Comprehensive Study of Fukuoka Airport
Public Involvement (PI) Report Step 2

In this paper, we describe that the role of Fukuoka Airport in relation to the future prospect of Kyushu region. Based on this role, we also describes the estimation of the demand forecast of Fukuoka Airport.

Let’s explore together about Fukuoka Airport that will support the region in the future.

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Announcements concerning PI Report Step 3

1. Identification of issues and policy targets
2. Assumptions used to evaluate proposed responses
3. Evaluation guideline and proposed responses to be evaluated
4. Comparative evaluation of proposals and proposal on the direction to take

In step 3 the proposals to be evaluated will be discussed, along with the evaluation guideline.

Evaluation process

I wonder what proposals are possible for Fukuoka Airport?

We have to think about the airport together, for the future of Fukuoka.

We are looking forward to hearing your opinion!

Please visit our website.

A limited number of copies (Japanese only) is available at Fukuoka Prefecture and Fukuoka City administrative information corners.

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Ministry of land, infrastructure and Transport (MLIT), Fukuoka Prefectural Government and City of Fukuoka organized Fukuoka Airport Study Commission (FASC) and started a study in order that the airport will maintain airborne network and provide proper services to the passengers in the future.
How do you evaluate what the region will be like in the future, and the role the airport will play?

Before we can evaluate the role of Fukuoka Airport, it is necessary to sketch out an image of what the region will be like in the future.

We approached this by first investigating the current state of the region and the problems it faces, and existing development plans*, and reviewing ongoing efforts to achieve these objectives. After the overall direction of existing policies and projects has been identified, we are able to better define the future state that the region is currently working to achieve, and what future should we be aiming to achieve.

The role that Fukuoka Airport will play in the future state of the region has been formulated, based on the current state and problems of the airport as defined in step 1.

The future of the region is discussed through these seven key points in the following pages.

* Existing development plans include plans at the national, Kyushu, prefectural and city levels.

The first step is to define the state of the region in the future. What are the key points to consider?

We have defined seven key points, based on the current state and problems of the region, and existing development plans.

1. Globalization
2. Aging population and declining birthrate
3. Decentralization of government
4. Diversification of senses of value
5. Information technology
6. Infrastructural management
7. Environmental awareness

The future of the region is discussed through these seven key points in the following pages.

How is the comprehensive study of Fukuoka Airport performed?

Overall plan

Assessment steps

Step 1: The first step was to assess the Fukuoka Airport capacity for aircraft take-offs & landings. The first step survey and the PI were completed last year.

Step 2: The second step survey is about to define a role of the airport in Fukuoka metropolitan area and to estimate the airport demand forecast. A draft report is now prepared to the public for PI procedure.

Step 3: The third step will be to provide countermeasures for increasing demand of the airport, including maximum utilization of neighboring airports in the northern Kyushu, construction of an additional runway in the present airport, and construction of a new airport with two runways in Fukuoka metropolitan area.

Step 4: The final step will be to propose an optimal countermeasure for Fukuoka Airport to meet the future demand.

Proposal of optimal countermeasures

Decision of Final countermeasure by FASC

Implementation of the study by FASC

PI

Citizens, and other entities

Now we’re starting step 2.

What is PI?

The capacity of Fukuoka Airport is assessed 145 thousands aircraft take-offs & landings per year. While the airport handled 136 thousands aircraft take-offs & landings in FY 2003, deterioration of service for passenger and inefficient aircraft operation are found in the airport.

If parallel taxiway is installed in front of domestic terminal, the capacity will be expected 149 thousands aircraft take-offs & landings in a year. The capacity of the airport, the service and the operational condition will be improved to some extent.

Output from the first PI step survey is:

Before we can evaluate the role of Fukuoka Airport, it is necessary to sketch out an image of what the region will be like in the future.

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The role that Fukuoka Airport will play in the future state of the region has been formulated, based on the current state and problems of the airport as defined in step 1.

