



Fact Sheet: United to Tokyo Haneda

Expect more from the future of U.S.-Japan air travel

In support of its mission to connect people around the world, United Airlines has proposed six new daily direct flights from U.S. hubs to Tokyo Haneda Airport, which would provide more *and* better options for consumers and improve air travel between the U.S. and Japan.

The proposal is part of a competitive route proceeding launched by the U.S. Department of Transportation pending completion of a new aviation accord with Japan later this year. United's proposed routes to Tokyo Haneda (HND) would support businesses and help grow the U.S. economy by connecting five of the six largest metropolitan areas in the U.S. mainland and Guam to the closest airport to downtown Tokyo – a center of 21st century global commerce and an important gateway for connections throughout Japan.

Routes from Newark (EWR), Chicago (ORD), Washington (IAD), Los Angeles (LAX), Houston (IAH), and Guam (GUM) would offer seamless, nonstop access to Tokyo from U.S. business, government and cultural centers. Together, the flights from U.S. mainland hub cities will connect Tokyo Haneda with 112 U.S. airports representing approximately two thirds of U.S.-Tokyo demand, or more than three million annual bookings to Tokyo.

Better Choices and More Convenience for U.S. Consumers

- Proposed routes would offer service from areas where demand is highest across all regions of the U.S. mainland, along with a high demand route between Tokyo and Guam.
- United's proposal would help realize the full potential of these new routes for U.S. consumers and businesses by expanding United's broad-based and end-to-end network between the U.S. and Japan.
- United's proposed flights to Haneda would allow U.S. consumers to make connections to 37 points in Japan via United's joint venture partner All Nippon Airways (ANA).
- Compared to Narita International Airport, Haneda is much more conveniently located to central Tokyo and offers more connections to points across Japan than Narita.



Experience Matters: Expanding United's Best-in-Class Japan Service

- United has demonstrated unparalleled commitment among U.S. carriers to serving consumers' needs for travel from the U.S. to Tokyo and the surrounding region.
- United flies more passengers between the U.S. and Tokyo than any other domestic carrier, despite only having one current route to Haneda.
- United serves 31 markets in the Asia/Pacific region, and since 2014, United has opened 11 new nonstop flights from the U.S. mainland to destinations throughout the region.

Faster, Higher, Stronger

- As a proud sponsor of the U.S. Olympic Committee for nearly four decades, United has long been driven by a "faster, higher, stronger" ethos – United aims to bring the same spirit and vision for travel, business and innovation between the U.S. and Japan.
- With the Olympic Games Tokyo 2020, interest in travel to Japan will only grow, and United is uniquely positioned to add convenient travel options to Japan now and in the future.
- Japan is one of the world's largest economies, an essential U.S. business partner and the second largest foreign direct investment contributor to the U.S.
- The consumer benefits of United's proposal – more seats, more time-of-day options, more access – will help American companies doing business in Japan stay ahead in the global economy.

Hub-by-Hub Local Benefits of Proposed Service

United's proposed hubs for new Tokyo Haneda service are among the largest in the U.S. in terms of overall population, demand for travel to Tokyo and Japanese foreign-born communities. The proposed routes will also simplify connections and shorten travel time from communities throughout the country.

Newark Liberty International Airport (EWR)

- **Demand:** Newark/New York is the largest metro area in the U.S, has the largest U.S.-Tokyo market on the East Coast, and has the second largest U.S. mainland Japanese foreign-born community.
- **Convenience:** United's proposal includes first-ever service from Newark Liberty to Tokyo Haneda, which would add to United's existing flight from Newark Liberty to Narita. United's Newark/New York proposal will connect Haneda with 43 U.S. airports totaling 1.2 million annual bookings to Tokyo.
- **Commerce:** This route would strengthen a bridge between each country's center for commerce and finance, creating better options for businesspeople traveling between two of the world's largest cities.

Chicago O'Hare International Airport (ORD)

- **Demand:** Chicago is the largest market for travel demand between the central U.S. and Tokyo, and is the third largest city in the U.S.
- **Convenience:** Consumers throughout the Midwest will benefit from more choices, and United's Chicago proposal will connect Haneda with 80 U.S. airports totaling 1.6 million annual bookings to Tokyo.
- **Commerce:** Several U.S. global 500 companies with substantial sales or ties to Japan are headquartered in Chicago. Japanese-owned companies employ more than 43,000 workers in Illinois.

Washington Dulles International Airport (IAD)

- **Demand:** Washington, D.C. is the second-largest market for travel demand between the East Coast and Tokyo.
- **Convenience:** Consumers throughout the East Coast would have better itinerary options, including U.S. servicemembers who travel from the D.C. area to Okinawa. United's Washington, D.C. proposal will connect Haneda with 35 U.S. airports totaling 1.2 million annual bookings to Tokyo.
- **Commerce:** New flights would strengthen a bridge between the capitals of each country and benefit U.S. global 500 companies with substantial sales or ties to Japan headquartered in the D.C. area.

Los Angeles International Airport (LAX)

- **Demand:** Los Angeles ranks first in demand from the U.S. mainland to Tokyo and has the largest U.S. mainland Japanese foreign-born community.
- **Convenience:** A new Haneda flight would add to United's existing flight from L.A. to Narita, giving additional choices to consumers in the West, including the large number of U.S. servicemembers who travel from Southern California to Okinawa. United's Los Angeles proposal will connect Haneda with 13 U.S. airports totaling 1.6 million annual bookings to Tokyo.
- **Commerce:** In California, Japan ranks fourth in foreign direct investment, and the state exported nearly \$13 billion in goods to Japan in 2017. Japanese-owned companies directly employ more than 119,000 workers in California, and more than 85,000 workers with wages of \$5.4 billion in Southern California.

Houston George Bush Intercontinental Airport (IAH)

- **Demand:** Houston ranks second in demand from the central U.S. to Tokyo, and business travel demand is strong from this center of U.S. commerce for the oil, gas and energy industries.
- **Convenience:** Houston would serve as a key gateway for connections from cities throughout the Midwest and South, as well as between Latin America and Japan. United's Houston proposal will connect Haneda with 32 U.S. airports totaling 417,000 annual bookings to Tokyo.
- **Commerce:** Several U.S. global 500 companies with substantial sales or other ties to Japan are headquartered in or near Houston. Japanese-owned companies directly employ more than 50,000 workers in Texas, and there are 150 Japanese-affiliated companies in Houston.

Guam's A.B. Won Pat International Airport (GUM)

- **Demand:** The Guam-Tokyo market demand is significant given the Japanese tourist base.
- **Convenience:** A new Haneda flight would add to United's existing flight from Guam to Narita, offering additional options for consumers.
- **Commerce:** Guam's economy depends heavily on Japanese tourism, and United's new flight to Haneda will help the island's tourism industry, economy and job market.