

**NARITA INTERNATIONAL AIRPORT
ADMINISTRATIVE REGULATIONS**

(For Reference Purpose Only)

**This English translation has been prepared to provide reference
for the benefit of those who are unable to use the official Japanese text,
and should be regarded and treated as such.**

NARITA INTERNATIONAL AIRPORT CORPORATION

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**NARITA INTERNATIONAL AIRPORT ADMINISTRATIVE REGULATIONS
(Provisional Translation)**

15 May 1978	Regulation No. 24
Revised:	
10 June 2016	Regulation No. 6

[Objective]

Article 1

The purpose of these regulations is to set out provisions required to ensure safe and efficient operation of Narita International Airport (the "Airport") and to maintain order of the Airport, with provisions otherwise required for the administration of the Airport.

[Operating Hours]

Article 2

The operating hours of the Airport shall be for 24 hours per day. However, take-off and landing of aircraft shall, in principle, take place between 6:00 am and 11:00 pm.

[Restriction of Entry]

Article 3

For the purpose of preventing excessive congestion, and for any other reason deemed necessary for the operation and administration of the Airport, Narita International Airport Corporation ("NAA") may, from time to time, restrict or prohibit persons other than those authorised by NAA to enter the Airport.

[Advance Notice of Congestion]

Article 4

In the event that a significantly heavy congestion caused by well-wishers and/or meeters & greeters is anticipated upon arrival or departure of its aircraft, the air transport operator concerned shall so notify NAA no later than 24 hours prior to the scheduled arrival or departure of the aircraft.

[Restricted Areas]

Article 5

Except in the cases as mentioned below, entry into runways and other take-off/landing areas, taxiways, aprons, hangars and any other areas indicated as being restricted by NAA (the "Restricted Areas") is prohibited.

- (1) Entry by persons duly authorised by NAA; or
- (2) Embarkation/disembarkation of airline crew and passengers to/from an aircraft.

[Prohibited Acts]

Article 6

1. The following acts are prohibited within the perimeter of the Airport:
 - (1) Damaging and/or defacing buildings, structures, signs and any other airport facilities, equipment or vehicles;

- (2) Possession and carriage into the Airport without a legitimate reason of cutlery, poles, or other items which may cause harm to other people;
- (3) Disposal of trash, rubbish, waste, etc. at places not so designated, or placing/leaving pieces of luggage and other items unattended without permission;
- (4) Smoking in areas where smoking is prohibited;
- (5) Entry into places and/or areas where entry is clearly indicated as prohibited; or
- (6) Any other acts, in addition to the above, which may disturb public order and/or cause annoyance to other people.

2. Unless prior permission has been obtained from NAA, the following acts are prohibited within the perimeter of the Airport:

- (1) Carrying or transporting firearms, swords, explosives, radioactive materials and/or dangerous flammables (except by authorised officials on official duty);
- (2) Keeping or storing inflammable liquids, gasses, radioactive materials and other similar items (except those kept in specifically designed containers installed within aircraft);
- (3) Use of open fires;
- (4) Temporary use of airport facilities to post and/or display billboards, flags, drapes, printed matters, documents, etc.;
- (5) Temporary use of airport facilities to hold speech rallies, to carry out propaganda activities or demonstrations, to collect donations or to conduct other similar activities;
- (6) Entering the passenger terminal area, cargo area or restricted areas with animals (with the exception of assistance dogs including those qualified to possess similar or equivalent capability, as defined by the assistance dog legislation {Law No. 49 of 2002}, when assisting travellers, and those animals being transported as air cargo); or
- (7) Operating a Unmanned Aircraft (UA) (Aircrafts as regulated in the Aeronautical Act Article 2 Clause 22) or flying a Model Airplane (Aircraft those lighter than 200 grams and excluded from the definition of UA)

[Use of Facilities by Aircraft]

Article 7

All parties using facilities owned and managed by NAA for landing, take-off and parking of aircraft (the "landing/take-off facilities") are required to submit the following information to NAA in advance. The same procedure will apply whenever changes are made.

- (1) Operator's name or designation and address;
- (2) Aircraft type, model, nationality, registration, maximum take-off weight ("MTOW"), noise-level rating measured at the take-off, approach and lateral monitoring points, as defined by Annex 16 of the Convention on International Civil Aviation (or, in the absence of such noise-level rating, noise rating issued by the relevant government agency of the country of manufacture of the aircraft), as well as any other items of information required by NAA;
- (3) Date and time of use (with starting and ending times);
- (4) Purpose of use; and
- (5) Reasons, as necessary, in case of any changes.

[Ground Re-positioning of Aircraft]

Article 8

1. When re-positioning an aircraft on the ground (except when the aircraft is moving on the runway or on the taxiway), such re-positioning must comply with NAA's instructions.
2. In case of violation of the above provision, NAA may suspend the use of the landing/take-off facilities and may take any other actions deemed necessary for administration of the Airport.

