering that time saving is one of the biggest purposes of business aviation, access by automobile to central Tokyo should be less than one hour.

Figure 9. Runway Lengths of Tokyo Airfields and Traveling Time to Central Tokyo by Car

Airfield	Runway length	Minutes to central Tokyo*
Yokota Air Base	3,353 m	50
Naval Air Facility Atsugi	2,438 m	50
Shimofusa Airfield	2,250 m	50
Iruma Airfield	2,000 m	70
Kisarazu Airfield	1,830 m	40
Tachikawa Airfield	900 m	55
Chofu Airport	800 m	35
Ibaraki Airport	2,700 m	100

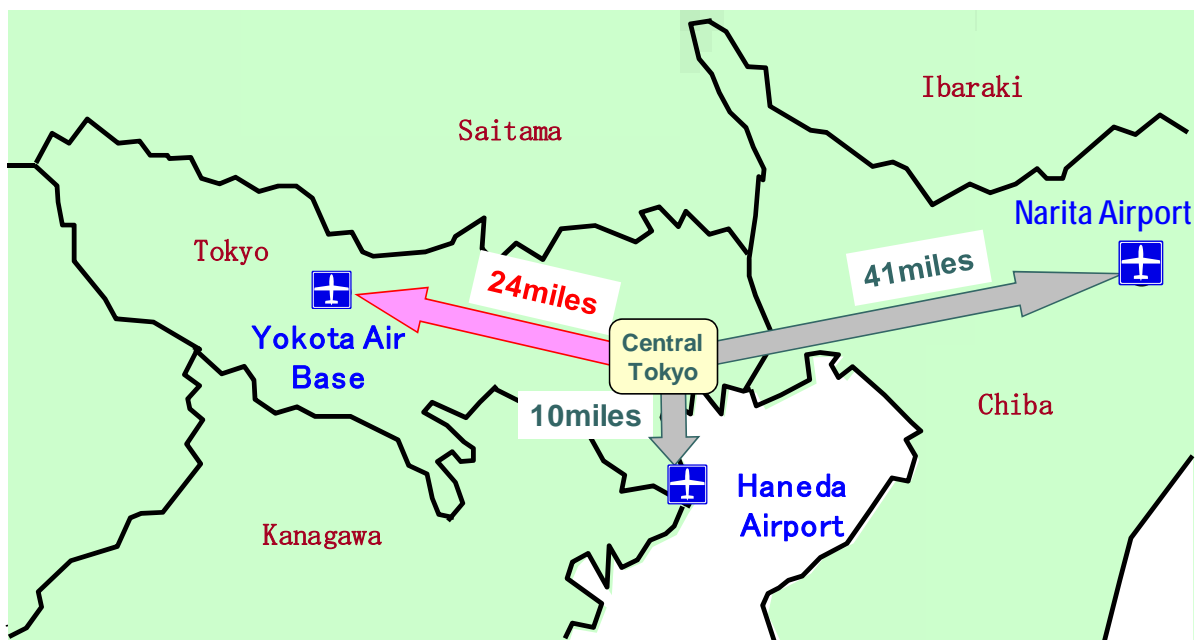
*Estimates not accounting for traffic congestion, etc.

As shown in Figure 9, these conditions are not met by Tachikawa Airfield, Chofu Airport, or Ibaraki Airport. That leaves the military airfields at Yokota Air Base, Naval Air Facility Atsugi, Shimofusa Airfield, Iruma Airfield, and Kisarazu Airfield, which are compared for their suitability.

Yokota Air Base (1) is the only field with a sufficient runway length (more than 2,500 m) for use by large business jets that are able to fly across the Pacific Ocean and on to destinations as far as the U.S. East Coast. In addition (2) access time to central Tokyo is relatively short, (3) customs and immigration offices are permanently located nearby, (4) civilian aviation companies commissioned by the U.S. military provide flight support services, (5) Yokota Air Base has the highest potential for expansion of civil aviation facilities, and (6) organizations including the Kanto Region Governors' Association have requested its civil-military dual-use. For these reasons, Yokota is the best choice for an airport to accommodate business aviation, and it would be appropriate to make use of it.

Accordingly, along with efforts to upgrade the functions of Haneda and Narita Airports, we plan to make use of Yokota Air Base in meeting the needs of business aviation in Tokyo.

Figure 10. Airport Location in Tokyo



3. Proposed Roles for Each Airport

(1) Haneda Airport

Haneda Airport, located nearest to central Tokyo, is a key airport for domestic and international service, with very high demand especially for daytime scheduled flight use. Besides taking maximum advantage of the expanding airport capacity from provision of a new runway and the international flight terminal, facility upgrades and operational improvements will be made to promote accommodation of business aviation.

Haneda is the only airport in Tokyo that can be used in late night and early morning hours, and also has departure and arrival slot availability at specific time periods*⁵ and will therefore be used also to meet needs during those hours.

