

Basic concept regarding setup of Category I residential zone based on Noise Prevention Act [MLIT]

As shown below, "Basic concept regarding setup of Category I residential zone based on Noise Prevention Act" has been presented by MLIT.

- As to the Category I residential zone based on Noise Prevention Act (Act on Prevention of Damage caused by Aircraft Noise in Areas around Public Airports), it will be established based on the noise contours which was created by NAA taking into consideration terrain and terrestrial objects, etc.
- In preparing the proposal for the Category I Residential Zone Plan, we will listen to the opinion of each local government and prepare such giving due consideration to terrain, terrestrial objects and small communities, more than in the past.

Report on examination results of the survey regarding further functionality enhancement of Narita Airport [Chiba Prefecture]

As shown below, "Report on Examination Results of the Survey regarding Further Functionality Enhancement of Narita Airport" has been presented by the Chiba Prefecture.

■ Basic concept of establishing areas based on Special Noise Countermeasures Act

Based on the predicted noise contours (500,000 flights) created by the Narita International Airport Corporation, the areas will be established as shown below. Meanwhile, in each case, the specific aircraft noise control area will be established while giving due consideration to situations of existing small communities (villages).

- A. For New Runway (Runway C), a new aircraft noise control area will be established.
- B. For areas where the predicted noise contours exceeds those of the current area in the vicinity of Runway B, the existing aircraft noise control area will be enlarged.
- C. For areas where the predicted noise contours decrease below those of the current area in the vicinity of Runways A and B, the existing aircraft noise control area will be maintained as it is to continue protecting the living environment of the local residents.

■ Establishing specific aircraft noise control area as Stipulated by the Act on Special Measures concerning Countermeasures against Aircraft Noise around Specified Airports

- Although the specific aircraft noise control area should be specified according to Lden 66 db noise contour, such area may be enlarged in view of avoiding the fragmentation of small communities (villages) when the noise contour extends over the existing hamlets, based on agreements of round-table discussions.
- From the standpoint of the effect of the Special Noise Countermeasures Act which serves as a control act, its range shall be limited within Lden 62 db noise contour which is the standard for the specific aircraft noise control area, as in the same way as in the past.
- The method for treating small communities (villages) in establishing such area shall be based on a larger unit such as larger residential areas or the like rather than the traditional neighborhood groups or blocks, taking into consideration the actual situation of the applicable area.

■ Countermeasures against falling objects from aircraft

Background

Although various types of prevention measures have been taken by MLIT and NAA, 19 cases of the falling-object accidents have still been reported in the last 10 years.

As the worst case scenario of the falling-object accidents might have resulted in fatal accidents, the local residents and the "Liaison Council of Local Governments Around Narita Airport" have been urging for fundamental preventive measures.

Establishing a new measure (Plan)

In order to ensure security and safety of the local residents, Chiba Prefecture, the municipalities and NAA, etc. will establish "unique measures" in the areas around Narita Airport and extend support to the residents desiring to move their residence elsewhere.

- A. Applicable areas** The applicable areas will be determined based on consultation between Chiba Prefecture, relevant municipalities, NAA, etc., generally in accordance with actual cases where the region was subjected to falling objects over the last 10 years.
- B. Eligible people** People who have their residence in the applicable area, currently residing and wishing to relocate elsewhere within the same town or city.
- C. Content (overview)** Should funds be borrowed from a financial institution for purposes of relocating their residence, such funds will be reimbursed under certain conditions, such as an allowable maximum amount, etc.
(A) Grant from NAA to be utilized.
(B) Details on method, amount, etc. will be determined in the future, after mutual consultation among Chiba Prefecture, relevant municipalities and NAA.
- E. Others**

■ Regional development in areas around the airport

We will formulate a "basic plan" which sets forth the direction and contents of the regional development in areas around the airport, through the Four Party Council.

[Key points in formulating the basic plan]

- (1) What to be examined applies to a wide variety of areas, including social-welfare infrastructure such as roads, rivers and agricultural water, as well as improvement in traffic convenience, promotion of tourism and agriculture, promoting new offices for corporations, educational and child-care environment.
- (2) Consideration and decision-making activities will be conducted, while respectfully taking into consideration opinions and demands from the cities and towns.
- (3) A forum where a consultation is to be held between the Chiba Prefecture and each municipality will be established to start up a regional development system in an effort to promptly begin the consideration process.