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The future of the region

Target date: About 2030

Target region: Fukuoka metropolitan region and Kyushu in the context of Japan and East Asia

[Future of the region]

[Current state and problems of region]

[Fukuoka and Kyushu as the hub for East Asia]

[Fukuoka as the core city for Kyushu]

[Fukuoka Airport and surrounding region]

[Existing development plans]

[Existing development plans (government, economic organizations, etc.)]

[Efforts to realize existing development plans]

[The role of Fukuoka Airport]

[How users perceive Fukuoka Airport]

[How the region perceives Fukuoka Airport]

[How Japan’s air network perceives Fukuoka Airport]

[How various facilities perceive Fukuoka Airport]
Barriers between regions and nations are becoming lower in recent years, and the movement of people, goods, money, and information is more active than ever, thanks to rapid globalization. Fukuoka, Kyushu enjoys a geographic advantage with respects to the fast growing cities of East Asia. It is essential for Fukuoka to utilize this geographic proximity to ensure a share of the overall growth driven by regional and inter-city competition while coexisting with other cities.

### 1. Globalization

**East Asia**
- High economic growth
- Increased in international tourism

**Kyushu**
- Advantageous geographic proximity to rest of East Asia
- Creation of competitive manufacturing cores
- Network creation and utilization of attractive tourism resources

**Fukuoka**
- Utilization of advanced city functions
- Gateway city for international

**Rest of Japan**
- Expanded exchange circle

**Future state of the region**
- Coexisting with the international society, especially in fast-growing East Asia

### 2. Aging population and declining birthrate

The aging population and declining birthrate is a trend that is affecting all of Japan, and is expected to result in a smaller workforce in the future. To maintain its vitality, Fukuoka and Kyushu will have to implement fundamental policies to address the issue. In addition, it will be essential for Fukuoka to drive programs designed to heighten the attractiveness of Kyushu overall, promoting increases in productivity and transient population.

### 3. Decentralization of government

**Regional potential equal to that of a nation**
- Diverse and sophisticated needs
- Domestic and international competitiveness

**Constructing an independent region**
- Construction of an efficient administrative system capable of responding quickly, accurately and autonomously to regional needs
- Regional development through deregulation, international contribution and international corporate activity

**Transition from international exchange to international contribution**
- Fukuoka/Development from a Japanese hub city to an exchange city representative of all of East Asia
- Kyushu: Development from a region in western Japan to a hub region for East Asia

**Future state of the region**
- A competitive, independent region that utilizes its regional strengths

### 4. Diversification of senses of value

Senses of value are changing from defining the quality of life in terms of quantity of goods to a definition based on spiritual and emotional fulfillment, resulting in a rise in potential demand for leisure activities, especially travel. It is essential that Fukuoka and Kyushu utilize their extensive natural, historical, cultural and other resources to promote diverse exchanges, and create balanced and high-quality lifestyles for leisure activities.

**Diversifying senses of value**
- Lifestyle evaluation: Changing from quantity to quality
- Extensive exchange with many different people
  - Utilize the rich natural, historical, cultural and other resources of Fukuoka and Kyushu
  - Utilize convenient transportation networks to other domestic and international points

**Achieve a balanced and high-quality lifestyle**

**Future state of the region**
- A region where diverse people engage in exchange with each other, and experiencing truly rich lifestyles
Information technology (IT) is adopted on a global scale today, Fukuoka and Kyushu will need to not only construct efficient social systems through the widespread adoption of IT, but also utilize the accumulation of IT-related industry in Fukuoka to vitalize the region, providing residents with high-quality lifestyles and transmitting information to Japan and the world.

Promotion of IT
- Upgrading the IT infrastructure, promotion of IT utilization, advancement in IT, etc.
- The IT infrastructure is becoming indispensable in the daily activities of residents.

Construction of efficient social systems
Move towards a society capable of simultaneous two-way exchanges on the global scale.

Regional vitalization
Move towards a competitive region with a knowledge-based society.

Creating high-quality lifestyles throughout the region and transmitting information domestically and internationally

Future state of the region: A region where IT is utilized to create knowledge, and transmit information domestically and internationally.

