

Safety & Security



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■ Safety

- The Safety and Technical Development Department was established in October 2003 with the privatization of NAA to centrally promote safety at Narita Airport. The department comprises two groups: Safety Planning and Airport Engineering. Operational safety, user safety, essential infrastructure safety and airport security form the 4 pillars used by the department to formulate strategies and conduct safety first initiatives aimed at resolving problems and issues related to safety throughout the airport. The Safety Promotion Committee was also established in April 2004 to formulate policies and plans to ensure and promote safe, reliable airport operation. The department first surveys safety in the activities, manual preparation and training of the individual departmental groups, identifies past incidents that contained risk factors and possible future risk factors to uncover problem areas and examines and formulates strategies that will introduce improvements. Important items are passed on to the Safety Promotion Committee to further reinforce safety practices. To further improve safety within NAA, safety-related familiarization activities are used to instill the philosophy of safety throughout the corporate group, safety inspections are held at regular intervals and a reporting system has been created for recording and storing incident reports.
- The Safety Promotion Committee, on the other hand, deliberates and formulates comprehensive and cross-sectional safety measures from a company-wide perspective. Recent meetings of the committee dealt with some of the following items:
The Safety Promotion Regulation was discussed and approved at the 4th Safety Promotion Committee meeting held on 9 February 2005. The regulation sets out those essential items for specific methods and frameworks needed to achieve the first items on NAA's management vision, the creation of a reliable airport through the exhaustive pursuit of safety.
- The 5th meeting held on 27 April reported on the establishment of Narita International Airport Safety Promotion Council and the NAA Group Safety Meeting as well as on the results of the survey on Narita Airport's underground facilities to assess their resilience to earthquake.

- It is vital that officers and staff at NAA share the same awareness for safety in its bid to achieve safety as outlined in the management vision. In conclusion, here are the basic policies for NAA's safety promotion commitments:

- 1 Ensuring safety is at the root of airport operations. Each and every staff member will prioritize safety in their duties, and all officers and staff will recognize their roles and responsibilities in pursuing safety.
- 2 NAA will heighten awareness for safety among all its officers and staff through seminars and training programs to aid in promoting and nurturing the safety-first spirit within the company.
- 3 It will encourage the compilation of safety reports and drive ahead with disclosure of safety information. Also, it will reinforce its safety management system by always maintaining an awareness for problems and carrying out proper safety inspections.
- 4 It will drive ahead with safety promotion for the entire NAA group and will establish a system for mutual collaboration and cooperation with airport-related government organizations and airport businesses.

■ Security

Aviation Security

- Terrorism has become a real threat to the aviation industry since the US terrorist attacks of September 2001, and Japan is no exception. Amid these developments, and with the decision by ICAO to implement the Universal Security Audit Programme, the Ministry of Land, Infrastructure and Transport (MLIT) has formulated the National Civil Aviation Security Program with the aim of legislating aviation security measures and reinforcing its security strategies through a major revision of its security standards, so as to bring them into line with the revised ICAO international standards (Annex 17) and to ensure that aviation security standards are properly implemented. In line with this, NAA has also compiled the Narita International Airport Security Regulations based on the government's Aerodrome Security Regulatory Guidelines to comply with national standards and respond to impending threats of terrorism. By so doing, NAA has clarified the aviation security measures

for Narita International Airport and related facilities and the roles of those assigned to implement these measures, and is also in the process of implementing various other security measures.

Aviation Security Standards

- Security at Narita has been at its maximum level, Phase E, on both international and domestic services, ever since the 9/11 US attacks in 2001. Over time, however, this heightened security level has come to be viewed as the norm. Thus, commencing April 2005, the MLIT decided to introduce an even tighter system of security whereby Phase E is broken down into Level I, at the lower end of the scale and Levels II and III in case of a specific threat or report of an attack at an airport. These levels have also been applied at Narita International Airport.

Airport Security Committee

- The wide array of aviation security measures in place at the airport are ineffectual when implemented independently by various organizations within the airport. Hence, the Airport Security Committee, comprising 20 organizations within Narita Airport, was established to discuss and implement the measures together. Particularly, in the event of an incident that might pose a threat to airport security as in a hijacking case, the committee members are called together to form a Joint Strategies Headquarters. Even if the situation does not develop into a serious incident, should there be a need, a strategies headquarters can still be formed within NAA to mull over measures and to reinforce patrols within the airport.

Aviation Security Strategies

- Various security strategies, such as access control, are in place at Narita Airport. Strategies that are directly related to aviation include the following:

Level Segregation

The passenger terminal airside is segregated by level to keep passenger flows separate, ensuring that departing passengers who have completed check procedures do not merge with arrival passengers who have not. Similarly, transit passengers and airport staff entering the departure area (sterile area), including those entering via the ramp or the departure bus gates, are required to undergo an inspection using metal detectors and other equipment.

Security Check

In March 2004, a liquid inspection device was introduced to compliment the X-ray scanner for baggage and the metal detector for passengers. The device enables security personnel to instantly and accurately determine whether liquids inside unopened plastic bottles to be taken on board aircraft are flammable without inconveniencing passengers. Moreover, X-ray inspections on coats and jackets, and if found suspicious, on shoes, were commenced in May 2004.

In October 2003, closed-circuit cameras were installed in the security checkpoints to prevent theft and to keep a record of suspicious persons. An Explosives Trace Detector (ETD) has also been installed in each terminal to detect plastic bombs and other explosives, to maintain high levels of security.

Baggage Inspection

- All check-in baggage, both on international and domestic flights, are inspected using an X-ray scanner. However, the current arrangement is hardly passenger-friendly as the inspections are performed before check-in and this creates congestion in front of the check-in counters. As a solution, NAA decided to introduce an in-line screening system in the South Wing of Terminal 1, currently undergoing renovation, to improve customer convenience, while ensuring high security at the same time by fitting the baggage conveyor system with an Explosives Detection System (EDS). Discussions are underway for the introduction of this in-line system in the North Wing and in Terminal 2.

ICAO Audit

- Narita International Airport will undergo an ICAO security audit in September 2005; This is, without doubt, a blessing for the airport. In preparation, NAA is currently reviewing airport security from various angles and is doing all it can to improve unsatisfactory items. When the audit is complete, it will prove that Narita is a safe airport that fully meets ICAO's international standards. This will not only reassure passengers departing and arriving at the airport, but will also allow airport staff to work under safe conditions in providing customer services.