For the time being, the current daytime slots for business aviation will be maintained at 8 per day, while use of the specific time periods and late night and early morning time periods will be encouraged, aiming for a total of 16 per day (5,840 per year).

(2) Narita Airport

Narita Airport is used mainly for daytime international flights, and accommodates some business aviation as well.

In October 2010, agreement was reached with the surrounding communities to expand the capacity from 220,000 to 300,000 annual movements. To take advantage of this new capacity, studies have begun on provision of a dedicated terminal for low-cost carriers (LCCs) at Narita Airport enabling full-scale market entry by LCCs. In addition, dedicated terminal provision and other measures will be promoted for meeting demands to fly in business jets, whose accommodation up to now has been insufficient due to the lack of departure and arrival slots.

With the increase in airport capacity to 300,000 movements, the current business aviation capacity of 3 flights per day (21/week) is expected to be doubled enabling use of 6 daily flights (2,190/year).

(3) Yokota Air Base

When development of Tokyo's three loop roads and other measures improve access from Yokota Air Base to central Tokyo, we plan to promote its civil-military dual-use, accommodating daytime business aviation service, which would be difficult to accomplish at Haneda and Narita Airports alone.

Besides taking advantage of the CIQ facilities and flight support service providers already in place for the U.S. military use, measures will be taken to install civilian aviation facilities suitable for business aviation and to establish the best passage for business jet passengers to go through all the necessary procedures as quickly as possible, enabling provision of highly convenient services to business jet passengers.

*⁵ The period from 8:30 to 11:00 pm when Haneda Airport has available departure slots and that from 6:00 to 8:30 am when arrival slots are available.

Business aviation use will be promoted further by cooperating with the high value-added manufacturers, research institutions, and other industries concentrated in the western part of Tokyo.

The initial aim is to obtain 6 flights per day (2,190/year), which is the shortfall in the targeted movements in Tokyo as a whole (10,000/year).

■Part Three: Promoting Business Aviation Accommodation in Tokyo

1. Making Haneda Airport More Convenient

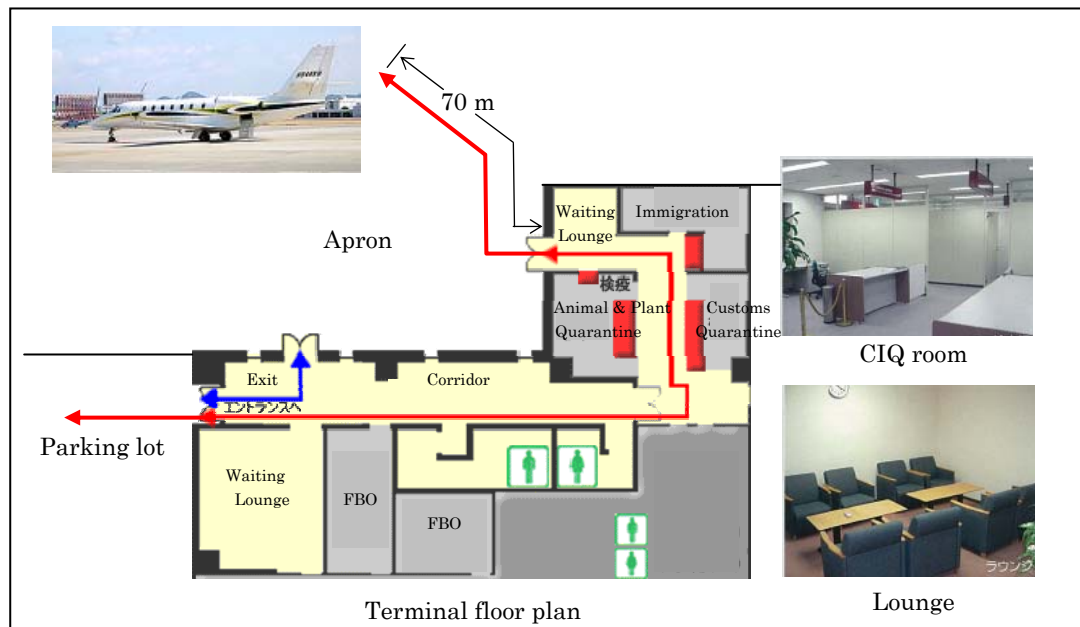
Desirable Approach

The closeness of Haneda Airport to central Tokyo makes it attractive to many users who wish to land there from overseas for business in Tokyo. As noted earlier, the GOJ has taken certain steps to accommodate business aviation, including an increase in departure and arrival slots, but these are still insufficient.

It is therefore essential not only to realize a further increase in Haneda's business aviation slots (from 8 to 16/day) but also to improve convenience of accommodation of business aviation that emphasizes time value.