Infrastructural management
Both the national and regional governments are in financial difficulty. In the future will require effective and strategic enhancement to infrastructure based on selection and concentration will be required. It will be essential to improve regional competitiveness by emphasizing the hub character of Fukuoka in infrastructural development plans for Fukuoka and Kyushu.

Formation of a strategic infrastructure
- Sound government financial state through administrative restructuring and streamlining
- Utilization of compact and sophisticated city functions of Fukuoka
- Active utilization of private sector in the form of investment and expertise from private enterprise

Move towards a region with maximum efficiency and benefit through timely and effective minimal investment effectively at the optimal time.

Future state of the region: A region with global competitiveness made possible by strategic infrastructure.

Environmental awareness
Today, global environmental problems and limited natural resources are key issues for society. It will be essential for Fukuoka and Kyushu to work to preserve the rich natural environment of the region and take the lead in global environmental protection measures, with the aim to create a fascinating and sustainable region where urban development and environmental awareness coexist in a virtuous cycle.

Fukuoka
- Enhancement of advanced city functions
- Utilization and preservation of the rich natural environment
- Advanced city functions in downtown Fukuoka

Kyushu
- Utilization of advanced IT infrastructure
- Assimilation of local and global information

Virtuous cycle formed between city and environment to enhance the fascination of the region and the city. Maintain a high standard of living and preserve the rich natural environment. International contribution through advanced environmental technologies and programs.

Future state of the region: A region where a sustainable virtuous circle exists between city development and environmental awareness.

What is required of Fukuoka Airport in the future, based on its current status and issues?

Based on the current status and issues of Fukuoka Airport identified in PI Step 1, this section discusses what will be required of Fukuoka Airport in the future through four viewpoints: (1) the users, (2) the regional, (3) the air transport network, and (4) the airport facility.

1. The users
- Emphasis on travel time, time of stay at destination, and frequency of flights
- Heaviest traffic occur in mornings and evenings
- Satisfaction with Fukuoka Airport is high in comparison with other airports
- There are many routes with low satisfaction (for example, routes with low flight frequency)

Fukuoka Airport will have to maintain existing direct flights and develop new ones, assure flight frequency and various access, and enhance benefits such as by reducing costs.

2. The regional
- The airport has developed with the surrounding region
- Some land is privately-owned, requiring an understanding of the history of the region and the airport.
- The airport contributes to the regional economy and lives of the residents
- (The airport provides about 800 billion yen annually in indirect economic effects to Kyushu, as well as supporting private aircraft use, better access to remote islands, and improves disaster and information activities.)
- Effect on the structure of the city
- (Including easy access to the city center, concentration of production and distribution functions in areas near the airport, and height restrictions on city buildings.)
- Effect on the airport environment
- (Airport is built within the city limits, causing local environmental issues such as aircraft noise. In addition, an accident could cause significant damage.)

Fukuoka Airport will have to continue to support the economic activities of Fukuoka and Kyushu, as well as cultural and civic activities, while working to assure aircraft safety and implement environmental measures such as aircraft noise reduction.

3. The air transport network
- The domestic air transport network facilitates transport between northern Kyushu and the three major urban areas within the Kyushu-Yamaguchi region, and to remote islands.
- (Fukuoka Airport is 4th in terms of domestic passenger volume, and 3rd in terms of domestic freight tonnage.)
- The international air transport network, facilitates transport between Fukuoka and other cities in East Asia.
- (For example, routes with low flight frequency.)
- Strong basic demand and easy access to the Fukuoka urban area from other regions in Kyushu has caused demand growth and helped create the air transport network.

Based on continuing upgrading of domestic and international airports and economic growth throughout East Asia, Fukuoka Airport will have to further enhance its domestic and international air transport networks, utilizing its proximity to the rest of East Asia.

4. The airport facility
- There are capacity-limiting factors including taxiways and runways.
- Congestion is on the increase at Fukuoka Airport, resulting in limitations during peak periods.
- Effects on users are becoming apparent, such as difficulty in making reservations on domestic routes for Fridays, when demand peaks.
- On international routes, there is fluctuation depending on which day of the week and the season, based on tourism characteristics.
- For noise control and other reasons, Fukuoka Airport can only be used between 7:00 and 22:00.

