

Results Briefing for Fiscal Year Ended in March 2018

May 24 (Thu), 2018

"Our Mission"

Our mission is to develop and provide necessary facilities and functions at airports, thereby contributing to the development of aviation as a vital private company operating mainly at airports.

In-flight meal factory [Tokyo International Airport]



Component Maintenance Building
[Tokyo International Airport]



Hangar [Kitakyushu Airport]



Helicopter maintenance facility
[Langley Airport, Canada]



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I. Outline of the consolidated financial statements for fiscal year ended in March 2018

-- Key points --

1. Steady performance of sales within Haneda Airport

⇒ Exceeding the previous year's performance both in terms of sales and profit

2. Net sales: 22.7 billion yen (+ 5.2% year on year)

Operating income: 4.1 billion yen (+ 7.3% year on year)

Net profit*: 2.2 billion yen (+ 3.2% year on year)

3. Year-end dividend: 7 yen (forecast), annual dividend: 14 yen (+ 1 yen year on year)

Payout ratio (consolidated): 32.3%

* Net profit: Current net profit attributable to owners of parent

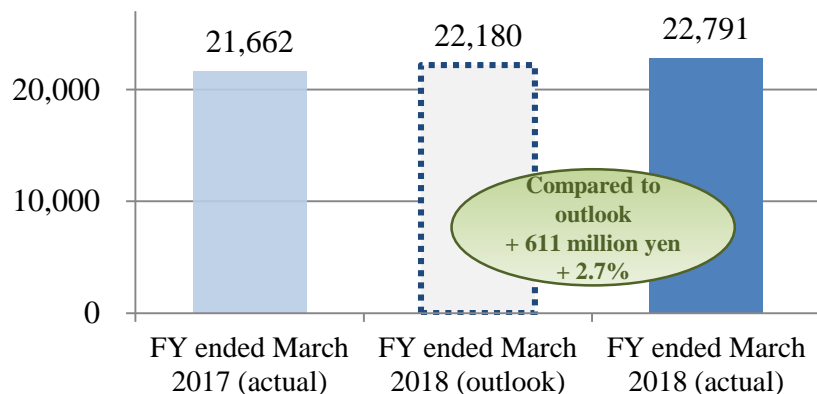
I. Outline of the consolidated financial statements for fiscal year ended in March 2018

Unit: million yen

-- Consolidated PL --

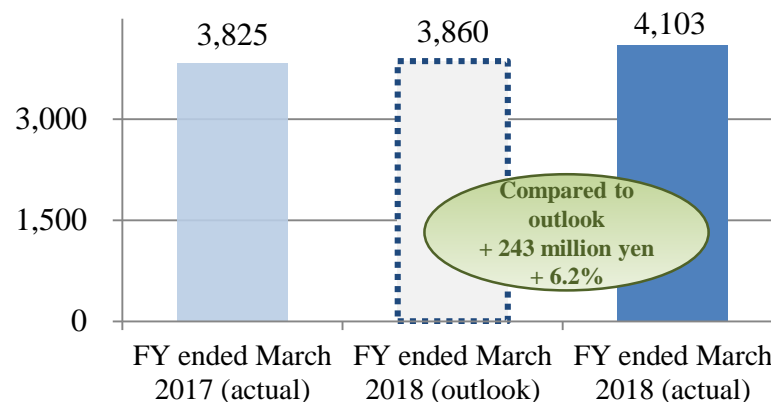
Net sales

Year on year
+ 1,129 million yen
+ 5.2%



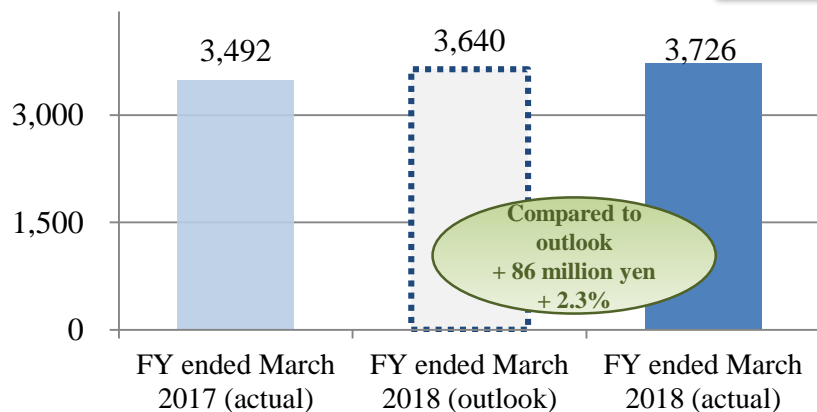
Operating income

Year on year
+ 278 million yen
+ 7.3%



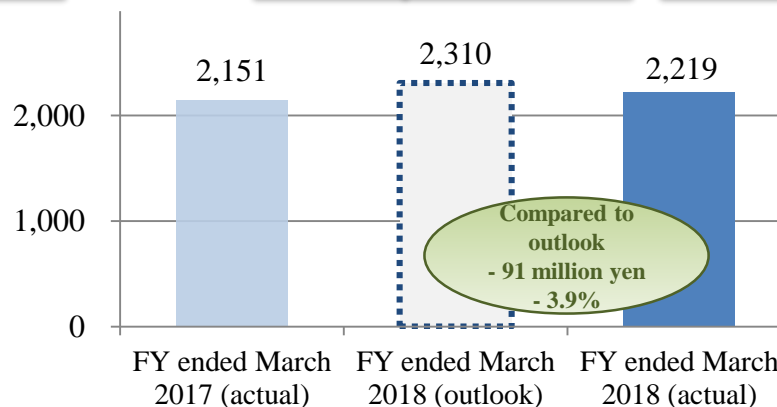
Ordinary income

Year on year
+ 233 million yen
+ 6.7%



Current net profit attributable to owners of parent

Year on year
+ 68 million yen
+ 3.2%



I. Outline of the consolidated financial statements for fiscal year ended in March 2018

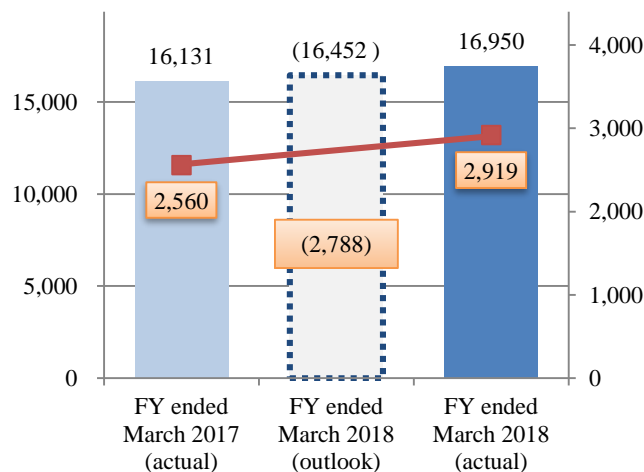
Unit: million yen

-- By business segment --

■ : Net sales (bar graph)
■ : Operating income (line graph)

