

# Concerted Environment Conservation Drive at Narita Airport Eco-Airport Master Plan

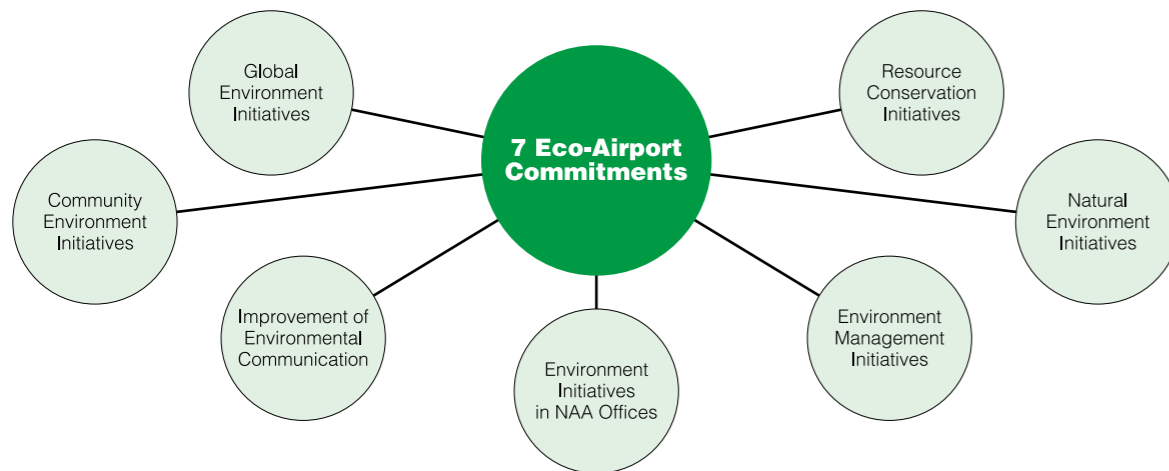
## Environmental Strategies Sharing a Common Awareness

NAA formulated the Environment Master Policy with the goal of employees throughout the organization sharing a common sense of awareness in efforts to preserve the environment. The plan sets out measures the airport can take to address environmental issues from a global perspective and become an environmentally friendly "Eco-Airport", and at the same time, it defines ways to build a relationship of trust with the community and contribute to the creation of an affluent society in the 21st century.

It calls for the reduction of the impact on the environment caused by airport construction and operation, conservation of the existing environment around the airport, and the establishment and continuous improvement of systems to enable these activities to be carried out. The plan also sets out to raise levels of awareness among all NAA employees, and promote the concept of an environmentally friendly Eco-Airport to the entire NAA group and all airport-related businesses.

With a view to achieving these objectives, the Eco-Airport Master Plan was formulated so as to encompass 7 major commitments.

## Eco-Airport Master Plan Concept Diagram



## Setting Clear Numerical Targets and Practical Approaches to Preserving the Environment

The main feature of the Eco-Airport Master Plan (hereinafter, "the master plan") is its clear numerical targets in defined fiscal years for reducing emissions of greenhouse gases, and targets for improving recycling and reducing the production of general waste.

The benchmark year of fiscal 2002, the year that the interim parallel runway entered service, was selected because basic facilities and equipment at the airport were mostly completed by that time. Meanwhile, fiscal 2006 was selected as the target year for the mid-term plan and 2010 for the long-term plan.

The categories set forth in the master plan apply to all operations at the airport, including aircraft landings and takeoffs. The targets for each category are numerical ones wherever possible and are set by analyzing the current situation then forecasting the impact on the environment in the target fiscal year. Other categories that do not allow for numerical analysis have been given qualitative targets. The master plan uses assessment indices that are specific to airports, i.e., "per single landing and takeoff cycle," and "per airport user."

Narita International Airport Eco-Airport Planning and Developing Council is responsible for overseeing the implementation of the master plan. The council members are from 39 organizations representing businesses associated with the airport. These include the airlines, the tenants' council, the freight companies, and various public agencies. There are committees within the council (the Waste Material Committee, Air Quality Committee, and Public Relations Committee) that discuss measures for individual issues.

## Progress on the Eco-Airport Master Plan

Reports indicate that, on the whole, mid-term targets (fiscal 2006 forecasts) have already been achieved. Targets for the mitigation of aircraft noise have been attained and results of important items such as the reduction of greenhouse gas emissions and improvements in the recycling of general waste have far exceeded targets. Reductions in CO<sub>2</sub> and other greenhouse gas emissions, in particular, have already achieved long-term target levels despite growth in aircraft movements and passenger traffic since the benchmark year, fiscal 2002. Total CO<sub>2</sub> emissions have fallen by approximately 30,000 tonnes. In view of these results, long-term targets that have already been achieved have been reviewed.

## Initiative Items and Measures (Extract)

### 1/ Reduction of aircraft noise at source

Increased ratio of quieter aircraft (categories A-C under Narita Aircraft Noise Rating Index) at Narita

60% by fiscal 2006 (mid-term target) → 60.2% (actual)  
65% by fiscal 2010 (long-term target)

- ① Greater use of quieter aircraft due to the introduction of a landing charge system based on the Narita Aircraft Noise Rating Index

### 2/ Reduction of greenhouse gas emissions

Reducing the volume of greenhouse gases per flight (from aircraft, vehicles and airport facilities)

5% reduction on benchmark year levels (fiscal 2002) by  
fiscal 2006 (mid-term target) → 10.2% (actual)  
15% reduction by fiscal 2010 (long-term target)

- ① More fuel efficient aircraft
- ② Promotion of GPU use
- ③ Introduction of low pollution airport vehicles
- ④ Improved energy conservation measures
- ⑤ Use of solar-powered lighting
- ⑥ More LED lighting

### 3/ Improved recycling of general waste and reducing emission levels

Improve recycling rates for general waste

20% recycling rate by  
fiscal 2006 (mid-term target) → 29.8% (actual)  
35% recycling rate by fiscal 2010 (long-term target)

Reduce volume of waste generated per airport user (passengers and employees)

12% reduction on benchmark year levels (fiscal 2002) by  
fiscal 2006 (mid-term target) → 8.5% (actual)  
30% reduction by fiscal 2010 (long-term target)

- ① Increased sorting of waste for recycling in the passenger terminals
- ② Encourage sorting of waste from aircraft cabins for recycling



### 4/ Improved Communication on Environment Issues

(1) Greater customer involvement

Publicizing activities to help customers understand that Narita is an Eco-Airport  
Joint environment conservation activities with customers

- ① Distribution of environment booklets
- ② Schemes to help customers see Narita as an Eco-Airport

(2) Interaction with other airports home and abroad

Environmental initiatives in conjunction with other airports in Japan and abroad

- ① Promotion of environment conservation activities in conjunction with other airports in Japan via major airport environment liaison conferences
- ② Information exchange with overseas airport authorities
- ③ Participation in ACI (Airports Council International) Environment Standing Committee

(3) Improved communication with the community

Improved information dissemination and two-way communication to help customers see Narita as an Eco-Airport

- ① Dissemination of information through various venues by way of the Environment Report and the media
- ② Hands-on study courses for the general public
- ③ Narita Airport Eco-Kids Club activities and environmental excursions and other education activities for children