Fukuoka Airport will have to provide the capacity needed to fulfill forecasted mid- and long-range demands as well as user demands during peak periods.

The roles of Fukuoka Airport are described on the following pages, based on the future vision for the region and the current status and issues of the airport.
What role will Fukuoka Airport play?

- The role that Fukuoka Airport will play in the future has been outlined in the four basic points below, based on the future state of the region and the current issues that the airport faces.

1. Linking Fukuoka to Japan and other nations and supporting expansion of mutual exchange

2. An airport to support improved service and air transport demand
   - Fukuoka Airport will have to establish new routes and offer additional flights to satisfy future demand.
   - The day-trip range (1500-km range) for Fukuoka, Tokyo and Shanghai, and the 5000-km range from Fukuoka to Hong Kong and Western Europe.

3. An airport for fast, inexpensive and comfortable transport, utilizing Fukuoka’s multi-modal transport functions
   - Fukuoka is situated close to ports and harbors, with well-developed rail and road networks.
   - Fukuoka Airport must utilize these characteristics to transport both passengers and goods quickly, inexpensively and comfortably to destinations, to provide enhanced customer convenience.

4. An airport to coexist with the local region, supporting the independent development of Fukuoka and Kyushu
   - Fukuoka Airport must contribute to people’s lives through widespread usage of air transport for international exchange, distribution, disaster and emergency activities, and support the independent development of Fukuoka and Kyushu.
   - Airport operation will have to involve assurance of safety for the surrounding area, efforts to reduce environmental impact, and support to transport both passengers and goods quickly, through effective and efficient design and management.

This completes the discussion of the future state of the region, and the role of Fukuoka Airport. On the next page you’ll find forecasts of air transport demand.
How large will demand be in the future?

Forecasting method:
- Future demand for air transport is divided into four categories, namely, domestic passengers, international passengers, domestic freight, and international freight.
- Forecasts were calculated for FY 2012, 2017, 2022, and 2032 (①), by first calculating the probable world situation for each year (②), then estimating the number of passengers, freight, and flights for Fukuoka Airport accordingly. Demand forecasts are based on actual data for FY 2004.

Explanation:
- ① The 2012, 2017, and 2022 dates were chosen for short- and mid-term forecasts, and 2032 was selected as a long-term forecast date.
- ② Demand forecasts are based on assumptions about social and economic conditions that are likely to exist at that time, and different assumptions will result in different forecasts. Three possible GDP values exist at that time, and different assumptions will result in different forecasts. Three possible GDP values selected as a long-term forecast date.
- ③ Air transport demand was based on widely used traffic volume prediction techniques.
- ④ Demand forecasts estimate potential air transport demand. Actual demand will be affected by factors such as the number of flights offered.

What will happen to domestic passenger traffic?

Calculation process:
- First, the total number of domestic passengers is calculated (①), including not only airline, but also railway and roadway. (①) Proceed to page 10.
- Next, this total volume is classified into trips between different regions, and the number (for example, Fukuoka to Tokyo or Kitakyushu to Tokyo) is calculated. (②) Proceed to page 11.
- Finally, the number of passengers per route is allocated to different modes (air, rail, road). For passengers using air transport, which airports and routes will be used are also calculated. (③) Proceed to page 12.

Explanation:
- ① This covers only medium- and long-distance travel of 200 km or more.
- ② Passengers from Fukuoka departing Fukuoka Airport, for example, would be calculated separately from passengers from Kitakyushu also departing Fukuoka Airport, but both would be counted as passengers using Fukuoka Airport.

Demand forecasts are based on a variety of assumptions.
Calculating passenger volume between different regions

- Existing point-to-point (※1) passenger data is used as the basis, and modified in accordance with factors such as improvement in the transport network and transportation services (※2).
- The future transportation service level is based on actual data for Oct. 2004.
- Passenger volume by destination is estimated based on the above, adjusted for future real regional GDP (GRP) and population (※3).