Next steps

MLIT, Chiba Prefecture and NAA will continue to provide detailed explanations to the local residents as to the contents presented at the Four Party Council that was held on June 12, 2017 and will make every effort to gain understanding and cooperation through the support of surrounding municipalities.

Contact information

NAA
NARITA INTERNATIONAL AIRPORT CORPORATION.

0570-000-955
Business hours : 9:00-17:00 on weekdays (closed from Dec 29 to Jan 3)

Please visit the following URL for the details of further capacity enhancement plan of Narita Airport.
www.narita-kinoukyouka.jp



We listen earnestly and discuss openly for the future of the community and Narita

[Report on Capacity Enhancement of Narita Airport, vol.4]

Partial re-examination of further functional enhancement proposal as well as enhancement to both environmental countermeasures and measures for co-existence of the local community and Narita Airport

Concrete proposals on further functional enhancement of Narita Airport was put forward at the Four Party Council* on September 27, 2016, together with our basic thoughts on environmental countermeasures and measures for co-existence towards such enhancement. Since then, we have explained our plan to more than 5,000 local residents at face-to-face meetings.

Also, we received a request from the "Liaison Council of Local Governments Around Narita Airport" in May 2017, on "Review of the relaxation of night operation restrictions", "No more fragmentation of small communities (villages)", "Countermeasures against falling objects from aircraft" and "Well-balanced development of areas around the airport " and the Governor of Chiba Prefecture has reacted by requesting NAA to conduct a detailed study of those issues.

Especially, we have been receiving a high volume of complaints for the relaxation of night operation restrictions from local residents. In addition, the Liaison Council of Local Governments and the Governor of Chiba Prefecture has requested a review of the relaxation.

Based on these requests, we presented a proposal on our revised plan to the Four Party Council on June 12, 2017, which included our review of the relaxation of night operation restrictions and shared our basic thoughts on environmental countermeasures and measures for co-existence, reflecting the opinions from the local residents and the Liaison Council of Local Governments.

We would further enrich environmental countermeasures and measures for co-existence in accordance with the basic thoughts so as to realize the co-existence and co-prosperity of the local community and Narita Airport.

*The Four Party Council consists of the Ministry of Land, Infrastructure, Transport and Tourism (MLIT); Chiba Prefecture; local governments and Narita International Airport Corporation (NAA).



NAA NARITA INTERNATIONAL AIRPORT CORPORATION.

Our revised plan for relaxation of restrictions on night operation

About operational hours

Based on requests from the local communities and from the viewpoint of maintaining both Narita Airport's international competitiveness and preserving the living environment of local residents, we have re-examined the following to ensure that 6 quiet hours under the flight routes can be achieved:

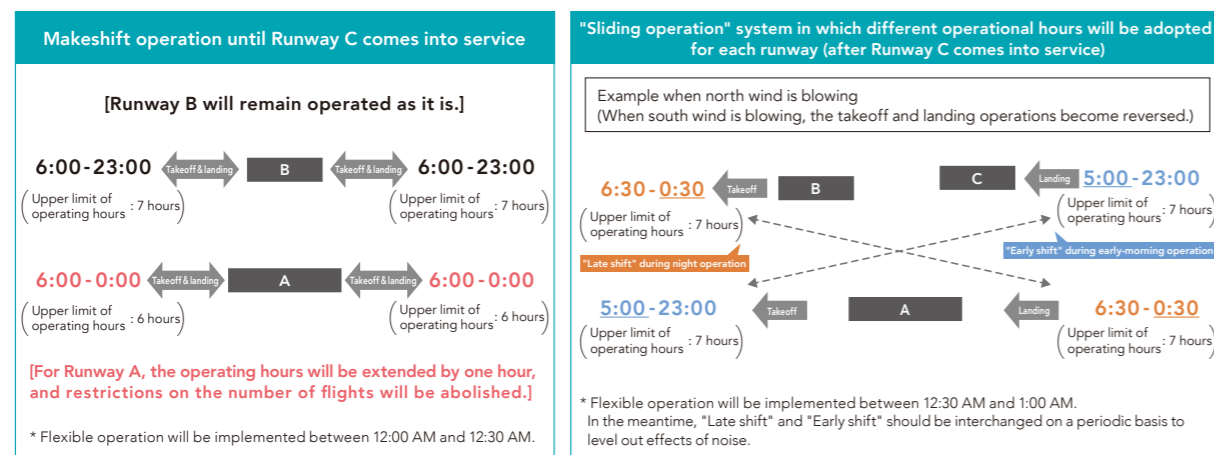
[Until Runway C becomes operational]

- Taking additional environmental countermeasures in advance, for areas influenced by flights from/to **Runway A**, we will amend the original plan of a three hour extension of operating hours and **extend current operating hours by one hour, from 6:00 to 0:00.** (However, flexible operation* will be implemented for 30 minutes from 0:00 to 0:30.)
- These measures will be implemented by the 2020 Tokyo Olympic and Paralympic Games.