[Airside Ground Operations]

Article 9

1. Boarding and deboarding of passengers, loading and unloading of freight, replenishment of supplies, maintenance, inspection and parking of aircraft must be performed at the parking bays designated by NAA, except when approved otherwise by NAA.
2. Parking of aircraft must be performed in a safe and secure manner using chocks and/or other devices.
3. Aircraft engine run-ups must be performed at parking bays equipped with proper noise suppressors or at parking areas otherwise designated by NAA, and must be conducted at the time and in accordance with the method specified by NAA.
4. In case of violation of any of the above three provisions, NAA may suspend the use of the landing/take-off facilities and may take any other actions deemed necessary for administration of the Airport.

[Removal of Disabled Aircraft]

Article 10

The owner or user of an aircraft which has become disabled at the Airport must promptly remove such an aircraft to a location designated by NAA.

[Instruction for Inspection]

Article 11

1. In order to protect passengers, flight crew and others from being harmed and to prevent damage being done to aircraft within the Airport, NAA may, from time to time, instruct air transport operators to carry out inspection(s) of its passengers and their hand luggage in accordance with the method specified by NAA.
2. In case of violation of the above provision, NAA may suspend the use of the landing/take-off facilities and may take any other actions deemed necessary for administration of the Airport.

[Refuelling/Defuelling Activities]

Article 12

1. Refuelling and defuelling of aircraft must be carried out in accordance with the following:

- (1) Refuelling/defuelling activities must be conducted at locations designated by NAA.
- (2) Unless otherwise approved by NAA, refuelling activities must be performed by using the hydrant facilities.
- (3) Operators providing the refuelling/defuelling services must appoint a responsible person (persons) with qualifications specified by NAA in accordance with the relevant laws and regulations from among those engaged in the operation.
- (4) Refuelling/defuelling must not take place when:
 - (a) Engines are engaged in operation or are in a heated condition.
 - (b) Passengers are on board the aircraft, except when appropriate hazard prevention measures have been taken.
- (5) Sufficient safety measures such as provision of fire extinguishers must be ensured whenever refuelling/defuelling activities are performed.
- (6) While refuelling/defuelling activities are carried out, wireless communication equipment, electrical equipment and other devices belonging to the aircraft and/or vehicles engaged in the activities which may cause sparks generated from electrical discharge must not be operated.

2. During refuelling/defuelling activities, persons other than those engaged in the operation must strictly observe the following:

- (1) They must not approach air vents of the fuel tanks of the aircraft being serviced, or vehicles engaged in the operation.
- (2) While an aircraft is engaged in refuelling or defuelling, they must not operate wireless communication equipment and/or electrical equipment which may cause sparks generated from electrical discharge.
- (3) They must not use any devices or appliances which may cause sparks generated from electrical discharge in the vicinity of the aircraft and/or vehicles engaged in refuelling/defuelling activities.

[Use and Handling of Vehicles]

Article 13

Use and handling of vehicles within the Airport will be subject to the following provisions, except in the cases of emergency:

- (1) Vehicles to be used within the restricted areas must be authorised and approved by NAA in advance.
- (2) Drivers of vehicles used within the restricted areas must be authorised and approved by NAA in advance.
- (3) Parking, maintenance, inspections and refuelling of vehicles must be conducted at locations designated by NAA.
- (4) Loading and unloading of passengers and/or cargo must not be conducted at locations prohibited by NAA.

[Airport User Charges]

Article 14

1. Air transport operators or any users using the landing/take-off facilities of the Airport (the "users") must pay the landing and parking charges (the "Airport User Charges") to NAA by

bundling up the charges on a monthly basis in the Japanese currency and within the period specified by NAA.

2. Notwithstanding the above provision, should any of the users come under any of the following circumstances, they must promptly pay the landing charges immediately after landing and the parking charges directly upon completion of parking:

- (1) In the event that a petition is filed for provisional seizure, provisional disposition, compulsory execution, auction of properties or other protective foreclosing action;
- (2) In the event that an application is filed for bankruptcy, corporate rehabilitation, civil reorganisation or corporate arrangement, or in the event that liquidation action is initiated or bank transactions are suspended;
- (3) In the event that the user (or, in the case of a corporation, its designated chief executive) is placed under protection from creditors or under receivership;
- (4) In the event that a trustee is appointed by a court order or for any other reason;
- (5) In the event of arrears or default due to financial hardship, or in the event that there is a concern for serious difficulty in fulfilment of obligations; or
- (6) In the event that an air transport operator is ordered to suspend its operation or has its air operator's certificate (AOC) revoked.