Explanation

※1. Japan was divided into 480 regions (Fukuoka Prefecture 85, other Kyushu regions 177, other regions in Japan 218).
※2. An improvement in the transport network between two points will improve convenience for travel between them, leading to an increase in demand. Forecasts include a higher rate of growth for these regions than other regions where no improvement in the transport network is expected.
※3. It is predicted that the population of Japan will gradually decline, but the population of Fukuoka metropolitan area will continue to grow. In addition, the population of major prefectures linked to Fukuoka by air is also expected to grow.

A change in the underlying assumptions will cause a change in the forecasts.
What about international passengers?

### Calculation process

- First, the passenger volume between Japan and overseas points is calculated separately for Japanese and foreigners, and for Japanese by business and tourism. [1] See center section, page 13.
- Next, this total volume is classified into trips between different regions, and the number (for example, Fukuoka to Oceania or Tokyo to Oceania) calculated. [2] See page 14.
- The last step is to calculate which airports and routes the passengers use, including transfers [1]. [3] See page 14.

### Explanation

- **1.** For example, in addition to a direct flight from Fukuoka to Oceania, it is also possible to transfer at Narita, Kansai or other airports. Where multiple routes exist, the calculations include what percentage of passengers uses which route.

### International passenger volume demand forecast process

(1) (Passenger volume to and from Japan)

(2) (Passenger volume between different regions)

(3) (Allocation by route)

### Calculating passenger volume to and from Japan

- The number of future Japanese departing Japan is calculated as the future population x international departures per capita [1].
- Future population is based on population forecasts issued by the National Institute of Population and Social Security Research.
- Per-capita international departures in the future are calculated based on Japanese real per-capita GDP, overseas real GDP, and exchange rates, especially yen to the dollar [2].
- Foreign passengers entering Japan are calculated based on Japanese real GDP, overseas real GDP, and exchange rates.

### Calculating passenger volume between regions

- International passenger volume is based on existing routes. New or cancelled routes may affect demand.
- Foreign passengers are allocated to 20 regions (Asia, 9; other, 11). See page 113 for details.
- Total passengers arriving in and departing Japan are expected to grow 1.4-1.5 times from FY2004 to FY2012, and 2.5 times from FY2004 to FY2022.

### Calculating passengers by route

- Passenger volume by destination is allocated by airport and route used. In the same way as for domestic passenger volume, passenger volume is weighted to favor routes with the shortest travel time, lowest cost and highest frequency of operation.
- Passenger volume is calculated for each airport by route (direct, transfer) to determine the total passenger volume for Fukuoka Airport.
- The last step involves dividing total passengers by the passengers per aircraft (1) to calculate the number of flights for the airport. (This is the same as for the domestic passenger volume forecast.)

### International passenger volume forecasts

- **Annual international passenger volume for Fukuoka Airport (arrival and departure)**

- **Annual domestic flights for Fukuoka Airport (arrival and departure)**
What is the air transport demand forecast for Fukuoka Airport?

- Shizuoka Airport and Hyakuri Air Field opened
- Kyushu Shinkansen Kagoshima route fully opens
- Expressways and regional expressways open for service as expected by FY2012

**Forecast results**

<table>
<thead>
<tr>
<th>Cases</th>
<th>Tag line: Passengers (10,000 people/FY)</th>
<th>Middle line: Domestic and international freight (10,000 tons/FY)</th>
<th>Bottom line: Flights (10,000 flights/FY)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Case A</td>
<td>FY2012</td>
<td>FY2017</td>
<td>FY2022</td>
</tr>
<tr>
<td>(reform and development)</td>
<td>2,135</td>
<td>2,438</td>
<td>2,783</td>
</tr>
<tr>
<td>Economic growth forecast due to continuing reform</td>
<td>31.9</td>
<td>37.2</td>
<td>42.4</td>
</tr>
<tr>
<td>Case B</td>
<td>16.1</td>
<td>17.5</td>
<td>19.2</td>
</tr>
<tr>
<td>(no reform, stagnate growth)</td>
<td>2,066</td>
<td>2,255</td>
<td>2,483</td>
</tr>
<tr>
<td>Little productivity increases due to slow reform</td>
<td>30.5</td>
<td>33.0</td>
<td>35.7</td>
</tr>
<tr>
<td>Case C</td>
<td>15.7</td>
<td>16.6</td>
<td>17.9</td>
</tr>
<tr>
<td>(the 1990s scenario)</td>
<td>1,993</td>
<td>2,124</td>
<td>2,258</td>
</tr>
<tr>
<td>Japanese economy repeats the economic sluggishness of the 1990s</td>
<td>28.7</td>
<td>29.8</td>
<td>30.7</td>
</tr>
<tr>
<td>1,53</td>
<td>16.0</td>
<td>16.6</td>
<td>18.1</td>
</tr>
</tbody>
</table>