Nagoya Airport, for example, with its role as a business jet hub for the area, provides a dedicated terminal for business aviation as shown in Figure 11, enabling users to complete their arrival and departure procedures smoothly. It is the first facility in Japan to provide international business jet users with a single room in the dedicated terminal for clearing all CIQ procedures. Moreover, the distance from the business jet apron to the dedicated terminal is mere 70 m; and soon after arrival, users can be on their way by car from a parking lot next to the business jet terminal.

Figure 11. Typical Business Aviation Facilities (Nagoya Airport Case)



Source: Prefectural Nagoya Airport pamphlet

It will be essential to introduce at Haneda Airport, with the highest demand for business aviation use, the same viewpoint that went into making the Nagoya Airport facilities so convenient and compact. Specifically this means providing business jet users with a separate

passage for arrival and departure procedures, enhancing CIQ system, adding more slots, as realizing fast and convenient handling.

The new international flight terminal at Haneda Airport opened in October 2010 was designed to accommodate 30,000 daytime movements. With the current facilities it would be difficult to handle 60,000-level movements expected to be realized by FY 2013. The GOJ has therefore announced that it will further upgrade the terminal as expeditiously as possible. We will take this as an excellent opportunity to proceed with measures for meeting business aviation needs.

TMG Initiatives

Business jet users desire speed, safety, privacy, and hospitality. As the international flight terminal will be extended, we will urge the GOJ to take measures at the same time such as providing a separate passage for business jet users and enhancing CIQ system.

2. Civil-Military Dual-Use of Yokota Air Base

(1) Obtaining Functions for Business Aviation

Desirable Approach

Civil-Military Dual-Use of Yokota Air Base, taking advantage of existing facilities to supplement the airport functions in Tokyo, will not only give a boost to Tama area but will help make Japan more internationally competitive, and is currently the subject of ongoing discussions between Japan and the U.S.

One factor in favor of using the Yokota Air Base to accommodate business aviation is that this has advantages not just for Japan but also for the U.S., in that the U.S. companies would like to fly their business jets into Tokyo. Also, since more time flexibility than scheduled flights can be achieved, dual-use of the facility is highly compatible with the U.S. military activities.

In order to take early advantage of such benefits, we plan to obtain the functions for accommodating business aviation by making use of existing facilities or by installing new facilities as needed.

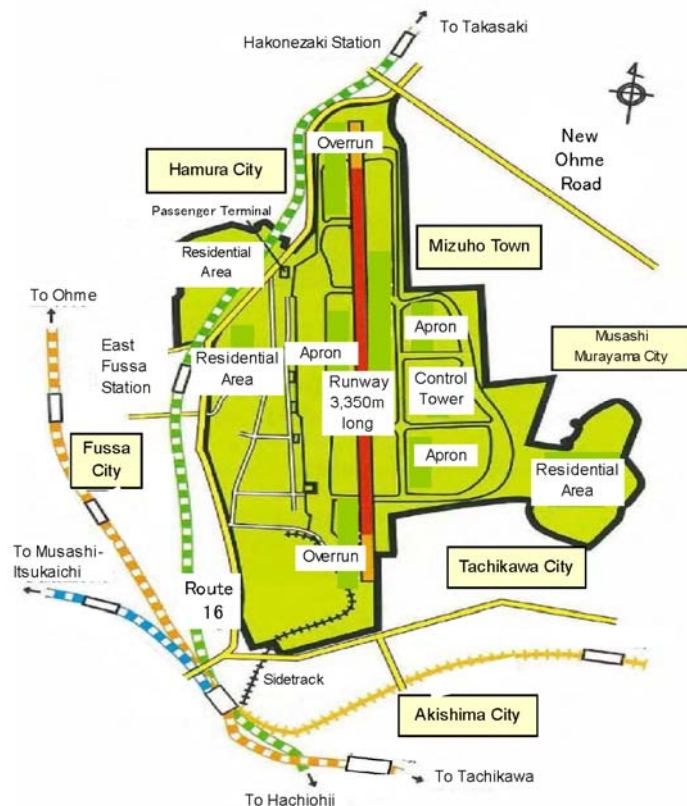


Figure 12. Current Situation around Yokota Air Base

Business aviation facilities include, in addition to runways, taxiways, aprons, passenger terminal, and parking lots. These can be obtained by making use of facilities at the base and/or by readying facilities inside or outside the base. Routes to and from the apron, passenger terminal, and parking lot can be designed to enable faster passage than is currently possible at Haneda or Narita Airports, achieving highly convenient facilities.

Beyond these initial plans, we would like to have the civil aviation facilities expanded over time, so that eventually, besides upgrading the business aviation facilities, this airport can be used for a variety of aviation needs including scheduled passenger flights, increasing the airport capacity in Tokyo and making air access more convenient for users in the western part of Tokyo.