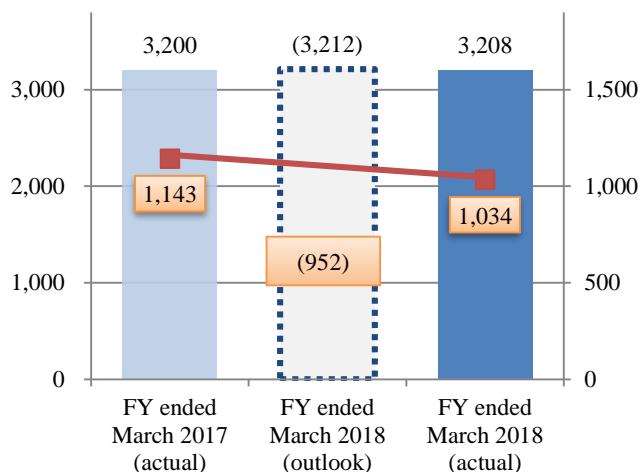
Real estate business

Year on year
(Net sales) + 818 million yen (+ 5.1%)
(Operating income) + 359 million yen (+ 14.1%)



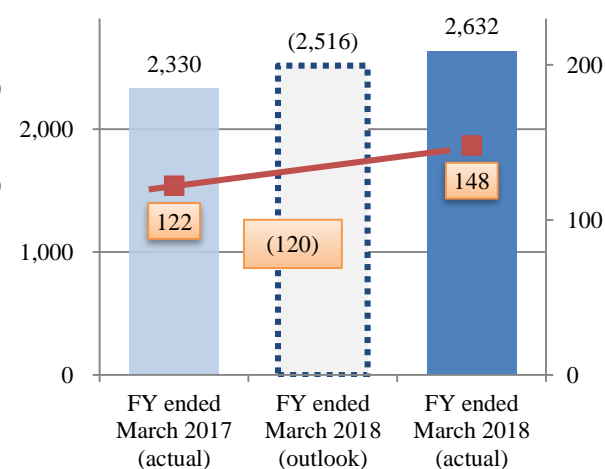
Area heating and cooling business

Year on year
(Net sales) + 8 million yen (+ 0.3%)
(Operating income) - 108 million yen (- 9.5%)



Water supply and drainage business and other businesses

Year on year
(Net sales) + 302 million yen (+ 13.0%)
(Operating income) + 26 million yen (+ 22.1%)



<Major factors for increase/decrease>

[Net sales]

- Improvement of the state of tenants moving in mainly at Haneda Airport
- All-year operation of JAL City Hotel (Haneda Asahi-Cho Hotel)
- Increase in the sales of a subsidiary in Singapore

[Operating income]

- Increase due to the effect of increase in net sales

[Net sales]

- Steady performance of the sales of area heating and cooling in the offshore area of Haneda Airport

[Operating income]

- Decrease due to increase in electricity and gas prices and repair expenses

[Net sales]

- Increase due to increased number of passengers using Haneda Airport
- Increase of water supply to various construction works within the airport
- Start of water supply and drainage business in New Chitose Airport

[Operating income]

- Increase due to the effect of increase in net sales

I. Outline of the consolidated financial statements for fiscal year ended in March 2018

-- Financial condition -- [Consolidated balance sheet]

(Assets)	Increased with the completion of solar power generation facilities and apartment houses
(Liabilities)	Decreased by the payment of long-term debts
(Net assets)	Increased due to increase in the valuation difference of marketable securities attributable to market price accounting of securities and increase in retained earnings

FY ended March 2017

Unit: million yen

Current assets	19,216	Current liabilities	8,556
		Non-current liabilities	25,608
Non-current assets	68,363	Total liabilities	34,165
		Net assets	53,415
Total assets	87,580	Total liabilities and net assets	87,580

Net assets per share	995 yen
Equity ratio	58.7%

FY ended March 2018

Unit: million yen

Current assets	17,703 (- 1,512)	Current liabilities	10,050 (+ 1,494)
		Non-current liabilities	23,428 (- 2,180)
Non-current assets	70,258 (+ 1,894)	Total liabilities	33,479 (- 685)
		Net assets	54,482 (+ 1,067)
Total assets	87,961 (+ 381)	Total liabilities and net assets	87,961 (+ 381)

Net assets per share	1,050 yen
Equity ratio	59.4%

I. Outline of the consolidated financial statements for fiscal year ended in March 2018

-- Financial condition -- [Consolidated cash flow]

Unit: million yen

Item	FY ended March 2017	FY ended March 2018	Increased/ decreased amount
Cash flow from operations	3,024	7,147	4,122
Cash flow from investments (Δ shows increase)	$\Delta 3,048$	$\Delta 5,383$	$\Delta 2,335$
Cash flow from financial activities (Δ shows expenditure)	$\Delta 137$	$\Delta 2,909$	$\Delta 2,772$
Increase/decrease in cash and cash equivalents (Δ shows decrease)	$\Delta 260$	$\Delta 1,105$	$\Delta 844$
Cash and cash equivalents, beginning of fiscal year	5,974	5,713	$\Delta 260$
Cash and cash equivalents, end of fiscal year	5,713	4,608	$\Delta 1,105$

[Major factors for increase/decrease]

Cash flow from operations	Increase due to increase in net income before income taxes and progress in the collection of business loans
Cash flow from investments	(Compared from the previous term) Significant increase in expenditure due to obtaining non-current assets including solar power generation facilities and apartment houses
Cash flow from financial activities	Expenditure due to repayment of debt and treasury stocks acquirement * Acquisition of treasury stocks on January 26, 2018 (number of acquired stocks: 1,924 thousand shares, acquisition value: 1,298 million yen) Acquired stocks are all cancelled (cancellation date: February 14)

II. Forecast on the consolidated performance for fiscal year ending in March 2019

-- Key points --

1. Increase in sales and income by improvement in tenant states and new projects is anticipated

2. Net sales: 23.6 billion yen (+ 3.9% year on year)

Operating income: 4.1 billion yen (+ 1.9% year on year)

Net profit*: 2.2 billion yen (+ 3.2% year on year)

3. Try to ensure stable and sustainable returns to shareholders

- **Annual dividend: 14 yen (forecast), (interim dividend: 7 yen, year-end dividend: 7 yen)**

- **Payout ratio (consolidated): 30.3% (forecast))**

* Net profit: Current net profit attributable to owners of parent

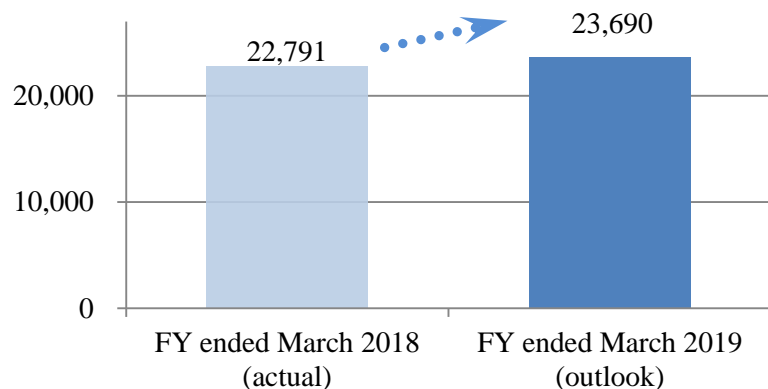
II. Forecast on the consolidated performance for fiscal year ending in March 2019