Refer to detailed version for air freight forecasts.

It will be important to monitor the actual situation as it develops.

What would happen if access to New-Kitakyushu Airport and Saga Airport becomes more convenient?

3. Future demand forecast

**Improved airport access cases**

- Expanded bus service to New-Kitakyushu Airport and Saga Airport
- Bus routes to New-Kitakyushu Airport

**Effects on Fukuoka Airport demand situation**

- In the above scenarios where access to nearby airports is improved, annual flights to and from Fukuoka Airport are forecast to drop by about 2,000 to 7,000 flights, with a corresponding decline in domestic passengers by about 3% to 6%. These effects will be assessed in PI step 3 and beyond.

**Effects on Fukuoka Airport live feeds**

- Domestic passenger forecasts for Fukuoka, New-Kitakyushu, and Saga airports

**User distribution for Fukuoka, Kitakyushu and Saga airports**

- Most people using Fukuoka Airport live in northern Kyushu, especially in the Fukuoka metropolitan region.
Based on the forecasts, what will the capacity of Fukuoka Airport be like in the future?

1. The capacity of Fukuoka Airport was evaluated based on the forecasts. According to the demand forecasts, annual runway capacity will exceed in 2012, leading to increased congestion and making it impossible to fully meet demand.
2. Continued monitoring is required to track changes in the underlying assumptions of the forecasts, or in the actual usage of Fukuoka Airport.

**Runway capacity**

- The capacity of Fukuoka Airport’s runways is taken as 32 (33) flights per hour, for a total of 398 (409) flights/day, or 145,000 (149,000) flights/year.
- According to the demand forecasts, annual runway capacity will be exceeded in 2012 for all three scenarios.

**Annual runway capacity**

<table>
<thead>
<tr>
<th>Year</th>
<th>Actual</th>
<th>Case A</th>
<th>Case B</th>
<th>Case C</th>
</tr>
</thead>
<tbody>
<tr>
<td>2010</td>
<td>144</td>
<td>146</td>
<td>146</td>
<td>146</td>
</tr>
<tr>
<td>2012</td>
<td>146</td>
<td>146</td>
<td>147</td>
<td>146</td>
</tr>
<tr>
<td>2017</td>
<td>147</td>
<td>147</td>
<td>147</td>
<td>147</td>
</tr>
<tr>
<td>2022</td>
<td>146</td>
<td>146</td>
<td>147</td>
<td>147</td>
</tr>
<tr>
<td>2032</td>
<td>146</td>
<td>147</td>
<td>147</td>
<td>147</td>
</tr>
</tbody>
</table>

Note: Data for actual flights include irregular flights, such as JDSF aircraft.

**Explanations**

1. In addition to runway capacity, indices that can be used to evaluate future Fukuoka Airport capacity include (1) excess flight-handling capacity during peak times, (2) capacity of possible new runways, (3) periods of heavy flight take-off/landing congestion, and (4) difficulty in making reservations. These factors were defined in PI report step 1, but the terminology used has been reviewed in accordance with specific content.
2. Basic approaches to runway capacity: Runway capacity per-hour varies with factors, including direction of runway use, ratio of take-offs and landings, and ratio of large aircraft. In this assessment a representative value of 32 (33) flights per-hour was used as the approximate number for processing of flights on a daily basis. The runway capacity per-day was set at 398 (409) flights, based on 32 (33) flights during the morning peak hours (6:30-9:00), and 26 (27) flights during the rest of day (80% of peak), with early morning and night traffic at present levels. Annual capacity was calculated as 365 times the daily capacity, or 145,000 (149,000) flights. Note that the actual number of flights handled may be different from these values.