3. In case any of the users fall under any of the events mentioned in the clause above, their preferential status as to payment period will be revoked and all debts arising from the use of facilities provided by NAA (except for those debts arising from land or building lease contracts or from other incidental contracts associated therewith) shall be paid in full by the date specified by NAA.

4. The method of calculation and the amount of user charges payable, in the case of aircraft exempt from the Japanese consumption tax as stipulated in the Article 7 of the Consumption Tax Law (Law No. 108 of 1988), are shown in paragraphs (1) and (2) hereunder and, in the case of other aircraft, the amount of user charges payable will be the amount shown in paragraphs (1) and (2) with the addition of applicable consumption tax and local consumption tax.

- (1) Landing charges for aircraft using the landing/take-off facilities will be calculated as follows for each landing:

(A) Aircraft engaged in international services:

Aircraft weight/MTOW (unit used for this and all other calculations below will be tonne, with part thereof rounded up to one tonne) multiplied by the respective applicable unit rate depending on the noise category as defined below. When the calculated amount is below JPY50,000, JPY50,000 will be applied as the minimum charge.

- (a) Where the sum of noise values of the aircraft is at least 20 EPNdB below the total noise standard values at the flyover, approach and sideline measurement points as defined in the International Civil Aviation Convention Annex 16 Volume 1 Chapter 3 AND all of the individual noise values measured at each of the measurement points are at least 4 EPNdB below the noise standard values

at the corresponding points; @JPY1,550/tonne.

- (b) Where the sum of noise values of the aircraft is at least 15 EPNdB below the total noise standard values at the three measurement points AND all of the individual noise values measured at each of the measurement points are at least 3 EPNdB below the noise standard values at the corresponding points BUT do not come under (a); @JPY1,650/tonne.
- (c) Where the sum of noise values of the aircraft is at least 10 EPNdB below the total noise standard values at the three measurement points AND all of the individual noise values at each of the measurement points are at least 2 EPNdB below the noise standard values at the corresponding points BUT do not come under (a) or (b); @JPY1,750/tonne.
- (d) Where the sum of noise values of the aircraft is at least 5 EPNdB below the total noise standard values at the three measurement points AND all of the individual noise values at each of the measurement points are at least 1 EPNdB below the noise standard values at the corresponding points BUT do not come under (a), (b) or (c); @JPY1,850/tonne.
- (e) Where the sum of noise values of the aircraft is equal to or lower than the total noise standard values at the three measurement points AND all of the individual noise values at each of the measuring points are equal to or lower than the noise standard values at the corresponding points BUT do not come under (a), (b), (c) or (d); @JPY1,950/tonne.
- (f) Where none of the above (a) – (e) are applicable; @JPY2,000/tonne.

(B) Aircraft engaged in domestic services:

- (a) The sum of the following amounts (i) and (ii) will apply to an aircraft equipped with turbo-jet engines or turbo-fan engines ("jet aircraft"):
 - (i) The sum of amounts obtained by dividing the aircraft weight into the following portions and by applying respective unit rates for each of the weight portions:

① For portion of MTOW of 25 tonnes or less	@JPY1,100/t
② Ditto 25-100 tonnes	@JPY1,500/t
③ Ditto 100-200 tonnes	@JPY1,700/t
④ Ditto exceeding 200 tonnes	@JPY1,800/t
 - (ii) The amount obtained by subtracting 83 from the mean noise value of those measured at the flyover and approach measurement points (fractions of an EPNdB to be rounded off to an EPNdB) and multiplying the residual figure by the unit rate of JPY3,400.
- (b) For other types of aircraft, the sum of amounts obtained by dividing the aircraft weight into the following portions and by applying respective unit rates for each of the weight portions:
 - (i) For aircraft with MTOW of 6 tonnes or less @JPY1,000/t
 - (ii) For aircraft with MTOW exceeding 6 tonnes
 - ① For portion of MTOW of 6 tonnes or less @JPY700/t
 - ② Ditto exceeding 6 tonnes @JPY590/t
- (c) Notwithstanding the provisions (a) and (b), the landing charge amount for an

aircraft falling into the following descriptions will be determined in the respective manners:

