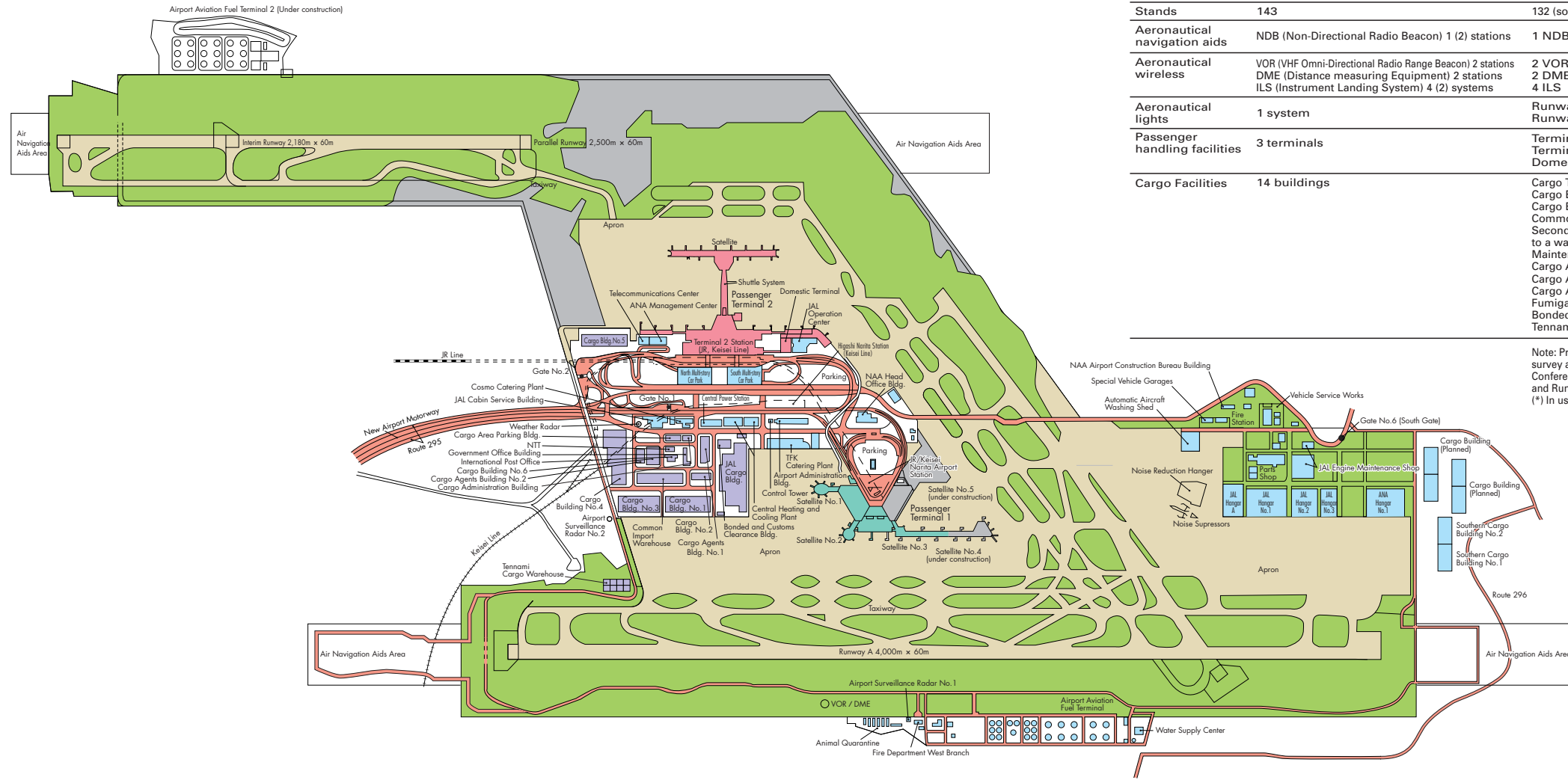


Airport Operations

LAYOUT OF EXISTING AND PROPOSED FACILITIES AT NARITA AIRPORT

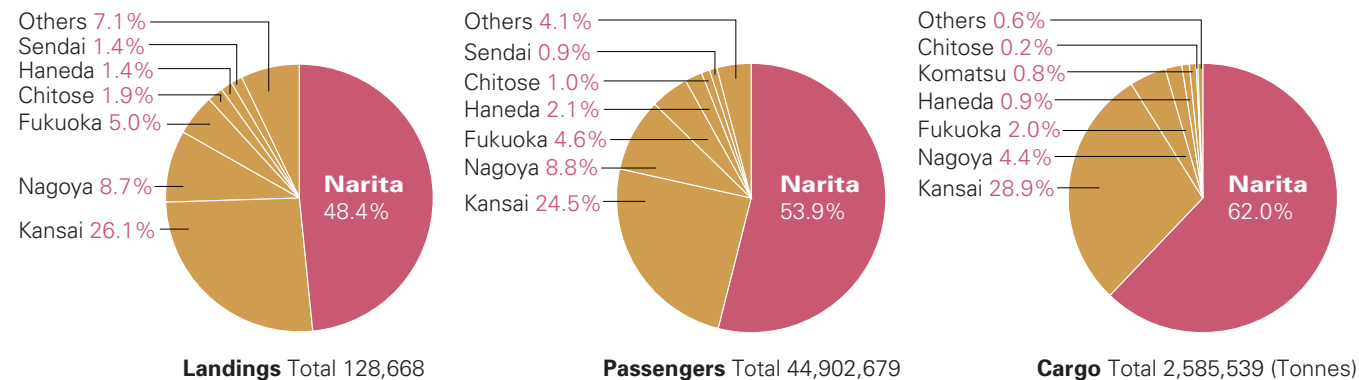


Key Facilities & Planned Facilities at Narita Airport

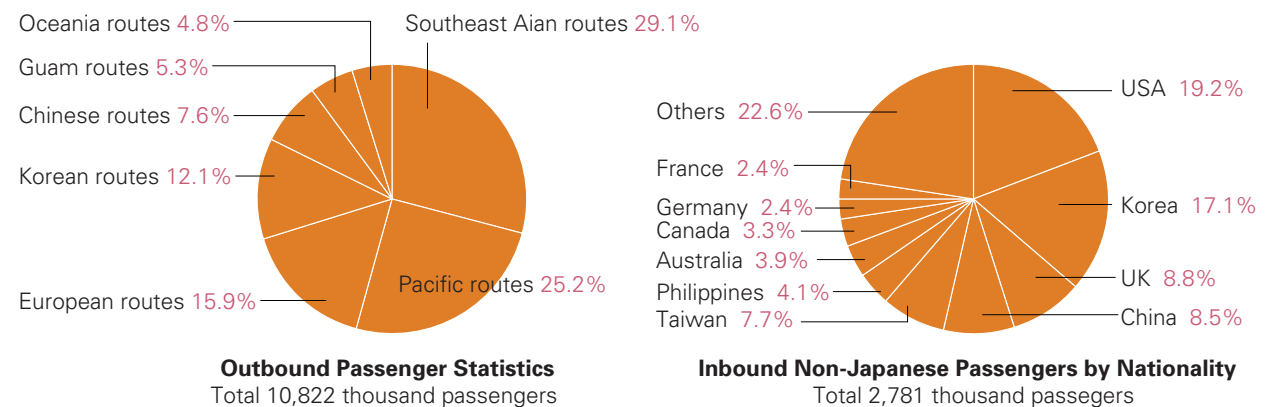
Main Facility	Total Plan	In service as at the end of April 2003	Planned
Airport site	1,084 hectares	920 hectares	164 hectares
Runways	Runway A: 4,000m X 60m Parallel Runway: 2,500m X 60m (Cross-wind Runway: 3,200m X 60m)	Runway A: 4,000m X 60m Runway B': (interim runway) 2,180m X 60m	Parallel Runway: 2,500m X 60m
Taxiways	L: 29.2km, W: 30m	L: 25.8km, W: 30m (some 23m)	L: 3.4km, W: 30m
Aprons	approx. 248 hectares	approx. 209 hectares	approx. 38 hectares
Stands	143	132 (some closed due to construction)	11
Aeronautical navigation aids	NDB (Non-Directional Radio Beacon) 1 (2) stations	1 NDB station	
Aeronautical wireless	VOR (VHF Omni-Directional Radio Range Beacon) 2 stations DME (Distance measuring Equipment) 2 stations ILS (Instrument Landing System) 4 (2) systems	2 VOR station 2 DME stations 4 ILS	
Aeronautical lights	1 system	Runway A lights: 1 system Runway B' (interim) lights: 1 system	2,500m X 40m parallel runway lighting system
Passenger handling facilities	3 terminals	Terminal 1 (260,300m ²)* Terminal 2 (303,000m ²) Domestic Terminal (23,400m ²)	Extensions to Terminal 1 Modifications to Terminal 2 to increase capacity
Cargo Facilities	14 buildings	Cargo Terminal Buildings, etc. (249,000m ²) Cargo Bldg. No. 1, Cargo Bldg. No. 2, Cargo Bldg. No. 3, Cargo Bldg. No. 4, Cargo Bldg. No. 5, JAL Cargo Bldg., Common Import Warehouse, Secondary Sorting Area for Perishables (now converted to a warehouse), Maintenance Area Warehouse, Cargo Agency Bldg. No. 1 (undergoing reconstruction), Cargo Agency Bldg. No. 2, Cargo Administration Bldg., Fumigation Facilities, Bonded Goods Customs Clearance Bldg., Tennami Area Cargo Warehouse	Southern Cargo Building No.1, No.2 (Open in July 2003 with 10,000m ²)