[After Runway C becomes operational]

- We will put the **"sliding operation" system into practice** in which different operational hours will be adopted for each runway, and change the overall operational hour **from 5:00 to 0:30** while maintaining 6 quiet hours under the flight routes. (However, flexible operation will be implemented for 30 minutes from 0:30 to 1:00.)

* This is a system limited only to those flights that are allowed to operate due to unavoidable circumstances in order not to disrupt its scheduled operation.

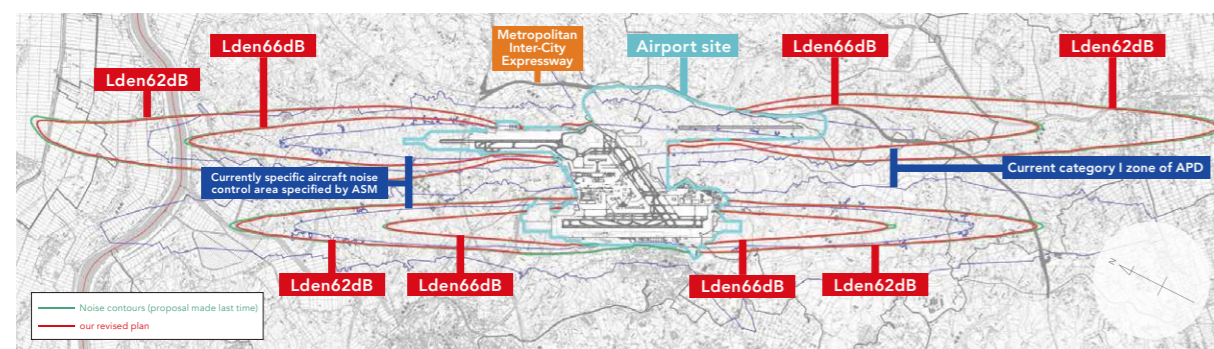


Noise contours

Noise contours for 500,000 annual flights based on our revised plan for relaxation of restrictions on night operation

- The noise contours for 500,000 annual flights based on our revised plan for relaxation of restrictions on night flights are as follows: 30 minute reduction in the operating hours has slightly decreased the range of such contours, as shown below.
- Plans of noise control zone regulated by the Noise Prevention Act *1 and Special Noise Countermeasures Act *2 will be made based on these noise contours in view of wholeness of neighboring houses, landform, terrestrial objects, etc.

*1: Act on Prevention of Damage caused by Aircraft Noise in Areas around Public Airports (=APD)
*2: Act on Special Measures concerning Countermeasures against Aircraft Noise around Specified Airports (=ASM)



Lden62dB = Corresponds to Category I zone of APD (aid to the noise control work to residential houses, air conditioning function recovery construction, etc.)

Lden66dB = Corresponds to Specific aircraft noise control area specified by ASM (residential houses and schools cannot be built, compensation for relocation expenses, purchase of land)

* Weather condition is set to the typical values (temperature 25 degrees Celsius, humidity 70%, calm)

Basic thoughts of environmental countermeasures and measures for co-existence (overview)

We have summarized each unresolved issue that have been strongly requested to be improved, new countermeasures for late night and early morning flights and measures for local community development and have reflected opinions from the local community at the explanatory meetings conducted after the Four Party Council in September last year as well as requests and desires for "review of relaxation to night operation restrictions", "no more fragmentation of small communities (villages)", "countermeasures against falling objects from airplanes" and "well-balanced development of areas around the airport " made by Chiba Prefecture and the "Liaison Council of Local Governments Around Narita Airport". We will examine and make adjustments towards realization and pursue the following course of action:

* Those contents of the proposal that have been added and/or changed to date are shaded in blue.