- (i) Aircraft taking off and arriving from airports and airfields (“airports etc.”) other than New Chitose, Osaka International (Itami), and Fukuoka International Airports and transporting revenue passengers or cargo at the demand of a third party will be subject to a landing charge equivalent to $\frac{2}{3}$ of the amount calculated in accordance with (a) or (b), except for those covered in ① and ② under sub-paragraphs (iii) and (iv) and in ① and ② under sub-paragraph (v) below.
- (ii) Landing charges payable for those aircraft, as described in the above sub-paragraph (i) (except for aircraft arriving from Central Japan International Airport), relating to newly inaugurated services on new routes or additional services on existing routes (not including change of service routes, re-launch of services or recovery of frequencies) operated by each individual national air transport operator engaged in scheduled domestic air transport shall be, notwithstanding the provision under sub-paragraph (i) above, $\frac{1}{2}$ of the amount calculated in accordance with (a) and (b) for a period of one year commencing from the month following month of commencement of operation of such services.
- (iii) Landing charges payable for those aircraft with a scheduled arrival time prior to 08:29 hours in its flight plan (as defined in Article 107 – 3 Clause 2 of Aviation Law No. 231 of 1952), carrying out transportation of revenue passengers or cargo at the demand of a third party, shall be $\frac{1}{2}$ of the amount calculated in accordance with (a) and (b) for a period of one year starting from the month following month of commencement of operation of such services. Those aircraft covered in ① and ② of sub-paragraph (iv) and in ① and ② of sub-paragraph (v) below shall be excluded.
- (iv) Landing charges payable for those aircraft arriving directly from airports etc. located in the islands of Okinawa will be as follows:
 - ① Jet aircraft will be charged at the rate of $\frac{5}{6}$ of the sum calculated in accordance with (a). However, in case of transporting revenue passengers or cargo at the demand of a third party, the charge payable will be $\frac{1}{6}$ of the sum calculated in accordance with (a).
 - ② For other types of aircraft, the charge payable will be $\frac{1}{2}$ ($\frac{1}{4}$ in case of aircraft with MTOW of 6 tonnes or less) of the sum calculated in accordance with (b). However, in case of transporting revenue passengers or cargo at the demand of a third party, the charge payable will be $\frac{1}{8}$ ($\frac{1}{16}$ in case of aircraft with MTOW of 6 tonnes or less) of the sum calculated in accordance with (b).
- (v) Landing charges payable for those aircraft arriving directly from airports etc. located in remote islands (referring specifically to those remote islands included as a whole or in part in the remote island

development zones as designated by Article 2 Clause 1 of the Remote Islands Development Act No. 72 of 1953, the Amami Islands region as defined by Article 1 of the Act on Special Measures for the Amami Islands Promotion and Development No. 189 of 1954, and the remote islands as described in Article 3 Clause 3 of the Act on Special Measures for the Promotion and Development of Okinawa No. 14 of 2002) will be determined as follows:

- ① Jet aircraft will be charged at the rate of $\frac{2}{3}$ of the sum calculated in accordance with (a). However, in case of transporting revenue passengers or cargo at the demand of a third party, the charge payable will be $\frac{1}{6}$ of the sum calculated in accordance with (a).
- ② For other types of aircraft, the charge payable will be $\frac{1}{4}$ ($\frac{1}{8}$ in case of aircraft with MTOW of 6 tonnes or less) of the sum calculated in accordance with (b). However, in case of transporting revenue passengers or cargo at the demand of a third party, the charge payable will be $\frac{1}{8}$ ($\frac{1}{16}$ in case of aircraft with MTOW of 6 tonnes or less) of the sum calculated in accordance with (b).

(d) Notwithstanding the provisions (a), (b) or (c), when the amount obtained in accordance with (a), (b) or (c) is less than JPY3,500 (or JPY2,000 in case of a rotorcraft), a minimum charge of JPY3,500 (JPY2,000 for a rotorcraft) will apply.

(C) The exception to landing charges calculation as specified in the Annex will use the method and formula defined in the said Annex.

(2) Parking charges for aircraft using the landing/take-off facilities will be calculated in the following manner for each time of parking:

(A) Aircraft engaged in international services:

Aircraft weight/MTOW multiplied by the respective applicable unit rate, as the case may be:

- (a) When parked for less than 6 hours: @JPY200/t.
- (b) When parked for 6 hours or longer: the total sum of the applicable charge (a) and an additional JPY200/t multiplied by aircraft's MTOW for each 24-hour period (or part thereof) beyond the first 6 hours.

(B) Aircraft engaged in domestic services:

For aircraft parking for 6 hours or longer, an amount obtained by multiplying the aircraft's MTOW by JPY180/t will be assessed for every 24 hours' parking period.

5. With regard to the above clause, when the aircraft weight is shown in pounds, 1,000lbs should be converted to 0.45359243 tonnes.

6. In case of violation of the above clauses 1 and 3, NAA may suspend the use of the

landing/take-off facilities and may take any other actions deemed necessary for administration of the Airport.