Unit: million yen

-- Consolidated PL --

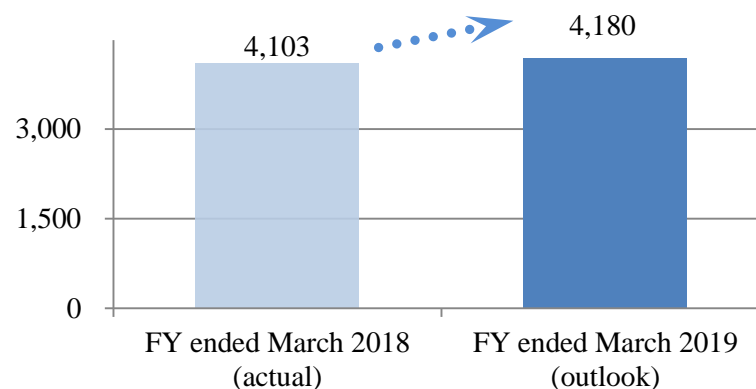
Net sales

Year on year
+ 899 million yen
+ 3.9%



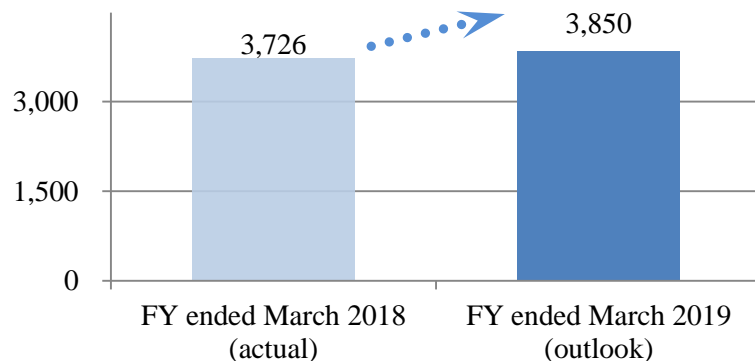
Operating income

Year on year
+ 77 million yen
+ 1.9%



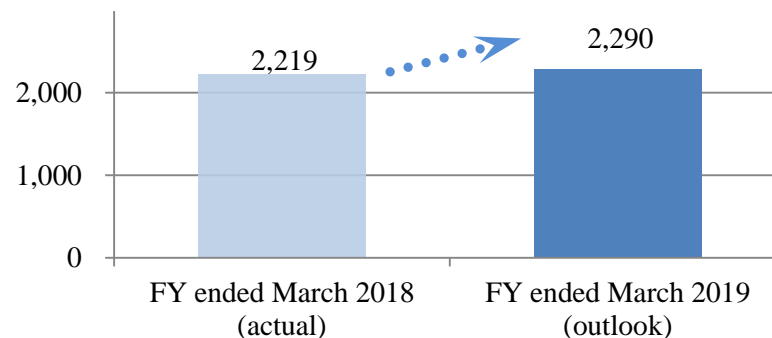
Ordinary income

Year on year
+ 124 million yen
+ 3.3%



Current net profit attributable to owners of parent

Year on year
+ 71 million yen
+ 3.2%



II. Forecast on the consolidated performance for fiscal year ending in March 2019

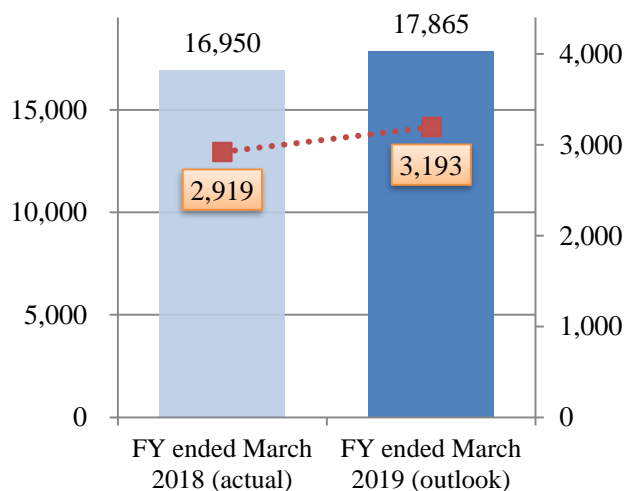
-- By business segment --

Unit: million yen

■ : Net sales (bar graph)
■ : Operating income (line graph)

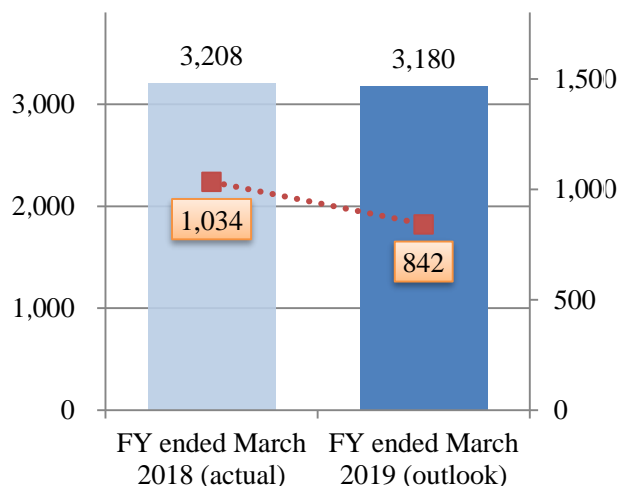
Real estate business

Year on year
(Net sales) + 915 million yen (+ 5.4%)
(Operating income) + 274 million yen (+ 9.4%)



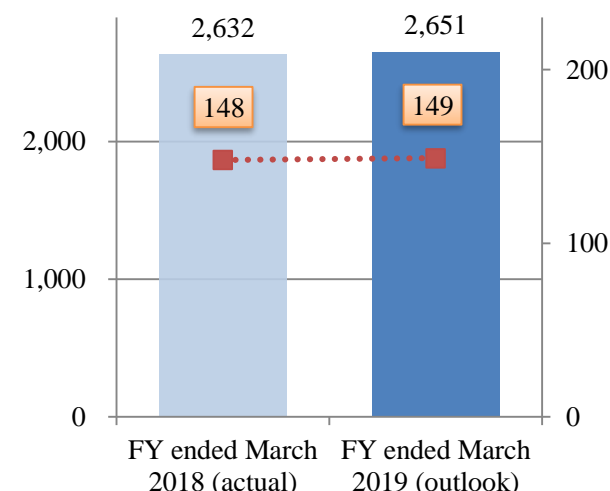
Area heating and cooling business

Year on year
(Net sales) - 28 million yen (- 0.9%)
(Operating income) - 192 million yen (- 18.6%)



Water supply and drainage business and other businesses

Year on year
(Net sales) + 19 million yen (+ 0.7%)
(Operating income) + 1 million yen (+ 0.7%)



<Major factors for increase/decrease>

[Net sales]
- Improvement of the state of tenants moving in (Haneda Airport)
- All-year operation of new facilities (near Haneda, regional airports, overseas)

