



Airline Reallocation

Airline Reallocation Slated for 2006

On 22 May 2001, NAA put together a draft Airline reallocation plan for the 49 carriers operating international flights at Narita.

The plan is aimed at reducing congestion and improving connections for transit passengers by moving alliance partners into the same terminals. The plan will be introduced in 2006 when reconstruction in Terminal 1 is completed.

Narita Airport currently operates with two terminal buildings but growing code-share services and increased passenger numbers have posed operational problems in keeping up with the changes.

The problems can be divided into 3 main points:

Presently, 15 airline companies providing international passenger services are in Terminal 1 while there are 40 in Terminal 2. This has meant a disproportionate 65.5% share of passenger and aircraft traffic in Terminal 2 and 34.5 % in Terminal 1. The difference is set to increase even further in the future.

Terminal 2 is used by Japanese airlines and their customer airlines while Terminal 1 is used by other airlines. Airlines with similar operating times are housed in the same terminal and this is also extremely inefficient in terms of facility use. Departure times are concentrated between 10 am and noon in Terminal 2, and between 5 pm and 7 pm in Terminal 1. Both terminals are extremely congested during these times and there is a clear difference in the number of users between these

and other times.

As of September 2003, 36% of all passenger flights are code-share services and almost 66% of those are in separate terminals. The airlines have requested that alliance partners be located in the same terminal but this is not possible under the present situation.

The terminal reallocation plan was designed to overcome these problems and will group alliance partners together while also taking into consideration the ratio of flights operated by each group. According to NAA's draft plan, the South Wing in Terminal 1 will house the Star Alliance partners and the North Wing will house the Northwest partners and the Sky Team partners. Meanwhile, Terminal 2 will continue to be used by Japan Airlines and its customer airlines as well as the oneworld partners.

Once the terminal reallocation plan is implemented, there will be 30 carriers in Terminal 1 instead of the present 15, with 12 in the North Wing and 18 in the South Wing. In Terminal 2, there will be 25 carriers instead of the present 40. The changes will substantially eliminate the unbalanced use of the two terminals. In conjunction with this, the departure times will be more evenly distributed thus enabling facilities to be used more efficiently and improving the passenger handling capacities in both terminals. Currently, 19 flights depart during the peak hour between 10 am and 11 am in Terminal 2. This is expected to fall to 13 flights after the plan has been implemented.

Size of Facilities in the Passenger Terminals

Category	Terminal 1			Terminal 2	
	Before renovation *1 (Nov 1992)	Now *2 (Jul 2004)	After renovation (2006)	Now (Jul 2004)	
Floor space (m ²)	183,900	260,300	440,000	303,000	
Main Facilities	No. of fixed stands	28	19	37	28
	No. of check-in counters	158	156		278
	Departure lobby (m ²)	14,450	10,700		22,400
	Airline lounge (m ²)	2,300	8,200		9,460
	Gate & transit lounge (m ²)	10,050	12,600		15,300
Baggage claim area (m ²)	12,850	7,800		21,200	

(*1) Satellites 1-4 in North and South Wings in operation

(*2) New Satellites 1-3 in New North Wing in operation

The plan will also allow alliance partners to reduce operational costs by sharing facilities. Relocation of the airlines will allow more efficient use of terminals and help alleviate the problem of limited space.

Service aspects can also expect to benefit from the move. It will eliminate the possibility of passengers on code-share flights and the people coming to meet them going to wrong terminals, simplify and reduce the time needed for connections between partner airlines because they will be housed in the same terminal, and enable the same easy connections between international and domestic flights in Terminal 1 as in Terminal 2 with the installation of new domestic services facilities.

The sequence for the relocation of the airlines will be as follows:

All Nippon Airways and its customer airlines will move from Terminal 2 to Terminal 1 when reconstruction work is completed in 2006.

Star Alliance partners using the North Wing will move to the South Wing along with ANA.

Oneworld member airlines using Terminal 1 will move into Terminal 2 after ANA's relocation.

At the same time, Northwest partners and Sky

Team partners in Terminal 2 will move into the North Wing.

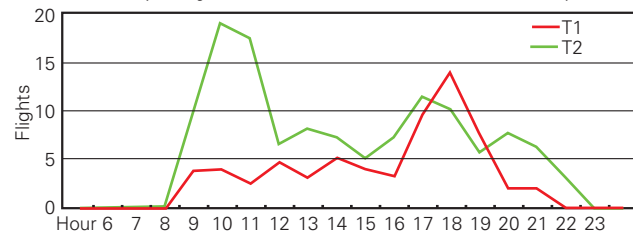
Originally, the plan was drafted with the idea of organizing the reallocation around each alliance group. However, some airlines indicated a characteristic philosophy that did not necessarily tie them to an alliance. The revised plan took these views into consideration wherever possible while at the same time, ensuring that the conditions under which all airlines competed were fair. After reconfirming that the expected results were in line with the fundamental principles, the revised version of the plan was put forward on 9 October 2001. It was decided that talks would be held later with those airlines that would be affected by the plan in regard to modifications to Terminal 1 and Terminal 2 that would be needed by the airlines to relocate.

After the opening of the interim parallel runway on 18 April 2002, more new carriers have entered service. There will also be changes in airline alliances and, therefore, policy must take into consideration the changes in prevailing conditions.