Supplement: To exclude Kansai International from Article 14 Clause 4 – (1) – (B) – (c) – (i) is enforced on 10th June 2016 however take effect from 1st April 2016

[Exemption from Airport User Charges]

Article 15

Notwithstanding the provisions in the previous Article 14 Clause 1, NAA may exempt payment of the Airport User Charges in full or in part when the landing/parking comes under one of the following:

- (1) Landing and parking of aircraft used exclusively for diplomatic purposes;
- (2) Landing at the Airport without landing at any other airport after take-off, for reasons beyond the operator's control;
- (3) Forced landing under unavoidable circumstances;
- (4) Landing and parking in compliance with landing orders by ATC or as a result of any other administrative necessity; or
- (5) Apart from the above, landing and parking whenever NAA sees it fit to waive the Airport User Charges in full or in part.

[Arrears]

Article 16

In the event of a delayed payment of the Airport User Charges, the user of the landing/take-off facilities of the Airport will be subject to payment of arrears, calculated at the rate of 14.5% per annum on the overdue amount from the day following the original due date to the date of payment.

[Treatment of Fractions]

Article 16-2

When there are fractions of less than JPY1 in the charge amount provided in the Article 14-4 or in the arrears amount described in the previous Article 16, such fractions may be ignored.

[Installation/Construction of Facilities, Modification of Existing Conditions, etc.]

Article 17

1. Those who intend to install, construct, acquire or rent land, structures or other facilities within the Airport premises must obtain prior approval of NAA. The same requirement will apply to any changes effected to the existing conditions including repairs, alterations, modifications, relocations, etc. of facilities, or to removal, letting, sub-letting or transfer of leasing right of facilities.

2. NAA's approval, as mentioned above, may be subject to conditions and/or pre-determined terms.

3. When the term of use of such facilities, as provided in the above approval, has expired or when the approval has been cancelled per provisions of Article 25-(2), the holder of such

approval must promptly restore the facilities to their original condition, except when waived otherwise by NAA.

[Concession]

Article 18

1. Those who intend to conduct business activities within the Airport must obtain prior approval by NAA.
2. The holder of such approval as above must not transfer, lease or contract out the business in whole or in part thereof to a third party, except in the case of outsourcing approved by NAA.
3. Such approval as mentioned above may be subject to conditions and/or pre-determined terms.

[Notification of Accidents]

Article 19

Those within the Airport premises must promptly notify and report occurrence of act(s) of crime, fire and any other accidents of serious nature to employees of NAA, law-enforcement officers and/or fire-brigade officers.

[Suspension of Services]

Article 20

NAA may, in the event of any of the following whereby administration of the Airport is seriously impeded, suspend provision of the Airport's services or may restrict use of its facilities:

- (1) An act of God or other cases of force majeure;
- (2) Repairs or other construction works; or
- (3) Causes beyond NAA's control, apart from the above (1) and (2).

[Waiver]

Article 21

NAA will not be held liable for any damage incurred as a result of suspension of the Airport's services or restriction of use of its facilities, as described in the above Article 20, except in the cases where NAA's fault is clear and obvious.

[Compensation for Damages]

Article 22

Those within the Airport premises who, as a result of wilful misconduct or gross negligence, cause damages to NAA's facilities and/or properties by destruction, defacing or any other acts, must make compensation for any and all damages.

[Traffic Report]

Article 23

Whenever required for the administration of the Airport, NAA may, from time to time, request

air transport operators and other parties to report their respective number of passengers, volume of cargo, etc.

[Suspension of Use of Facilities, etc.]

Article 24

NAA may take steps to suspend use of its facilities or request repairs, modifications, relocations, removals or any other necessary actions to those who are using NAA's facilities or who are using facilities installed at NAA's approval, whenever such steps are deemed essential for the administration of the Airport.

[Restraint, Removal, etc.]

Article 25

1. NAA may issue orders, in relation to individual(s) falling under any of the following, to restrain such individual(s) from action, to dismiss such individual(s) from the Airport premises, or to have such individual(s) remove unauthorised objects, vehicles and/or facilities:

- (1) Those who have entered the Airport in violation of the provisions in Article 3;
- (2) Those who have entered the Restricted Areas in violation of the provisions in Article 5;
- (3) Those who have committed prohibited acts in violation of the provisions in Article 6;
- (4) Those who have conducted refuelling or defueling activities in violation of the provisions in Article 12-1;
- (5) Those who have failed to observe and obey the requirements in violation of the provisions in Article 12-2;
- (6) Those who have used and/or handled vehicles in violation of the provisions in Article 13;
- (7) Those who have installed facilities or effected change(s) to the existing condition of facilities in violation of the provisions in Article 17-1; or
- (8) Those who have conducted business activities within the Airport premises in violation of the provisions in Article 18-1.

2. NAA may cancel and revoke its approval in the event that those who have obtained prior approval from NAA in accordance with these regulations are found to be in violation of public laws and ordinances, these regulations, rules based on these regulations, or terms and conditions incidental to the approval.