[Operating income]
- Increased partly due to increase in net sales

[Net sales]
- Sales of area heating and cooling in the offshore area of Haneda Airport decreased marginally
* Calculated based on the average volume of supply in past three years

[Operating income]
- Decrease by anticipated increase in electricity and gas prices, depreciation expense and repair expenses

[Net sales]
- Stable increase in sales of water supply and drainage business (Haneda and New Chitose Airports)
- All-year operation of solar power generation business (Heiwajima, Ota-ku)

[Operating income]
- Marginal increase partly due to increase in net sales

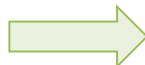
III. Mid-term management plan

Mid-term management plan "Challenge to the next step"

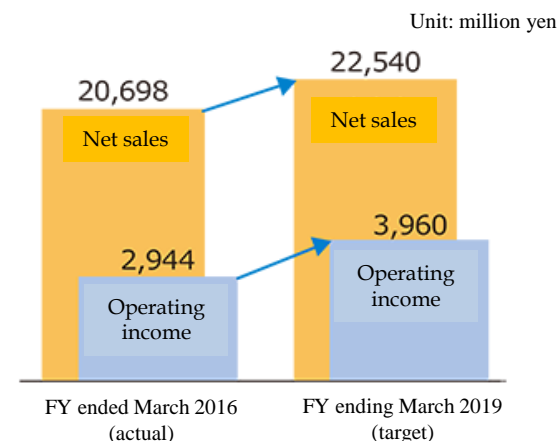
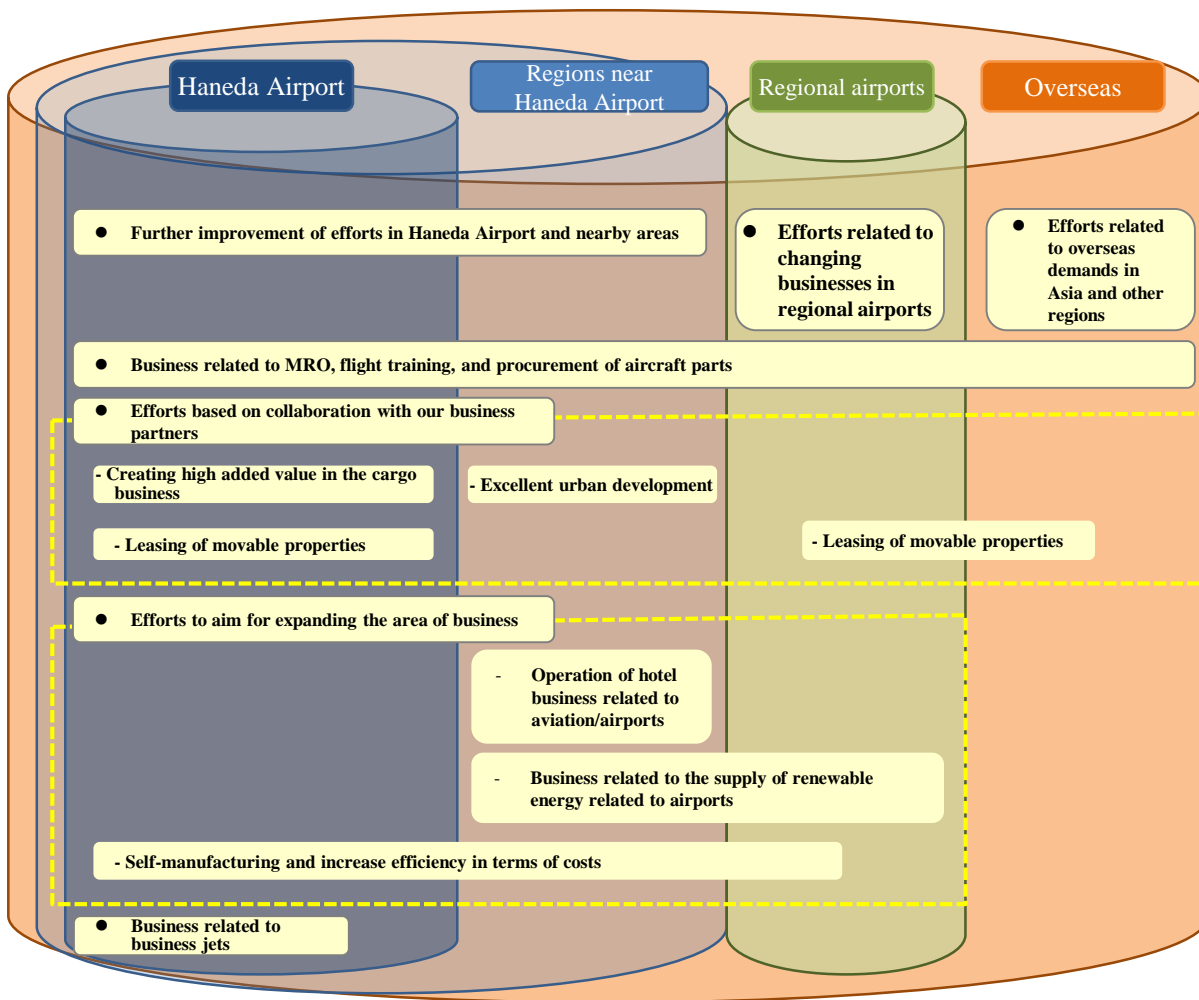
* Formulated on October 27, 2016

Our mission

Changes in external environment



Efforts in seven fields



Year	Actual	Target		
	March 2016	March 2017	March 2018	March 2019
Net sales	20,698	21,650	22,070	22,540
Operating income	2,944	3,550	3,800	3,960
EBITDA + recovery	5,176	6,100	6,480	7,020
Current net profit	1,935	2,140	2,160	2,270

III. Mid-term management plan

Mid-term management plan "Challenge to the next step"

Unit: million yen

* Formulated on October 27, 2016

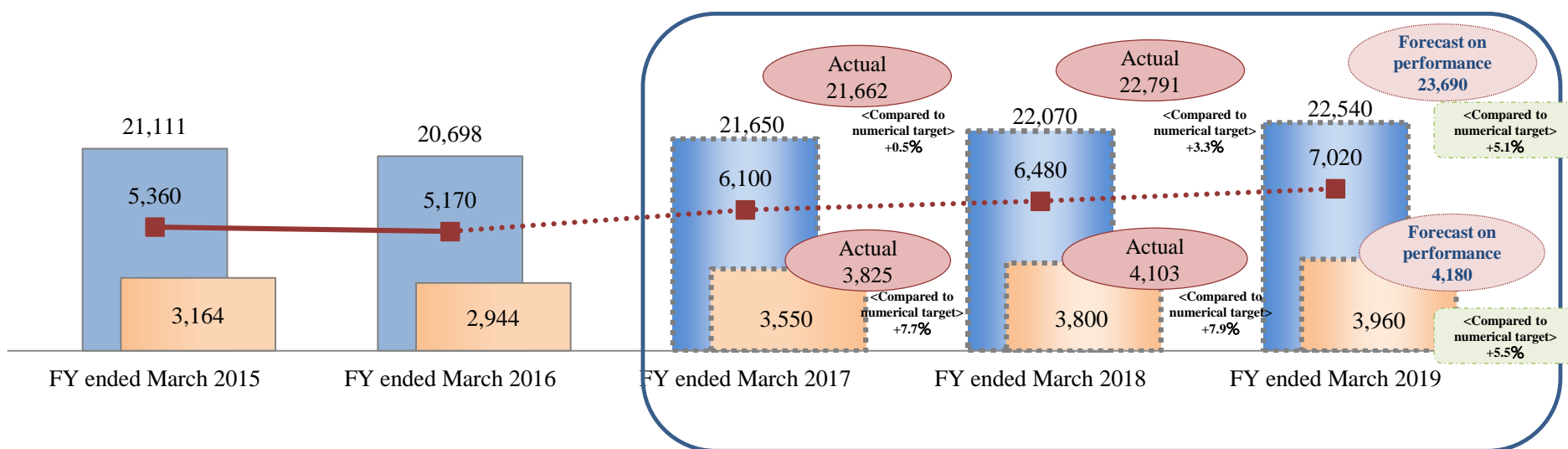
Performance of FY ended March 2017 and FY ended March 2018