Note: Proposals for the crosswind runway will be resubmitted to the local community following an environmental survey after the completion of the parallel runway as stipulated by the recommendations of the Roundtable Conference. In the meantime, the site is being used as a corridor to provide aircraft access between Terminals 1 & 2 and Runways A & B. Figures in squared parentheses (), refer to the crosswind runway.
(*) In use.

Narita Airport's Share of International Service in Japan (FY2001) Source:Ministry of Land, Infrastructure and Transport



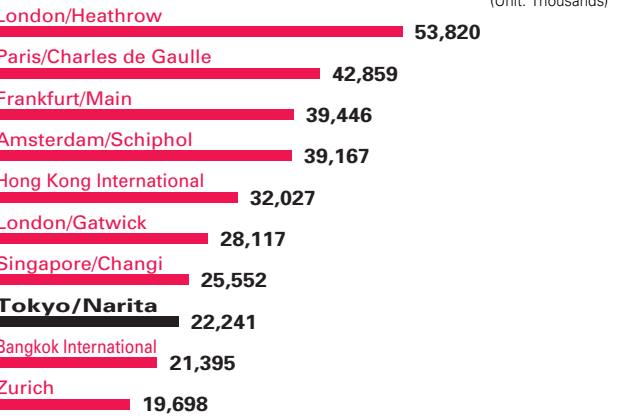
Inbound/Outbound Passenger Statistics(2001) Source:Immigration statistics, Ministry of Justice