[Special Provisions on Landing & Take-off Operation]

Article 26

1. Notwithstanding the provision in Article 2, if/when aircraft falling under categories of (1) further falls under circumstances described in (2) below, it may use the landing/take-off facilities of the Airport between 23:00 and 23:59 hours for the purpose of either take-off or landing only, in accordance with the Operational Guide on Special Provisions for LTO Operation at Narita, to be set forth separately.

- (1) Applicable aircraft:
 - (a) The sum of noise values of the aircraft is at least 20 EPNdB below the total noise standard values at the approach, sideline and flyover measurement points AND all

- of the individual noise values measured at each of the measurement points are at least 4 EPNdB below the noise standard values at the corresponding points;
- (b) The sum of noise values of the aircraft is at least 15 EPNdB below the total noise standard values at the three measurement points AND all of the individual noise values measured at each of the measurement points are at least 3 EPNdB below the noise standard values at the corresponding points, other than those aircraft falling under (a); or
- (c) The sum of noise values of the aircraft is at least 10 EPNdB below the total noise standard values at the three measurement points AND all of the individual noise values measured at each of the measurement points are at least 2 EPNdB below the noise standard values at the corresponding points, other than those aircraft falling under (a) or (b).

- (2) Applicable circumstances under which the landing/take-off facilities may be used, except when circumstances/causes are attributable to the operators:
 - (a) Landing of aircraft destined to Narita delayed as a result of unusual weather conditions, sudden/serious medical cases or failure of essential airport functions at the port of departure;
 - (b) Landing of aircraft destined to Narita delayed due to landing at another airport for unusual weather conditions or other irregular circumstances en route;
 - (c) Landing of aircraft destined to Narita delayed as a result of serial delays caused by unusual weather conditions, irregular circumstances or ensuring safety of flight operation;
 - (d) Landing of departed aircraft turning back due to unusual weather conditions or other irregular circumstances at the destination airport; or
 - (e) Landing/take-off of aircraft delayed due to unusual irregular circumstances other than those under (a)-(d) and/or ensuring safety of flight operation.

2. The operator using the landing/take-off facilities in accordance with the previous clause shall, for each of landing and/or take-off activities, pay an amount calculated by the method specified below, in addition to the regular user charge applicable. (N.B. – Aircraft engaged in domestic services in paragraph (2) will be subject to payment of applicable consumption tax and local consumption tax as stipulated in Article 14-4 in addition to this amount.)

- (1) Aircraft engaged in international services:
 - Article 14-4-(1)-(A)-(a), (b) or (c)
- (2) Aircraft engaged in domestic services:
 - Article 14-4-(1)-(B)-(a), (b) or (d)

3. The operator using the landing/take-off facilities in accordance with the Clause 1. shall pay the total sum of payment as defined in the previous clause on a monthly basis to NAA in the Japanese currency by the monthly deadline specified by NAA. If/when such deferred payment approval by NAA is withdrawn for reason(s) described in Article 14 Clause 2, the operator must promptly complete payment immediately after each landing or take-off. In view of effects of aircraft noise incurred to and sustained by the local community surrounding

the Airport, NAA will appropriate the monies collected under provisions of this article for mitigation of noise and/or local development measures.

4. NAA may, from time to time, exclude the operator(s) in violation of either Clause 1. or 3. or the separately provided Operational Guide on Special Provisions for LTO Operation at Narita from application of such special provisions, or take any other steps or actions deemed necessary for the administration of the Airport.

5. The provisions of Article 14 Clause 5, Article 16 Clause 1 and Article 16 Clause 2 shall apply mutatis mutandis to Clauses 2. and 3. under this Article.

[Provisions Required for Implementation]

Article 27

Provisions required for implementation of this Regulation will be set forth separately by NAA.

Supplementary Provisions

The 1st edition of the Regulation have taken effect from 15 May 1978.

[The previous revisions to the Regulation have been omitted from this translation.]

The latest revision dated 10th June 2016 with retroactive applicable date from 1st April 2016.

ANNEX to Article 14

Exceptions to Landing Charges Calculation

The exceptions provided in Narita International Airport Administrative Regulation Article 14 Clause 4-(1)-(C) shall relate to an incentive applied to the landing weight increment for international services (the "International Additional Tonnage Incentive"), an incentive applied to the landing charges increment for domestic services (the "Domestic Additional Tonnage Incentive"), an incentive applied to a new international route (the "International Network Expansion Incentive"), and an incentive applied to a new domestic route (the "Domestic Network Expansion Incentive"); details of which are as follows:

Section 1 International Additional Tonnage Incentive

[Eligibility]

1. This incentive is applicable to the aircraft landing at Narita Airport for the purpose of transporting revenue passengers and freight on a scheduled basis, operated by an operator of international air transport business (the "international air transport operator") over a route between Narita International Airport ("Narita Airport"*) and a point outside Japan (including services to/from points in Japan operated in conjunction with such a route), at the demand of a third party (third parties).