⇒ Both net sales and income exceeded the numerical targets

Both net sales and operating income are expected to surpass the target also in FY ending March 2019

■ : Net sales
■ : Operating income
■ : EBITDA + recovery

[Numerical targets and actual performance (forecast on performance)]



<Mid-term income and expenditure financial plan>

While contributing to the development of aviation, we will implement active investment that surpasses the cash flow, establish a healthy financial base and growth in profits as a foundation, and will aim to return profit to our shareholders in a continuous and sustainable manner in the future, exceeding the payout ratio of 30%.

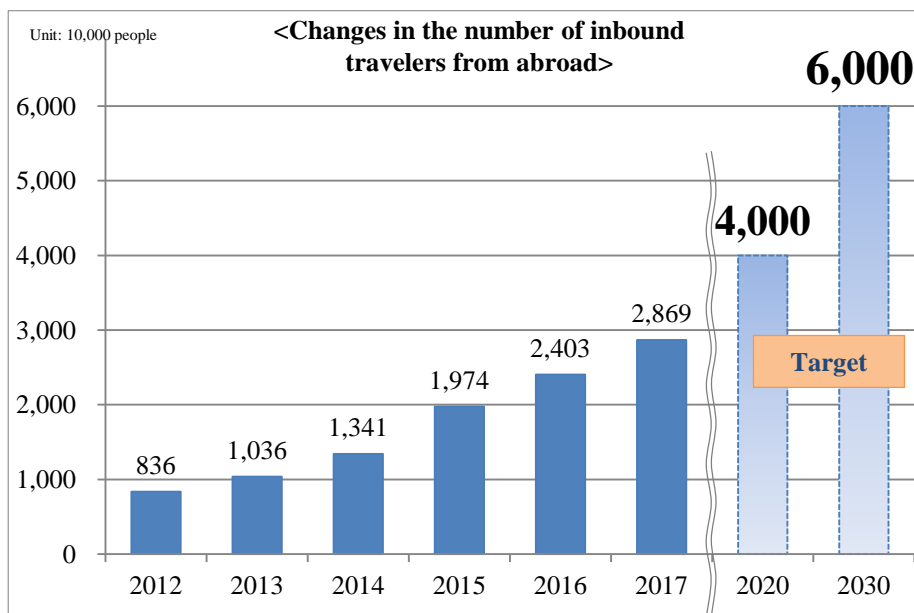
III. Mid-term management plan

<Changes in the number of inbound passengers and future target>

The number of inbound passengers is continuously increasing, reaching 28.69 million in 2017 (+ 19.3% from the previous year)

The national government sets a numerical target of "40 million in 2020" and "60 million in 2030"

Enhancement of airport functions is progressing mainly in airports in the Tokyo metropolitan area
Increase of aviation demand along with increase in the number of inbound passengers is expected to continue



Source: Prepared based on data cited from Japan National Tourism Organization (JNTO)

* Figures for 2020 and 2030 are governmental targets



Source: Website of Prime Minister's Office (<http://www.kantei.go.jp/jp>)

Partly cited from the Tourism Vision to Support the Future of Japan

III. Mid-term management plan

-- Efforts in regions near Haneda Airport --

Provides apartment houses along the railway line connected to Haneda Airport (Keikyu Airport Line) for those working at the airport

Development of facilities thus far (actual)



<Sky Residence Minami-Kamata>
(Completed in November 2011)



<Sky Residence Omori-Higashi>
(Completed in December 2013)



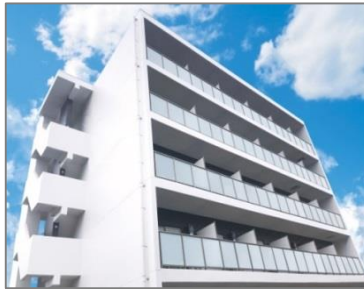
<Sky Residence O-Torii>
(Completed in November 2014)



<Maison Haneda>
(Acquired in January 2016)

New !

Apartment house for ANA Group is newly completed in Kawasaki-Daishi



<Outside shot>

[Outline]

- (Name) : Sky Residence Kawasaki-Daishi
(Location) : Nakaze, Kawasaki-ku, Kawasaki City, Kanagawa Prefecture
(Use) : Apartment house (29 dwelling units)
(Completion date) : February 2018

New !

Acquired apartment house in Minami-Kamata, Ota-ku



<Outside shot>

[Outline]

- (Name) : The Blue 8
(Location) : Minami-Kamata, Ota-ku, Tokyo
(Use) : Apartment house (33 dwelling units)
Store
(Completion date) : March 2018

III. Mid-term management plan

<Enhancement of aviation network in and out of Japan for regional airports>

Improvement of aviation network for creating a flow of people towards local regions is required

[Domestic flights] Completion of the "corridor for vitalizing local regions"; [International flights] Promotion of the offering of service by LCC, etc. in regional airports, are required respectively



Reinforcement of the functions of airports other than in the Tokyo metropolitan area that serves as a base is essential in order to achieve the goals set forth in the tourism vision

「観光ビジョン」における記述(航空関係)



「明日の日本を支える観光ビジョン ―世界が訪れたくなる日本へ―」

(平成28年3月30日 明日の日本を支える観光ビジョン構想会議) (抄)

視点3.すべての旅行者が、ストレスなく快適に観光を満喫できる環境に

最先端技術を活用した 革新的な出入国審査等の実現

- (中略)
- 出発時の航空保安検査に係る旅客の負担を抑え、検査の円滑化を図りつつ厳格化を実現するため、以下の取組を実施。
- 欧米等で導入が進んでいる先進的な保安検査機器(ボディスキャナー)を導入
(2016年度に成田・羽田・関西・中部に導入し、2020年度までに主要空港へ順次拡大)

「地方創生回廊」の完備

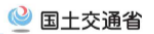
- 新幹線、高速道路などの高速交通網を活用した「地方創生回廊」の完備に向け、以下の取組を実施。
- (中略)
- 新幹線開業、コンセッション空港の運営開始、交通結節の機能高度化等と連動し、観光地へのアクセス交通の充実等により、地方への人の流れを創出
(後略)