**Flights by time period**

- Flights/hour: 9:00 to 11:00 and 17:00 to 19:00, a total of 6 hours.
- Values given in parentheses indicate runway capacity with the assumption that a second, parallel taxiway is constructed on the east side of the airport.

**Difficulty in making reservations**

- The occupancy ratio is the percentage of aircraft seats that are filled. More passengers will lead to airplanes using larger aircraft or increasing the number of flights, so that the occupancy ratio is usually about 60 to 70%.
- If the number of flights cannot be increased beyond the future runway capacity, the aircraft occupancy ratio will gradually rise, making it more difficult to make reservations. Difficulty in making reservations was estimated using the Fukuoka-Haneda route as an example.

**Congestion and potential for increased flights**

- If the number of flights cannot be increased beyond the future runway capacity, the aircraft occupancy ratio is usually about 60 to 70%.
- If the number of flights cannot be increased beyond the future runway capacity, the aircraft occupancy ratio will gradually rise, making it more difficult to make reservations.

**Explanation**

- Passenger volume on the Fukuoka-Haneda route has increased 3 times in ten years, but a corresponding increase in the number of flights has maintained the occupancy ratio at about 60 to 70%, with an average of 63%.
- Even with the occupancy ratio, currently reservations may be full several days in advance depending on the time and day.
PI Report Step 2 Summary

- Future vision for the region, and the role of Fukuoka Airport
  - The role required of Fukuoka Airport for realising the future vision for the region and resolving current issues.
  - An airport that links Fukuoka with the rest of Japan and the world, and supports the expansion of mutual exchanges (i.e., expansion of the air transportation network).
  - An airport that supports improvements in transportation services, and air transport demand (ensuring airport capacity).
  - An airport that supports the independent development of Fukuoka and Kyushu (support widespread use of air transport with regards for safety and the environment).

- Future air transport demand forecasts
  - The results of the forecasts are summarized below. However, it is essential to monitor changes in the underlying assumptions of the forecasts, air transport demand trends for Northern Kyushu and other factors.

- Future outlook for the region, and the role of Fukuoka Airport
  - Domestic air passenger volume is expected to increase together with Japanese economic growth and increases in the population of Fukuoka metropolitan region.
  - International air passenger volume is expected to increase together with Asian economic growth and population growth.
  - Fukuoka Airport is expected to lose excess runway capacity in the early 2010s, making it difficult to meet the demand.

Possible responses

Possible responses will be proposed in PI step 3. These will then be evaluated in step 4.

Additional runways at existing airport
- Collaborations with nearby airports (New Kitakyushu, Saga).
- Construction of a new airport

We are looking forward to hearing your opinion!

Please visit our website.
A limited number of copies (Japanese only) is available at Fukuoka Prefecture and Fukuoka City administrative information corners.

Evaluation process

1. Identification of issues and policy targets
2. Assumptions used to evaluate proposed responses
3. Evaluation guidelines and a description of the direction to take
4. Comparative evaluation of proposals and proposal on the direction to take

In step 3 the proposals to be evaluated will be discussed, along with the evaluation guideline.

I wonder what proposals are possible for Fukuoka Airport?
I wonder how we evaluate a proposal?

Let’s explore together about Fukuoka Airport that will support the region in the future.

In this paper, we describes that the role of Fukuoka Airport in relation to the future prospect of Kyushu region. Based on this role, we also describes the estimation of the demand forecast of Fukuoka Airport.

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Ministry of land, infrastructure and Transport (MLIT), Fukuoka Prefectural Government and City of Fukuoka organized Fukuoka Airport Study Commission (FASC) and started a study in order that the airport will maintain airborne network and provide proper services to the passengers in the future.

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