[Unit Period]

2. Unit period applicable to the International Additional Tonnage Incentive will be six (6) months of each fiscal year (April-March). The first half will be from 1 April to 30 September of the same year, and the second half will be from 1 October to 31 March of the following year.

[Rebate Amount]

3. When the total of maximum take-off weight (MTOW) per unit period (the "cumulative weight") as stipulated in Clause 1 of this Section exceeds that of the corresponding period of the previous year, the international air transport operator will be entitled to a rebate in the amount (the "rebate amount"), calculated by multiplying the unit amount (amount effective as at the last date of the applicable unit period) specified in Article 14 Clause 4-(1)-(A)-(a) by one half (1/2) of the increment weight for the said period (in terms of tonne, with part thereof rounded up to one tonne).

[Adjustment in Number of Days]

4. In comparing the cumulative weight, if there is a difference in the number of days in the two periods, an adjustment will be made as necessary.

[Assessment of Weight]

5. In the event of a joint venture, merger, or business integration by means of establishing a holding company, with relation to the international air transport operator, or in any other instances when deemed necessary, Narita International Airport Corporation ("NAA") may

conduct an assessment of the cumulative weight.

[Implementation]

6. The International Additional Tonnage Incentive will be implemented by NAA effecting payment of the rebate amount to the international air transport operator(s) concerned after each unit period is completed.

[Withheld Implementation]

7. Where there is an outstanding obligation by the international air transport operator, NAA reserves the right to withhold payment as stipulated in the above Clause.

[Implementation Period]

8. The implementation period of the International Additional Tonnage Incentive will be six (6) years from 1 April 2013 to 31 March 2019.

Section 2 Domestic Additional Tonnage Incentive

[Eligibility]

1. This incentive is applicable to the aircraft landing at Narita Airport for the purpose of transporting revenue passengers and freight on a scheduled basis, operated by an operator of domestic air transport business (the "domestic air transport operator") over a route between Narita Airport and another point in Japan, at the demand of a third party (third parties).

[Unit Period]

2. Unit period applicable to the Domestic Additional Tonnage Incentive will be six (6) months of each fiscal year (April-March). The first half will be from 1 April to 30 September of the same year, and the second half will be from 1 October to 31 March of the following year.

[Rebate Amount]

3. When the total of landing charges per unit period (the "cumulative landing charges") as stipulated in Clause 1 of this Section exceed those of the corresponding period of the previous year, the domestic air transport operator will be entitled to a rebate amount-equivalent to one half (1/2) of the increment landing charges for the said period (in terms of JPY, with part thereof rounded down to the nearest JPY).

[Adjustment in Number of Days]

4. In comparing the cumulative landing charges, if there is a difference in the number of days in the two periods, an adjustment will be made as necessary.

[Assessment of Landing Charges]

5. In the event of a joint venture, merger, or business integration by means of establishing a holding company, with relation to the domestic air transport operator, or in any other instances when deemed necessary, NAA may conduct an assessment of the cumulative landing charges.

[Implementation]

6. The Domestic Additional Tonnage Incentive will be implemented by NAA effecting payment of the rebate amount to the domestic air transport operator(s) concerned after each unit period is completed.

[Withheld Implementation]

7. Where there is an outstanding obligation by the domestic air transport operator, NAA reserves the right to withhold payment as stipulated in the above Clause.

[Implementation Period]

8. The implementation period of the Domestic Additional Tonnage Incentive will be four (4) years from 1 April 2015 to 31 March 2019.

Section 3 International Network Expansion Incentive

[Eligibility]

1. This incentive is applicable to the aircraft landing at Narita Airport for the purpose of transporting revenue passengers and freight on a scheduled basis, operated by an international air transport operator over a route between Narita Airport and a point outside Japan (including services to/from points in Japan operated in conjunction with such a route), at the demand of a third party (third parties).

[Applicable Route]

2. This incentive is applicable to a route (routes) which has not been served by aircraft, as defined in Clause 1 of this Section, within one (1) year, retroactive from 1 day before the launch of operation, prior to the commencement date of operation for the purpose of transporting, on a scheduled basis, revenue passengers in case of a passenger flight, or revenue cargo in case of a cargo flight.