地方空港のゲートウェイ機能強化と LCC 就航促進

- 地方空港のゲートウェイ機能強化とLCC就航促進に向け、以下の取組を実施。
- 複数空港の一体運営(コンセッション等)の推進(特に北海道)
- 地方空港の着陸料軽減を実施
- 首都圏空港の容量拡大(羽田空港の飛行経路の見直し等)
- 首都圏におけるビジネスジェットの受入環境の改善
- 地方空港のLCC・チャーター便の受入促進(グラハム要員の機動的配置を可能にする基準の柔軟化、CIQ機能の強化、地方空港チャーター便の規制緩和、操縦士・整備士の養成・確保等)
- コンセッション空港等における到着時免税店制度の研究・検討
- 新規誘致に係るJNTOの協働プロモーション支援

2

「観光ビジョン」実現に向けた地方における国内外航空網の強化



- 「観光ビジョン」(平成28年3月)において、インバウンド数を2020年に4,000万人(2015年の約2倍)、6,000万人(2015年の約3倍)とする目標が設定された。この中で、インバウンドの地方誘客が最重要課題の一つとされ、地方への人の流れの創出に向けた航空ネットワークの拡大が求められている。
- 地方部(三大都市圏以外)での外国人宿泊者数:
2020年:7000万人泊(2015年の約3倍)、2030年:1.3億人泊(2015年の約5倍)

【国内線】 ゲートウェイから地方へ「地方創生回廊」

「日本再興戦略2016」(平成28年6月閣議決定)抄
②高速交通網の活用による「地方創生回廊」の完備
ゲートウェイから地方、地方と地方を結ぶ低コスト持続可能な航空網を構築する。

第百九十四回国会における安倍内閣総理大臣施政方針演説(平成28年1月22日)抄
「大阪や東京が大きなハブとなって、北から南まで、地方と地方をつないでいく。『地方創生回廊』を作り上げ、全国を一つの経済圏に統合することで、地方に成長のチャンスをつみ出していきたい。」

「地方創生回廊」完備に向けた支援

- 航空機燃料税の軽減措置の延長
(本則26,000円/kl→18,000円/kl、平成29年度から3年間)
- 国内線着陸料の見直し

国内線にかかる運航コストの低減を通じ、航空会社による、訪日客の地方誘導に向けた積極的取組を促進

【国際線】 地方空港へのLCC等の就航促進

「日本再興戦略2016」(平成28年6月閣議決定)抄
③地方空港等のゲートウェイ機能強化
地方空港への国際線就航を促進し、「地方イン、地方アウト」の流れをつくるため、地域が実施する国際線誘致等の取組と協調して、地方空港の国際線の着陸料を軽減する。

第百九十三回国会における安倍内閣総理大臣施政方針演説(平成29年1月20日)抄
「全国の地方空港で、国際定期便の就航を支援するため、着陸料の割引、入国管理等のインフラ整備を行います。」

「地方空港におけるLCC等の国際線就航加速パッケージ」

- 「訪日誘客支援空港」に対し、
- 地方空港の国際線着陸料の軽減/補助、新規就航経費支援
- 航空旅客の受入環境高度化、CIQ施設整備への補助
- 関係部局・省庁との連携

関連する施策を総合的に推進し、地域の誘客策と協調しながら、地方空港のゲートウェイ機能を強化

3

Source: Website of the Ministry of Land, Infrastructure, Transport and Tourism (<http://www.mlit.go.jp/>)

Prepared by processing the "Efforts for Inbound Expansion in Regional Airports" February 2017 (Japan Civil Aviation Bureau, MLIT) (<http://www.mlit.go.jp/common/001175634.pdf>)

III. Mid-term management plan

-- Efforts in regional airports --

Provide facilities that fulfil the needs of aviation operators in regional airports

New !

List of facilities provided (from April 2017 to March 2018)

[Outline of facilities]



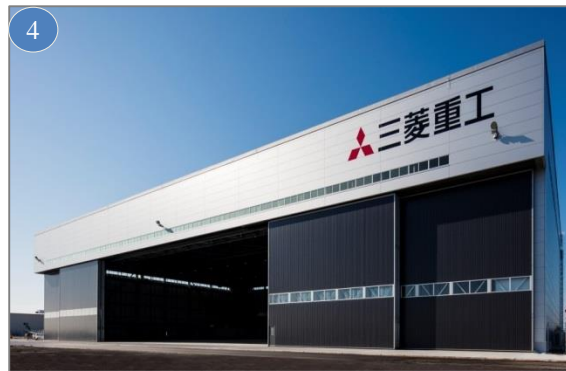
<Sendai Airport>



<New Chitose Airport>



<Kagoshima Airport>



<Kitakyushu Airport>

- | | | |
|---|----------|--|
| 1 | (Name) | Sendai Airport No.3 hangar for small aircraft |
| | (Use) | Hangar for news helicopters |
| | (Tenant) | All Nippon Helicopter Co., Ltd. (ANH) |
| 2 | (Name) | New Chitose Airport hangar for GSE vehicles |
| | (Use) | Hangar for GSE vehicles |
| | (Tenant) | SAS Co., Ltd. |
| 3 | (Name) | Kagoshima Airport simulator building |
| | (Use) | Facility for crew training |
| | (Tenant) | Japan Air Commuter Co., Ltd. (JAC) |
| 4 | (Name) | Kitakyushu Airport hangar for aircraft maintenance |
| | (Use) | Hangar for aircraft maintenance |
| | (Tenant) | Mitsubishi Heavy Industries, Ltd. |

III. Mid-term management plan

<Current demands for pilots and forecast on future aviation demands>

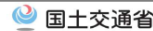
Concerns on the shortage of pilots due to the rapid expansion of LCC business and the mass retirement of pilots

Increase in pilot demands mainly in Asia, in line with increase global aviation demand



Increase in demands for pilot training facilities, etc. due to increase in aviation demand and the needs to resolve the shortage of pilots in and out of Japan

操縦士需要に関する小委員会とりまとめ後の状況変化



操縦士の需要状況

OLCCの急速な事業拡大や操縦士の大量退職等の見込みによる将来的な操縦士不足の懸念がある中、「明日の日本を支える観光ビジョン」（平成28年3月）において、訪日外国人旅行者数の目標が倍増（2020年に4000万人、2030年に6000万人）となっており、それに伴い操縦士の養成・確保が重要視されている。

○2014年の乗員政策等検討合同小委員会とりまとめ時の操縦士需要予測（従来予測）の算出方法を用いて、国際旅客数を観光ビジョンにおける目標値に置き換えた暫定的な操縦士需要予測を行うと、年間に新たに必要となる操縦士数（人／年）は下のようになる。

