

## **Accommodating LCCs At Narita Airport**

Tokyo, 5 April 2012: In preparation for the upcoming expansion of the airport capacity up to 300,000 annual movements, Narita Airport continues to upgrade and enhance its international air services network.

At the same time, Narita International Airport Corporation (NAA) aims to create a multi-function airport to meet the diverse needs of not only the existing airline customers but also of low cost carriers (LCCs) as well as business and private aviation operators.

The growth strategy as compiled by the Ministry of Land, Infrastructure, Transport and Tourism (MLIT) in May 2010 incorporates a policy statement that, “in order to promote and encourage full-fledged entry of LCCs at Narita Airport, a desirable operational environment should be prepared and provided by means of constructing dedicated terminals and other facilities, which will enable low cost operations.” Two new LCCs – i.e. Jetstar Japan and Air Asia Japan – have announced that they will launch operation based at Narita Airport this summer. According to the airlines, they will first commence operation of domestic services, gradually increasing the number of services on both domestic and international routes.

In response, NAA has been studying how best it can accommodate LCCs including these two carriers, and has come up with the following policy guidelines:

- i. For the time being, international operations will be conducted at the existing Passenger Terminal Two, while domestic operations will be handled at the provisional domestic terminal facilities to be additionally constructed at the south and north ends of the Passenger Terminal Two;
- ii. In view of increasing future demand of LCCs to enter into the Japan market, NAA will construct a dedicated low cost terminal at the prospective site to the north of the Passenger Terminal Two (i.e. part of the existing Cargo Building No. 5 and its adjacent apron); and
- iii. NAA will aim to complete construction of the said dedicated low cost terminal facilities within the FY2014. In order to achieve this target, NAA will engage in detailed design and other

preparatory works associated with the new facilities in the FY2012. The actual construction will be carried out in phased steps, taking into consideration the future demand fluctuation, competition between existing airline customers and LCCs as well as other factors during the course of developing NAA's yearly business plans.

Based on these guidelines, NAA will shortly commence consultation with CIQ and other related authorities and proceed with studies on details of the new facilities.