■ Enlargement of noise contours and areas where aircraft noise abatement measures should be implemented

- Effects of the noise for "500,000 flights" will be estimated and environmental countermeasures such as the noise abatement works and the compensation for relocation expenses will be carried out in a larger area.
- Relaxation of restrictions on night operation will also be taken into consideration. (Noise contours will be made, based on our revised plan.)
- As the "crosswind runway" which was originally planned at time of opening of the airport, will not be developed in the future, we will conduct necessary reviews of the noise control zone regulated by the Noise Prevention Act and necessary transitional measures to be taken with reference to a case example of another airport wherein such zone has been reduced.
- While the noise contours will not be expected to increase alongside Runway A, the current noise control zone will be maintained in terms of preserving the resident's living environment.
- For the current noise control zone on the south side of Runway B, the current countermeasure level will be maintained until the operation on the south side of Runway B comes to an end in conjunction with Runway C becoming operational.

■ Increase the amount of grant for countermeasures in the surrounding area

[Current] per household: 300,000 flights,
per landing fee: 230,000 flights (actual number)
[Planned] per household: 500,000 flights,
per landing fee: 500,000 flights (airport capacity)

- Allocation method of grant has been reviewed to provide a more effective support towards development efforts by surrounding local governments.

■ Countermeasures against falling object from aircraft

Measures for relocation

- Drawing a noise contour that includes future increase of flights will provide a larger area applicable for compensation of relocation expenses based on the Act on Special Measures concerning Countermeasures against Aircraft Noise around Specified Airports.
- We will continue to sincerely consult with relevant organizations on possible countermeasures against falling objects along with discussion on measures for co-prosperity and other various problems.

Support system for damage relief caused by falling objects from aircraft

- We will create a support system where damage relief will be provided ("consolation payment", "advance money payment", and "smooth support between local residents and airlines") should any falling object from aircraft cause damages.

■ Upgrade of the noise abatement works

Double pane window glass

- As to the "double pane" window, we will consider providing such as a part of the subsidized aid on the basis of conforming to the standard specification.

More flexible system to provide allowable limit of amount, etc. according to the number of family members per household

- In the event that a head of a household is living alone but has children or grandchildren, we will increase the allowable limit of amount for noise abatement works or the like, giving consideration to the temporary return of such children or grandchildren.

Noise insulation work for outer walls of bathroom, lavatory and toilet

- When any noise abatement work for outer walls of bathroom, lavatory and toilet is considered to be more reasonable than noise abatement works for indoor fittings and fixtures, such works will be made available within an allowable limit of amount.



Figure of double pane window glass

■ No more fragmentation of small communities (villages) by contour boundaries

- On the assumption that those noise contours that NAA has newly suggested will be used, we will examine and consult with relevant organizations to prepare a flexible noise control zone regardless of the traditional operation.

■ Countermeasures against late-night and early-morning flight noise (installation of inner windows in bedrooms)

Installation of inner windows in bedrooms

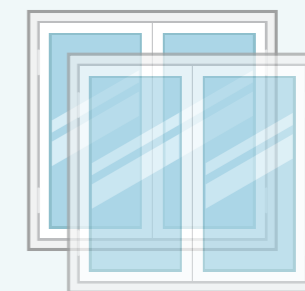
- We will install inner windows in residential bedrooms which are expected to have noise reduction effect of about 35dB to 40dB when combined with the existing noise abatement works to secure good quality sleep for residents of the local community in conjunction with the relaxation of restrictions on night operation. (Within the area over Lden 62dB)
- Inner windows will be installed for each bedroom based on the number of family members who are currently residing in the house.
- * In order to deal with the relaxation of restrictions on night operation in the near future, this measure will be taken ahead of time in the noise control zone of Runway A.

Supplementary works for walls and ceilings of bedrooms

- To maximize the beneficial effect of installation of the inner windows to the greatest extent possible, we will conduct noise abatement works for walls and ceilings where no such work has been conducted.
- * In order to deal with the relaxation of restrictions on night operation in the near future, this measure will be taken ahead of time in the noise control zone of Runway A.

Restriction imposed on aircraft type during late-night and early-morning hours

- For those aircraft types that operate from 5:00 to 6:00 and after 23:00, aircraft types that produce less noise* are only allowed to take off and land.
- * The airplanes that conform to the noise index A for aircraft types in Narita Airport (B787, B747-8, A380, A320, etc.); B (B777, B767, etc.) and C (B737, etc.)



Internal windows will be set up in bedrooms to improve the noise reduction effect.

■ Efforts for local community promotion and development capitalizing on the airport

- We will consider a more effective support for the development efforts by municipal government in the area under noise strain of a certain level by preferentially allocating a fixed amount of grant as "Regional Promotion Allocation" from the annual grant, with their financial capability taken into account.
- The Liaison Council of Regional Promotion will carry out a study on local transportation around Narita Airport.