	従来予測（小委員会とりまとめ時）	観光ビジョンを踏まえた暫定的な予測
2020年	218	380
2030年	350	430

操縦士の供給状況

○航空大学校による養成（年間72人）

○民間の養成機関（私大等）による養成（年間約150人）

○LCC等や地域航空会社による自社養成は困難。大手航空会社であっても自社養成の規模は不安定（年間約80～100人）

○防衛省からの再就職（年間約10人）

養成において、一定の資格未取得者ができることを考慮すると、操縦士の養成人数は年間合計約300人前後

○なお、外国人操縦士の需給は世界的に逼迫しており採用活動が困難化

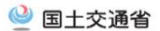


2020年に向けて急速な需要拡大が見込まれる操縦士を戦略的に育成することが必要

- 「ニッポン一億総活躍プラン」（平成28年6月閣議決定）においては、観光ビジョンに基づき、政府一丸、官民を挙げて、観光先進国の実現に向けた取組を総合的・戦略的に実施することとしている。
- 「未来への投資を実現する経済対策」（平成28年8月閣議決定）においては、観光ビジョンの達成に向けてのハード面とソフト面のインフラ整備を総合的かつ計画的に進めることとしており、その施策の一つとして「操縦士の戦略的確保・育成事業」がとりあげられている。

12

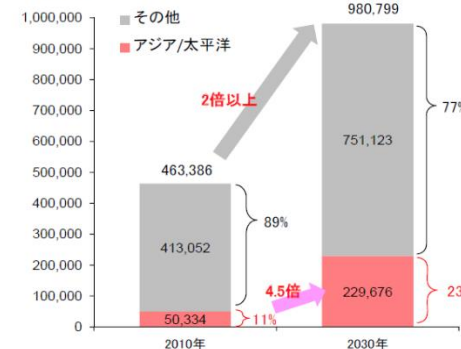
国際的なパイロットの需要見通し



○世界的な航空需要の増大に伴い、国際的に2030年には現在の2倍以上のパイロットが必要とされる。

○アジア／太平洋地域では、2030年に現在の約4.5倍のパイロットが必要とされ、年間約9,000人のパイロット不足が見込まれる。

（パイロット数：人）



	世界	アジア/太平洋
2010年時点のパイロット数	463,386	50,334
2030年時点のパイロット数	980,799	229,676
パイロット必要養成数（年間）	52,506	13,983
パイロット供給可能数（年間）	44,360	4,935
パイロット需給バランス（年間）	△8,146	△9,048

※航空運送事業の用に供する航空機の数が約6.2万機（2010年）から約15.2万機（2030年）に増加するとの予測に基づき推計

出典：ICAO「Global and Regional 20-year Forecasts : Pilots・Maintenance Personnel・Air Traffic Controllers」

1

Source: Website of the Ministry of Land, Infrastructure, Transport and Tourism (<http://www.mlit.go.jp/>)

[Left] Prepared by processing the "Efforts for Requests and Securing of Pilots, Mechanics, etc." August, 2016 (Japan Civil Aviation Bureau, MLIT) (<http://www.mlit.go.jp/common/001141511.pdf>)

[Right] Prepared by processing the "Current State and Issues Related to Crews in Japan" November 2013 (Japan Civil Aviation Bureau, MLIT) (<http://www.mlit.go.jp/common/001019364.pdf>)

III. Mid-term management plan

-- Providing pilot training facilities (domestic and overseas) --

Year and month		Name of the facility	Maximum no. of aircraft to be stored	Provided airports	Provided to
2002	3	Technical Center No. 1 and 2	19	Tokyo International Airport	Japan Airlines Co., Ltd.
2008	12	Comprehensive Building No. 5	2	Tokyo International Airport	Flight Safety International Japan K.K.
2012	2	Comprehensive Building No. 7	2	Tokyo International Airport	panda Flight Academy Inc.
2012	8	Kitakyushu Airport Training Center	1	Kitakyushu Airport	Star Flyer Inc.
2014	2	Maintenance Center Annex	5	Tokyo International Airport	Skymark Airlines Inc.
2016	4	Pilot Training Facilities	10	Singapor Seletar Airport	Rented to: Airbus Group Singapore User: Airbus Asia Training Centre (AATC)
2016	11	Maintenance Center Annex	1	Tokyo International Airport	Flight Safety International Japan K.K.
2017	4	Large-sized hangar	3	Tokyo International Airport	All Nippon Airways Co., Ltd.
2018	2	Kagoshima Airport simulator building	1	Kagoshima Airport	Japan Air Commuter Co., Ltd.



Technical Center No. 1 and 2 (Tokyo International Airport)



Comprehensive Building No. 5 (Tokyo International Airport)



Comprehensive Building No. 7
(Tokyo International Airport)



Kitakyushu Airport Training Center (Kitakyushu Airport)



Maintenance Center Annex
(Tokyo International Airport)



Pilot training facility (Singapore Seletar Airport)



Large-sized hangar (Tokyo International Airport)



Kagoshima Airport simulator building
(Kagoshima Airport)

III. Mid-term management plan

-- Overseas business development (Singapore, Canada) --

Aviation-related facilities are provided mainly to Airbus Group

<Singapore Seletar Airport> *AIRPORT FACILITIES ASIA PTE.LTD. was founded to develop business



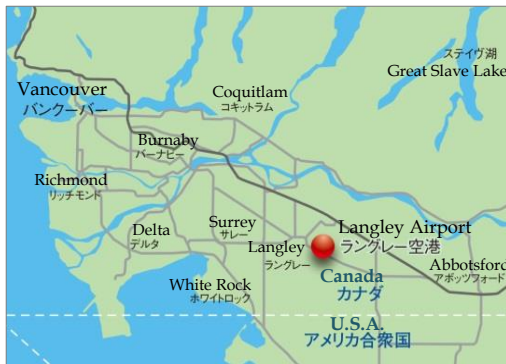
<Hangar>



<Pilot training facility>

* In addition, engine maintenance factory, simulators, etc. are provided

<Canada Langley Airport> *AFN PROPERTIES LTD. was founded to develop business



New! (Started providing in October 2017)



<Helicopter maintenance facility>

Develop business overseas, where aviation demand is continuously increasing

III. Mid-term management plan

-- Efforts to expand business area --

Active engagement in solar power generation business

<Solar power plants (facilities) of our company>

* In addition to utilizing idle lands and hangar (rooftop), power generation is also implemented at venues outside the airports



<Honsanrizuka Solar Power Plant (Narita)>
(Annual power generation): Approx. 800,000 kWh
(Operating started in) October 2013



<Kagoshima Airport Hangers No.1 and 2>
(Annual power generation): Approx. 300,000 kWh
(Operation started in) March 2014



<Gifu Mizunami Solar Power Plant>
(Annual power generation): Approx. 1,600,000 kWh
(Operation started in) January 2016

N e w !