Departing Flights by Hour

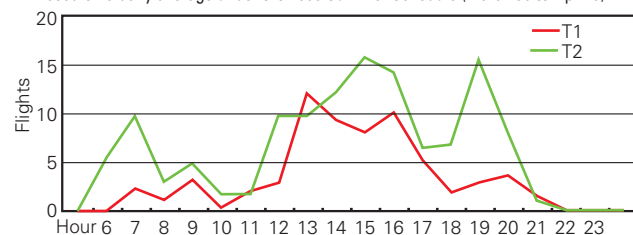
Current Hourly Distribution of Departing Flights by Terminal

Based on a daily average under the 2003 Summer Schedule (March 30 to April 5)



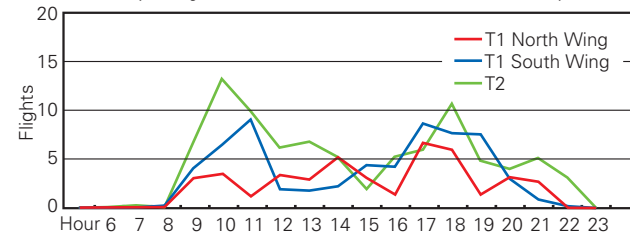
Current Hourly Distribution of Arriving Flights by Terminal

Based on a daily average under the 2003 Summer Schedule (March 30 to April 5)



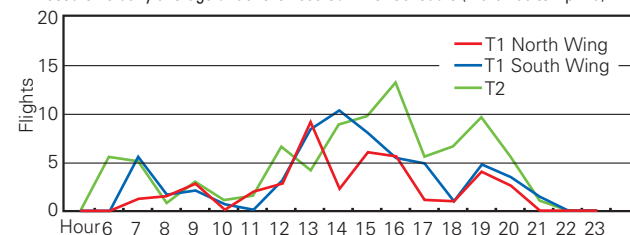
Hourly Distribution of Departing Flights by Terminal after Reallocation

Based on a daily average under the 2003 Summer Schedule (March 30 to April 5)



Hourly Distribution of Arriving Flights by Terminal after Reallocation

Based on a daily average under the 2003 Summer Schedule (March 30 to April 5)



Alliance International Passenger Service Ratios (Summer schedule, 2004)

Alliance Group	Terminal 1		Terminal 2		Total
	Airlines	Flights/week	Airlines	Flights/week	
oneworld	American Airlines	80	Qantas Airways	62	244 flights/week 8.81%
	British Airways	28			
	Cathay Pacific Airways	70			
	Finnair	4			
	Sub total	182 flights/week	Sub total	62 flights/week	
JAL&JAL Customers			Japan Airlines (International)	663	1,037 flights/week 37.42%
			Aeroflot-Russian Airlines	14	
			Air-India	8	
			SriLankan Airlines	6	
			Air Niugini	2	
			Biman Bangladesh Airlines	2	
			China Airlines	54	
			China Eastern Airlines	44	
			China Southern Airlines	30	
			Swiss International Air Lines	12	
			Air Pacific	6	
			Garuda Indonesia	14	
			Vietnam Airlines	22	
			Iran Air	4	
			Japan Asia Airways	48	
			Japan Airlines (Japan)	42	
			Malaysia Airlines	28	
		Egyptair	6		
		Philippine Airlines	24		
		Pakistan International Airlines	8		
		Sub total			
Star Alliance	United Airlines	210	All Nippon Airways	288	752 flights/week 27.14%
	Singapore Airlines	54	Air Canada	28	
	VARIG-Brazilian Airlines	8	Air New Zealand	14	
			Austrian Airlines	12	
			Lufthansa German Airlines	26	
			SAS-Scandinavian Airlines System	14	
			Thai Airways International	42	
			Asiana Airlines	56	
			Sub total	480 flights/week	
			Sub total	272 flights/week	
ANA Customers			Air Japan	14	66 flights/week 2.38%
			Air Nippon	14	
			EVA Airways	28	
			MIAT Mongolian Airlines	6	
			Uzbekistan Airways	4	
			Sub total	66 flights/week	
NWA&NWA Partners	Northwest Airlines	306	Continental Micronesia	42	390 flights/week 14.07%
	KLM-Royal Dutch Airlines	14	Continental Airlines	28	
	Sub total	320 flights/week	Sub total	70 flights/week	
Sky Team	Air France	34	Delta Air Lines	14	166 flights/week 5.99%
	Alitalia	20			
	Korean Air	98			
	Sub total	152 flights/week	Sub total	14 flights/week	
Non-Alliance	Air Tahiti Nui	6	Turkish Airlines	8	116 flights/week 4.19%
	Virgin Atlantic Airways	14	Air China	64	
	Aircalin	10	Dragonair	14	
	Sub total	30 flights/week	Sub total	86 flights/week	
Total	956 flights/week	Total	1815 flights/week	2,771 flights/week 100.00%	

Airline Reallocation Plan

North Wing in Terminal 1	
Northwest / Northwest Partners	390
Sky Team	166
oneworld	32
Non-alliance	16
Total	604 flights/week
12 companies	21.8%

South Wing in Terminal 1	
Star Alliance	738
ANA Customers	66
Non-Alliance	92
Total	896 flights/week
18 companies	32.3%

Domestic Service (3 companies)	168 flights/week
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North Wing in Terminal 1	
JAL & JAL Customers	1037
one world	212
Non-Alliance	22
Total	1271 flights/week
25 companies	45.9%

Domestic Service (2 companies)	56 flights/week
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