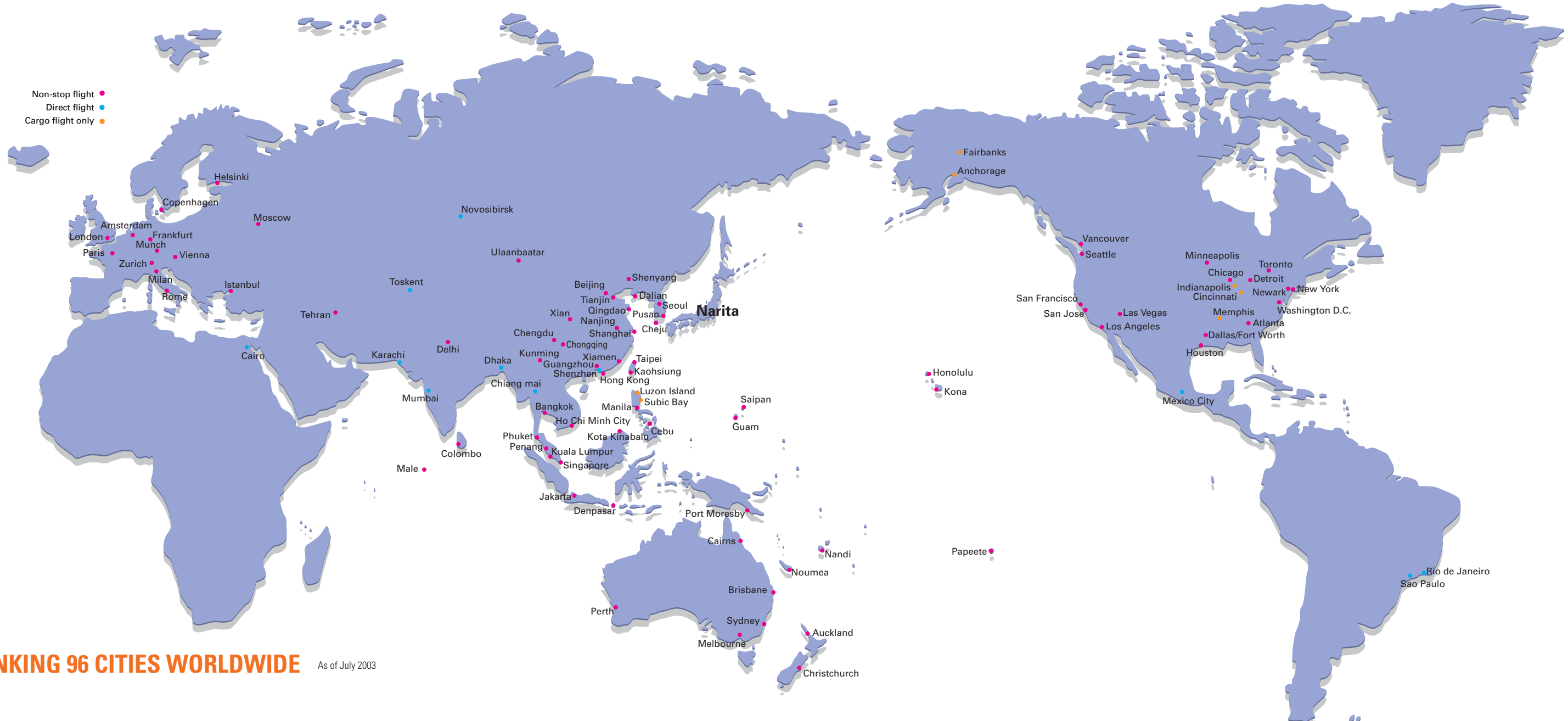
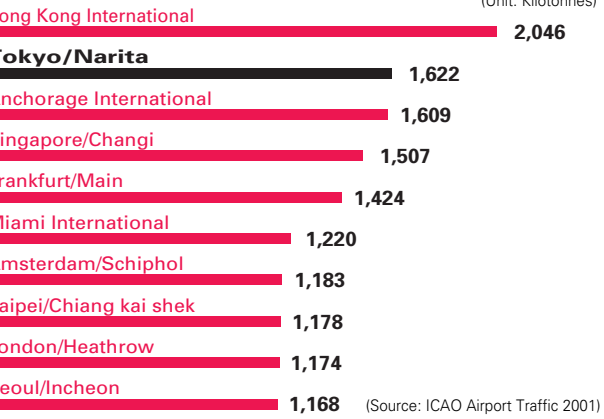
Airlines flying into Narita As of July 2003

- | | | | |
|--|---|---|--|
| <p>TERMINAL 1</p> <ul style="list-style-type: none"> Aircalin (ACI) Air France (AFR) Air Tahiti Nui (THT) Alitalia (AZA) American Airlines (AAL) British Airways (BAW) Cathay Pacific Airways (CPA) Finnair (FIN) KLM-Royal Dutch Airlines (KLM) Korean Air (KAL) Northwest Airlines (NWA) Singapore Airlines (SIA) United Airlines (UAL) U.S. Airways (USA) VARIG-Brazilian Airlines (VRG) Virgin Atlantic Airways (VIR) | <p>TERMINAL 2
INTERNATIONAL</p> <ul style="list-style-type: none"> Aeroflot-Russian Airlines (AFL) Air Canada (ACA) Air China (CCA) Air India (AIC) Air Japan (AJX) Air New Zealand (ANZ) Air Nippon (ANK) Air Niugini (ANG) Air Pacific (FJI) All Nippon Airways (ANA) Asiana Airlines (AAR) Austrian Airlines (AUA) Biman Bangladesh Airlines (BBC) China Airlines (CAL) China Eastern Airlines (CES) China Southern Airlines (CSN) Continental Airlines (COA) Continental Micronesia (CMI) Delta Air Lines (DAL) Egyptair (MSR) EVA Airways (EVA) | <ul style="list-style-type: none"> Garuda Indonesia (GIA) Iberia (IBE) Iran Air (IRA) JALways (JAZ) Japan Airlines (JAL) Japan Asia Airways (JAA) Japan Air System (JAS) Lufthansa German Airlines (DLH) Malaysia Airlines (MAS) Mexicana (MXA) MIAT Mongolian Airlines (MGL) Pakistan International Airlines (PIA) Philippine Airlines (PAL) Qantas Airways (QFA) SAS-Scandinavian Airlines System (SAS) SriLankan Airlines (ALK) Swiss International Air Lines (SWR) Thai Airways International (THA) Turkish Airlines (THY) Uzbekistan Airways (UZB) Vietnam Airlines (HVN) | <p>DOMESTIC</p> <ul style="list-style-type: none"> All Nippon Airways (ANA) Fair (FRI) J-Air (JAR) Japan Airlines (JAL) Nakanihon Airlines (NAL) Japan Air System (JAS) <p>CARGO</p> <ul style="list-style-type: none"> AHK Air Hong Kong (AHK) Federal Express (FDX) Nippon Cargo Airlines (NCA) Polar Air Cargo (PAC) Singapore Airlines Cargo (SQC) United Parcel Service (UPS) |
|--|---|---|--|