Solar power generation facility on the rooftop of TRC Logistics Building B was completed and started operation in January 2018



[Outline]

(Location)	Tokyo Ryutsu Center "Logistics Building B" rooftop
(Panels installed)	8,960 panels (one of the largest-scale facilities in central Tokyo)
(Annual power generation)	Approx. 2,500,000 kWh (equivalent to the annual consumption of 620 households)

**Continuously promote business with environmental and social considerations,
while focusing on ESG including the reduction of CO2 and energy saving**

IV. Topics

-- Hotel business --

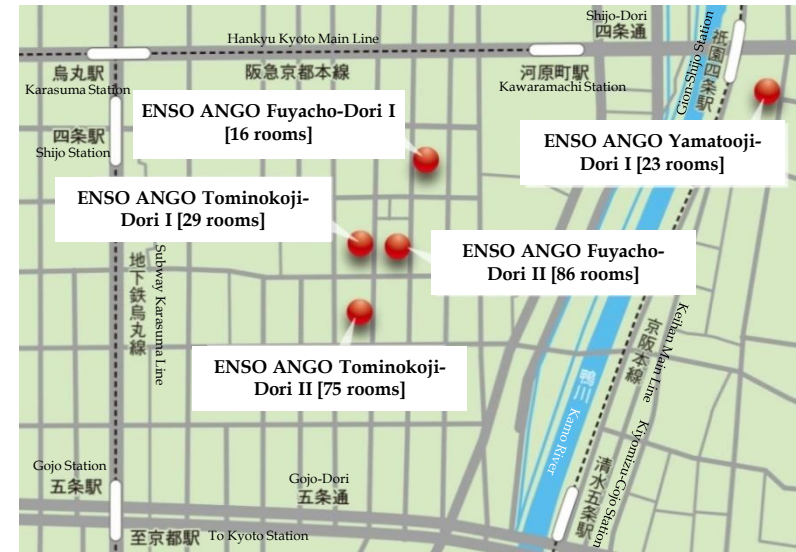
Aim for further expansion of business through investment in new hotels in Kyoto

New !

In addition to providing hotels near Haneda Airport, it is scheduled to acquire five new hotel buildings in Kyoto, where international tourism demand is notable

Name	: ENSO ANGO * Dispersed hotel with five widely spread buildings
Outline of the property	: ■ ENSO ANGO Fuyacho-Dori II No. of guest rooms: 86 Total floor area: 3,532m ² ■ ENSO ANGO Tominokoji-Dori II No. of guest rooms: 75 Total floor area: 2,834m ² ■ ENSO ANGO Tominokoji-Dori I No. of guest rooms: 29 Total floor area: 862m ² ■ ENSO ANGO Yamatooji-Dori I No. of guest rooms: 23 Total floor area: 616m ² ■ ENSO ANGO Fuyacho-Dori I No. of guest rooms: 16 Total floor area: 538m ²
Total no. of guest rooms	: 229
Leased to	: Global Hotel Management Inc.
Operation	: Global Hotel Management Inc. Ango Hotels Inc.
Complete by	: End of June, 2018 * Date when lease contract starts
Scheduled inauguration	: October 15, 2018 (scheduled)

* In order of facilities with more guest rooms



<Location map>

The hotel brand is "ENSO ANGO"

- ⇒ Collective name for five hotel buildings on Fuyacho-Dori, Tominokoji-Dori, and Yamatooji-Dori in the area between Shijo-Dori and Gojo-Dori at the heart of Kyoto City, where Kyoto-style traditional merchant houses once stood
- ⇒ They all have commonly simple exteriors that harmonize with the surrounding townscape and diverse facilities and guest room types.
- ⇒ Allowing guests to use all facilities, it fuses the hotel functions as a whole, by also having connection with the town

* "ENSO" ⇒ "circle drawn in Zen": symbol to face the truth
 "ANGO" ⇒ "intense training for students of Zen": word that implies finding in one's true mind
 "ENSO ANGO" ⇒ people and people, action and events: having infinite possibilities, that brings various encounter and ties with others

IV. Topics

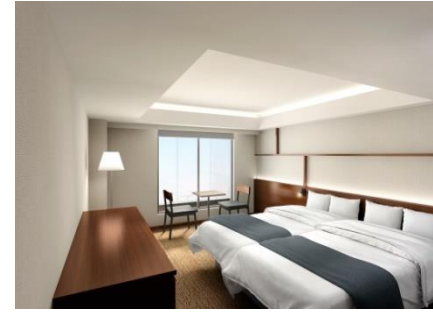
<Exterior an interior (guest room) of the hotel> * conceptual images



<ENSO ANGO Fuyacho-Dori II>



<ENSO ANGO Fuyacho-Dori II>



<ENSO ANGO Tominokoji-Dori I>



<ENSO ANGO Yamatooji-Dori I>



<ENSO ANGO Fuyacho-Dori I>



IV. Topics

-- Development of the Zone 1 of the former Haneda Airport Ground (Phase I) --

Promote the development and operation of bases for leading-edge industry and for the transmission of "Cool Japan"

New !

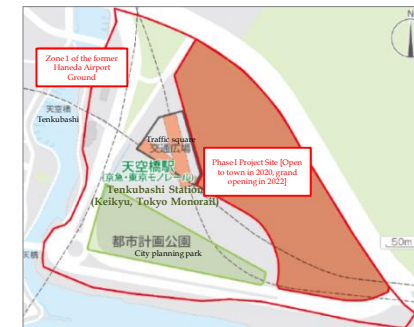
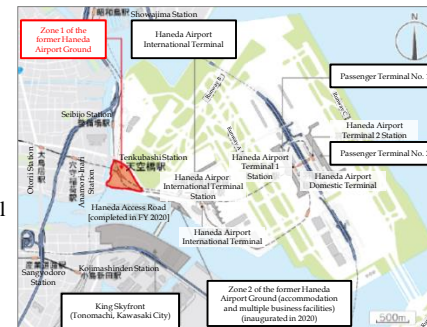
Dated May 9, 2018 Business contract was concluded between "Haneda Mirai Development Corporation" and the Ota-ku government

⇒ The development and operation of bases for leading-edge industry and for the transmission of "Cool Japan" started with a fixed-term lease for 50 years (scheduled)

<Outline of the plan>

(Project implementing body)	: Haneda Mirai Development Corporation (Note)
(Location)	: Parts of Haneda-Kuko 1 cho-me and 2 cho-me, Ota-ku, Tokyo
(Transportation)	: Directly connected to the Tenkubashi Station of Keikyu Airport Line and Tokyo Monorail
(Site area)	: Approx. 5.9ha
(Total floor area)	: Approx. 125,400m ²
(Major use)	: Research and development facilities (laboratory, large-sized office), research center on advanced medical care, convention hall, event hall, facilities to experience Japanese culture, eating and drinking facilities, accommodation facilities for research and training, hydrogen refueling station, etc.
(Designer)	: Kajima Corporation, Daiwa House Industry Company, Limited
(Constructor)	: Kajima Corporation, Daiwa House Industry Company, Limited
(Schedule)	: Started construction in the autumn of 2018 Open to the town (inauguration of some preceding facilities) in 2020 Grand opening in 2022

* The outline of the plan and rendering may be subject to change in the future.



<Bird-eye view of the entire facility>

(Note) Shareholding companies of Haneda Mirai Development Corporation (in order of the Japanese syllabary): Kajima Corporation (representative company), Airport Facilities Co., Ltd., Keikyu Corporation, Daiwa House Industry Company, Limited, Tokyo Monorail Co., Ltd., Japan Airport Terminal Co, Ltd, Nomura Real Estate Partners Co., Ltd., East Japan Railway Company, Fujifilm Corporation

Disclaimer

Notice

- This document is not for solicitation for investment.
- Future expectations are based on information that is currently available. The result may differ according to changes in business environment and other factors.
- We ask that important decisions on investment, etc. are made at the user's own discretion.

This document is also available at our corporate website.

<http://www.afc.jp/>

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