[Rebate Amount]

3. The rebate amount of the International Network Expansion Incentive shall be either one of the following (1) or (2).

- (1) Aircraft as defined in Clause 1 of this Section serving a route (routes) described in Clause 2 of this Section, relative to Narita Airport:
 - (a) First year of operation: Amount calculated in accordance with the provisions in Article 14 Clause 4-(1)-(A) multiplied by 1/2
 - (b) Second year of operation: Amount calculated in accordance with the provisions in Article 14 Clause 4-(1)-(A) multiplied by 1/4
- (2) Aircraft not falling under the above (1), serving a route (routes) described in Clause 2 of this Section, relative to each international air transport operator:
 - (a) First year of operation: Amount calculated in accordance with the provision in Article 14 Clause 4-(1)-(A) multiplied by 1/5
 - (b) Second year of operation: Amount calculated in accordance with the provision in

Article 14 Clause 4-(1)-(A) multiplied by 1/10

[Calculation of Rebate Amount]

4. Calculation of the rebate amount shall be made separately with regard to passenger and cargo flights.

[Assessment of Applicable Routes]

5. In the event of a joint venture, merger, or business integration by means of establishing a holding company, with relation to the international air transport operator, or in any other instances when deemed necessary, NAA may conduct an assessment of an applicable route (applicable routes).

[Implementation]

6. The International Network Expansion Incentive will be implemented by NAA effecting payment of the rebate amount to the international air transport operator(s) concerned after each unit period (with the understanding of 1 April to 30 September of the same year as the first half and 1 October to 31 March of the following year as the second half) is completed.

[Withheld Implementation]

7. Where there is an outstanding obligation by the international air transport operator, NAA reserves the right to withhold payment as stipulated in the above Clause.

[Applicable Period]

8. International Network Expansion Incentive shall be applicable to the eligible aircraft, commencing operation between 1 April 2015 and 31 March 2019, for a period of two years from the launch date of operation.

Section 4 Domestic Network Expansion Incentive

[Eligibility]

1. This incentive is applicable to the aircraft landing at Narita Airport for the purpose of transporting revenue passengers and freight on a scheduled basis, operated by a domestic air transport operator over a route between Narita Airport and another point in Japan, at the demand of a third party (third parties).

[Applicable Route]

2. This incentive is applicable to a route (routes) which has not been served by aircraft, as defined in Clause 1 of this Section, within one (1) year, retroactive from 1 day before the launch of operation, prior to the commencement date of operation for the purpose of transporting, on a scheduled basis, revenue passengers in case of a passenger flight, or revenue cargo in case of a cargo flight.

[Rebate Amount]

3. The rebate amount of the Domestic Network Expansion Incentive shall be either one of the following (1) or (2).

- (1) Aircraft as defined in Clause 1 of this Section serving a route (routes) described in Clause 2 of this Section, relative to Narita Airport:
 - (a) First year of operation: Amount calculated in accordance with the provisions in Article 14 Clause 4-(1)-(B)-(c)-(i), (iii), (iv) & (v) multiplied by 1/2
 - (b) Second year of operation: Amount calculated in accordance with the provisions in Article 14 Clause 4-(1)-(B)-(c)-(i), (iii), (iv) & (v) multiplied by 1/4
- (2) Aircraft not falling under the above (1), serving a route (routes) described in Clause 2 of this Section, relative to each domestic air transport operator:
 - (a) First year of operation: Amount calculated in accordance with the provisions in Article 14 Clause 4-(1)-(B)-(c)-(i), (iii), (iv) & (v) multiplied by 1/5
 - (b) Second year of operation: Amount calculated in accordance with the provisions in Article 14 Clause 4-(1)-(B)-(c)-(i), (iii), (iv) & (v) multiplied by 1/10

[Calculation of Rebate Amount]

4. Calculation of the rebate amount shall be made separately with regard to passenger and cargo flights.

[Assessment of Applicable Routes]

5. In the event of a joint venture, merger, or business integration by means of establishing a holding company, with relation to the domestic air transport operator, or in any other instances when deemed necessary, NAA may conduct an assessment of an applicable route (applicable routes).

[Implementation]

6. The Domestic Network Expansion Incentive will be implemented by NAA effecting payment of the rebate amount to the domestic air transport operator(s) concerned after each unit period (with the understanding of 1 April to 30 September of the same year as the first half and 1 October to 31 March of the following year as the second half) is completed.

[Withheld Implementation]

7. Where there is an outstanding obligation by the domestic air transport operator, NAA reserves the right to withhold payment as stipulated in the above Clause.

[Applicable Period]

8. Domestic Network Expansion Incentive shall be applicable to the eligible aircraft, commencing operation between 1 April 2015 and 31 March 2019, for a period of two years from the launch date of operation.

[Exception]

9. Notwithstanding the provisions in Article 14 Clause 4-(1)-(B)-(c), the provision in Article 14 Clause 4-(1)-(B)-(c)-(ii) shall not be applicable during the period between 1 April 2015 and 31 March 2019. However, this exception shall be disregarded if the same provision in Article 14 Clause 4-(1)-(B)-(c)-(ii) had been applied prior to 1 April 2015 and continues to be effective as of 1 April 2015.