Narita Airport's World Ranking for International Air Passenger Traffic



Narita Airport's World Ranking for International Air Cargo Traffic



LINKING 96 CITIES WORLDWIDE As of July 2003

1. Aircraft Movements

Aircraft movements at Narita Airport in fiscal 2002 posted the highest on record at 176,365 owing to the opening of the interim parallel runway in April 2002. This was a 37% rise on the previous year when figures plummeted with the effects of the US terrorist attacks, and a 33% increase on fiscal 2000 prior to the attacks. Record figures were posted every month and the daily average rose by 137 to 490 movements. 75% of movements were on Runway A and 25% on the interim parallel runway.

New and additional international passenger services to Asia, particularly to China, following the opening of the interim parallel runway, resulted in a 42% increase on the Southeast Asian routes. China routes posted a dramatic 130% increase while Korea routes also posted substantial growth of 48%. These three routes accounted for 54% of passenger services overall with growth of 8 points over the previous year.

Cargo services were the highest on record, increasing 31% over the previous fiscal year when figures suffered from a global IT recession. The rise is attributed to increased cargo services by UPS and other airlines since the commissioning of the interim parallel runway as well as demand generated by the recovery in the US and Asian economies in the first half of the year.

Domestic passenger services registered a dramatic increase as three new commuter airlines commenced

services with the opening of the interim parallel runway. The figures were 2.6 times that of the previous year at 10,608 movements.

2. Passengers

Passenger numbers, including domestic passengers, at Narita rose 20% over the previous fiscal year to a record high 29,993,321.

Japanese international passengers increased by 18%. This is thought to have resulted from the broader range of destinations made available by the opening of the interim parallel runway, which stimulated interest in travel.

Non-Japanese passenger figures exceeded the 7 million mark for the first time with an increase of 20% over the previous record posted in fiscal 2000. Record figures were posted every month. This is attributed to an increase in the number of passengers from Asia using the new and additional services that were introduced with the opening of the interim parallel runway.

Passenger figures on domestic routes saw a sizeable 65% growth at 1,107,372, the highest on record, owing to the significant domestic network expansion since the commissioning of the interim parallel runway.

Total air passenger numbers since the opening of the airport in 1978 has reached 458.14 million, equal to approximately 3.6 times the population of Japan.

3. Cargo

Air cargo figures for fiscal 2002 at Narita Airport breached the 2 million ton mark for the first time at 2,030,149 metric tons. This was a rise of 27% over the previous fiscal year when figures dropped from the effects of the IT recession and the largest ever growth rate.

Exports and imports both posted record highs with an increase of 34% and 15% respectively. The growth is attributed to an increase in short-haul cargo services to Asia with the commissioning of the interim parallel runway, and increased trade with China, Hong Kong and Korea supported by a significant growth in the Asian economy. Furthermore, a workers' strike in autumn 2002 which led to the closure of ports on the US west coast triggered a shift in demand from marine to air transport.

4. Fuel

Fuel figures for fiscal 2002 posted a year-on-year increase of 14% to 5,757,126kl, the highest on record. Again, record figures were registered every month. The growth rate for fuel (14%) is not as pronounced as that for aircraft movements (40%) because of the increased use of mid-size aircraft since the opening of the interim parallel runway and because conventional large aircraft such as the B747s are being replaced with B777s with greater fuel efficiency.



Traffic Analysis: Aircraft Movements, Passengers and Cargo