TMG Initiatives

We have so far been working on Civil-Military Dual-Use of Yokota Air Base through exchanges of views in dialogue with the relevant government agencies (Cabinet Secretariat, Ministry of Foreign Affairs, Ministry of Land, Infrastructure, Transport and Tourism, and Ministry of Defense), as well as through proposals and requests to the GOJ with specific appeals for action.

Given the benefits to both Japan and the U.S. from business aviation accommodation, we will continue carrying out studies on civil aviation use, including for business, and otherwise encourage US-Japan consultations together with the GOJ, and will work to gain understanding of the communities around Yokota Air Base, toward early realization of civil-military dual-use.

(2) Improving Transportation Access to Central Tokyo

Desirable Approach

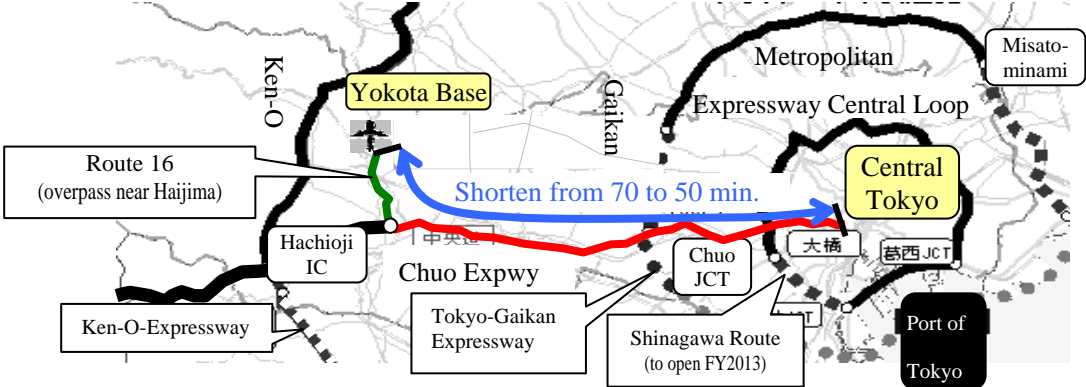
Improving transportation access to central Tokyo will be vital if Yokota Air Base is to be used for business aviation. Some improvements have already been made, including the opening of Central Circular Shinjuku Route in 2010, shortening the time between Takaido and Kasumigaseki via Route 4 Shinjuku Line. Work is now proceeding on upgrading expressways such as the three loop roads on which Tokyo traffic depends, and on improving trunk roads including Route 16 to alleviate congestion in Tama area. In such ways it should be possible to reduce traveling time (average including peak traffic hours) from Yokota Air Base to central Tokyo (Kasumigaseki ramp) from the present 70 minutes to around 50 minutes after completion. The amount of variation in required time will also be reduced for greater time reliability, making automobile transportation to central Tokyo more convenient.

Passenger trains already connect the communities around Yokota Air Base to central Tokyo, enabling travel from Haijima to Shinjuku in as little as 30+ minutes. Measures will be taken to improve rail access even further.

TMG Initiatives

Besides urging the GOJ to move quickly on upgrading Route 16, we will work with the GOJ on ensuring that the development of roadways such as Central Circular Shinagawa Route, Ken-O Expressway, Tokyo-Gaikan Expressway in timely fashion.

Figure 13. Improving Access between Yokota Air Base and Central Tokyo



Part Four: Implementing the Promotion Measures

As business becomes increasingly global and competition heats up among the major cities around the world, it is essential that we implement the measures for promoting accommodation of business aviation in Tokyo in order to make both Tokyo and Japan more internationally competitive.

Toward this end, we will put forward proposals and requests to the Ministry of Land, Infrastructure, Transport and Tourism as well as to the Ministry of Justice, Ministry of Finance, Ministry of Health, Labour and Welfare, and Ministry of Agriculture, Forestry and Fisheries (CIQ-related ministries) asking for their engagement, will urge the Cabinet Secretariat, Ministry of Foreign Affairs, Ministry of Defense, and related American agencies for accommodation of business aviation at Yokota Air Base, and will promote cooperation with aviation-related organizations.

Obtaining the proper understanding of related players of all kinds is also necessary for promoting accommodation of business aviation. We will therefore encourage broad discussions with a wide range of people such as the citizens of Tokyo and of Japan, and corporations, stirring up public opinion.

Furthering the accommodation of business aviation is aimed at boosting the airport functions in Tokyo in order to strengthen international competitiveness, and also to promote industry in Tama area in such ways as forming advanced, diverse product development hubs, like the Tama “Silicon Valley”, that are among the best in Asia.

The relative organizations will continue to work closely together as appropriate toward the realization of the sufficient and effective system for receiving business aviation in Tokyo whenever needed.

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TMG's Policy for Strengthening of the Business Aviation Receiving System in Tokyo

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